

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

November 14, 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
- 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 13, 2020, 4:00-6:00 PM
 - May 14, 2020, 4:00-6:00 PM
 - September 17, 2020, 4:00-6:00 PM
 - November 19, 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

Follow-Up Items & 2020 Work Plan

Follow-Up Items

- VTA's Transit Access Policy includes bicycles, bikeshare, and scooters as its second highest priority access mode, after pedestrians. Read more: <https://www.vta.org/blog/board-approves-two-new-pro-transit-policies>
- A graphic of the Santa Clara Station concept will be shared today.
- A 2020 CWG Work Plan will be shared today.
- VTA staff will update CWG members on the project's funding plan today.
- VTA staff will update CWG members when the TOCs Strategy Study is an item on a future city council agenda.
- Station naming for this station will be discussed at a future meeting.

CWGW Member Report Back

Government Affairs

Jill Gibson, 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 Project 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

BART Station	From Milpitas	From Berryessa/ North San José
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

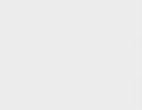
VTA – BART Fare

- 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

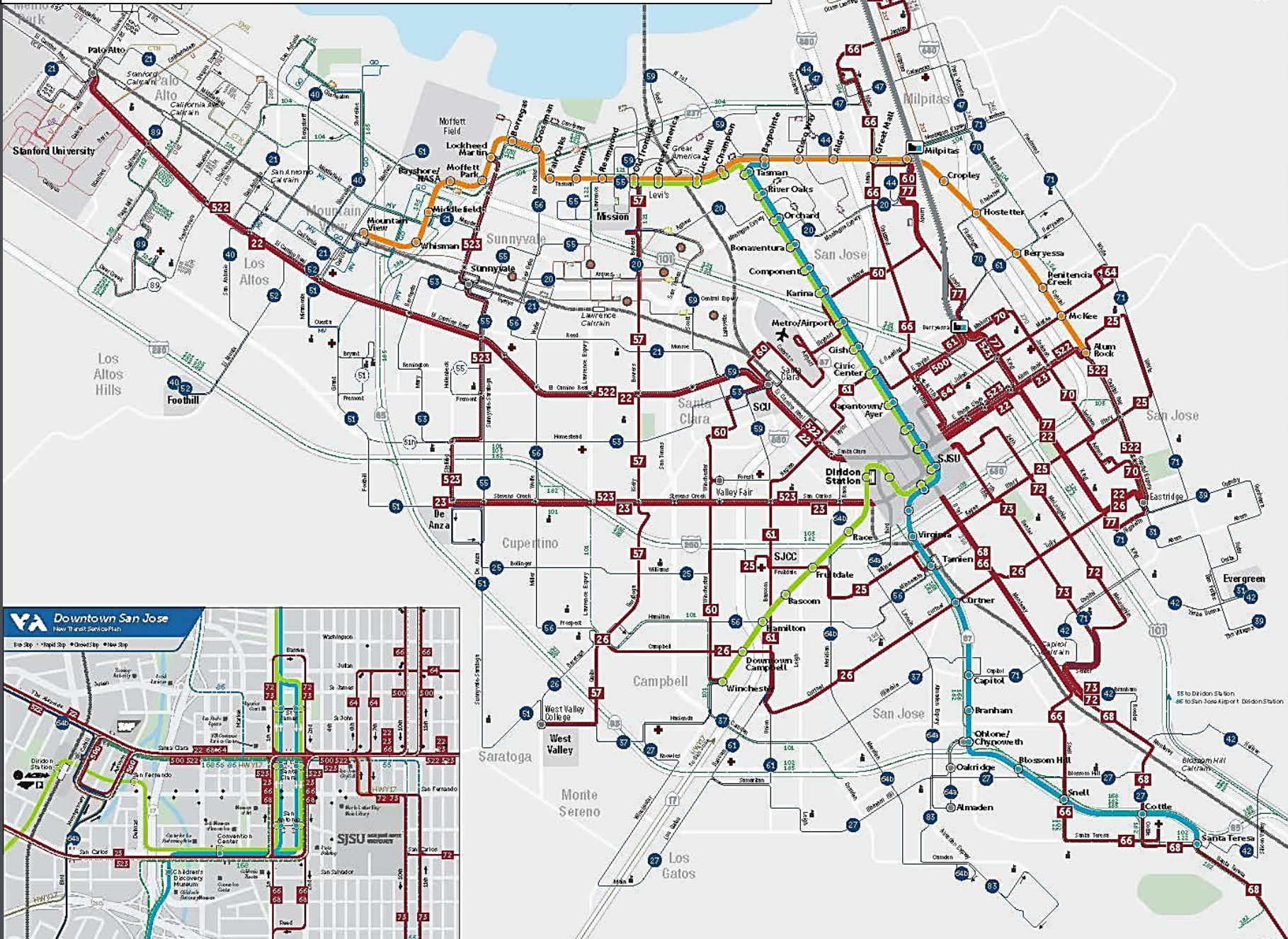
- Light Rail**
- BLUE LINE**
Baypointe - Santa Teresa
 - GREEN LINE**
Winchester - Old Ironsides
 - ORANGE LINE**
Murrill - Mountain View
 - Transfer Station

- 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

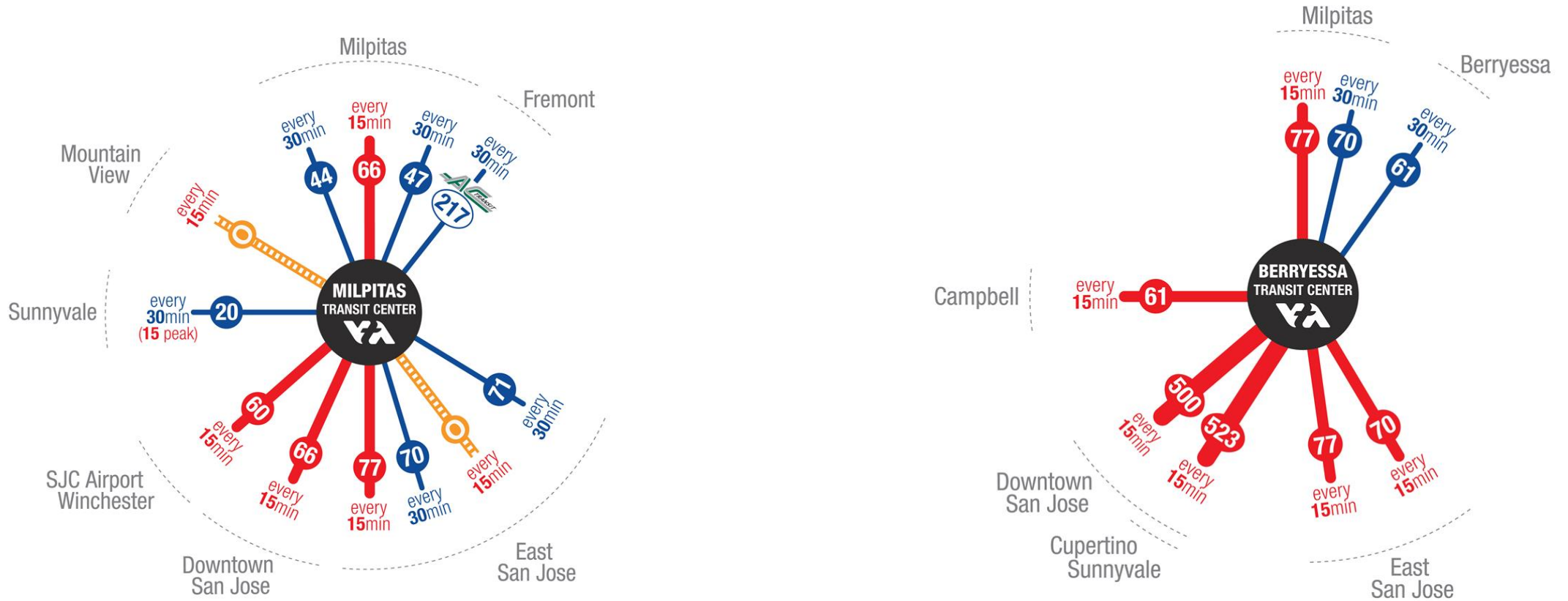
Partners & Neighbors

- Partners & Neighbors**
- BART**
 - Caltrain-ACE-Amtrak**
- Municipal bus and shuttle services:**
- Stanford Marguerite
 - Mountain View Shuttle
 - Mtgo Shuttle
 - Palo Alto Shuttle
 - ACE Shuttle
 - Caltrain Shuttle
- Connecting transit bus services to neighboring cities and counties:**
- AC Transit
 - SanTans
 - Dumbarton Express
 - Amtrak Highway 97 Express
 - Hot Valley/Gilroy Transit

South County



Connections from Milpitas & Berryessa Transit Centers



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

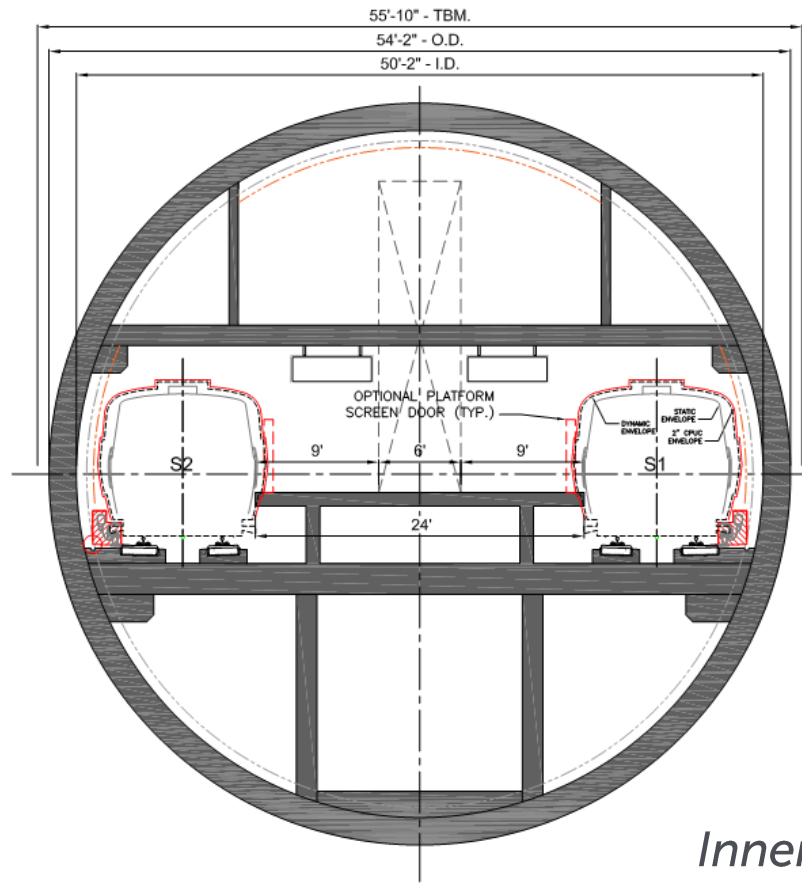
Questions?

Phase II Update

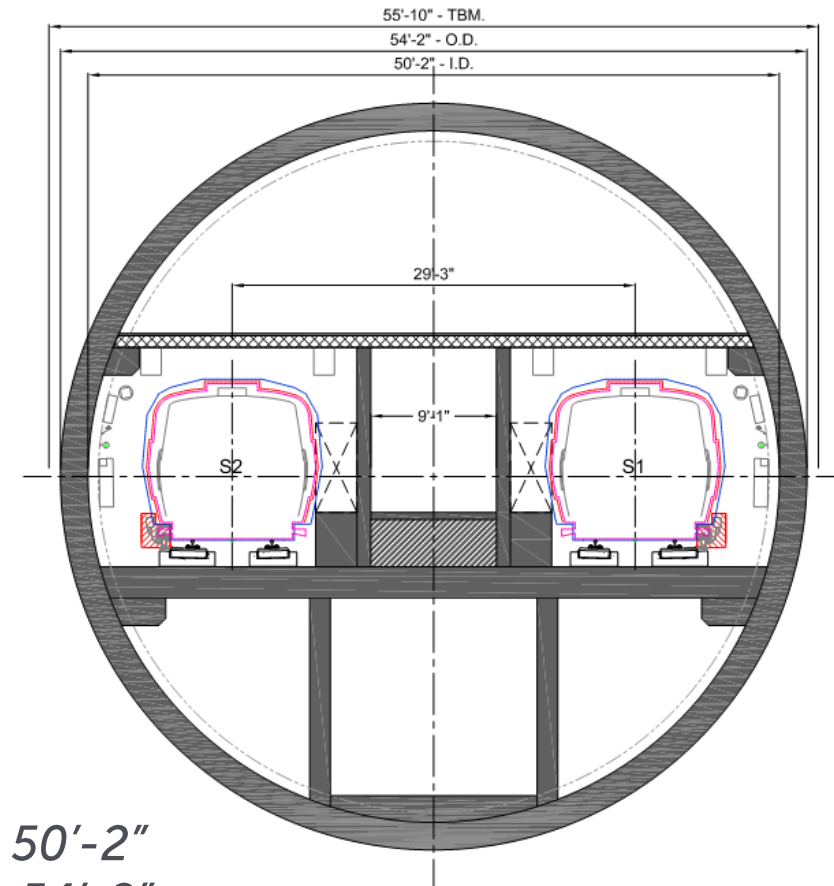
Jill Gibson & Erica Roecks, VTA

Single-Bore with Center Platforms

Center Platform at Stations

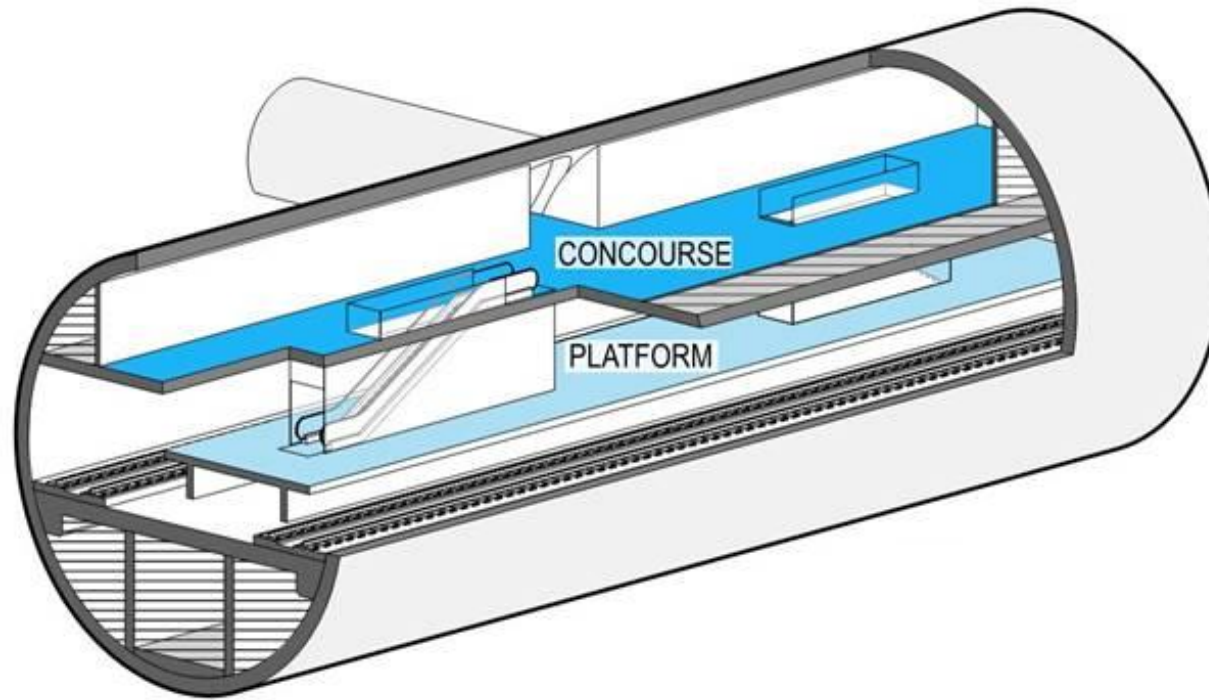


Side-by-Side Tracks in Tunnel



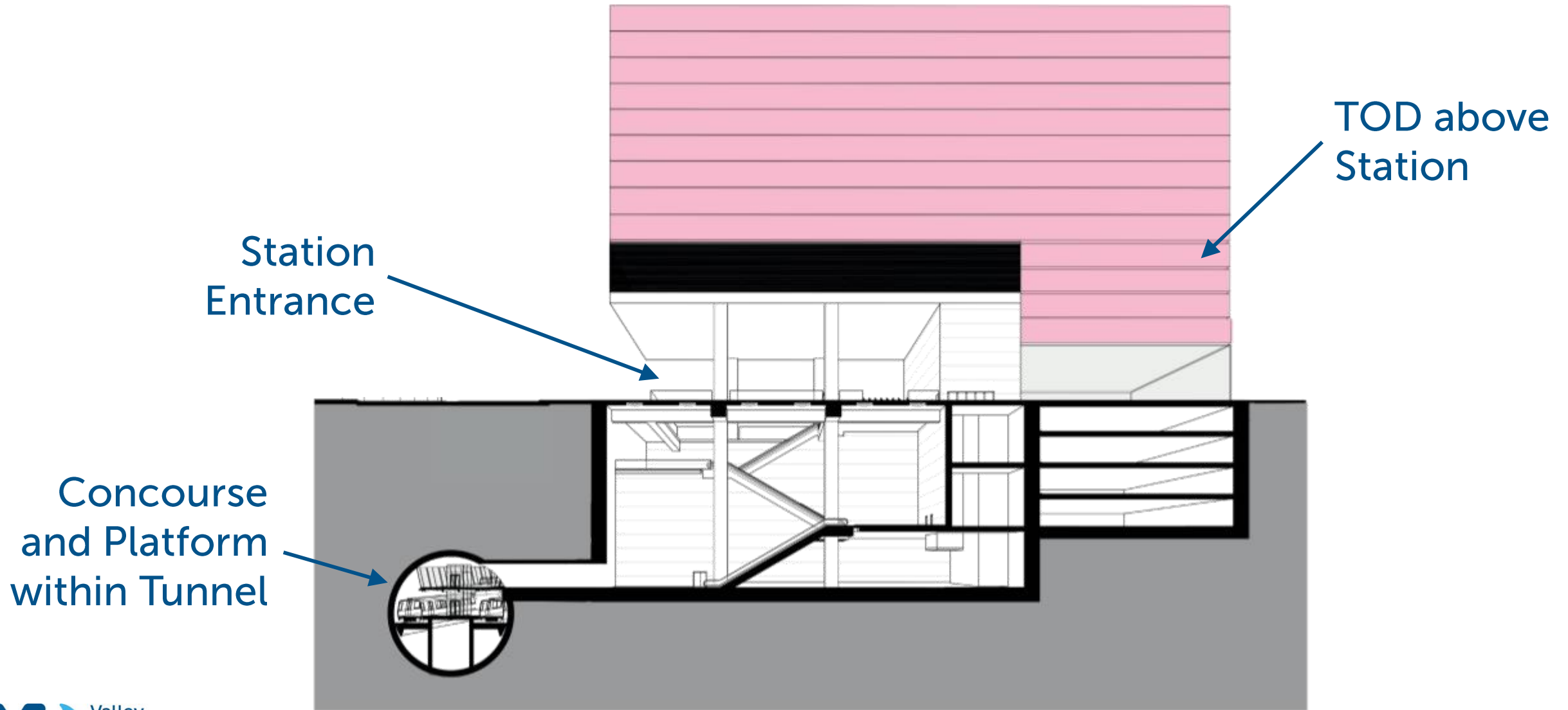
Inner Tunnel Diameter: 50'-2"
Outer Tunnel Diameter: 54'-2"
Tunnel Boring Machine Diameter: 55'-10"

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

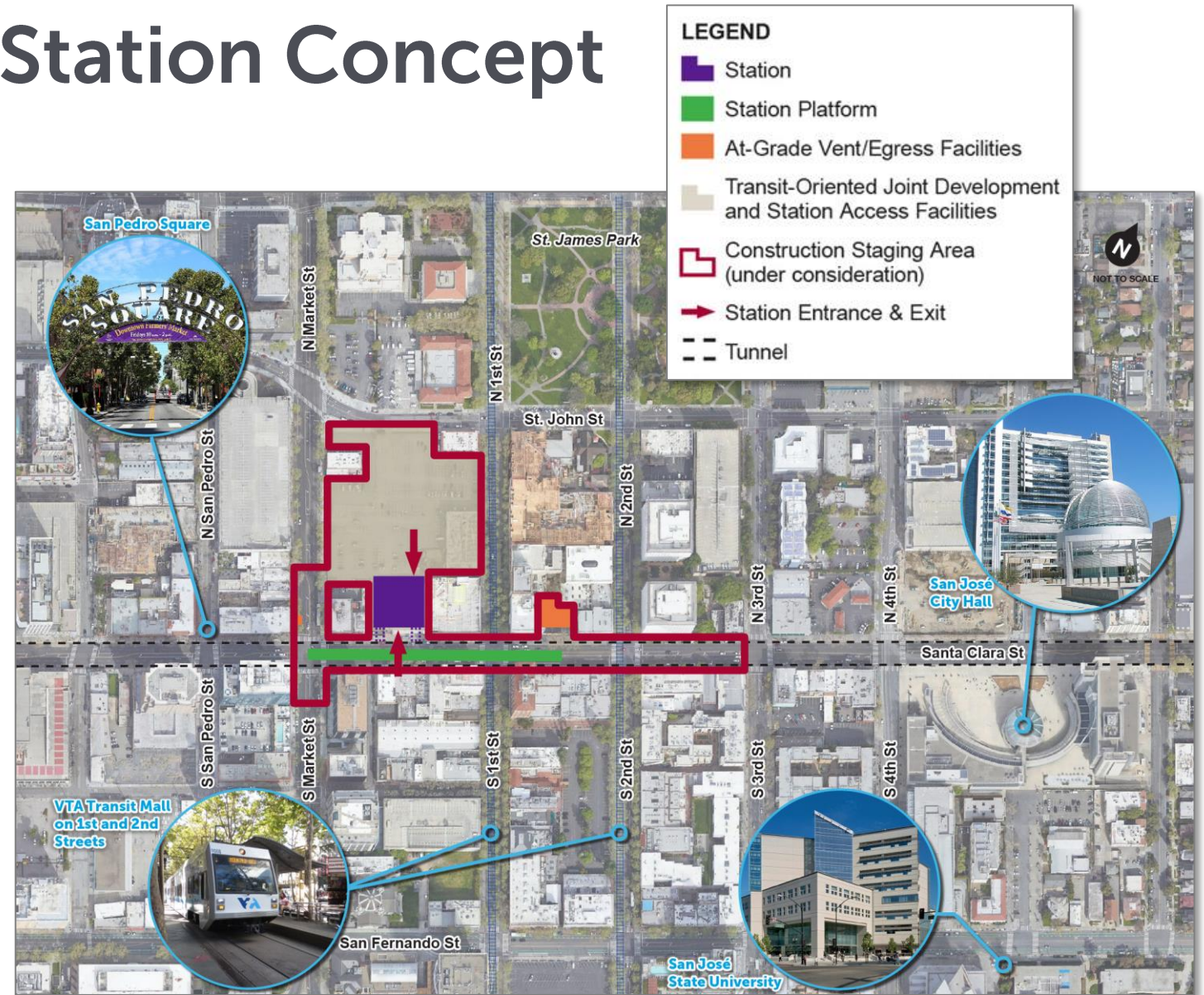
Station Access Design Principles

- **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

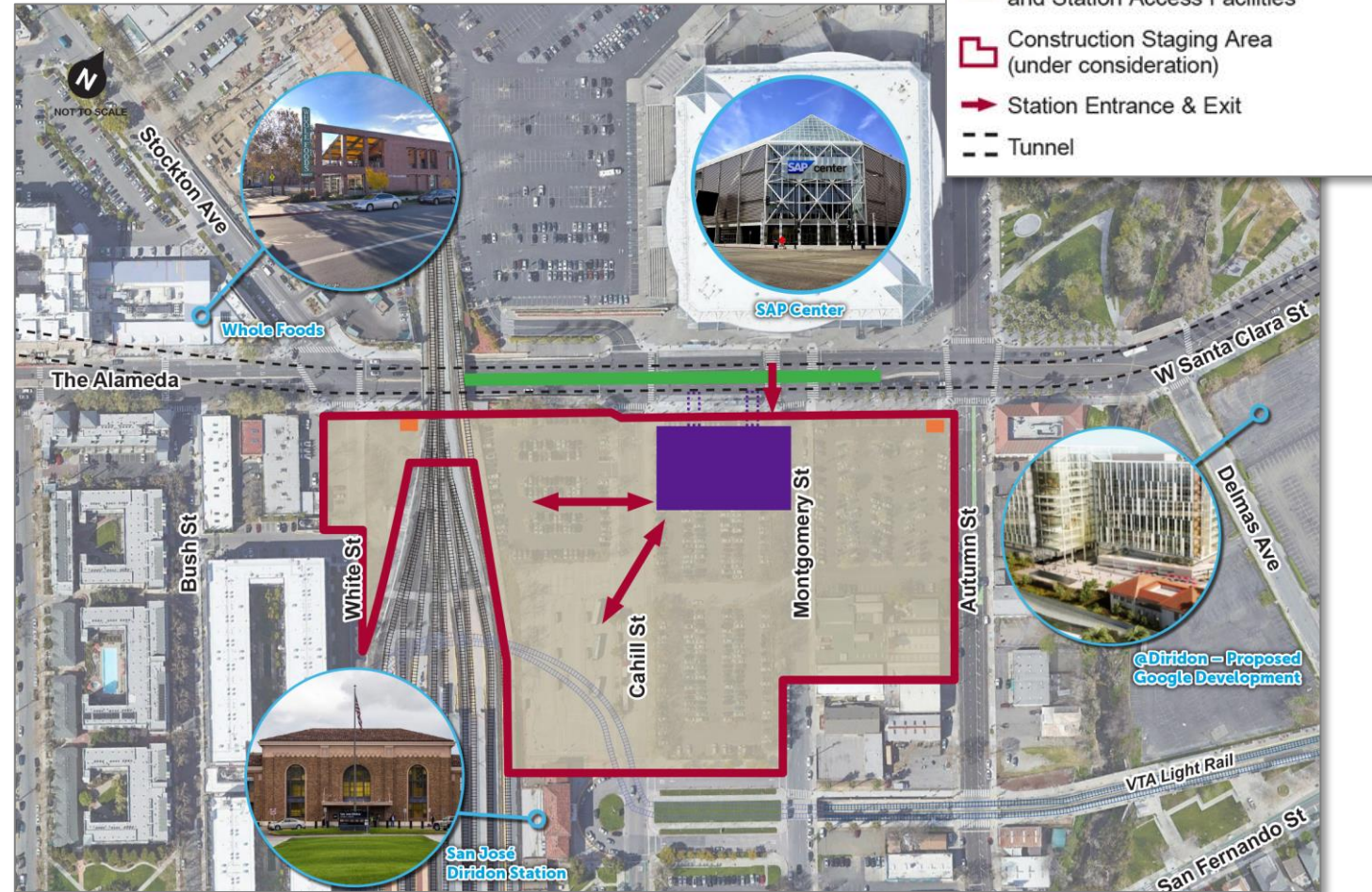
Station Access Design Principles

- **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 1st 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 ROM¹)

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 ²	\$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?

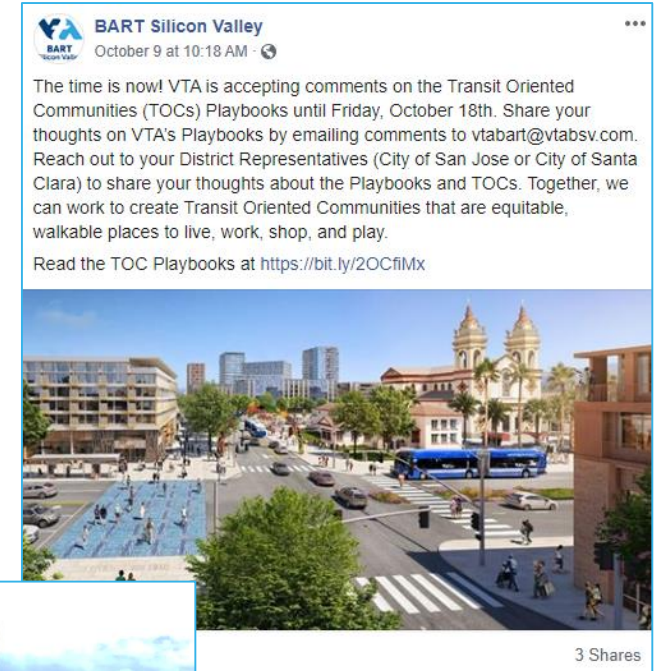
Related Planning Efforts

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
 - Brokaw Road connections



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
 - Mid-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 Jose 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**



Next Steps

- Next CWG meeting:
Thursday, February 13, 2020, 4:00-6:00 PM, Mission Branch Library
 - CWG Member Report Backs
 - Government Affairs
 - Phase II Update
 - Construction Education & Outreach Plan
 - Transit Oriented Communities Implementation
 - Downtown Precise Plan Update
 - City of San José's Airport Connector
- Action Items