

VTA's BART Silicon Valley Phase II Extension

Downtown-Diridon Community Working Group

November 15, 2016



Agenda



- Follow-up Items and Work Plan
- Project Updates
- Measure B Update
- Diridon Transportation Facilities Master Plan Update
- Environmental Process: How to Comment
- VTA Business Diversity Program
- Technology Integration in BART Phase I Design
- 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

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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

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Role of the CWG Team



CWG Team Member	Role
Eileen Goodwin	Facilitator
Angela Sipp	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Kevin Kurimoto	Technical Lead
Rosalynn Hughey	City of San Jose – Planning Liaison
Jessica Zenk	City of San Jose – DOT Liaison
John Ristow	City of San Jose – DOT Liaison

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Upcoming Meetings



Public Hearings for Draft Environment Document

- January 30, 2017 – San Jose City Hall, Rooms 118-120
- January 25, 2017 – Mexican Heritage Plaza, Gallery Room
- January 26, 2017 – Santa Clara Senior Center, Room 222

VTA Board of Directors

- November 18, 2016 (Workshop Meeting) at 2:00 PM
- December 8, 2016 at 9:00 AM

BART Silicon Valley Program Working Committee

- December 5, 2016 at 10:00 AM

Diridon Joint Policy Advisory Board

- December 16, 2016 at 3:00 PM

Public meetings on specific technical topics - TBD

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Follow-up Items (1 of 2)



- Added John Ristow to City of San Jose contacts list
- Added single bore consultant contract information to meeting summary
- BART provided more information regarding job classifications on slide 60 in meeting summary
- Provided link to BART GIS information in meeting summary
- Sent sign-in sheet to SPUR and Downtown Association
- Fixed PowerPoint slide to reflect Santa Clara CWG vote and updated version is posted on the website

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Follow-up Items (2 of 2)



- Created a table of agencies and their roles for projects in the Diridon area – on the Phase II CWG website under "Phase II CWG Links"
- SPUR clarified Caltrain per passenger per hour statistics on slide 37 were early scenarios explored as part of a forthcoming SPUR report. SPUR has since eliminated some of those scenarios based on feasibility. For the remaining scenarios, SPUR estimates that the peak-hour capacity per direction would be between 7,200-10,800 passengers, depending on the scenario.

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Work Plan Shifts & CWG Next Steps

Facilitator

Draft 2017 Work Plan



Subject	February-17	March-17	April-17	May-17	June-17	July-17	August-17	September-17	October-17	November-17	December-17
Overview of Project (Phases I & II status update)	X										
Phase II Planning/Engineering Technical Studies update	X										
Marketing Plan prior to the start of BART Phase I Project	X										
CWG Next Steps	X										
Measure B Update	X										
High level summary of environmental comments received in Draft SEIS/SEIR	X										
Parking Management in the Diridon Specific Plan (City to present)	X										
Discussion of fare setting process for BART Phase I Project (BART and VTA staff to present)	X										
Next Network Transit Redesign Update (including connecting new service to BART Phase I)	X										
Process for evaluating the proposed options for the Downtown & Diridon stations; VTA Staff Recommendation											
Single Bore Study Update											
Tunnel Bore Risk Assessment Update											
BART Phase I Update											
BART's station naming policy											
VTA Board selection of Project Description (Downtown San Jose station option, Diridon station option, tunneling methodology)											
Multimodal access planning for each station											
Construction Outreach Plan (lessons learned from BART Phase I)											
Design and aesthetics of the BART structures such as vents, exits, etc.											
Right-Of-Way Requirements for BART Phase II											
Construction Technique Methodology											
Project Delivery Strategy Approach/Next Steps											
VTA Board to certify FEIS/FEIR											
Environmental Update - FEIS/FEIR to be released											



Project Updates

Leyla Hedayat, VTA

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Current Activities

- Single Bore Study is underway
- Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report released in late December
- Independent Risk Assessment is getting started

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Independent Risk Assessment Scope



- Qualitative and quantitative independent risk assessment of a twin-bore tunnel system and a single-bore tunnel system
- Will be used to facilitate VTA's selection of the preferred tunneling alternative
- Scope of services include:
 - interviews with technical experts, single bore study consultant team, industry subject matter experts, key project stakeholders, and peers from other transit agencies with similar project experience,
 - identification and documentation of risks and opportunities in a register format
 - Qualitative risk/opportunity assessment of each alternative
 - Quantitative assessment of the identified risks/opportunities relative to cost, time, and project performance
 - Recommended risk mitigations and management or control options
 - Recommended allocation of risks

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FTA Grant – BART Phase II TOD and Station Access Planning Study



- VTA received \$1.5M BART Phase II Transit-Oriented-Development and Station Access Planning Study grant from FTA
- Study will:
 - Identify multimodal access needs and TOD opportunities to promote redevelopment and accessibility in the corridor and at the BART Phase II stations.
 - Lay the groundwork for sustainable redevelopment along the Phase II corridor to the benefit of increased transit ridership, economic development, and increased vibrancy of station areas.
 - Fully evaluate the Alum Rock station, the Downtown San Jose Station, and the Santa Clara station. The Diridon station will be looked at and information will be provided to the Diridon Transportation Facilities Master Plan team

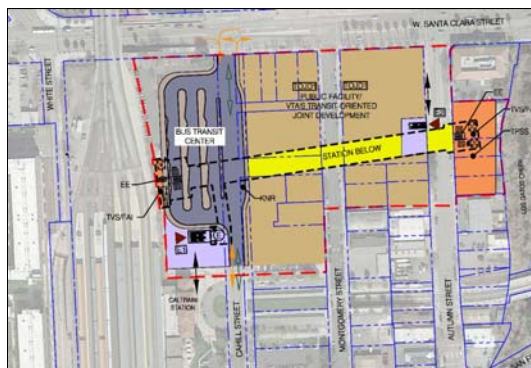
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Diridon Station Options Update

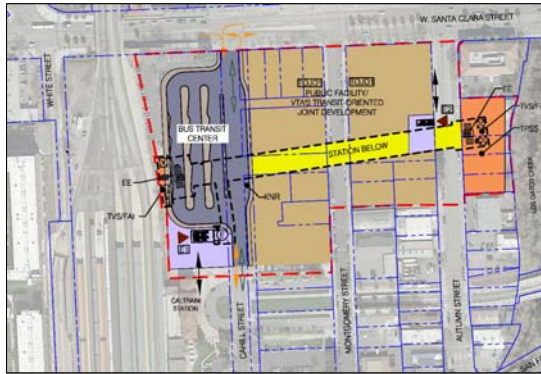
Leyla Hedayat, VTA

Diridon Station South Option - Twin Bore Tunnel



- Previously environmentally cleared
- Advanced design level
- Cut & cover construction: ~ 900' long
- Station platforms: ~50' below grade
- Flexible entrance locations

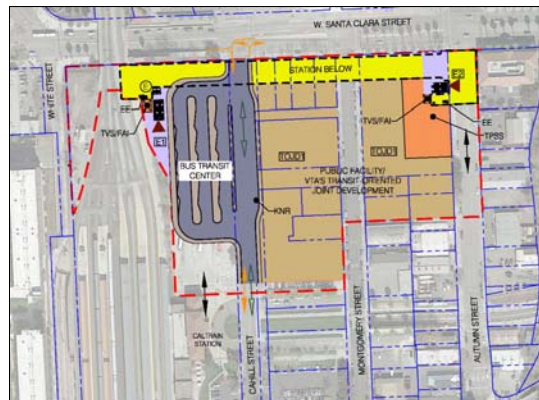
Diridon Station South Option - Single Bore Tunnel



- Conceptual design level
- Station platforms (stacked):
~90' below grade
~105' below grade
- Flexible entrance locations

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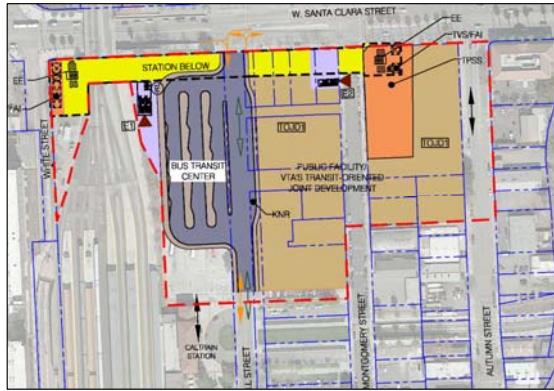
Diridon Station North Option - Twin Bore Tunnel



- Conceptual design level
- Cut & cover construction:
~ 900' long
- Station platforms:
~55' below grade
- Flexible entrance locations

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Diridon Station North Option - Single Bore Tunnel



- Conceptual design level
- Station platforms (stacked):
~90' below grade
~105' below grade
- Flexible entrance locations

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Measure B Update

Jim Unites, VTA

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Diridon Transportation Facilities Master Plan Update

Jim Unites, VTA

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Diridon Station

BART Community Working Group

November 2016
Jim Unites, Executive Manager, Transit Planning





Weekday Transit Trips Using Diridon



Operator	Current	Planned
Rail Transit		
BART	-	318
VTA Light Rail	118	141
Caltrain	92	114
High Speed Rail	-	64
Capitol Corridor	15	30
Altamont Commuter Express	8	16
Amtrak Coast Starlight	2	2
Subtotal Rail Transit	235	685
Bus Transit		
VTA Bus	584	700
Hwy 17 Express Bus	64	128
MST Bus	4	8
Private/Tech Shuttle	4	34
Greyhound	-	?
Subtotal Bus	656	870
TOTAL	891	1555

Collaboration Task Force Organization



- Diridon Station Joint Powers Authority
 - VTA, Caltrain, BART, CAHSR, CSJ, MTC, State of CA, Mineta Transportation Institute (ex-officio)
- Executive Management Group
 - VTA, CSJ, CAHSR, Caltrain
- Working Groups
 - Development, Communications, Governance & Funding
- Facilities Master Plan Working Group
 - Technical Team - VTA, Caltrain/Amtrak, CAHSR, BART, ACE, Capitols, CSJ

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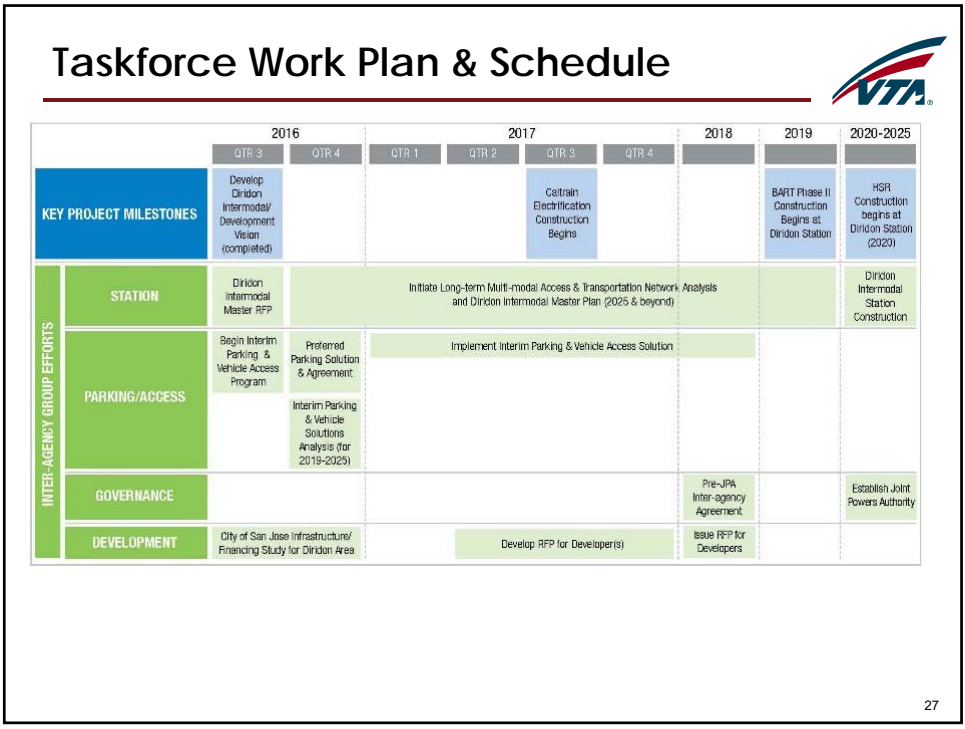
Transportation Facilities Master Plan



- Phase 1 – Technical Study
 - Identify facility requirements for all current and planned transportation services
 - Plan for seamless passenger connections
 - Access planning – traffic, transit, bike, ped, parking
 - Develop Facility Alternatives and Evaluation Criteria
 - Key piece of information for future redevelopment of Diridon Station Area

Contract awarded to AECOM - Funded by High Speed Rail and VTA

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Environmental Process: How to Comment

Tom Fitzwater, VTA

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Environmental Review Steps

Initiate SEIS/SEIR Environmental Process

Scoping Meetings February, 2015

Prepare Draft Environmental Document

Circulate Draft Environmental Document

➔ **Comment Period & Public Hearing**

Respond to Public Comments

Approve Final Environmental Document/Project



Comments on Draft

- Be specific and clear about concern.
- Provide location if you want a response to site-specific concern.
- Submit comments by deadline.
- Your comments along with the responses will be published in the Final SEIS/SEIR.



Tentative Public Hearings

- Meetings in January, 2017
 - 01/25/17: Mexican Heritage Plaza, Gallery Room
 - 01/26/17: Santa Clara Senior Center, Room 222
 - 01/30/17: San Jose City Hall, Rooms 118-120
- 5:00 – 6:00 PM ~ CWG member preview
- 6:00 – 8:00 PM ~ Public Hearing



Public Hearing Comments

- Verbal comments at the hearing will be recorded by a court reporter.
- Written comments at the hearing will also be accepted.



How To Submit Written Comments

Submit written comments to VTA:

Tom Fitzwater

VTA Environmental Planning, Building B

3331 North First Street

San Jose, CA 95134

email: bartphase2eis-eir@vta.org

Comments must be received by 5:00
p.m. on TBD, 2017



Connect with VTA to get updates!



1. Subscribe to updates at www.vta.org/bart
2. Visit the "What's New" section at www.vta.org/bart
3. Follow us on Facebook (facebook.com/bartsv)
4. Follow us on Twitter (@[@bartsv](https://twitter.com/bartsv))
5. Notifications via Nextdoor
6. Contact the BART Community Outreach Team
•(408) 934-2662 (Hotline)/vtabart@vta.org



CWG's Role ~ Public Hearing

- Spread the word to your organizations
- Encourage attendance
- Share tips on providing comments



VTA Business Diversity Program

Liz Brazil, VTA

Welcome to Business Diversity Programs

Community Working Group
November 2016



Procurement and Contracting Methods



- Invitation for Bids (IFB)
- Request for Proposals (RFP)
- Negotiated Procurements (NP/RFP)

Solicitations



VTA IFBs and RFPs are advertised on our website. The basic details of the solicitations can be viewed without registering on the site at the following link:

<http://www.vta.org/about-us/procurement>

How to Become a Vendor



2 ways to sign up as a "vendor";

1. To sign up as a vendor through an existing solicitation, you may do so at the following link:

<http://vta.org/about-us/become-a-vendor>

2. To register as a vendor, follow instructions at the following link:

<http://vta.org/about-us/vendor-settings?action-register>

Vendor Registration Instructions



- Enter your email address in the field provided on the page and click the button.
- If you are already a vendor an email will be sent to the email address we have on file that has verifies the information we have on file and instructions on how to update anything that is outdated.
- If you are not in the system you will be asked to submit your vendor information.
- Once complete you will be sent an email verifying your information and with a link that you must click to verify and complete the sign up process.
- Once registered, you will receive automated notifications of opportunities to bid. You can control the type and frequency of notifications from the vendor settings page.
- If you have any questions, call the contract administrator listed on the procurement.

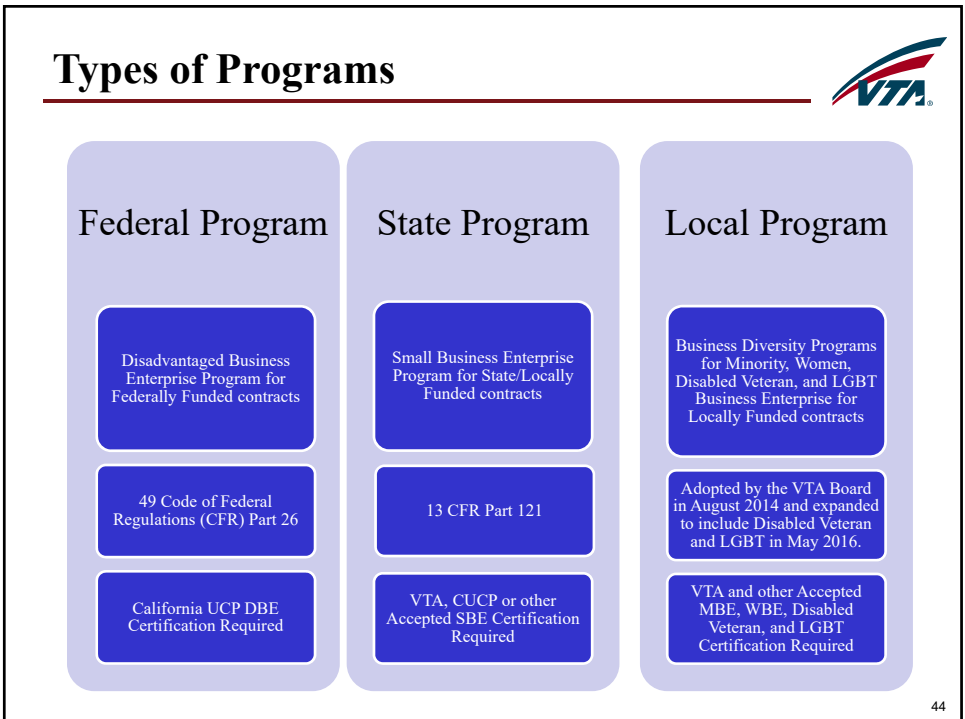
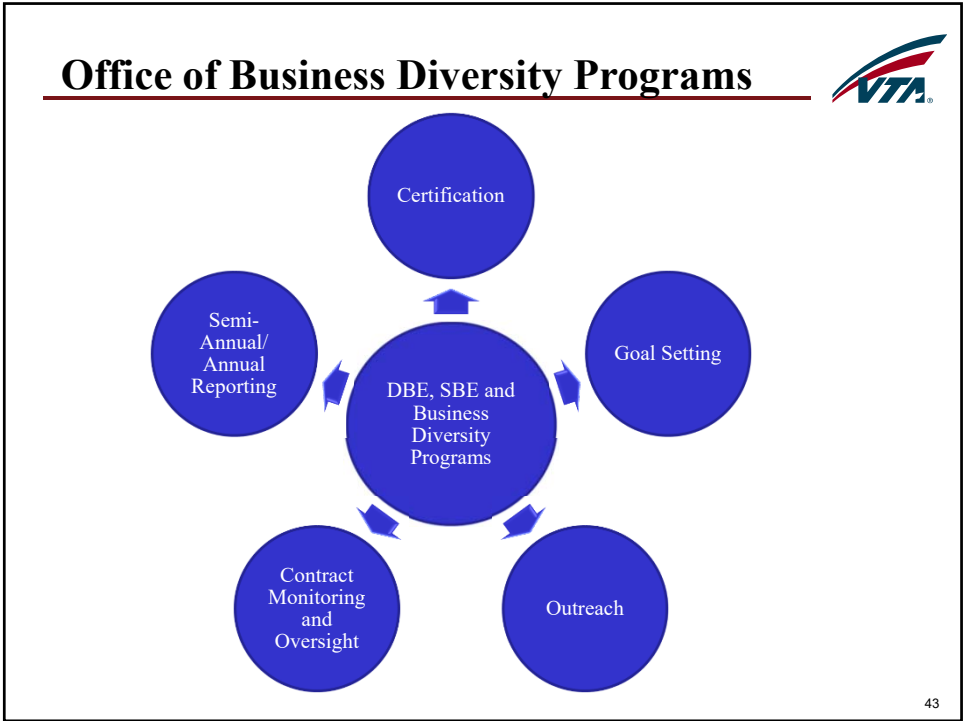
Our Mission



- VTA's Business Diversity Programs create opportunities for businesses by connecting services and resources they need in order to **thrive**.



- Our Mission is to assist our business communities so they can compete and move our **Economy Forward!**





Program Initiatives



On a *regional level*, VTA's business outreach efforts shall include, but are not limited to, the following:

- **Meet & Greet/Networking Sessions**
- **Encourage new relationships** with VTA through increased community engagement efforts and informational workshops.
- **Certification Workshop**
- **Procurement Training**
- **Partner with other Agency's outreach programs**

Types of Certification



- DBE based on economically/socially disadvantaged and small business size standard, control and ownership (49 CFR Part 26)
- SBE based on small business size standard (13 CFR Part 121)
- MWBE based on ethnicity and gender
- DVBE based on certification by Department of General Services as a disabled veteran, under a reciprocity agreement
- LGBTBE based on certification by the California Public Utilities Commission and the National Gay and Lesbian Chamber of Commerce, under a reciprocity agreement

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Program Awards



In May 2016, Golden Gate Business Association honored VTA for their historic inclusion of LGBT Enterprises First transportation agency in the United States of America to codify LGBT inclusion to their procurement program.

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Types of Goals



Funding	Program	Goal Type
Federal	DBE	13% Overall Triennial Goal
State and Local	SBE	19% Program Goal
Local	MWBE	18% Aspirational Goal

Contract-specific goals are set when there are subcontracting opportunities. Goals are based on the available DBEs and/or SBEs who are willing, ready and able to perform the work.

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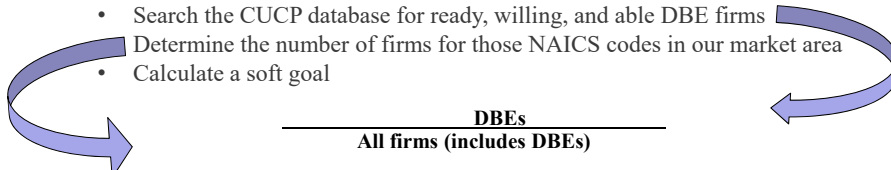
DBE Goal Setting Methodology



DBE Goal Setting – Two Step Process

Step I - Develop a Base Figure

- Classify work by North American Industry Classification System (NAICS) codes
- Search the CUCP database for ready, willing, and able DBE firms
- Determine the number of firms for those NAICS codes in our market area
- Calculate a soft goal



Step II – Adjust your Base Figure, if needed

Types of Evidence to Consider:

- Current capacity of DBEs to perform the work
- Disparity Studies
- Ability of DBEs to get financing, bonding, insurance, etc.
- Input from interested parties

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Contract Monitoring and Oversight



Currently monitor over **282** active contracts worth over **\$2.2 billion**

- Prompt Payment to ensure that businesses are paid promptly
- Commercially Useful Function to monitor and ensure work committed to DBE firms at contract award is actually performed by DBEs
- In compliance with Federal Administration reporting requirements

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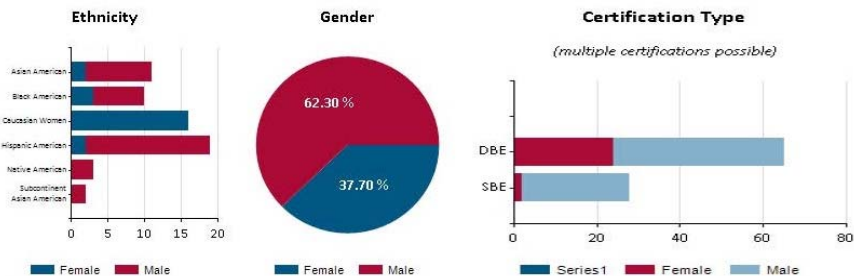
VTA's BART Silicon Valley Contract Utilization



Contract C700: 5VBX Line, Track, and System - Design Build

Number of Contracts	1
Total Contract Value	\$863,660,188
Total Payments to Prime	\$715,033,009
Total DBE Payments	\$138,573,701
Goal	13.00%
Utilization	15.17%

Certification	Sum of For Credit	Count
Disadvantaged Business Enterprise	\$127,128,063.48	65
Small Business Enterprise	\$11,445,637.22	28
Total	\$138,573,700.70	93



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Questions?



Technology Integration in BART Phase I Design

Margaret Simmons-Cross, VTA



SVBX Emerging Technologies

Community Working Group Meetings
November 14 -16, 2016

Presented by: Margaret Simmons-Cross
SVBX Construction Manager

SVBX Emerging Technologies



Presentation will cover:

- VTA Parking Technology and Revenue Collection System
- Photo Voltaic Power Generation System
- Electrical Vehicular Supply Equipment (EVSE)
Electrical Chargers
- Intermittent Escalators at VTA's Berryessa and Milpitas
BART Stations
- BikeLink Bicycle Parking
- Q&A

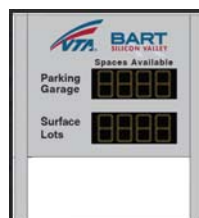
SVBX Emerging Technologies



VTA – Parking Technology and Revenue Collection System

- Implemented with the C730 Parking Structures Design Build Contract
- Contractor was required to design, build, document, implement an account and facility based parking revenue collection system
- Web and mobile customer account and permit management.
- Provides for kiosk based payment system
- Revenue accounting and facility reporting
- Facility and level guidance system
- Vehicle mounted License Plate Recognition (LPR) Hardware
- Expandable

SVBX Emerging Technologies



- Parking Guidance System
- Ultrasonic sensors
- Custom master panel signs
- Custom garage level signs

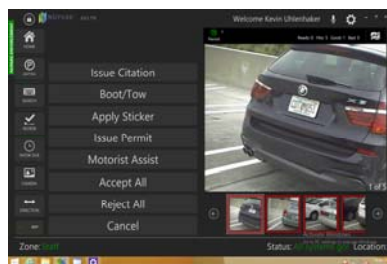
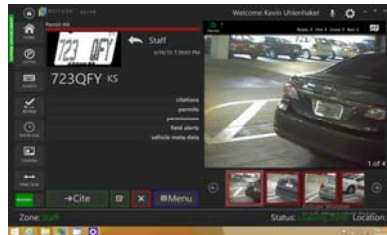


SVBX Emerging Technologies



- Payment Kiosk
- Cash, coin, and credit card payment processing
- 15" Touch Monitor
- Integrated VOIP intercom system
- Thermal printer
- 2 hour battery back up
- Configurable logos, receipts, help and validation screens
- Sheet metal construction with a 3-point locking system

SVBX Emerging Technologies



- PlateScout
- Dual Vehicle Mounted Cameras
- Embedded license plate recognition engine
- Front seat mounted Toughbook tablet and citation printer



SVBX Emerging Technologies**Photo Voltaic Power Generation System**

- Implemented with the C730 Parking Structures Design-Build Contract
- PV Panels – Satisfies CalGreen Sustainability Checklist
- Scope: Design, furnish and install PV panels, inverters, circuitry and related electrical components and structural steel support system
- Utilize Federal Earmark of \$750K: VTA's Renewable Energy Conversion Earmark

SVBX Emerging Technologies**Photo Voltaic Power Generation System**

- Other Funding: SVBX Program Invested \$1.1M additional funding
- 11-year payback period: on \$1.1M investment
- Approx. \$1.7 M savings over 25 years
- Buy America

SVBX Emerging Technologies



Photo Voltaic Panels at Berryessa Station

SVBX Emerging Technologies



Photo Voltaic Power Generation Station and Energy Performance Monitoring

SVBX Emerging Technologies



Electrical Vehicular Supply Equipment (EVSE)

Electrical Chargers

- Implemented with the C730 Parking Structures Contract
- Satisfies California Green Standard Building Code (Cal Green)
- Buy America Provisions due to Federal Funding

SVBX Emerging Technologies



Electrical Vehicular Supply Equipment (EVSE)

Electrical Chargers

- **Requirements:**
 - 2% minimum of the total garage inventory for preferred electric vehicle parking
 - Equip with 220 volt electric vehicle charging stations and required infrastructure
 - Locate this parking on Level 1 or Level 2 of each garage
 - Equip with power and conduit infrastructure for future expansion at 8% of spaces
 - 24 Charging Stations at each Parking Structure

SVBX Emerging Technologies



Charging station

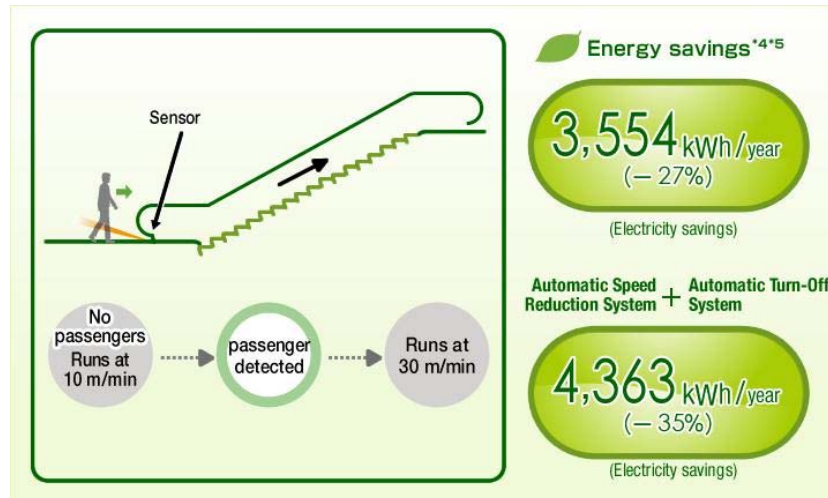
SVBX Emerging Technologies



Intermittent Escalator –
VTA's Milpitas and Berryessa BART Stations



SVBX Emerging Technologies



SVBX Emerging Technologies



BikeLink Bicycle Parking

WHAT IS BIKELINK?

- Software based on-demand secure bike parking
- VTA mimicking system utilized through BART and other transit systems
- BikeLink™ integrates smart technology with administrative procedures and access control systems
- BikeLink™ can be used as an operating system for eLockers™ and eRacks™

SVBX Emerging Technologies



BikeLink Bicycle Parking

HOW ON-DEMAND BIKE PARKING WORKS:

- The BikeLink™ Card is sold online at www.bikelink.org, by local facility owners, nearby businesses, or vending machines.
- The screen guides you through a very quick process to start your rental. It's like using a parking meter.
- Once there's time on the meter, the door opens. Put your bike inside, close the door, and walk away. Your bike remains secure even if the meter expires.
- Insert your card, get your bike, and get your refund for any unused time!

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SVBX Emerging Technologies



BikeLink Storage Racks and Access Control Panel

SVBX Emerging Technologies



Questions?



Discussion

Eileen Goodwin, Facilitator

Next Community Meeting



Public Hearing for BART Phase II SEIS/SEIR

Monday, January 30, 2017

San Jose City Hall, Rooms 118-120

200 East Santa Clara Street, San Jose

5:00 – 6:00 PM ~ Preview for CWG members only

6:00 – 8:00 PM ~ Public Hearing

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Next Steps



- Next CWG meeting: Tuesday, February 7, 2017 ~ 4:00-6:00 PM,
San Jose/SV Chamber of Commerce ~ BYOB
 - High Level Summary of Environmental Comments received in Draft SEIS/SEIR
 - Parking Management in the Diridon Specific Plan (City to present)
 - Marketing Plan Prior to the Start of Phase I Project
 - Discussion of Fare Setting Process for BART Phase I Project (BART and VTA staff to present)
 - Next Network Transit Redesign Update (including connecting new service to BART Phase I)
 - Measure B Update
 - CWG Next Steps
- Parking Validation
- Action Items

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