

# VTA's BART Silicon Valley Phase II Extension Project

Community Working Group Meeting

February 16<sup>th</sup>, 2022



# Agenda

- Welcome & Introduction
- Follow-Up Items
- Phase II & Real Estate/TOD Updates
- Airport Connector Update
- Business Resource Program Update
- Community Engagement
- Government Affairs
- CWG Member Report Back
- Next Steps



## Communication Protocols:

- Meeting participants are on mute until unmuted by Host for Q&A
- There is a Q&A feature at the bottom of the screen for participants to type their questions in advance. You can “raise your hand” to be unmuted to speak.
- If you are calling in on a landline, please press \*9 to “raise your hand” and we will unmute you when it is your turn to speak.
- We will devote up to 2 minutes per question/comment and keep comment related to agenda item.
- Please allow others an opportunity to speak before “raising your hand” again.

*Closed Captioning is enabled for this meeting.*

*To turn it on please press **Live Transcript** > **Show Subtitle** at the bottom of your screen.*

# Upcoming Meetings



- Upcoming CWG Dates
  - May 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>
  - September 2022, & November 2022 (3 meetings each round)
    - To Be Confirmed (TBC) – no later than 4 weeks in advance of each meeting
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - March 3, 2022, 5:30 PM
  - April 7, 2022, 5:30 PM
- City Council Presentations
  - City of Santa Clara – March 22<sup>nd</sup>
  - Kristen will email alerts for other meetings, e.g. Board Workshops



# Follow-Up Items

Erica Roecks, VTA



# CP3: Santa Clara Station & Newhall Yard



## Package Includes:

 Newhall Yard and Maintenance Facility



Full construction of the at-grade Santa Clara Station



500-space parking garage and required transit access facilities



Mainline and yard track, contact rail, auxiliary buildings, site utilities and systems-related ducts and conduits, civil site restoration and demobilization



Vehicle Maintenance Shops



Control Tower



Train Car Wash Facility



Various train control, power, and communications facilities



### Newhall Maintenance Facility

The Newhall Maintenance Facility will be constructed to accommodate the new service provided by the Phase II Project. VTA purchased the former Union Pacific Newhall Yard in 2004. The Newhall Maintenance Facility at the end of the line is necessary to store, clean, and maintain BART trains serving Santa Clara County. This eliminates the need for empty trains to travel back up to the East Bay at the end of the day.

### The Newhall Yard will consist of the following track classifications:

- ✓ **Storage Tracks** that will accommodate a minimum of fifteen (15) ten-car train sets.
- ✓ **Five Transfer Tracks** that can accommodate ten car train sets. One will also function as the Wash Track.
- ✓ **Relay Track** that each can accommodate one (1) ten-car train set.
- ✓ **Shared Tracks** that connect the Storage Tracks to the front and back Shop Tracks, Transfer Tracks, and Vehicle Turn Table.
- ✓ **Front, Back, and Run Around Shop Tracks** for storing, prepping, and moving vehicles for maintenance or repairs into and out of the Revenue Vehicle Maintenance Shop.
- ✓ All tracks will be ballasted. Road crossings will consist of concrete panels or asphalt paving over ballasted track.



# Santa Clara Station



## Why is access to the at-grade Santa Clara platform via an elevated concourse?

*Since BSVII approval in 2018, VTA shifted the Santa Clara BART station to be co-located with the Newhall Maintenance Facility within the VTA-owned property. The design team looked at several configuration options including locating the concourse underground, an end loading ground level concourse, and above ground concourse. To accommodate all of the essential elements for an operational BART station and maintenance facility, the station concourse is elevated, providing access across the BART storage tracks.*



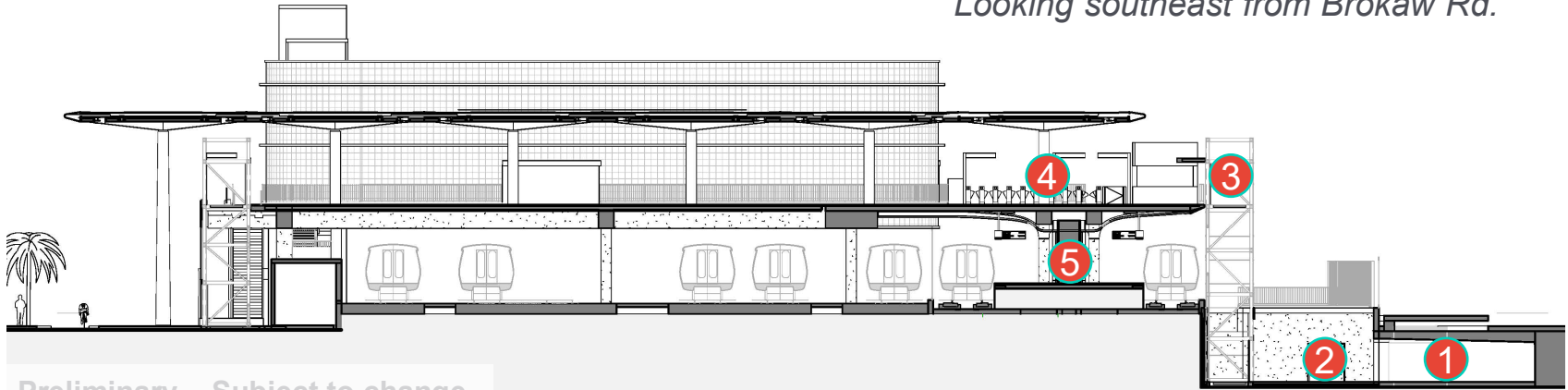
# Santa Clara Station



Explain the pedestrian access from the west side of the Caltrain tracks utilizing the pedestrian undercrossing to the Santa Clara BART station.

*BART patrons gain access to boarding platforms from the concourse that includes fare gates. Patrons accessing the west side of the BART station from the existing undercrossing (1) will pass a bicycle storage facility (2) and use elevators and stairs (3) up to the elevated concourse (4). Patrons will enter the fare gates and travel down to the station platforms (5) via elevator, escalators, or stairs. This is a consistent approach throughout the BART system based on BART Facility requirements.*

*Looking southeast from Brokaw Rd.*



Preliminary – Subject to change

CURRENT as of 02/16/22 – FOR DISCUSSION ONLY





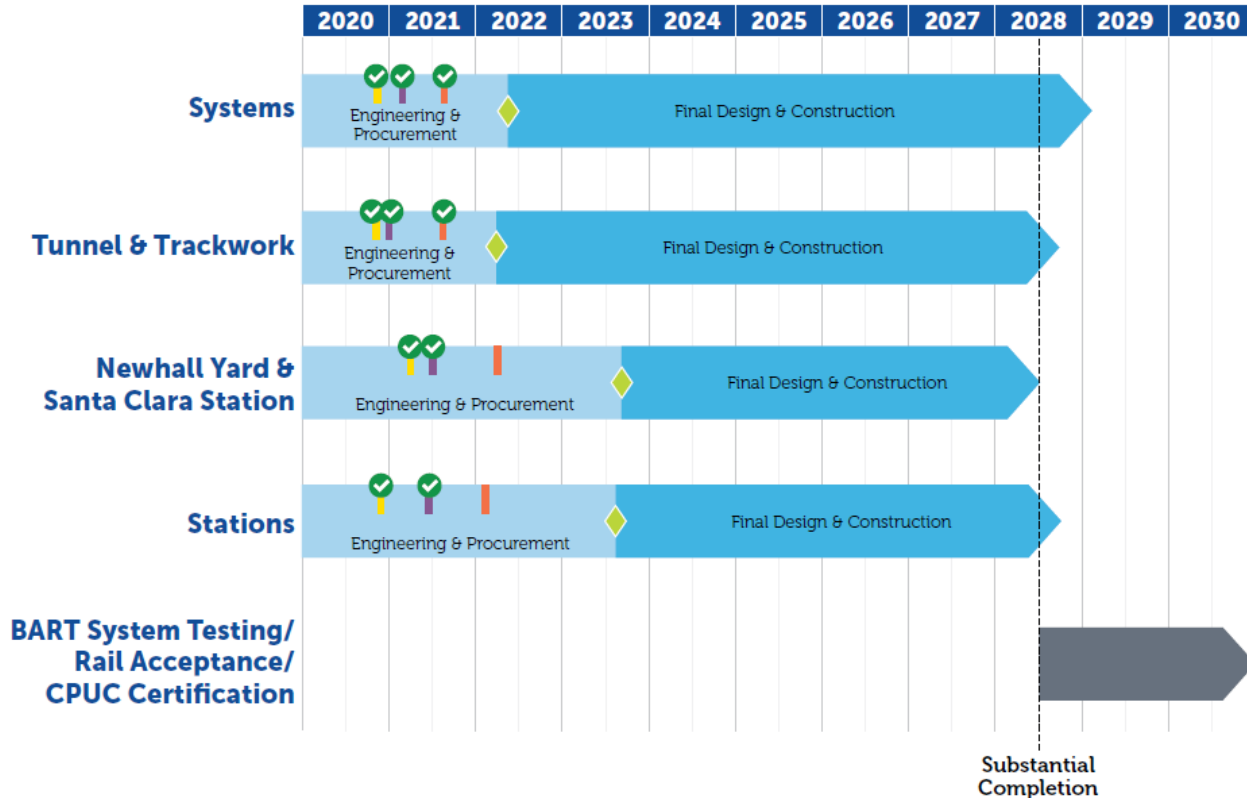
# Questions



# Phase II, Real Estate & TOD Updates

Bernice Alaniz & Ron Golem, VTA

# Contracting Updates



## LEGEND

- Requests for Industry Feedback (RFIF)
- Requests for Qualifications (RFQ)
- Requests for Proposals (RFP)
- Notice to Proceed
- Subject to change based on industry feedback*

# Progressive Design-Build



- Similar to Design-Build but incorporates contractor involvement earlier. Ability to mobilize design efforts earlier
- Contractor selection primarily qualifications based
- VTA provides preliminary design and works with the contractor in collaborative process through the initial design phase and construction
  - Leads to more feasible design and better cost effectiveness
  - Cost is evaluated iteratively using transparent “open book” estimates
  - Maximizes innovation and progressive de-risking of the project

# BSVII Progressive Design Build Process



## Stage 1

- Progressive Design Build Contractor to collaborate with VTA, City of San José, and the community
- Advance preconstruction design (10% to 90%)
- Preconstruction activities, such as any additional geotechnical work and utility relocation
- Early work items such as Tunnel Boring Machine portal preparation and temporary power

## Stage 2

- Progressive Design Build Contractor to provide proposal including construction cost, schedule, and risk mitigation proposals
- Complete design
- Progress construction to completion



- VTA is acquiring properties for Construction Staging Areas and facilities required for the BSVII Project
- Types of property that VTA typically purchases
  - **Fee simple** – permanent full ownership of all property interests in either an entire property or a portion of a property.
  - **Easements** – the permanent right to use an aerial, surface, and/or subsurface property interest for purposes such as access to and/or installation of transportation improvements or utilities.
  - **Temporary Construction Easements** – a temporary right for a specific time period, typically for construction and/or construction staging purposes.



# Implementing Transit Oriented Communities



\* Opportunities were identified through VTA's Transit Oriented Communities Study and consider both future market demand and current physical conditions.



# Implementing Transit Oriented Communities...



...in the 28<sup>th</sup> Street / Little Portugal Station Area

Artist Rendering from TOCs Strategy Study  
(Looking north on 28<sup>th</sup> Street)



# Implementing Transit Oriented Communities...



...in the Downtown Station Area

*Artist Rendering from Design Development Framework (DDF) for Downtown San José BART Station Block (Looking north between Market and 1<sup>st</sup> streets)*





# Implementing Transit Oriented Communities...

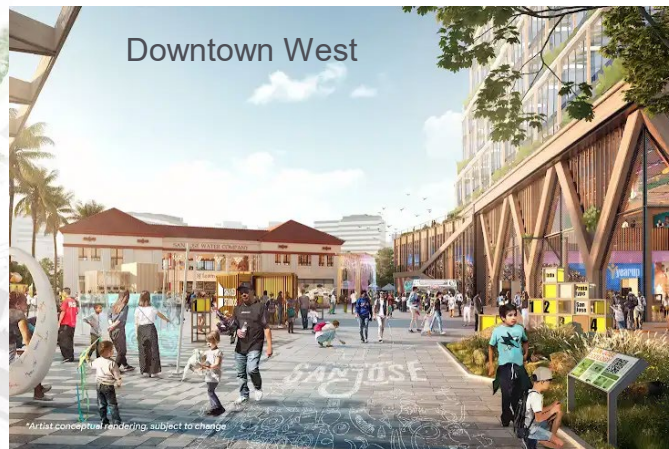


Diridon BART Station

...in the Diridon Station Area



Diridon Station Area Plan



Downtown West

Figure 2-3-2: Illustrative development concept\*

\*Building massing is illustrative



# Implementing Transit Oriented Communities...



...in the Santa Clara Station Area

Artist rendering from TOCs Strategy Study  
(Looking west on Brokaw Road)





# Questions





# Airport Connector Update

Ramses Madou, City of San José

# San José Airport Connector Update

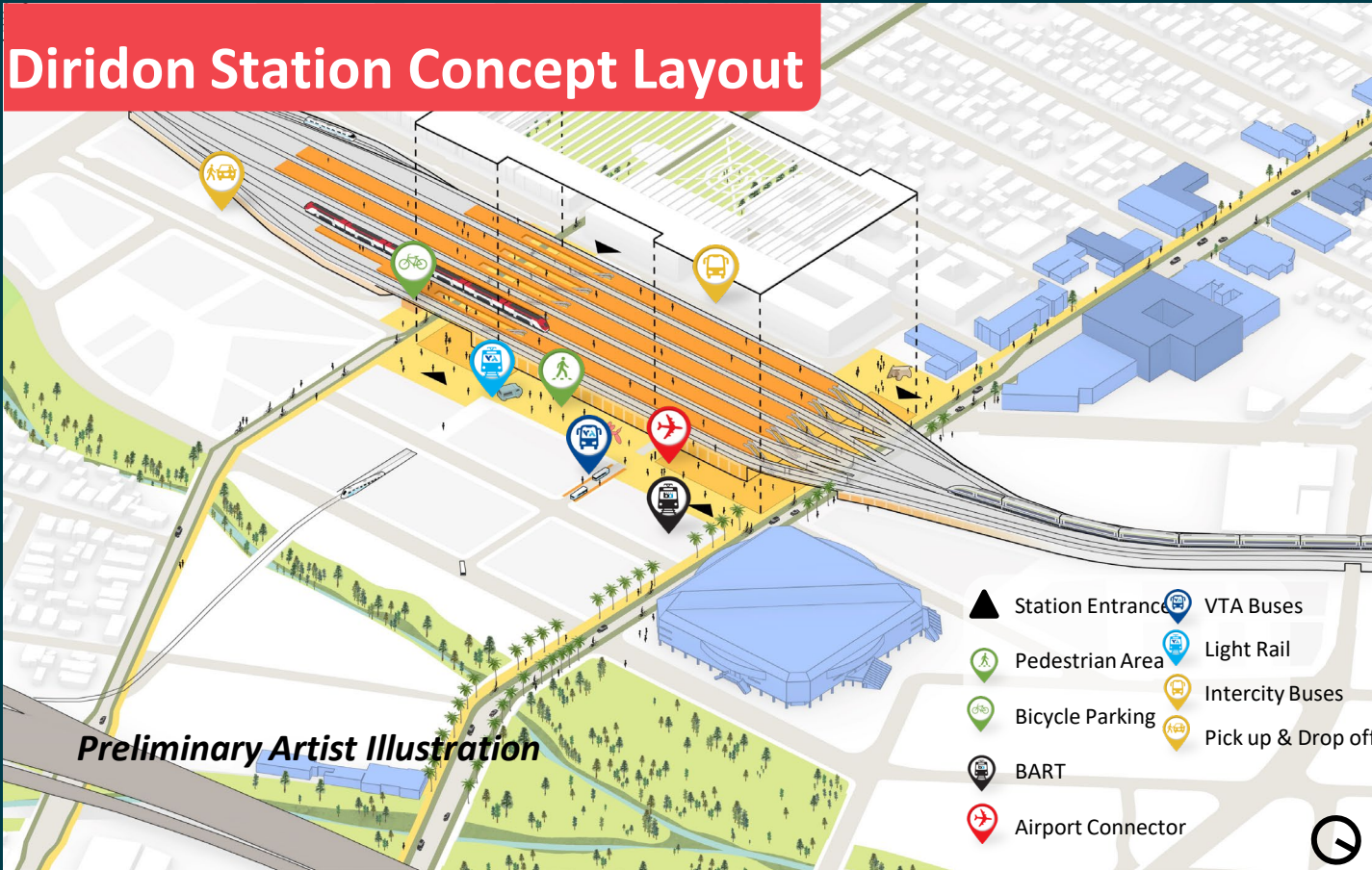
Ramses Madou  
Planning, Policy, and Sustainability  
San José DOT

SAN JOSÉ



# San José Airport Connector Project

## Diridon Station Concept Layout



The Access and Mobility Plan builds upon the city's general plan and climate plan and defined specific Goals and associated Key Performance Indicators (KPIs) for transportation. These goals and their descriptions were co-created with our CBO partners and through other outreach and engagement. Click the personas to see how this feedback was incorporated.



## ACCESS AND MOBILITY PLAN GOALS



### Access for All

Increase transportation education, affordability, options and use of driving alternatives, especially in historically underserved communities and for people with limited mobility.



### Enjoyable Transportation

Make getting around pleasant, easy, reliable and appealing



### Plan for the Future

Use the newest ideas to keep the transportation system modern, fair, and effective; and maintain it.



### Clean the Air

Reduce pollution from cars and trucks



### Less Driving

Have more travel choices so trips can be made without driving



### Transportation Safety

Maintain and make improvements to the bike, walk, roll, and transit system to support Vision Zero, prioritizing the personal security of the most vulnerable populations first



### Connected Neighborhoods

Make it easy to get between neighborhoods and to major destinations by foot, bike, bus, rail, and other shared options



### Move the Economy

Provide access to diverse jobs by sustainable modes, support goods to market, and support job growth in San José.



### 20-Minute Neighborhoods

Create great places so it easy to run errands and get to schools and parks without a car

# STRATEGIES

## TRANSIT

Improve and expand transit facilities to create a network of accessible, reliable, and appealing transit service.



### Strategy 11 Transit Expansion

Expand the transit system by developing new transit lines above or below street-level traffic.



### Strategy 12 Improving Existing Transit Service

Make it easier to get around on public transit and paratransit by supporting increases in frequencies of service, adding routes, adding bus lanes and signal priority, and having transit run more hours of the day.



### Strategy 13 Means-Based Transit Fares

Make sustainable public transportation and paratransit transportation more affordable by offering reduced-fare transit for those in need.



### Strategy 14 Better Transit Stops

Improve accessibility, comfort, and safety at transit stations and stops by having shelters, benches, better lighting, an emergency button, and real-time information, and incorporating universal design.

# The Project: Process So Far

2000 Measure A

- Airport Connector Adopted

2000 – 2017 Alignment and Tech Studies

2019 Request for Information

- Council Direction: Explore new transit technology and business options

2020-2021 Request for Proposal



# The Project: Recent Outreach & Communications

July 2019

- RFI released
- Press release, website, and social media

Feb 2020

- Presented to BARTSV Community Working Groups

June  
2020

- RFI responses shared on DOT website

Aug 2020

- Presentation to Council

Summer  
2021

- Blog post on DOT website: Analysis of submissions published & Arup chosen as RFP consultant

Fall 2021

- Industry Day and market research/review
- Begin public outreach for RFP

# The Project Goal

## Overarching Goal

Create a new approach to developing transit in the Silicon Valley that delivers projects that are safe, fast, frequent, and reliable.

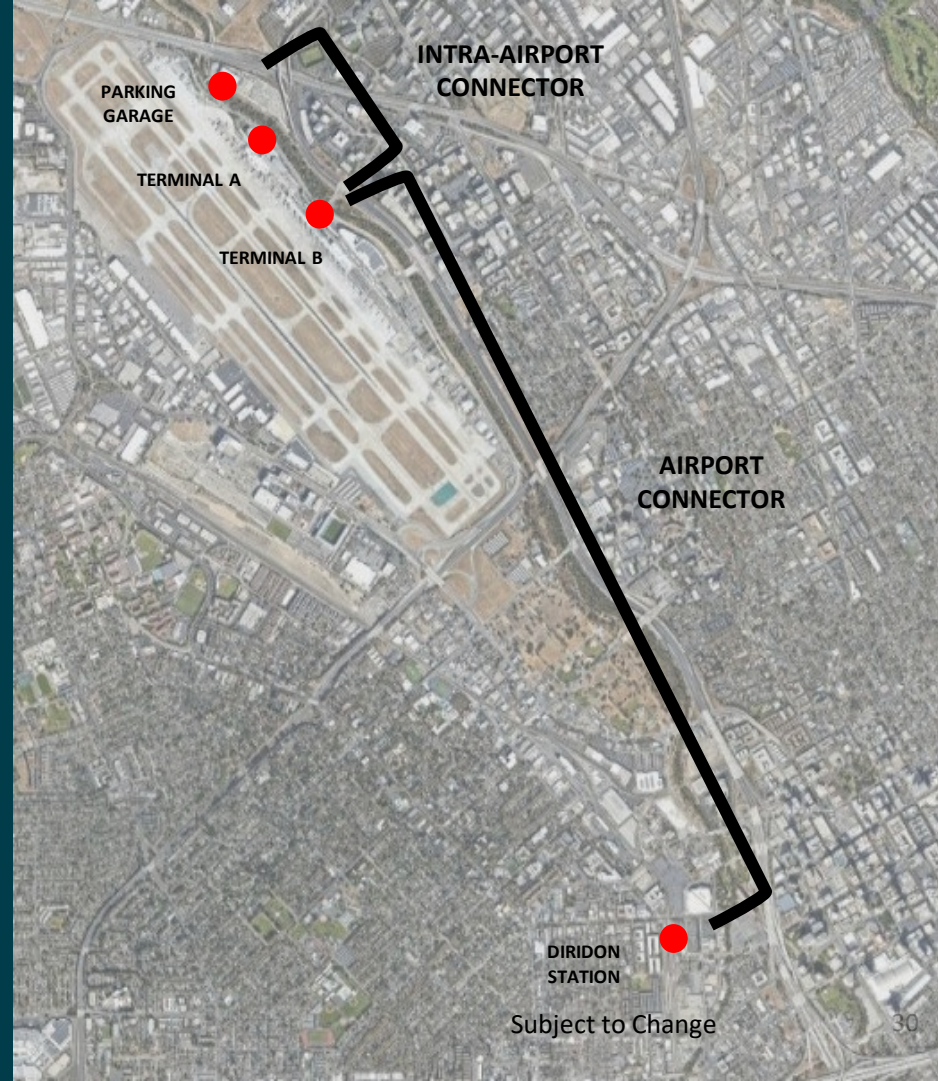




# The Project

Transit connection from Diridon Station to SJC Mineta Airport that would *integrate* the Station and SJC as a single facility from the passenger's perspective."

- 1. Airport Connector** – Connecting Diridon Station with SJC Terminal B.
- 2. Intra-Airport Connector** – Optional segment connecting SJC Terminal B with other airport facilities.
- 3. Future Expansion** – Technical solution should be scalable. Agreement will allow for future extension routes.



# Project Approach

- Find the right long-term private sector partner
- Be the right public sector partner
- Leverage favorable conditions

# Anticipated Delivery Model

RFP for an at-risk, phased Predevelopment Agreement (PDA), to collaboratively develop the Project with the private sector partner(s) before entering into a long-term agreement:

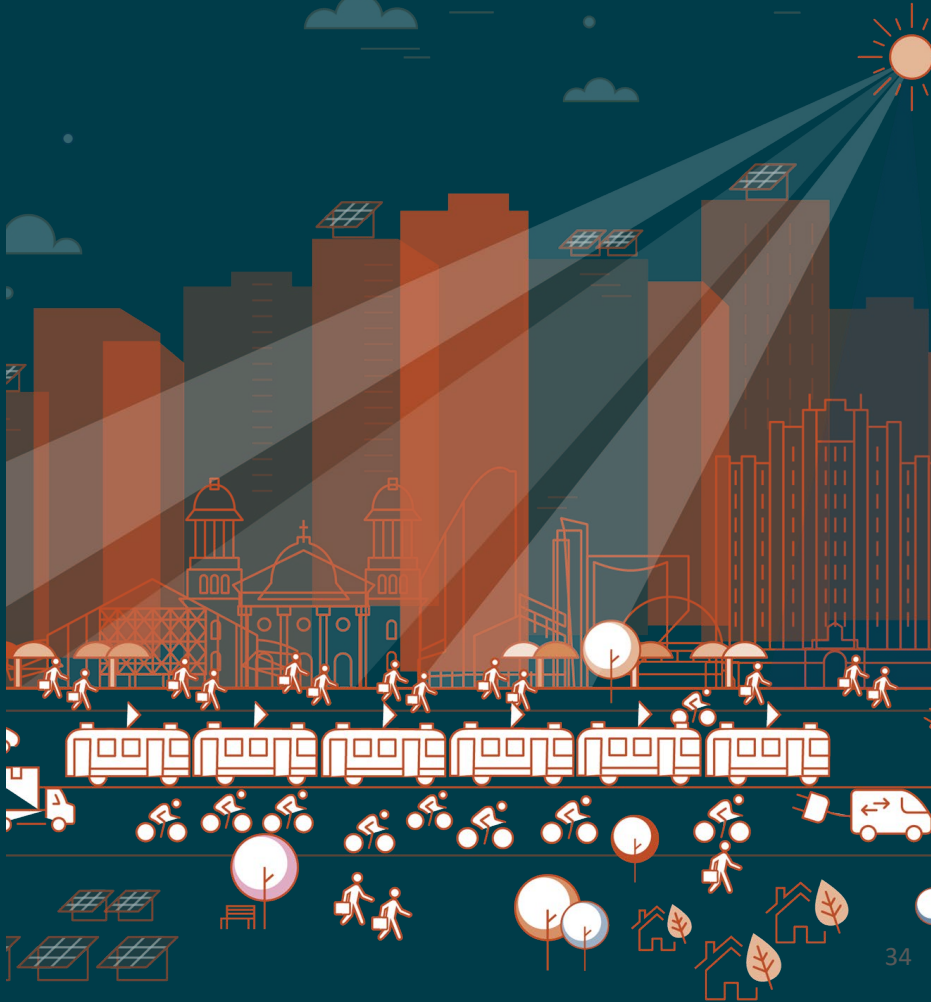
- Leverage market know-how and innovation, remaining open to the technology solution
- Risk transfer:
  - Project delivery
  - Project revenue
  - Financing
- Minimize public funding for procurement and delivery

# Preliminary Schedule (Dates are subject to change)

	<b>Activity</b>	<b>Timeframe</b>
<b>Request for Proposal</b>	RFP Release	Q1 2022
	Select Preferred Proposer(s)	Q2 2022
	Award (top 2)	Q2/Q3 2022
	City to validate proposals	
<b>Project Development</b>	Select Final Project Proposal	18-24 months (est. Q2 2025)
	Detailed development of the Project	

# Question & Answer

Ramses Madou  
Planning, Policy, and Sustainability  
San José DOT





# Business Resource Program Update

Bernice Alaniz, VTA





- VTA conducted prior work related to small business program development
  - **VTA Small Business Task Force**
  - **Case studies** of business assistance
  - **Interviews** with business resource providers
  - **Survey** of small businesses in project area
- JC Lacey is developing a Business Resource Program (BRP)
- The BRP's focus is assist small businesses during BSVII construction
- BRP update to VTA Board is scheduled for March 3



# Business Resource Program



- Draft JCL Summary Report and Recommendations are under development



Signage and Wayfinding



VTA-sponsored Shop Local Marketing



Small Business Development



Potential Additional Resources, such as Business Interruption Fund or Microgrants

# Evaluate for Potential Additional Resources



- Evaluate if additional resources, including financial (e.g. a Business Interruption Fund or similar) would be provided once Progressive Design Build Contractor has determined construction means, methods, and phasing after NTP (Spring 2022).
  - Meet with Contractor to assess means and methods
  - Research potential funding sources for grants, loans or BIF
  - Present analysis and recommendations to VTA Board (Summer 2022).

# Next Steps



2022

- JCL finalize recommendations report
- Present to VTA Board
- Assign resources to BRP
- Evaluate if additional financial resources are needed

2023

- Develop staffing plan and budget
- Develop BRP branding, website, collateral, wayfinding
- Launch BRP

# Questions



# Community Engagement

Joe Clayton, VTA

# Salesforce & Website Updates



- Website refresh
- Develop interactive activity map
- Refreshed Phase II constituent list
  - Refined contact lists in preparation for pre-construction
  - Updated property lists

The screenshot shows the VTA website's project page for the BART Silicon Valley Extension Program. The page features a navigation bar with the VTA logo, 'Valley Transportation Authority', and links for 'GO', 'PROJECTS', 'ABOUT', and a search bar. Below the navigation is a breadcrumb trail: 'Home | Projects | VTA's BART Silicon Valley Extension Program'. The main heading is 'VTA's BART Silicon Valley Extension Program'. A central video player displays a woman in a hard hat and safety vest at a construction site, with the title 'VTA's #BARTSiliconValley - Solutions that move you' and a red play button. To the right, there are two sections: 'Related Projects' listing 'VTA's BART Silicon Valley Phase I' and 'VTA's BART Silicon Valley Phase II', and 'Related Articles' listing 'Single Bore Tunnel Remains the Best Option for BART Silicon Valley Phase II Project' and 'FTA Releases Formal Intention to Expedite Funding for BART Phase II Project'. Below the video, a text block describes the BSV program, and a bullet point indicates that Phase I extends service from Alameda County into Santa Clara County.



# We want your feedback!

Go to [www.menti.com](https://www.menti.com) and use the code 60 84 13 9



# Introducing CWG Chairs



VTA is inviting nominations for CWG Chairs and Alternates

- If more than one person nominates for a Chair or Alternate role, CWG members will vote
- VTA will email the nomination form in the next 1-2 weeks

CWG Chairs will help VTA set meeting agendas, including topics and guest speakers (meetings will continue to be facilitated by VTA)

CWG Chairs will manage the Member Report-Out section of meetings



# Questions



# Government Affairs

Aaron Quigley, VTA



# Questions



# CWG Member Report Back



# Report Back – Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrisey, *Arena Authority*
- Dana Grover, *Horace Mann Neighborhood Association*
- Derrick Seaver, *San José Chamber of Commerce*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- Fred Buzo, *SPUR*
- Jeffrey Buchanan, *Working Partnerships USA*
- Jim Goddard, *Sharks Sports & Entertainment*
- Larry Clark, *The Alameda Business Association*
- Nathan Ulsh, *San José Downtown Association*

What have you heard from your communities?

What presentation topics would be helpful?

Suggestions for CWG presentations/meeting format

# Report Back – 28<sup>th</sup> Street / Little Portugal



- Bill Rankin, *Friends of Five Wounds Trail*
- Carlos Diaz, *Alum Rock Business Network*
- Chris Patterson-Simmons, *East Santa Clara Street Business Association*
- Cobán López & Sylvia Mahan, *Cristo Rey San José Jesuit High School*
- Connie Alvarez, *Alum Rock Santa Clara Street Business Association*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
- Davide Vieira, *Five Wounds Portuguese National Parish*
- Dee Barragan, *Roosevelt Park Neighborhood Association*
- Elma Arredondo, *Alum Rock Urban Village Advocates (ARUVA)*
- Ed Berger, *Northside Neighborhood Association*
- Helen Masamori, *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Justin Triano, *Ride East Side San José (Ride ESSJ)*
- Matt Gustafson, *Somos Mayfair*
- Ricardo Agredano, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Terry Christensen, *CommUniverCity*

What have you heard from your communities?

What presentation topics would be helpful?

Suggestions for CWG presentations/meeting format

# Report Back – Santa Clara



- Ana Vargas-Smith, *Reclaiming Our Downtown*
- Christian Malesic, *Silicon Valley Central Chamber of Commerce*
- Curtis Leigh, *Hunter Storm*
- David Cajigas, *Santa Clara University*
- Jack Morash, *South Bay Historic Railroad Society*
- John Urban, *Newhall Neighborhood Association*
- Jonathon Evans, *Old Quad Residents Association*
- Luke De Vogelaere, *San José Earthquakes*
- Ron Miller, *Bellarmino College Preparatory*

What have you heard from your communities?

What presentation topics would be helpful?

Suggestions for CWG presentations/meeting format

# Next Steps

- Next CWG meeting:  
May 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, 4:00 PM, Virtual Meeting
  - Phase II Update
  - CP2 – Tunnel & Trackwork Update
  - Construction Transportation Management Plan Update
  - Community Engagement
  - CWG Member Report Back