

# VTA's BART Silicon Valley Phase II Extension Project

Small Business Task Force

Wednesday, November 20, 2019



# Agenda

- Why we are here
- Role of VTA's Small Business Task Force
- VTA's BART Phase II Project Overview
- Construction Education and Outreach Plan (CEOP)
- Small Business Efforts Before, During, and After Construction
- Small Business Resource Study
- Pilot Small Business Survey



# Lessons Learned from Bus Rapid Transit (BRT)



**Design** – engage community prior to bid process



**Communicate** – open field office before construction

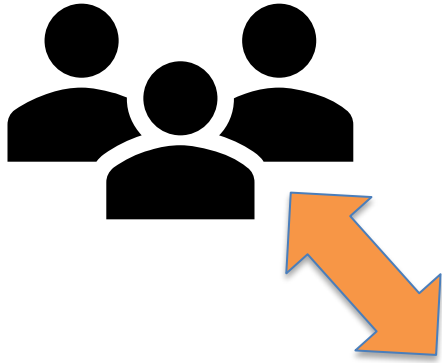


**Contracting** – consider community in contract specifications



**Construction** – ensure pre-construction activities are sequenced and communicated

# Role of VTA's Small Business Task Force



- Inform Small Business Resource Study
- Conduit to VTA and the business community
- Convey construction updates
- Provide VTA with real-time feedback from small businesses



# VTA's BART Phase II Project Overview



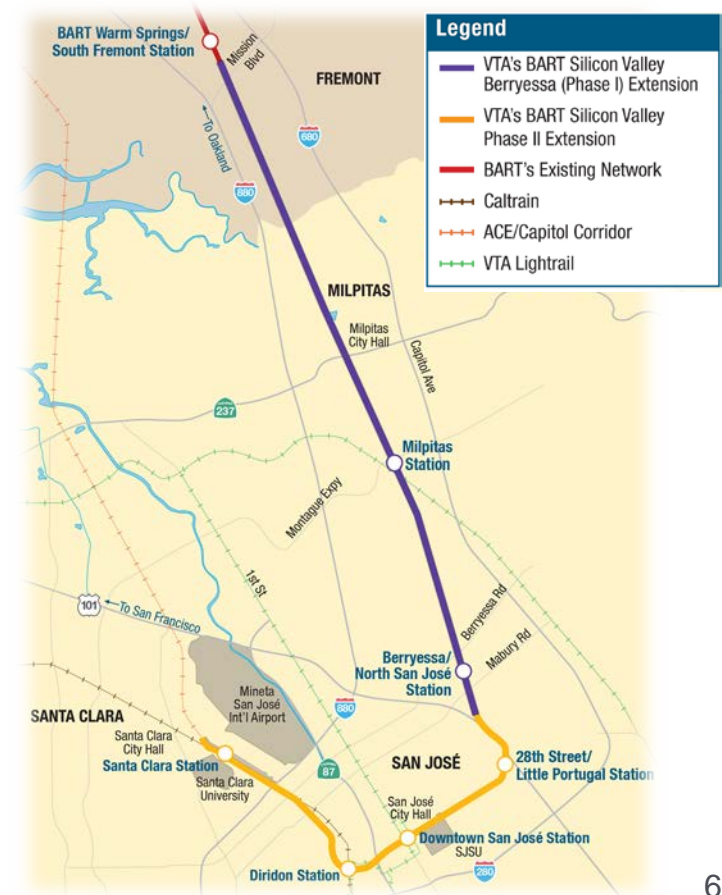
# VTA's BART Silicon Valley

## Phase I Extension

- 10-mile extension
- 2 stations
- Construction complete
- Anticipated opening: 2020

## Phase II Extension

- 6-mile extension (5-mile tunnel)
- 4 stations
- Newhall Yard Maintenance Facility



# VTA's BART Phase II Background

**Sep 2017  
– Mar 2018**

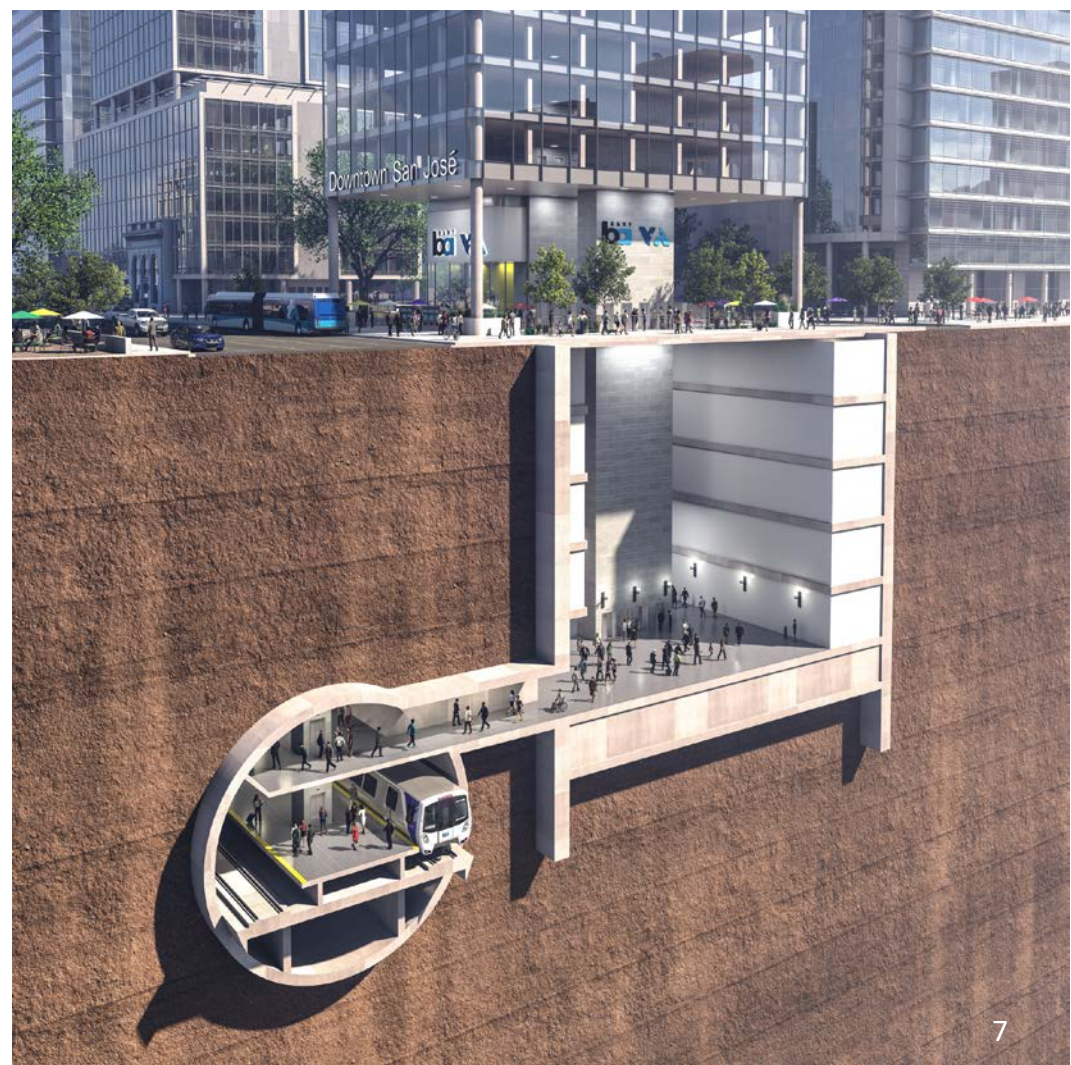
VTA and BART workshops on tunnel configuration

**Apr 2018**

VTA and BART Boards approved single-bore (SEIS/SEIR)

**June 2018**

FTA issued Record of Decision



# 28th Street/Little Portugal Station



## Station at a Glance

VTA plans to acquire 13.7-acres for construction and staging, which could accommodate: **600+** multifamily residential units • **500k+** sq. ft. of office space **20k+** sq. ft. of retail space • **1,200** BART parking spaces

## Ridership

The 28th Street/Little Portugal Station is forecast to have **10,300** daily riders.



**25%**

Will Walk or Bike



**33%**





Will Access by Bus



**42%**

Will Access by Auto

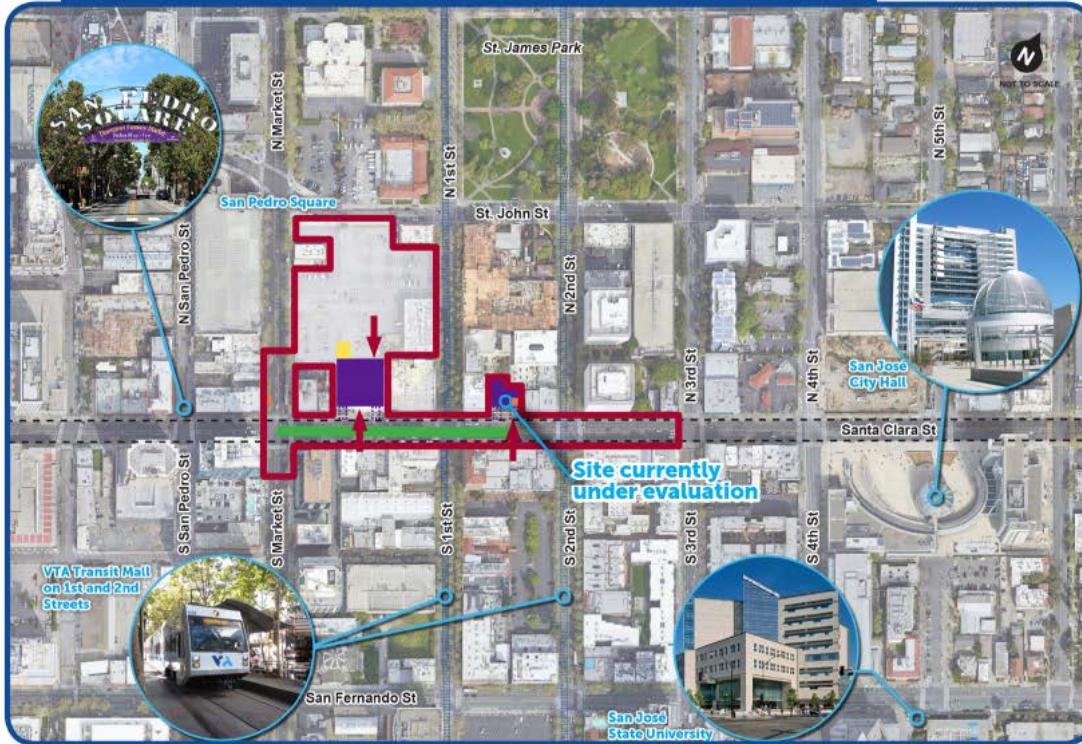
## LEGEND

-  Station
-  Station Platform
-  At-Grade System Facilities
-  At-Grade Vent/Egress Facilities
-  Transit-Oriented Joint Development and Station Access Facilities
-  Construction Staging Area
-  Station Entrance & Exit
-  Tunnel





# Downtown San José Station



## Ridership

The Downtown San José Station is anticipated to have **24,300** daily riders.



**52%**

Will Walk or Bike



**29%**









Will Access by Bus



**19%**

Will Access by LRT

## LEGEND

-  Station
-  Station Platform
-  At-Grade System Facilities
-  At-Grade Vent/Egress Facilities
-  Transit-Oriented Joint Development and Station Access Facilities
-  Construction Staging Area (under consideration)
-  Station Entrance & Exit
-  Tunnel

## Station at a Glance

VTA owns 3.8 acres of the 5.3-acre block on which the main station will be constructed.

The site could accommodate:

Up to **1,000** multifamily residential units • **1.2M+** sq. ft. of office space

**20k-100k** sq. ft. of retail space



# Diridon Station



## Station at a Glance

VTA owns 1.5 acres for construction of the station, which could accommodate:  
 Up to **600** multifamily residential units • **15k-30k** sq. ft. of retail space  
 Up to **400** hotel rooms

## Ridership

The Diridon BART Station is anticipated to have **9,550** daily riders.



**34%**

Will Walk or Bike



**57%**








Will Access by Public Transit (bus, LRT, or rail)



**9%**

Will Access by Auto

## LEGEND

-  Station
-  Station Platform
-  At-Grade Vent/Egress Facilities
-  Transit-Oriented Joint Development and Station Access Facilities
-  Construction Staging Area (under consideration)
-  Station Entrance & Exit
-  Tunnel



# Santa Clara Station



## Station at a Glance

VTA plans to develop over the northernmost 1.4 acres of the Newhall Maintenance Facility, which could accommodate:

**195k** sq. ft. of office space • **15k** sq. ft. of retail space • **500** BART parking space

## Ridership

The Santa Clara BART Station is anticipated to have **7,800** daily riders.



**20%**

Will Walk or Bike



**61%**

Will Access by Public Transit (bus or rail)



**20%**

Will Access by Auto

## LEGEND

-  Station Facilities and Transit-Oriented Joint Development
-  Station Platform
-  Newhall Maintenance Facility
-  Construction Staging Area (under consideration)
-  Station Entrance & Exit

# Single-Bore Reduces On-Street Construction

Twin-bore station construction requires cut-and-cover and extensive road closures



LA Metro



# Single-Bore Reduces On-Street Construction

Twin-bore station construction requires cut-and-cover and extensive road closures

vs.

Single-bore station construction occurs off-street, similar to general building construction and significantly reduces impacts



*Construction of Miro, across from San José City Hall*

# 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"/> P3 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.



# Upcoming Key Project Milestones

<b>Dec. 2019</b>	Complete 10% Design
<b>Mid 2020</b>	Submit Request for FTA Full Funding Grant Agreement (FFGA)
<b>Late 2020</b>	Receive Full Funding Grant Agreement (FFGA)
<b>Fall 2021</b>	Pre-Construction Activities Begin
<b>Late 2022</b>	Project Construction Begins



# Discussion





# Construction Education and Outreach Plan (CEOP)



# Construction Education and Outreach Plan (CEOP)



# 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

**VTA's BART Silicon Valley Phase II Extension Project**

**What to Expect:**  
Technology testing to gather subsurface information will occur in the street and parking lane. The truck and equipment will generate ambient level noise equivalent to a street noise.

**Location:**  
Ch. F. Williams Blvd/E. Williams Court between 10<sup>th</sup> Street and Santa Avenue.

**Approximate Start Date and Duration of Work:**  
Week of June 24, 2019  
Up to two weeks in the area shown on the map.

**General Work Hours:**  
7 a.m. – 5 p.m., Monday – Friday  
No overnight work is anticipated.

**Impacts:**  
At least one lane of traffic will be open at all times where the work is being performed. The parking lane will be unimpaired.  
Work zone will be restored once work is complete.

**Notice of Construction**  
The first visible field work of VTA's BART Phase II Project is starting, although major construction is not expected to begin until early 2020. Geotechnical, utility, and other subsurface data is required to further develop design plans for the project's four stations and tunnel.

VTA's BART Silicon Valley Phase II Project is a six-mile, four-station extension that will bring BART train service from Berryessa/Alamo Junction through downtown San Jose to the City of Santa Clara. The Phase II Project is planned to include an approximately five-mile tunnel which includes three underground stations (Alam Road/20th Street, Downtown San Jose, Clarendo), one ground-level station (Clara Clara), as well as general and maintenance facilities.

To sign up for regular updates:  
[www.vta.org/about](http://www.vta.org/about)

**Contact Us**  
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408-351-7575 Spanish  
408-351-7575 TDD  
408-351-7575 Chinese  
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**BART Silicon Valley Update**  
May 2019

**Spend this Saturday morning with VTA's BART Phase II Project!**

We invite you to join us in Santa Clara on May 11 to talk about all things Phase II!

On April 24th and 25th, the public had opportunities to learn about VTA's BART Phase II Project, which will extend BART service from the future Berryessa Transit Center and into the heart of Santa Clara Valley. The six-mile extension of BART service will add five miles of subway, four new BART stations, and an opportunity for thousands to use transit to get to where they live, work and play. Already catalyzing economic growth near each station area, the future BART extension will carry over 52,000 riders by the year 2035 and create thousands of jobs throughout design and construction.

The public meetings were held near the future Downtown San José and 28th Street/Alam Rock station areas. Staff covered a range of topics to present an overview of the project, details on future station areas, planned transit oriented communities and the single-bore tunnel that will carry trains for passenger service.

Over 100 members who live, work and play near the future project corridor were in attendance, and asked questions of VTA staff in an open house format after a brief presentation. The public was curious about tunneling methodology, and asked questions about funding, station areas, and other project elements.

It's not too late to ask your own questions about the project – or to get a better understanding of this massive infrastructure project.

The final meeting in this series of meetings will be held on Saturday, May 11, 10-12pm at Buchser Middle School (1111 Bellomy Street, Santa Clara, 95050.) RSVP at [ringthebay.eventbrite.com](http://ringthebay.eventbrite.com)



Examples of outreach activities

# Stakeholder Engagement

- Identify individual stakeholders most impacted by the project to begin early engagement for the real estate acquisition process, stakeholder intake and business resource planning



# Placemaking



Example of University of California San Francisco Construction Barrier

- Provide exposure to impacted businesses and increase positive public opinion around construction
- Involve City and private sector partners
- Garner positive press coverage for project

# On the Radar

- Stay engaged and look at opportunities to work together with other agencies and institutions on additional projects that intersect with VTA's BART Silicon Valley project

## 28<sup>th</sup> Street/Little Portugal

- En Movimiento: A Transportation Plan for East San José

## Downtown San José

- Downtown Transportation Plan
- Adjacent development

## Diridon

- Diridon Integrated Station Concept Plan
- Caltrain Electrification
- High-Speed Rail
- Diridon Specific Area Plan

## Santa Clara

- Downtown Precise Plan
- Adjacent development



# Business Resources

- **Small Business Resource Study**
- **Business Resource Task Force**
- **Small Business Resource Program** may include:
  - Marketing
  - Mentorship
  - Technical Resources
  - Partnerships
  - Wayfinding and signage



*“Eat, Shop, Play” marketing campaign during Crenshaw/LAX light rail construction in Los Angeles*



*Advertisement for local business during construction of Capitol Hill Light Rail Station – Sound Transit*

# Small Business Efforts Before, During, and After Construction





# 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

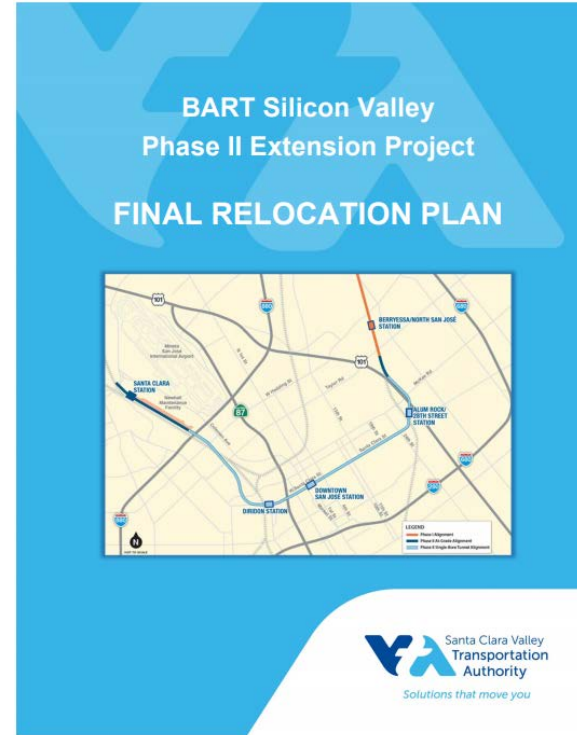


local businesses  
associations, nonprofits

# Before Construction: VTA's Final Relocation Plan



- VTA Final Relocation Plan approved by VTA Board in 2018
- All potentially impacted tenants and landlords were contacted
- Plan addresses properties that may be potentially acquired for construction
- Property and easement acquisition may begin in 2021



<https://www.vta.org/projects/bart-sv/phase-ii/real-estate>

# Construction: Small Business Program



- Small Business Task Force
- Small Business Resource Study
- Recommendations to the VTA Board
- Program Development for Assistance to Businesses During Construction
  - Communications, Construction
  - Marketing
  - Wayfinding and signage
  - Identify existing resources
  - Mentorship



# After Construction: VTA Recommended Strategies



- VTA's Transit Oriented Communities (TOCs) Strategy Study identifies “Big Moves” to support small businesses in the station area.
- Strategies identified for implementation by cities, as they do not fall within VTA's jurisdiction.
  - **Ensure new development provides appropriate space for small, locally owned businesses**
  - Expand capacity of existing business associations/chambers
  - Implement incentives for retaining long-standing businesses



PUBLIC DRAFT - SEPTEMBER 2019



# City of San José



# Overview:

## San Jose

# Small Business Displacement Pilot



City of San Jose  
Office of Economic Development  
November 2019

# Remit:

## Council Reference December 2018:

**"Explore strategies financial tools to mitigate small business displacement".**

# Designing the Approach:

- **Early 2019 consultation & engagement with small businesses & Local associations.**
- **Influenced by Specialist Technical Providers.**



# Why Pilot in Alum Rock?

- BART Phase II + TOD
- Affordable Housing Projects
- Urban Villages + Market Rate Development

# Why Pilot in Alum Rock?

- Over 400 businesses – many long term
- Estimated less than 6% own property
- Over 50% minority owned

# Components of the Pilot: the "Collaborative" Model

- Important role of business associations/groups
- Work with Rapid Response Providers + BOS
- Access to SBA backed loan capital & CDFI's
- City Hall 'Concierge' service providing info & referrals

# Next Steps

- Roll out Pilot to Summer 2020
- Support VTA to design effective program
- Evaluate with recommendations

# Discussion



# Small Business Resource Study



# Small Business Resource Study - Goal

- Proactively prepare for construction of VTA's BART Phase II Project
- Identify how businesses may be affected during construction of VTA's BART Phase II Program, what assistance may be helpful, and how assistance could be provided
- Inform recommendations to the VTA Board



Photo by Meghan Stromberg (CC BY-NC 4.0). Copyright 2015 American Planning Association.



Source: KFOXtv.com

# Approach and Schedule

**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

Small Business  
Program Development

Spring 2020 – Spring 2021

We are here





# Potential Case Studies

- Private development in Santa Clara County (e.g., Adobe)
- San José City Hall
- Superior Court in Downtown San José
- LA Metro
- (Minneapolis) Metro Transit's Central Corridor LRT
- SFMTA's Van Ness Improvement Project
- TriMet's MAX Green Line



Source: LA Metro's Small Business Report 2019

# Case Studies: Key Research Questions

- What construction-related impacts may occur ?
- How do potential construction-related impacts compare to other development, roadway or transit projects?
- What type(s) of assistance were offered during construction?
- What types of assistance were effective?
- Based on potential case studies what type of assistance may be warranted?



# Small Business Survey to Inform Program Development

- Distributed to small business owners and organizations
- Critical to informing and developing a program
- Designed to gather information on:
  - Business Operations
  - Business Condition
  - Relevant Resources



# Pilot Small Business Survey



# Next Steps for the Task Force

- Next Task Force Meeting – Date is TBC
- Distribute survey
- One-on-one business interviews
- Continue case study research
- Recommendations to VTA Board by Mid 2020



Early Engagement  
& Data Collection

Fall 2018 – Fall 2019

Small Business  
Resource Study

Fall 2019 – Spring 2020

Small Business  
Program Development

Spring 2020 – Spring 2021