

# VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon Community Working Group

November 12, 2019



# Agenda

- Follow-Up Items & 2020 Work Plan
- CWG Member Report Back
- Government Affairs
- Phase I Update
- Phase II Update
- Related Planning Efforts
- Construction Education & Outreach Plan
- Design Development Framework
- 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
- Be honest
- Report back and provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

# Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Kate Christopherson	CWG Coordinator

# Upcoming Meetings

- CWG Dates
  - February 11, 2020, 4:00-6:00 PM
  - May 12, 2020, 4:00-6:00 PM
  - September 15, 2020, 4:00-6:00 PM
  - November 17, 2020, 4:00-6:00 PM
- VTA Board of Directors  
(<https://www.vta.org/about/board-and-committees>)
  - December 5, 2019, 5:30 PM
  - January 9, 2020, 5:30 PM
  - February 6, 2020, 5:30 PM
- Joint Policy Advisory Board (JPAB)  
(<http://santaclaravta.iqm2.com/Citizens/Board/1074-Diridon-Station-Joint-Policy-Advisory-Board>)
  - November 15, 2019, 3:00 PM

# Follow-Up Items & 2020 Work Plan

# Follow-Up Items

- Links to the Downtown San José development tools were included in the September meeting summary.
- VTA staff will update CWG members today on when the TOCs Strategy Study is on the city council agenda.
- VTA staff will update CWG members on the project's funding plan today.
- VTA staff will update CWG members on station naming for the Downtown San José Station at a future meeting.



# CWGW Member Report Back

# Government Affairs

Aaron Quigley, VTA

# FY 2020 Appropriations

- Federal government operating under Continuing Resolution through Nov. 21.
- H.R. 3055 passed U.S. Senate on October 31:
  - “Minibus” legislative package funding transportation and three other appropriations through FY 2020
  - Eliminates Rostenkowski Test and potential cuts to mass transit
  - Senate transportation bill provides \$100 million for the Expedited Program Delivery Pilot (EPD) Program

# Next Steps

- House and Senate conference to resolve differences between Transportation and Housing and Urban Development (THUD) funding bills
- House and Senate bills fund overall Capital Investment Grant (CIG) and EPD programs at different levels:
  - Senate: CIG: \$1.9 billion, EPD: \$100 million
  - House: CIG: \$2.3 billion, EPD: \$50 million
- Congress needs to resolve conflicts over topline spending in other programs before moving forward on THUD.

# Questions?

# Phase I Update

Gretchen Baisa, VTA

# Opening Date Information

- The Milpitas and Berryessa Transit Centers are planned to open by the end of the year
  - BART started pre-revenue operations on 10/28
  - Opening date announcement expected by end of November

Draft Commemorative Clipper Card



















# Milpitas Transit Center





# Milpitas Transit Center Features



-  BART Station
-  Bike Lane
-  Bike Storage
-  Bus-only Lane
-  Commercial Retail
-  Drop off/Pick up
-  Electric Vehicle Charging
-  Employer Shuttles
-  Food Truck Spaces
-  Future Development Site
-  Parking
-  Pedestrian Bridge
-  Rideshare/Taxis
-  Transit Center Entry/Exit
-  VTA Bus Transit Center
-  VTA Milpitas Light Rail Station

# Phase I Redevelopment – Milpitas Transit Center



Milpitas Station Area: October 2016










Milpitas Station Area: December 2018

# Berryessa Transit Center



# Berryessa Transit Center Features



-  BART Station
-  Bikeshare Station
-  Bike Storage
-  Bus-only Lane
-  Contemplative Garden
-  Drop off/Pick up
-  Electric Vehicle Charging
-  Employer Shuttles
-  Future Development Site
-  Parking
-  Plaza
-  Police Facility
-  Rideshare/Taxis
-  Trail/Bike Paths
-  Transit Center Entry/Exit
-  VTA Bus Transit Center

# Phase I Redevelopment – Berryessa Transit Center



- The draft Berryessa Urban Village Plan allows for:
- **6.7M** sq. ft. of commercial development (or **22,100** jobs)
  - **4,800** housing units



Berryessa Station: November 2016



Berryessa Station: Today

# Parking at Milpitas & Berryessa Transit Centers

- **Auto parking rates**
  - \$3/day
  - \$7/day for long-term (2+ days)
  - \$50/month
- **Three ways to pay**
  - VTA website
  - Passport mobile app
  - On-site at pay stations
- Electric vehicle charging \$1/hour, in addition to parking fee

## Milpitas Transit Center

- Garage: 1,200 spaces
- Surface lot: 450 spaces
- No reserved spaces
- Parking capacity for over 150 bicycles

## Berryessa Transit Center

- Garage: 1,150 spaces
- Surface lot: 300 spaces
- No reserved spaces
- Parking capacity for over 150 bicycles



# BART Fares from Santa Clara County

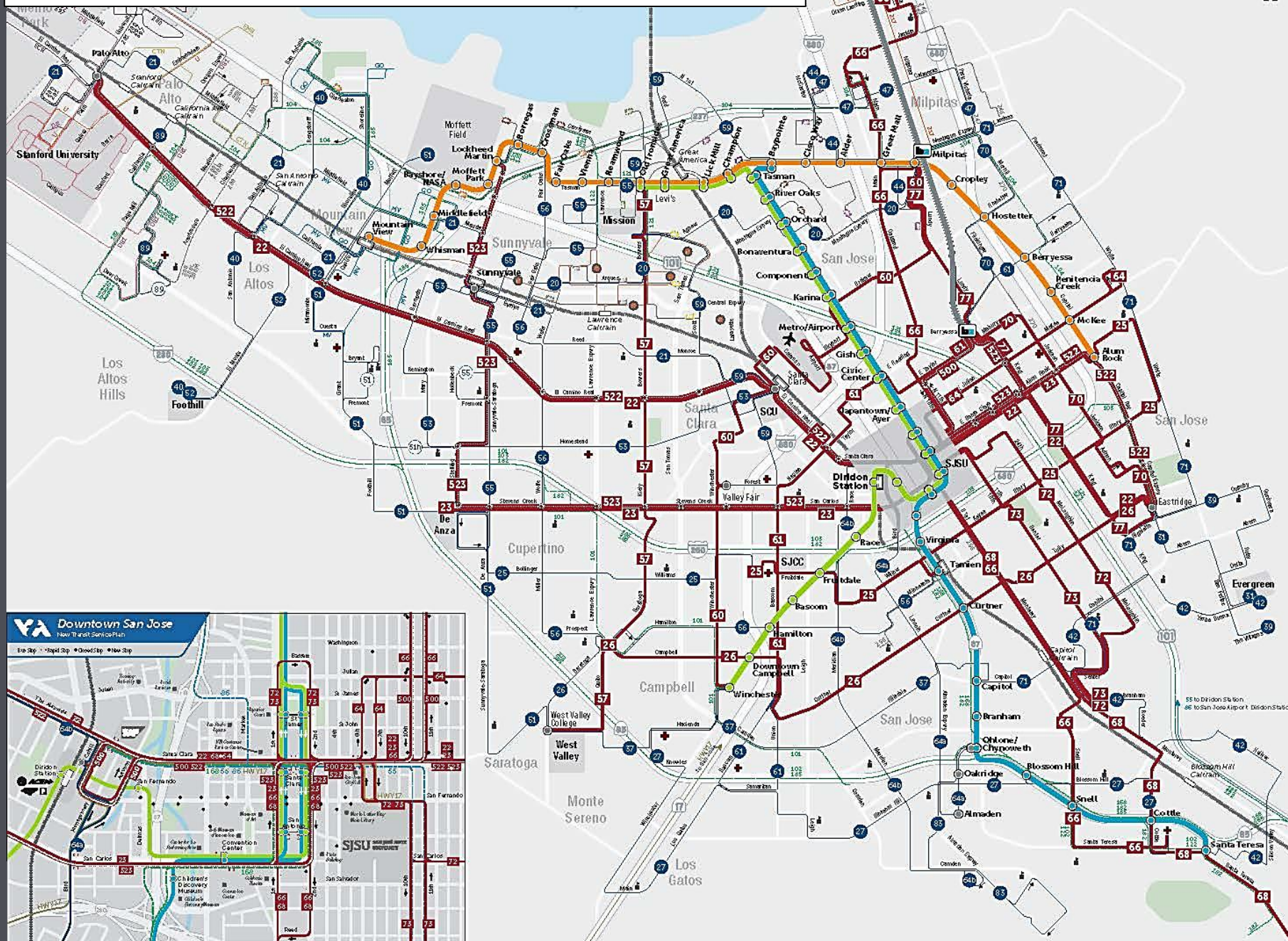
- One-way, Adult Fares, Purchased by Clipper Card

<b>BART Station</b>	<b>From Milpitas</b>	<b>From Berryessa/ North San José</b>
Lake Merritt	\$6.00	\$6.30
Dublin/Pleasanton	\$6.45	\$6.70
Embarcadero	\$7.90	\$8.15
Walnut Creek	\$7.45	\$7.75
Millbrae	\$9.20	\$9.45

## **VTA – BART Fare**

- Adults using Clipper e-cash who board VTA within one hour of exiting the BART station will automatically receive a one-time fare credit of \$0.50.

# 2019 New Transit Service Plan



October 24, 2019

schematic map not to scale

**Legend**

**VTA Transit Services**

**Light Rail**

- BLUE LINE** Baypointe - Santa Teresa
- GREEN LINE** Winchester - Old Ironsides
- ORANGE LINE** Murrill - Mountain View
- Transfer Station

**Bus**

- 522** Rapid Bus Limited-stop service at frequent intervals - every 15 minutes or better during day times
- 51** Frequent Bus Local service every 15-25 minutes on weekdays, every 15-30 minutes on weekends. Less frequent part of route
- 40** Local Bus Less frequent local service, usually every 30-60 minutes. Selected trips or part-time service
- 102** Express Bus Direct commute-hour service to major employment centers
- 247** School Service Seasonal service oriented to school bell times

**Partners & Neighbors**

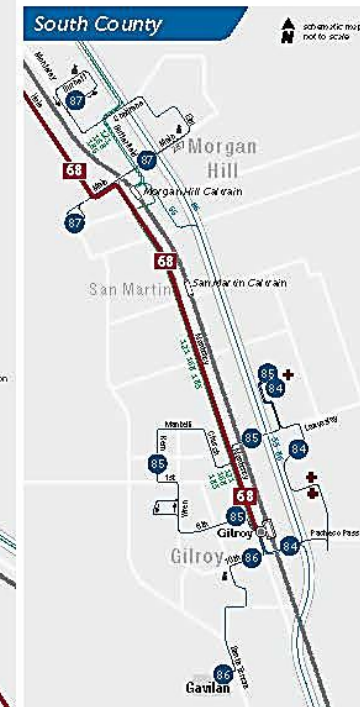
- BART**
- Caltrain-ACE-Amtrak**

**Municipal bus and shuttle services:**

- Stanford Margaria
- Mountain View Shuttle
- Mtgo Shuttle
- Palo Alto Shuttle
- ACE Shuttle
- Caltrain Shuttle

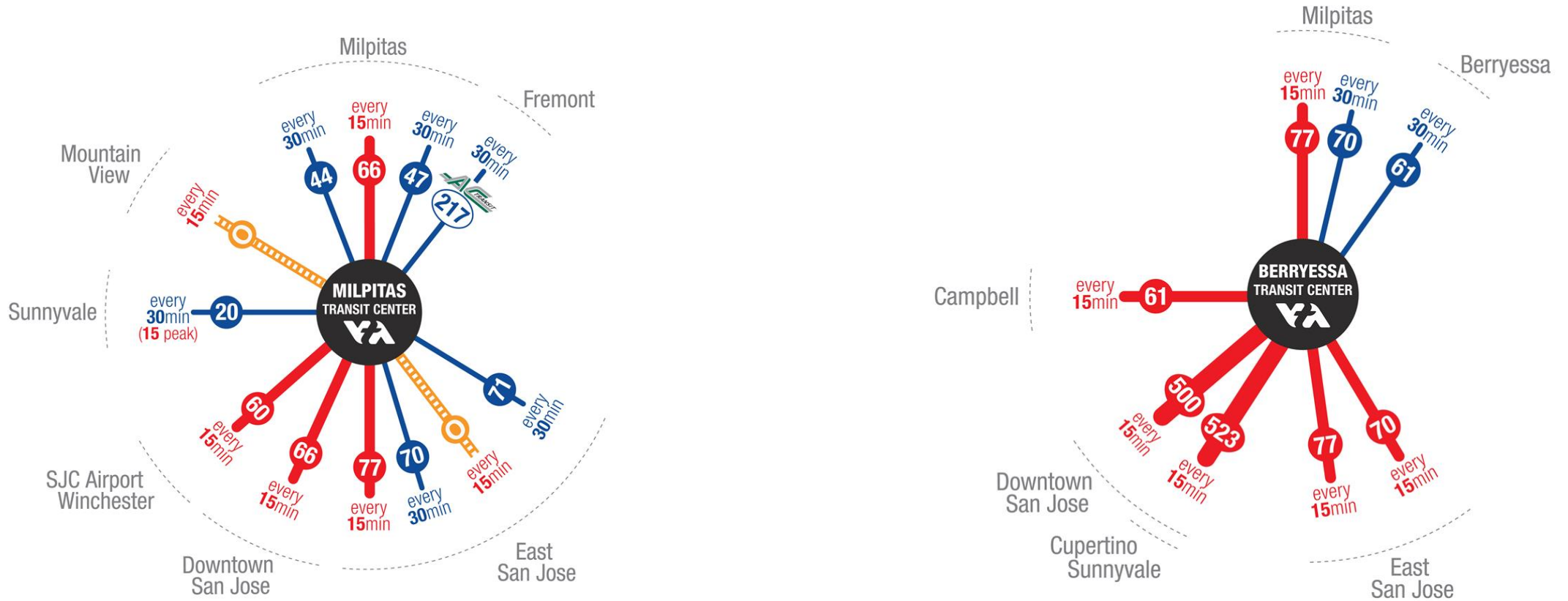
**Connecting transit bus services to neighboring cities and counties:**

- AC Transit
- SanTara
- Dumbarton Express
- Amtrak Highway 57 Express
- Hot Valley-Gilroy Transit





# Connections from Milpitas & Berryessa Transit Centers



36 buses and trains hourly from the Milpitas Transit Center  
 32 buses hourly from the Berryessa Transit Center

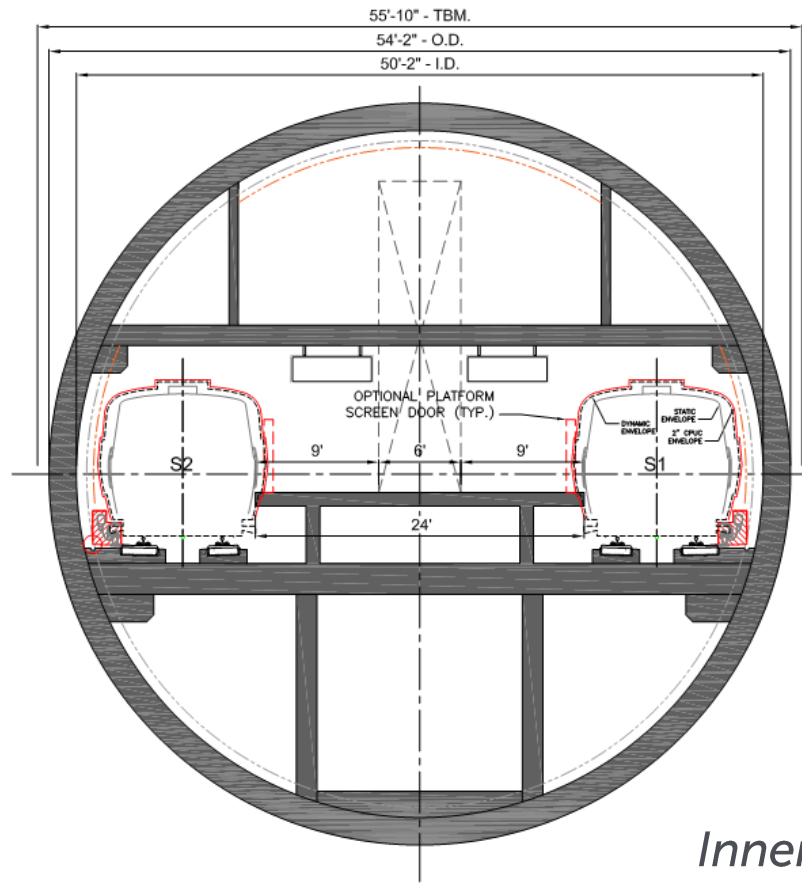
# Questions?

# Phase II Update

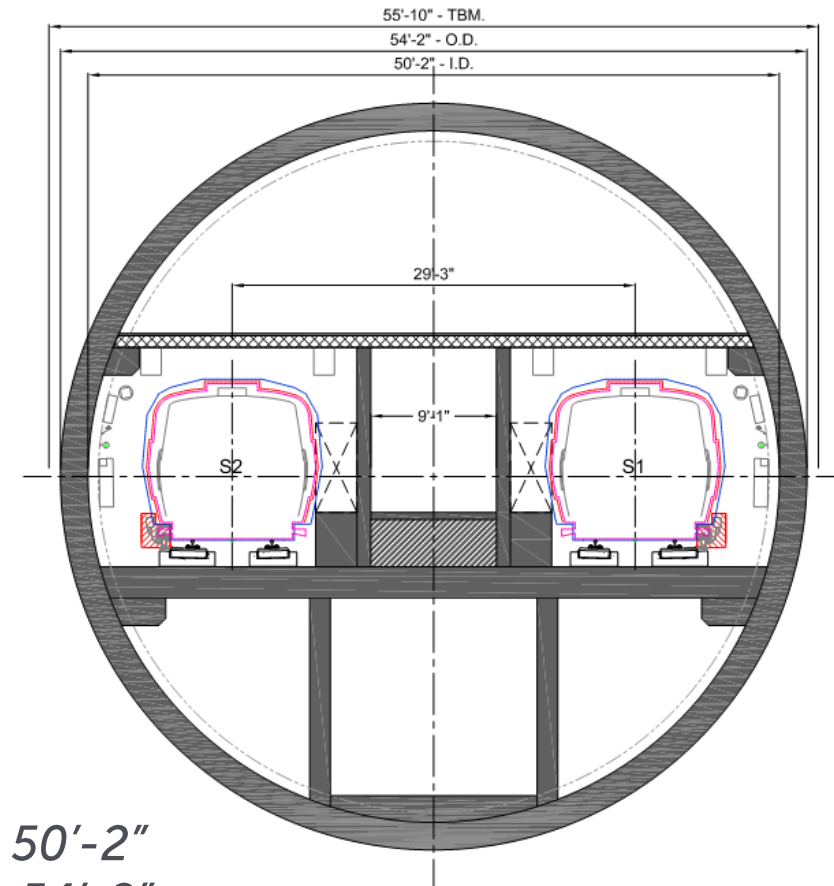
Jill Gibson & Erica Roecks, VTA

# Single-Bore with Center Platforms

## Center Platform at Stations

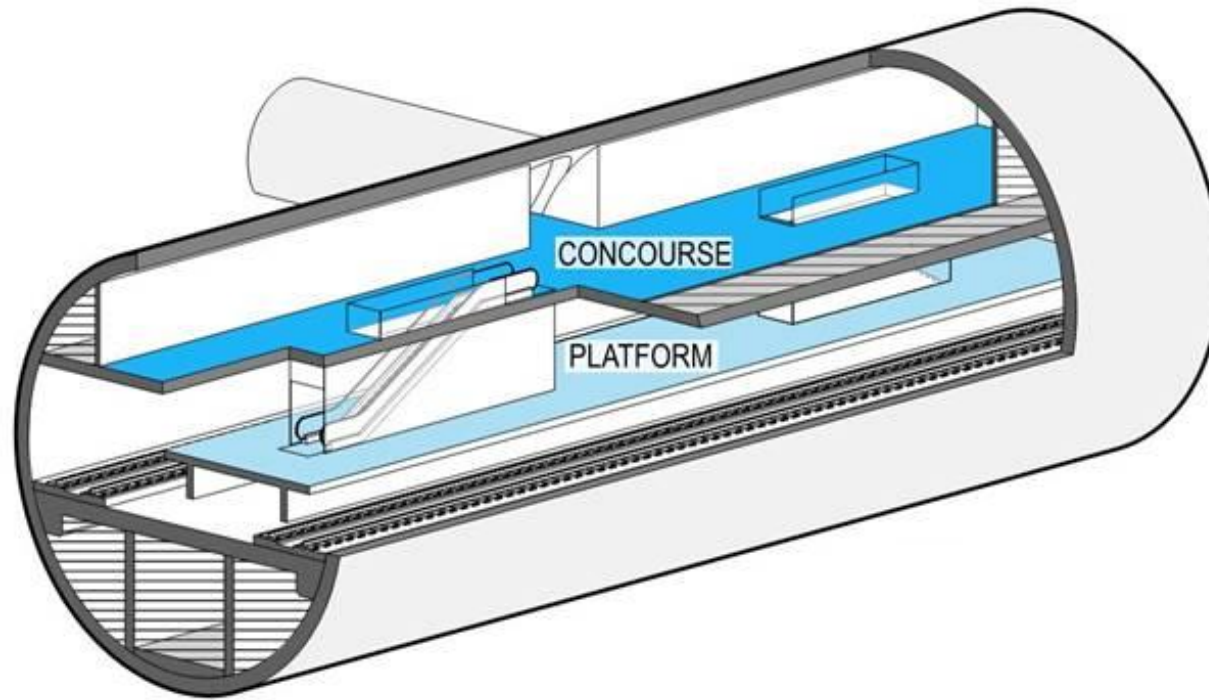


## Side-by-Side Tracks in Tunnel



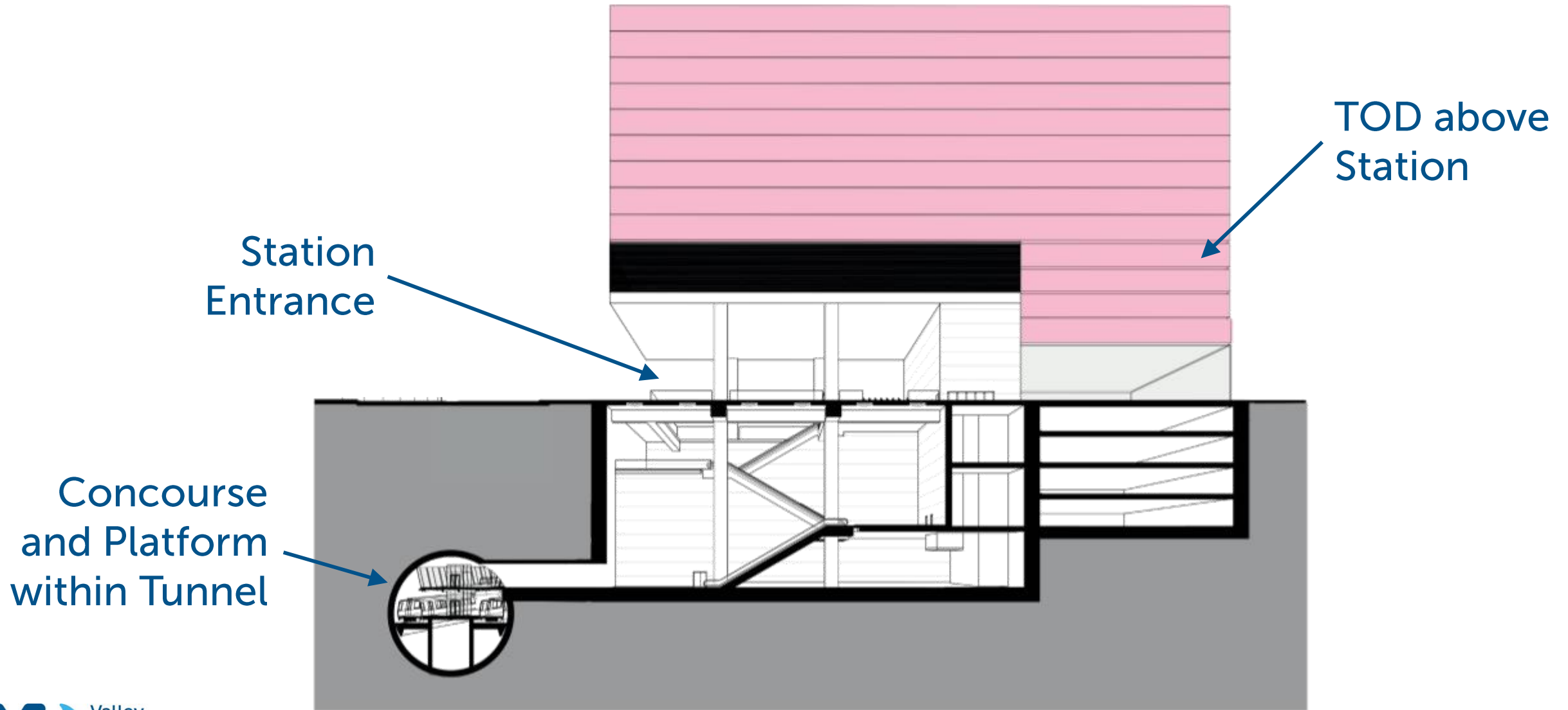
*Inner Tunnel Diameter: 50'-2"*  
*Outer Tunnel Diameter: 54'-2"*  
*Tunnel Boring Machine Diameter: 55'-10"*

# Single-Bore Center Platform Configuration



Concourse & Platform in Tunnel

# Station Configuration Concept - Diridon



# 28th Street/Little Portugal Station Concept

## Station Overview:

- One station with a minimum of two entrances/exits
- Ticketing and fare gates at street level
- Parking garage on site
- Emergency egress and ventilation exhaust shaft facilities located near platform ends
- Final location of systems facilities: TBD



# 28th Street/Little Portugal Station

## Station Access Design Principles

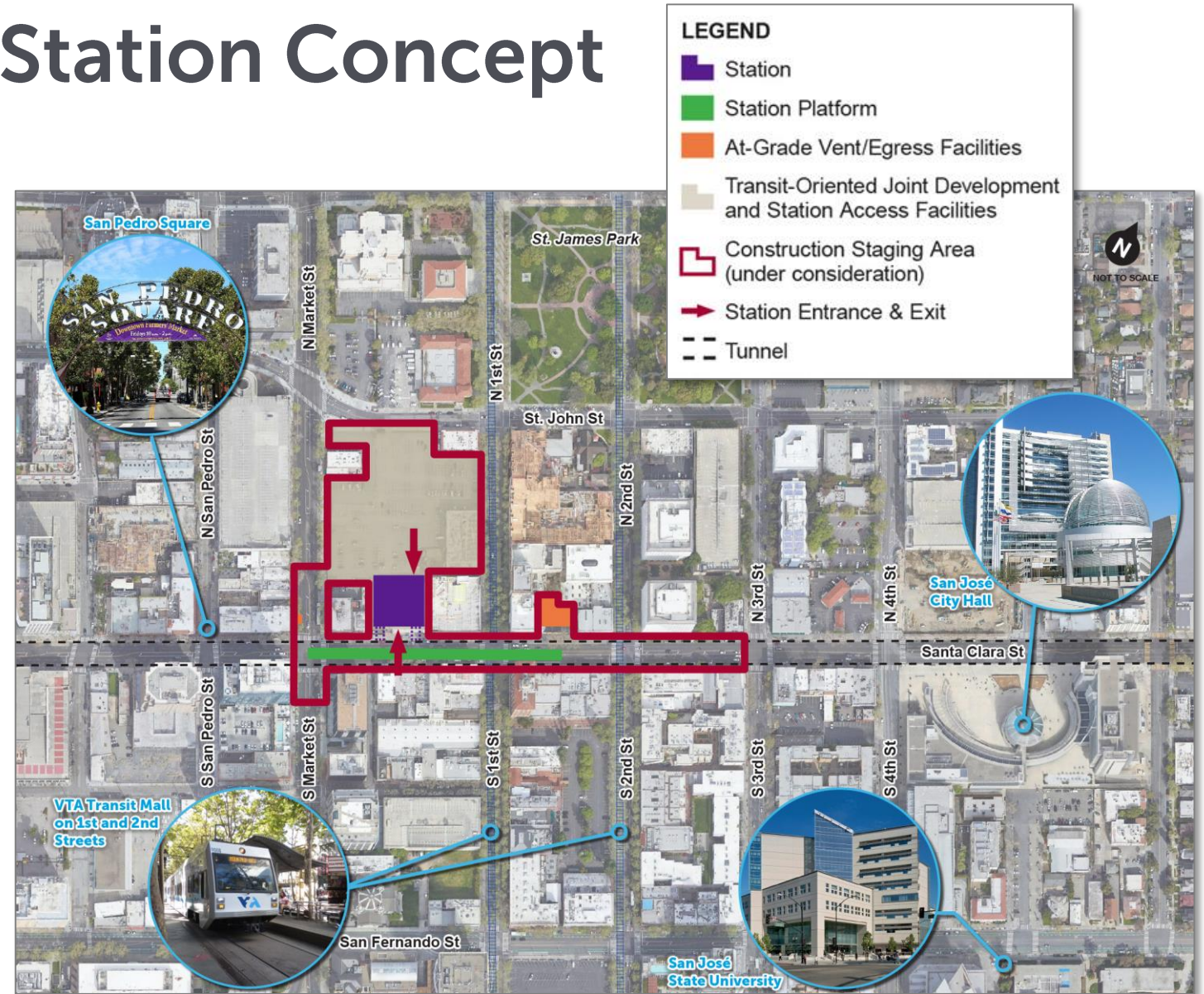
- **Bicycle Access**
  - Five Wounds Trail located as urban pathway on west side of 28th Street
- **Pedestrian Access**
  - Strong pedestrian connection along east side of 28th Street between the station entrance and Santa Clara Street
- **Transit Access**
  - Strong pedestrian connection to new BRT stations on E. Santa Clara Street at 28th Street
- **Auto Access**
  - Parking garage to provide 1,200 spaces for BART parking and dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles
- **TOD and Urban Design Considerations**
  - Plaza located adjacent to station entrance



# Downtown San José Station Concept

## Station Overview:

- One station with a minimum of two entrances/exits
- Ticketing and fare gates at street level
- Emergency egress and ventilation exhaust shaft facilities generally accommodated within station building footprints
- Final location of systems facilities: TBD



# Downtown San José Station

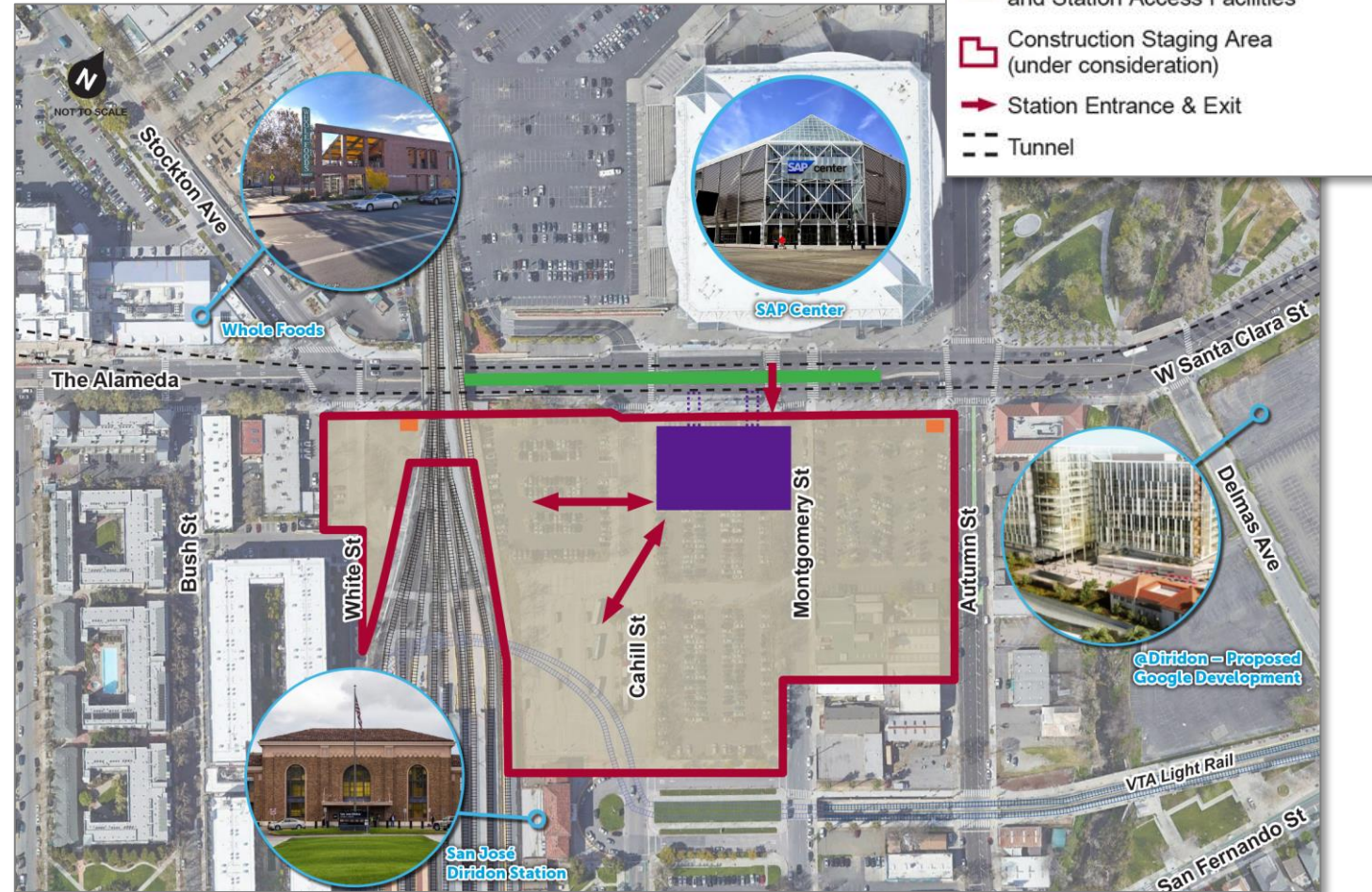
## Station Access Design Principles

- **Bicycle Access**
  - Bike parking integrated into adjacent TOD
- **Pedestrian Access**
  - Provide bulb-outs and signal upgrades where feasible at Market, First, and Second Street intersections with Santa Clara Street
- **Transit Access**
  - Relocate VTA bus bays in both directions to between Market and 1<sup>st</sup> Streets
- **Auto Access**
  - No dedicated parking for station users but dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles

# Diridon Station Concept

## Station Overview:

- One station with a minimum of two entrances/exits
- Provisions for future underground connections to north side of Santa Clara St./SAP and intermodal facility
- Ticketing and fare gates at street level
- Emergency egress and ventilation exhaust shaft facilities located near platform ends
- Final location of system facilities: TBD



# Diridon Station

## Station Access Design Principles

*\*Diridon BART station design development coordinated with DISC*

- **Bicycle Access**
  - Bike parking located proximate to BART station entrance
- **Pedestrian Access**
  - Integrate with Diridon Station
- **Transit Access**
  - Maintain strong connection to VTA Route 522 stops and bus transit center
- **Auto Access**
  - No dedicated parking for station users but dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles

# Santa Clara Station Concept

## Station Overview:

- At-grade station platforms
- Access from Santa Clara Caltrain station and Brokaw Road
- Ticketing and fare gates below ground level and on first floor of parking garage
- TOD and parking garage integrated with the layout of Newhall Maintenance Facility



# Santa Clara Station

## Station Access Design Principles

- **Bicycle Access**
  - Provide mixed use path for seamless connection between Brokaw and Champions Way bike facilities and station access portal/undercrossing
- **Pedestrian Access**
  - Work with adjacent developer to provide strong pedestrian connection between station entrance and adjacent development
- **Transit Access**
  - Additional VTA bus bays on east side of station in addition to existing bus bays on west side of station (Caltrain side)
- **Auto Access**
  - Parking garage to provide 500 spaces for BART parking and dedicated pick-up/drop-off curb space for TNCs, taxis, private vehicles, and local shuttles
- **TOD and Urban Design Considerations**
  - Further coordinate TOD and urban design opportunities with maintenance/storage facility needs, parking needs, and adjacent development

# Preliminary Budget

## Estimated Capital Costs:

**\$5.6 Billion (Conceptual ROM<sup>1</sup>)**

## Funding Sources:

**\$5.6 Billion**

<input checked="" type="checkbox"/> 2000 Measure A Sales Tax	\$1.0 Billion
<input checked="" type="checkbox"/> 2016 Measure B Sales Tax	\$1.5 Billion
<input checked="" type="checkbox"/> Local Measures Revenues to fund financing and escalation costs <sup>2</sup>	\$400 Million
<input checked="" type="checkbox"/> Regional Measure 3	\$375 Million
<input checked="" type="checkbox"/> State Transit & Intercity Rail Capital Program	\$750 Million
<input checked="" type="checkbox"/> State Traffic Congestion Relief Program	\$161 Million
<input type="checkbox"/> FTA Expedited Project Delivery	\$1.4 Billion (25% of total Project cost)

## Other Considerations:

<input type="checkbox"/> Financing and Contingency	\$TBD
<input type="checkbox"/> Public-Private Partnership Sources	\$TBD

1. ROM = Rough Order of Magnitude based on approximately 2% design (excludes financing and contingency)

2. Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.

# Schedule Progression

## Environmental Schedule (2014 Projection)



## Preliminary Schedule (as of September 2019)



# 12 Month Look Ahead

## FTA Process

- Continue preparing documentation for EPD application for Full Funding Grant Agreement (FFGA)
- Submit EPD application to FTA for FFGA
- Receive FFGA

## Engineering

- Finish 10% design
- Start Preliminary Engineering and bring Phase II Project to 30% design
- Finish determining property needs
- Start real estate appraisal, negotiations, and acquisitions/relocations
- Develop Master Agreements with City partners
- Develop and execute cooperative agreements, as required

## Pre-Construction & Construction

- Continue field investigations
- Conduct historic building pre-construction assessment surveys
- Hold Industry Forum on 2/11/2020
- Develop procurement packages and issue RFQ/RFP, as required

## Community Outreach & Public Engagement

- Continue field investigations outreach
- Continue implementing Construction Education & Outreach Plan (CEOP) Part A – Planning
- Continue developing CEOP Part B – Preconstruction
- Develop Construction Transportation Management Plan & Emergency Services Coordination Plan

## Related Planning Work

- Finish Diridon Integrated Station Concept Plan Phase I and start Phase II
- Finish Transit Oriented Communities Strategies and start Playbook implementation
- Continue Downtown San José Station Design Development Framework
- Start 28th Street/Little Portugal Station Design Development Framework

# Questions?

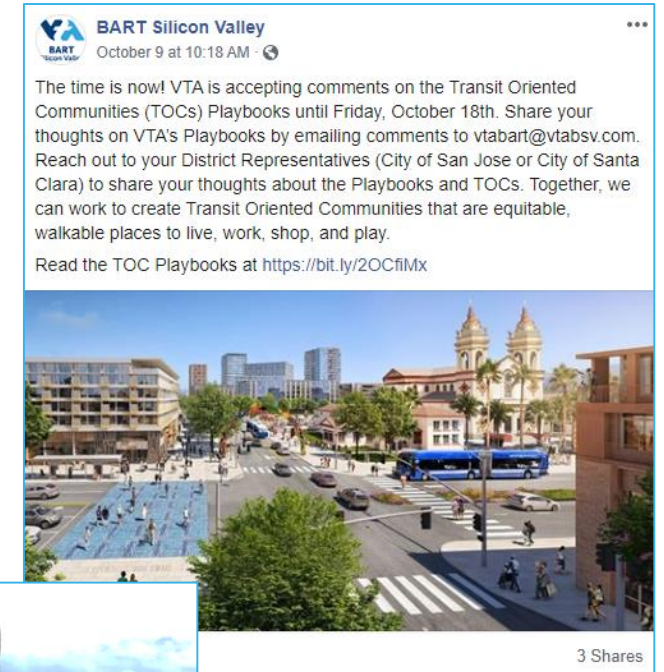
# Related Planning Efforts

Jill Gibson, VTA

# Transit Oriented Communities Strategies

## TOCs Playbooks

- Public comment period: September 18-October 18, 2019
- Promoted via website, email, monthly newsletter, social media, Viva Calle
- Received public comments, including from CWG members
- 74 comments in total from public and City partners
- Comment themes:
  - Land uses
  - Costs/financing
  - Building heights
  - Placemaking
  - Access



# Next Steps for TOCs Strategies

- Address comments
  - VTA will post responses online
- Finalize Playbooks
  - 28th Street/Little Portugal and Downtown San José stations – Nov/Dec
  - Santa Clara – early 2020
- Prepare for City Council presentations
  - San José City Council on December 10
  - Santa Clara City Council in early 2020
- Continue stakeholder engagement

## Upcoming Community Engagement

- Joint Policy Advisory Board (JPAB)
  - November 15 at 3:00 PM, Auditorium at VTA's Headquarters
- DISC Online Town Hall
  - Late November
- City of San José Community Meetings
  - November 18 from 6:00-8:00 PM, Leininger Community Center
  - December 7 from 10:00 AM – 12:00 PM, Gardner Community Center
- City of San José Station Area Advisory Group
  - November 19 from 11:30 AM – 1:30PM, City Hall, Focus Group
  - November 21 from 6:00-8:00 PM, City Hall, Focus Group
  - December 2 from 6:00-8:00 PM, Bascom Community Center, Focus Group
  - January 16 from 6:00-9:00 PM, City Hall, Regular Meeting



# Questions?

# Construction Education and Outreach Plan

Gretchen Baisa, VTA

# CEOP Update

- Ongoing General Outreach and Stakeholder Engagement:
  - Stakeholder meetings and briefings
  - Website updates, social media, and newsletters
- Community event participation:
  - 8/6 National Night Out
  - 9/6 Downtown Farmers Market
  - 9/22 Viva Calle San José



# Upcoming Outreach Work

- Spring 2020 Community Meetings
  - What worked and what could we improve from 2019 meetings?
  - New information for the community: site maps, tunnel information, schedule, funding status



# Small Business Touch Points

## VTA's BART Phase II Construction

Business Task Force to inform VTA's small business program  
Small Business Resource Study to address disruptions due to construction

Lead Agency



### VTA's BART Phase II Pre-Construction

Final Relocation Plan Approved by VTA Board 2018 to address businesses potentially affected by site acquisition

Lead Agency



### Post Construction

VTA BART Phase II  
TOC's Strategy Study:  
Support and Retention Strategies  
for Small Businesses

Lead Agencies  
and Organizations



local businesses  
associations, nonprofits



Strategies to Support  
Small Businesses

# Small Business Program

Program Creation through the following:

- **Small Business Task Force**
  - Develop on-the-ground local strategies, such as informing the effectiveness of a future marketing campaign
  - Members include small businesses, Chambers of Commerce, and other stakeholders
- **Small Business Resource Study**
- **Board Input**

Program to provide marketing and technical support to small and micro businesses along project corridor during pre-construction and construction, possibly including:

- **Support marketing campaigns**
- **Provide wayfinding**
- **Identify resources available to small businesses**
- **Mentorship Program/consulting**

# Small Business Resource Study

**Conduct** case studies from other major transit and development projects

**Interview** businesses to understand environment and needs during construction

**Analyze** existing business data along project corridor

**Provide** recommendations for consideration to the VTA Board

Early Engagement & Data Collection

Fall 2018 – Fall 2019

Small Business Resource Study

Fall 2019 – Spring 2020

**We are here**

Small Business Program Development

Spring 2020 – Spring 2021

# What's Next?

- Small Business Resource Study Kick Off: **September, 2019**
- First Meeting of the Small Business Task Force: **November, 2019**
- Next CWG Update: **February, 2020**





# Design Development Framework

Jeremy Nelson & Marcy Kamerath, VTA

# Design Development Framework (DDF)

- Focused on VTA Block (aka Mitchell Block)
- VTA-led process to create clear framework for future transit-oriented development (TOD) on the block
- Foster + Partners to do technical planning and design analysis to ensure TOD + station integration
- Goals:
  - Optimize TOD outcomes given multiple parcel owners
  - Maximize public amenities/benefits, transit ridership, and ground-lease revenues to VTA
  - Ensure world class urban design, architecture, and sustainable development
  - Identify public-private partnership (P3) opportunities



*VTA Block Ownership*

# Goals and Outcomes

- Outcomes:
  - Optimal building footprints to maximize TOD yield and design quality
  - Site design, access/circulation, and functional requirements
  - Shared development amenities (loading, parking, etc.)
  - Sustainable development opportunities
  - Selection criteria for development proposal on VTA-owned sites (public process)
- DDF will inform future VTA-issued RFQs/RFPs for TOD on VTA-owned parcels (includes public process)
- DDF will not include entitlement approvals or CEQA clearance
- Future TOD applications will need City approvals and environmental review (public process for both)



*Artist Rendering of TOD potential on VTA Block  
Preliminary Concept - Subject to Change*

# Schedule



# Engagement Input to Date: Goals for TOD



## Placemaking and Activation

- Activated street, ground floor & rooftop
- Strong connection between station and street (not a fortress)
- Connectivity across Market St. to San Pedro Square is a challenge (due to City parking garage)
- Avoid dead space. Consider where back-of-house spaces can be positioned



## Open Space

- Opportunities for better connectivity to green spaces



## Use Mix

- Commercial uses: Large retail as struggled, strive for mix of retailers and authenticity
- Affordable housing required for residential development on VTA-owned sites per VTA policy



## Mobility

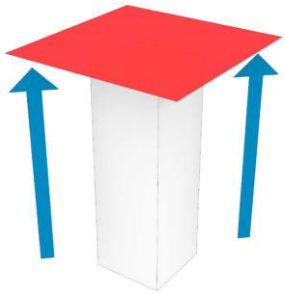
- Strong connection from street to station
- Connections to multiple modes
- Build flexible parking
- Efficiently park multiple uses with different peak demand periods

# Site Analysis to Date

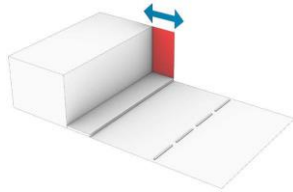


*VTA Block today*

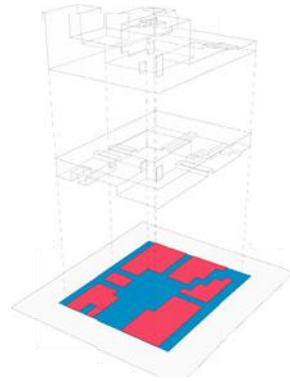
# Site Constraints



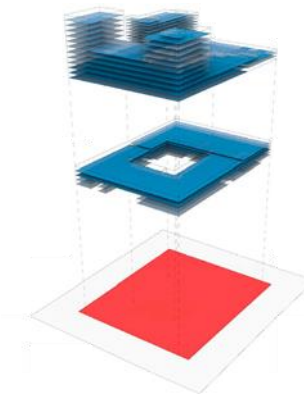
Maximum Height



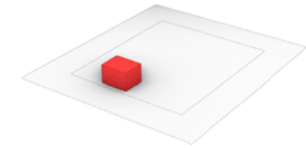
Street Setback



Percentage Grade Coverage



Floor Area Ratio (FAR)



Existing Buildings

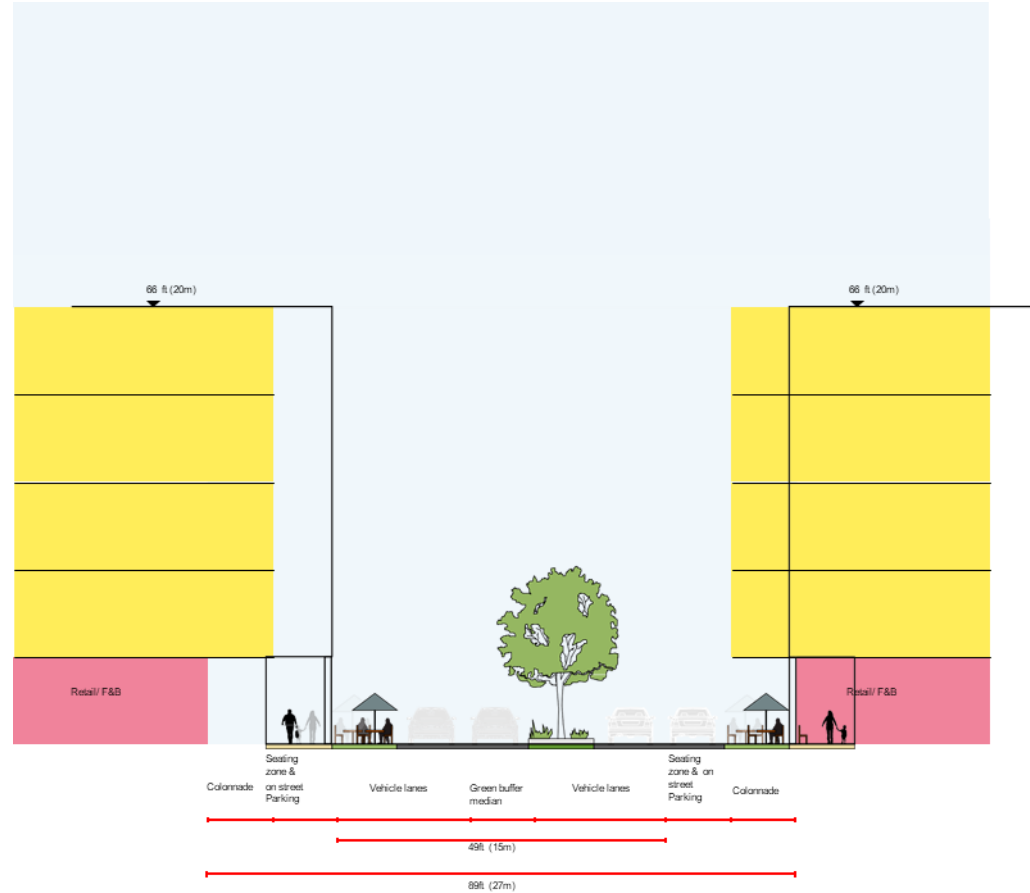
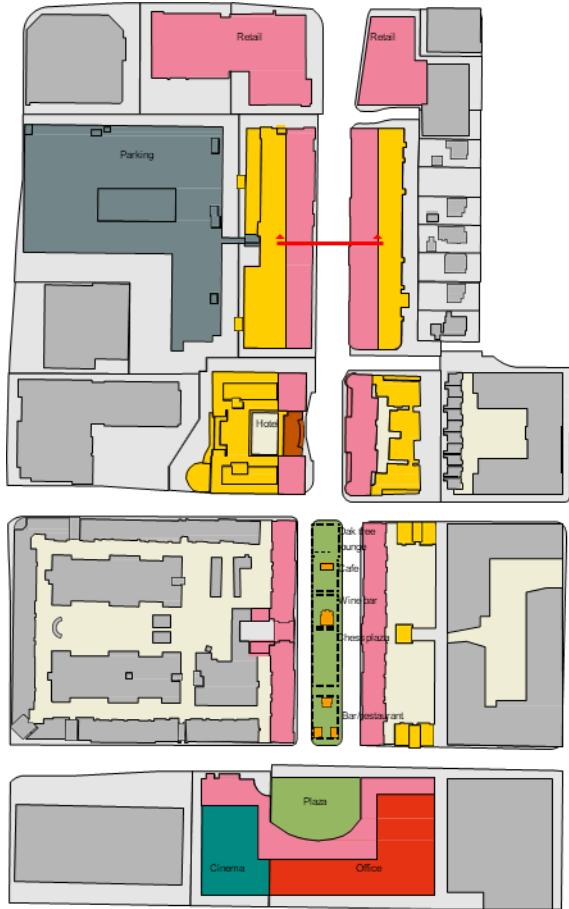
# Historic Example of Urbanism and Placemaking

c. 1950 - First Street, looking north



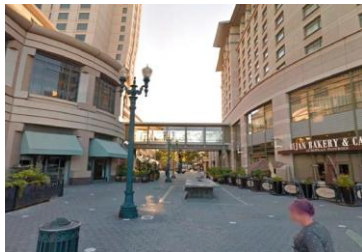
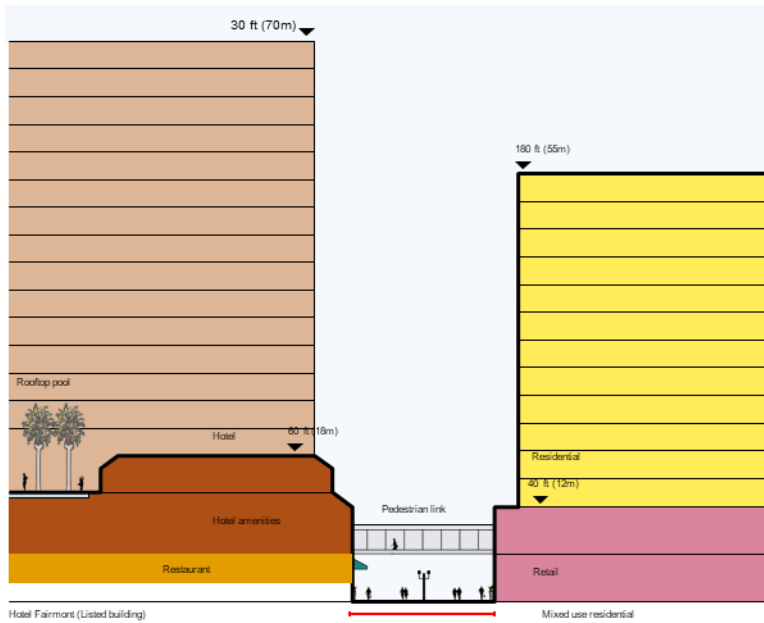


# Modern Example of Urbanism and Placemaking

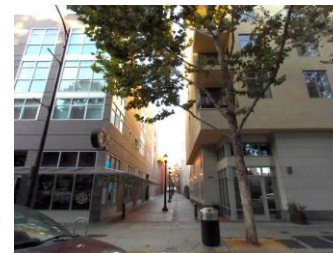
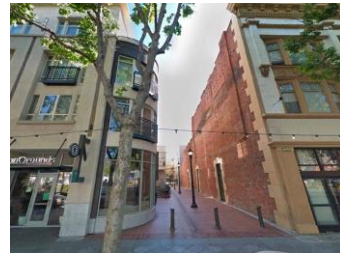
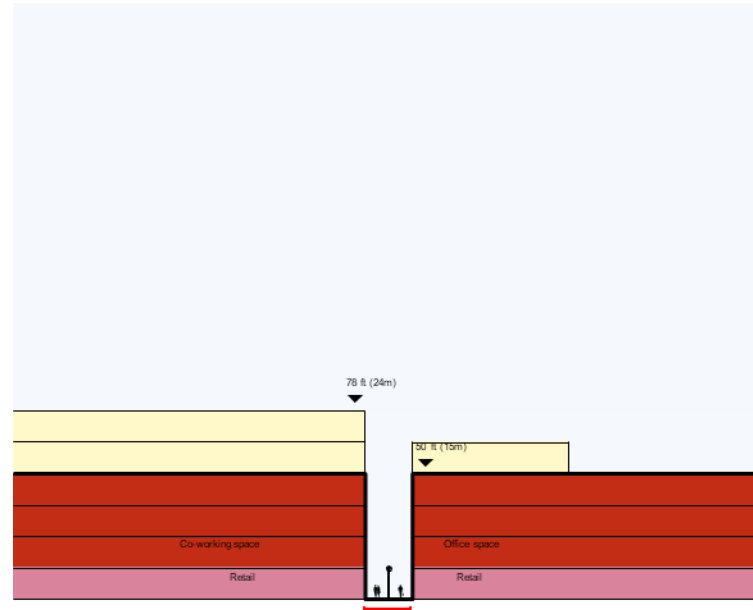


# Paseos of San José – Alleyways with Unique Identity

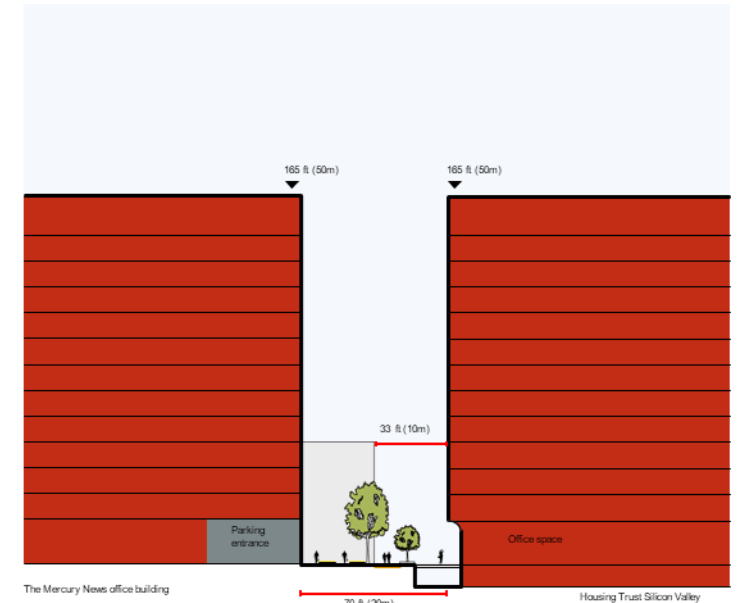
Paseo de San Antonio  
(1:3 to 1:4 ratio)



Paseo between 2nd and 3rd street  
(1:3 to 1:4 ratio)



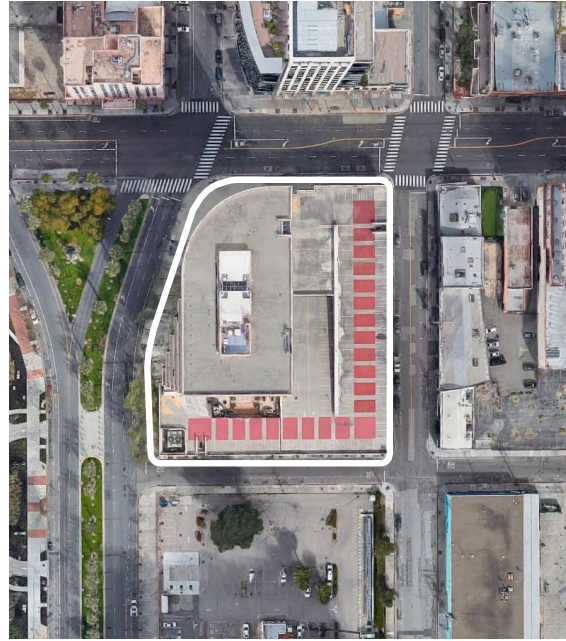
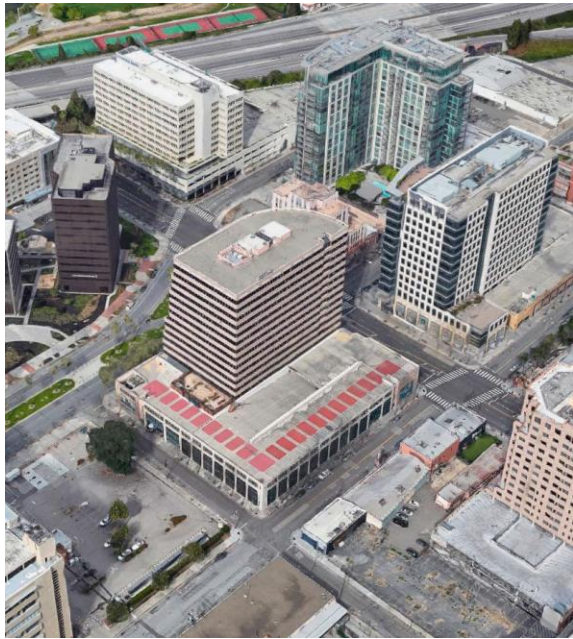
The Mercury News' paseo  
(1: 2.5 to 1:5 ratio)



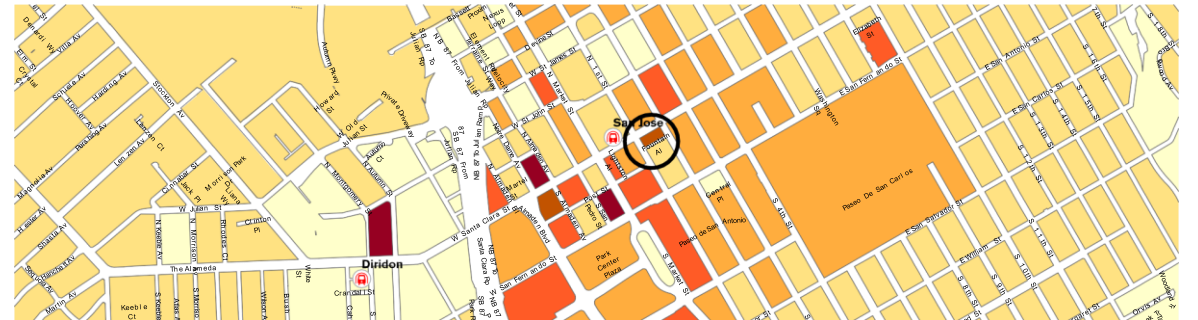
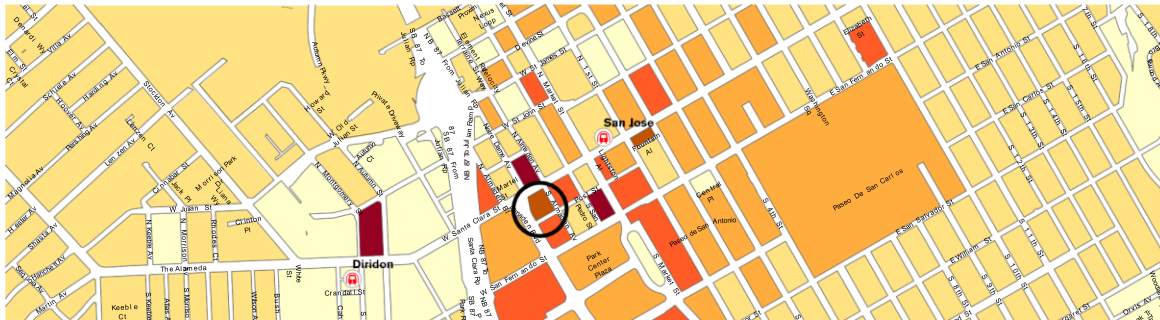
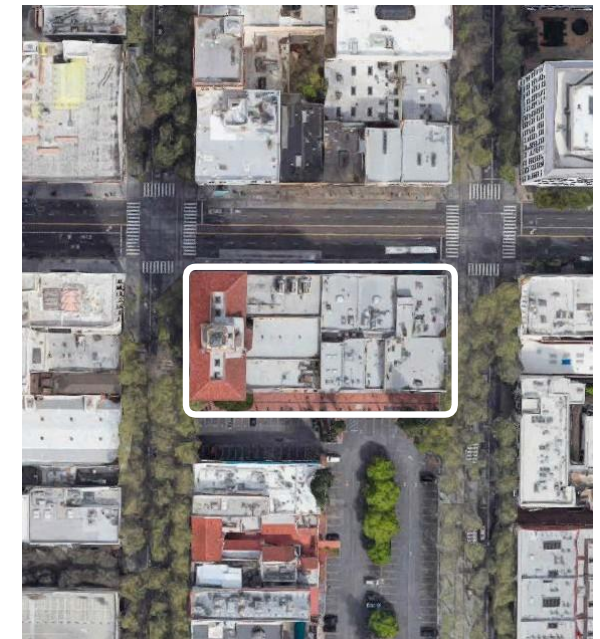
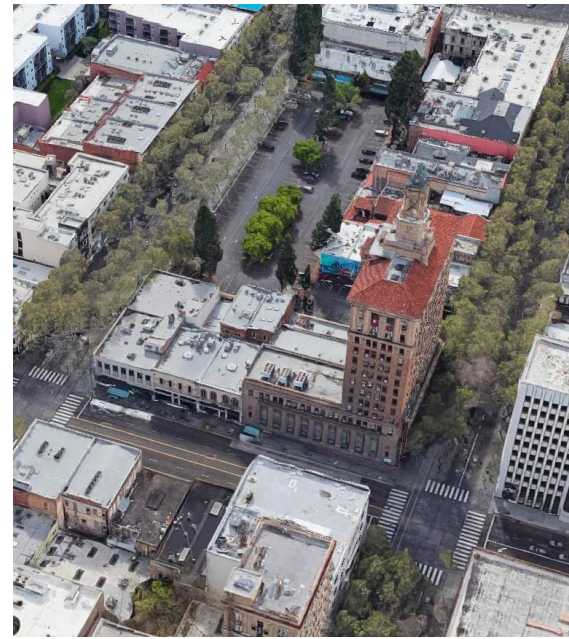


# Urban Floor Area Ratio

**1** 13-floor-tower on a 3-floor-podium



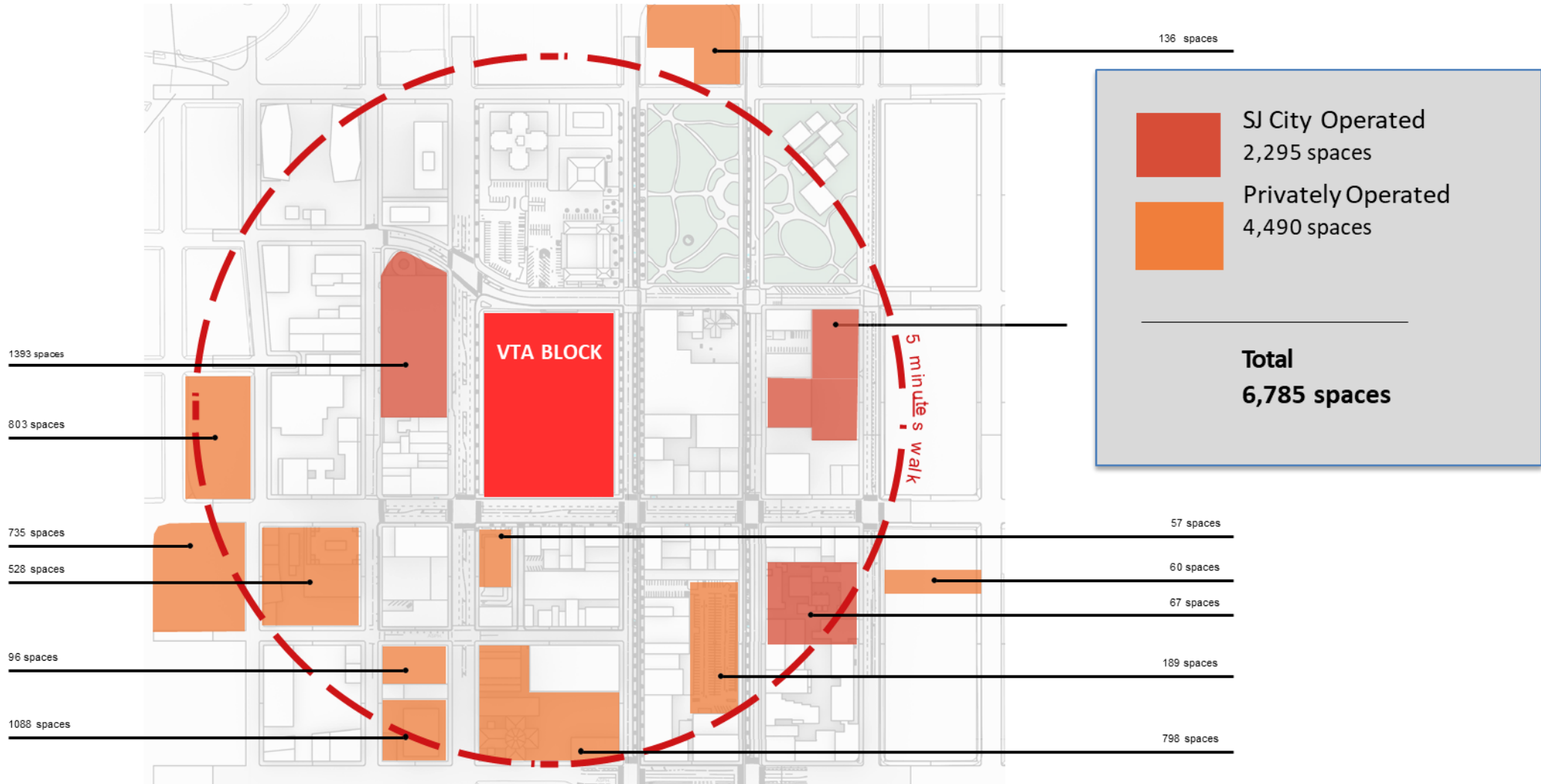
**2** 10-floor-tower on a 3 or 4 floor podium



# Climate



# Available Parking

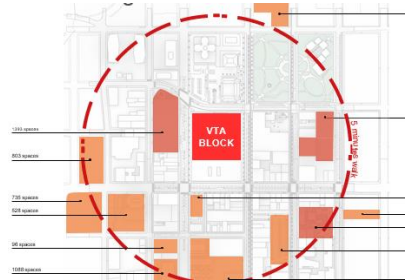


# Creating Preliminary Performance Categories

- Engagement Input (Goals for TOD) + Site Analysis = Preliminary performance categories
- Final performance categories will help inform and evaluate proposed alternatives



**TOD Goals for  
VTA Block**



**Site Analysis**



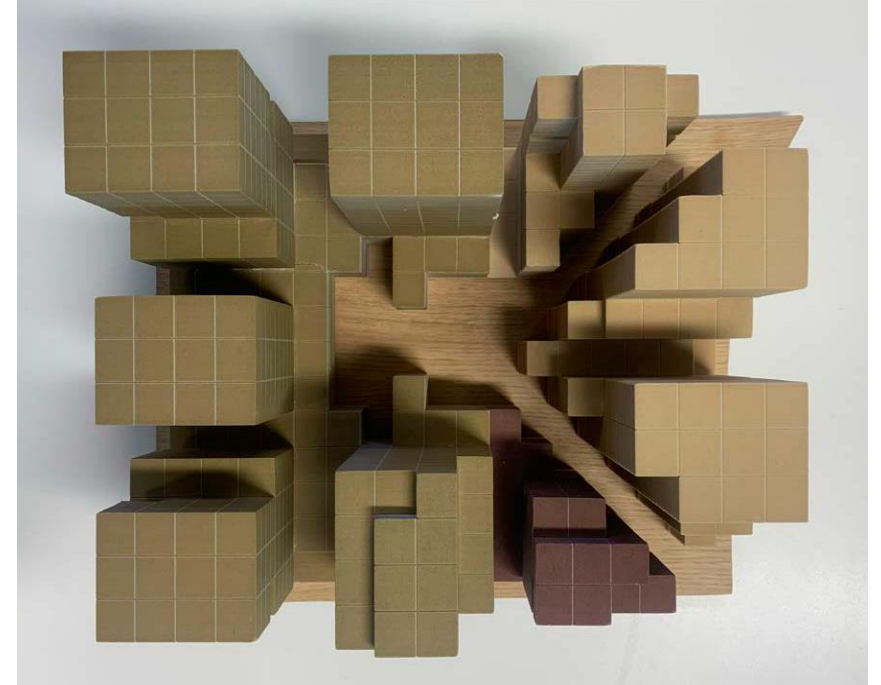
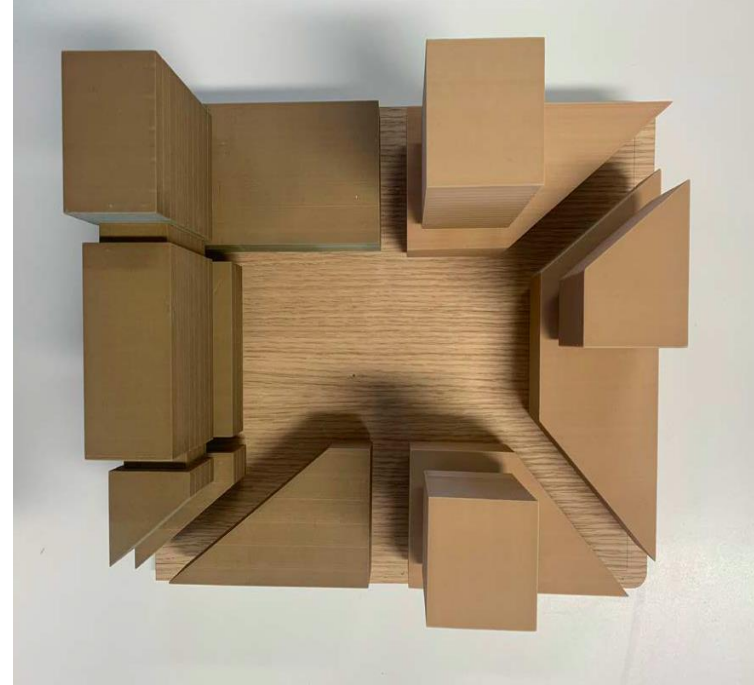
**Preliminary  
Performance  
Categories**

# Performance Measures: Preliminary Categories



- Environmental (solar, wind, energy)
- Sustainability (resource efficiency)
- Mobility (access to site, links to modes)
- Context (adjacent uses, views)
- Recreation/Open Space (links to park and San Pedro)
- Social (public spaces, affordable housing)
- Economic (financial viability, building efficiency)

# Preliminary – Work in Progress Concepts





# Questions and Discussion



*c. 1950 - First Street, looking north*



*Present day – First Street looking south*



*Future – Artist rendering of Downtown San José Station & TOD*

# Next Steps

- Next CWG meeting:  
Tuesday, February 11, 2020, 4:00-6:00 PM, San José City Hall, Rooms 118/119
  - CWG Member Report Backs
  - Government Affairs
  - Phase II Update
  - Construction Education & Outreach Plan
  - Transit Oriented Communities Update
  - Design Development Framework
  - City of San José's Airport Connector
- Action Items