

# VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon  
Community Working Group Meeting

July 23<sup>rd</sup>, 2024



# Agenda

- Welcome & Introduction
- Phase II Update
- VTA Board Referral
- Community Working Group Update
- Diridon BART Station Design Update
- Downtown San José BART Station Update
- CWG Member Report Out
- Next Steps

# Downtown-Diridon CWG Members



- 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 Morrissey, *Arena Authority*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Mirenda**, *San José Chamber of Commerce*

# Upcoming Meetings



- Upcoming CWG Dates
  - Downtown-Diridon CWG Meeting: August 20, 2024
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - Board of Directors' Meeting: August 1, 2024, 5:30 PM
  - VTA's BSVII Oversight Committee: August 8, 2024, 12:30 PM
  - Board of Directors' Meeting: September 5, 2024, 5:30 PM
- Diridon Intermodal Facility
  - Diridon JPAB: August 14th, 2024, 3:00pm
  - Fall public outreach (pop-ups, meetings, new website) on two alternatives
- Kristen will email alerts for other meetings





# Phase II Update

Brent Pearce, VTA

# VTA'S BSVII Groundbreaking Event



- VTA held a historic groundbreaking ceremony to mark the start of construction of its West Portal facility on **Friday, June 14th**
- The milestone event was held at the future Santa Clara Station and Newhall Yard & Maintenance Facility
- ~240 guests attended the event
  - State & Local Elected Officials
  - Community Leaders
  - Project Stakeholders
  - Union Representatives from Laborers Local 270



# Recent Engagement Efforts



- Berryessa Press Conference held on **Tuesday, June 25th**
- Diridon Press Conference held on **Tuesday, July 9th**
- Various speakers urged the FTA & U.S. Secretary of Transportation Pete Buttigieg to award \$6.296 billion in federal funding for VTA's BSVII Project
  - Supervisor Cindy Chavez
  - San Jose Mayor Matt Mahan
  - CEO of SVLG Ahmad Thomas
  - Labor Leaders Jean Cohen & David Bini
  - San Jose Councilman Omar Torres
  - Local area community leader Kathy Sutherland



# Milpitas Station Infrastructure Facilities Tour



- Milpitas Station Infrastructure Facilities Tour On **Wednesday, May 8th, 2024**
  - CSJ, BART, Caltrain, & VTA's BSVII Project team in attendance
- Referenced required station infrastructure facilities
- Gained understanding of space required based on their function
- Observed placement within the station entrance building and additional buildings on the station site.
- Clarification with BART staff about the different facility needs





# VTA Board Referral

Brent Pearce, VTA



# Board Referral: Approach



- Boards and Committees Updates
  - Monthly updates to BSVII Oversight Committee
  - 9/5 VTA BOD with staff recommendations
- Evaluation of Station Design Options
  - Community/stakeholder/agency feedback coupled with technical evaluation
- Engagement for Station Design Options
  - Program-Wide City Meetings
  - CWGs
  - Design Review Committees
  - Diridon Task Force
- Downtown San José South Entrance Task Force

# Referral Next Steps



- Provide monthly station design update to BSVII Oversight Committee.
- Continue program-wide meetings and coordination with CSJ staff.
- Continue refining and evaluating station options for Diridon and Downtown San José to develop staff recommendations by Fall 2024.
- Upcoming Referral Process Report Out at:
  - 8/8: BSVII Oversight Committee Meeting
  - Week of 8/19: August CWGs
  - 9/5: BOD Meeting

# Community Working Group Update

Kristen Mei, VTA



# CWG Engagement



May 2024 CWG Poll Summary			
Poll Question	Downtown-Diridon CWG (15 participants)	28th Street/Little Portugal CWG (12 participants)	Santa Clara CWG (9 participants)
Would you like to resume in-person CWG meetings?	55% said yes.	100% said yes.	17% said yes.
If you would like in-person CWG meetings, how often would you like to attend?	33% preferred an option between in-person and virtual.	Split between: in-person/virtual, in-person only, and in-person for every other.	55% preferred an option between in-person and virtual.
This is my preference on the CWG meeting format:	82% like the current meeting format with staff facilitation.	63% would prefer a shift in meeting format towards external facilitation.	100% like the current meeting format with staff facilitation.
Would you be interested in a pre-meeting networking time with CWG members, Project staff, and invited presenters?	55% said yes.	100% said yes.	33% said yes.
Would you like to review Project documents prior to the presentation at the Board of Directors meeting?	100% said yes.	100% said yes.	100% said yes.

# CWG Next Steps



- Offer **hybrid meeting** options
- Identify and procure an **external facilitator position for 28th Street/Little Portugal CWG** meeting
- Provide CWG members with **Project information in advance** of the VTA BOD to solicit CWG feedback
- Continue to **facilitate quarterly CWG meetings** with additional CWG meetings as needed
- Following each quarterly CWG meeting, the BSVII Project team will **update the VTA BOD with a verbal report** summarizing the updates presented to CWG members
- **CWG materials will be shared with the VTA BSVII Oversight Committee** via the Board Office prior to all CWG meetings

# Open Discussion

# Diridon BART Station Design Update

Greg Thiebaut, VTA

# Station: At-Grade Facilities



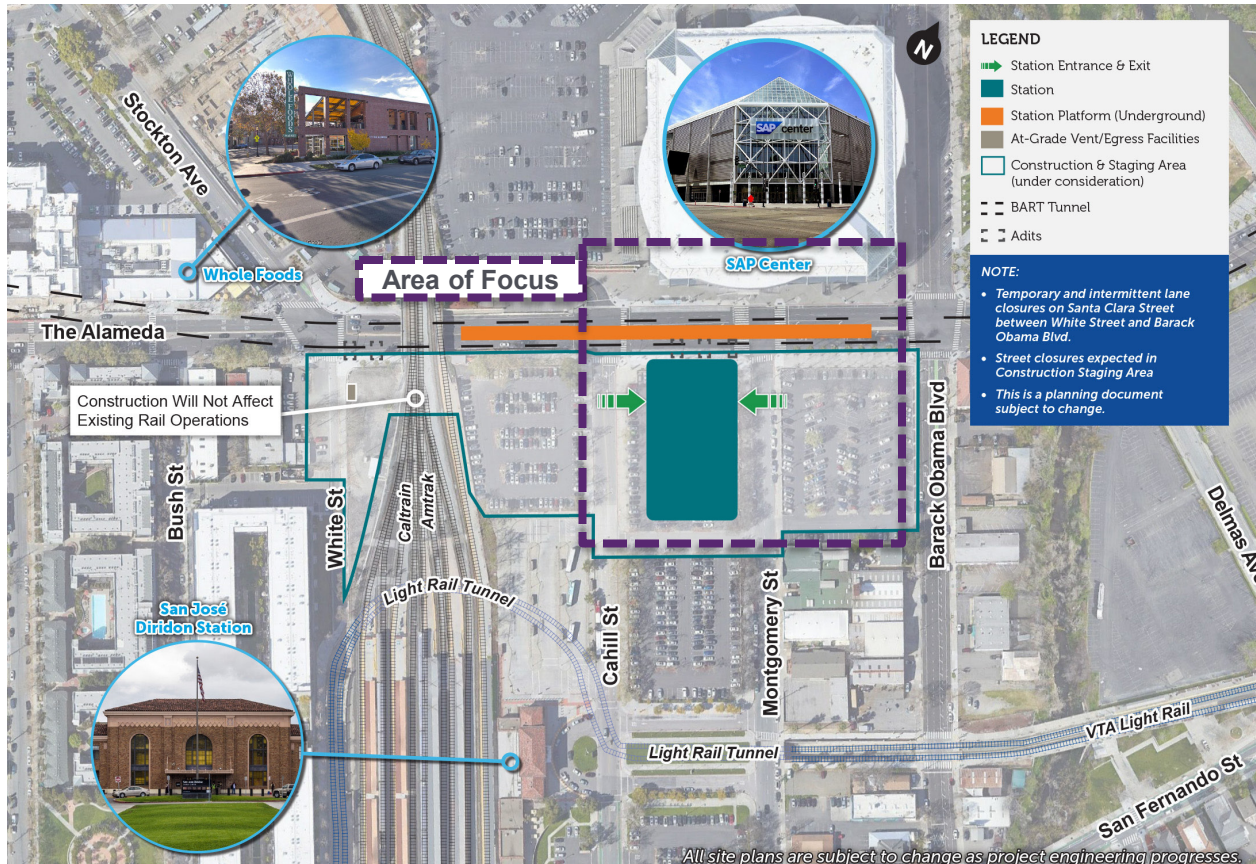
- Station Infrastructure Facilities need to remain close to station entrance due to critical roles:
  - General and Emergency Ventilation systems require connection to the tunnel with ductwork (exhaust/intake fan plant systems)
  - Fire protection systems and emergency monitoring including backup power sources (battery and generators)
  - Electrical and communication cables that power BART trains and stations
  - Proximity to headhouse is critical for prevention of voltage drops, signal loss, and reduces length of copper cables (1,000's of cables and connections traverse from the systems area within the Station Infrastructure Facilities to the Tunnel)
  - Station Infrastructure Facilities can be separated from station building by no more than 30'

# Station Infrastructure Facilities Required Above Ground



- Emergency Ventilation Shaft
- Emergency Management Panel & Fire Alarm Panel Rooms
- Battery Rooms
- HVAC Units & Fan Exhaust Stack Structure
- Fire Department Valve Rooms
- Trash Storage
- Transformer Courtyard
- Egress Stairs (Emergency)
- BART Police
- Station Agent Booth
- Elevator Cab Access
- Train Control Room
- Restrooms
- Bicycle Station

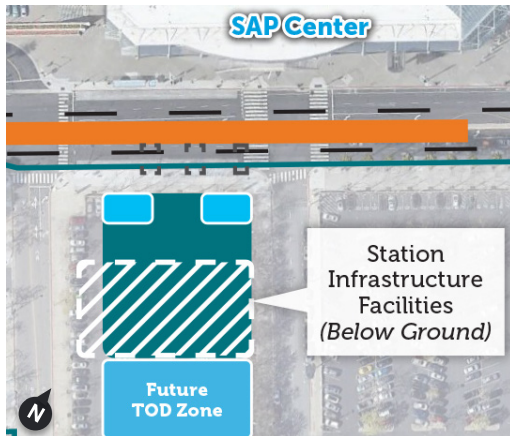
# Diridon BART Station Site Plan



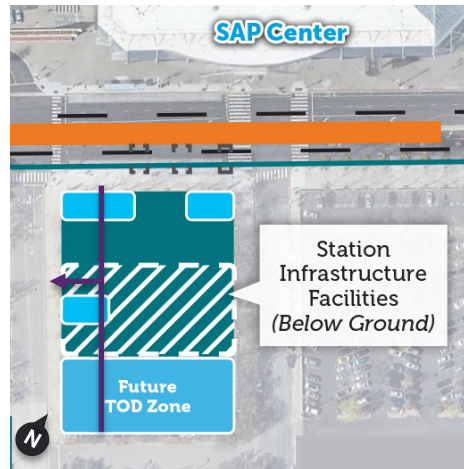
# Diridon BART Station Configuration Options



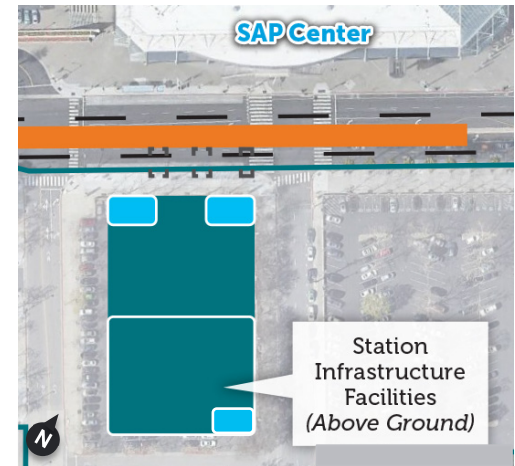
## Underground



## Underground with Expanded Station Footprint



## Above Ground





# Criteria Evaluating Diridon BART Station Configuration Options



**Stakeholder & Community  
Feedback**



**Program Costs**



**External/Public Facing Impacts  
(Construction Impacts)**



**User Experience**



**Schedule**



**ROW & Utilities**

# Criteria Priority Poll



What is your order of importance for the following evaluation criteria for the Diridon BART station configuration options?  
(Rank in order of most preferred to least preferred)



**Program Costs**



**User Experience**



**External/Public Facing Impacts  
(Construction Impacts)**

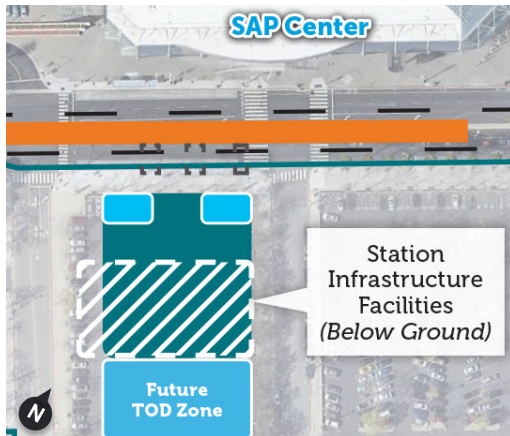


**Schedule**

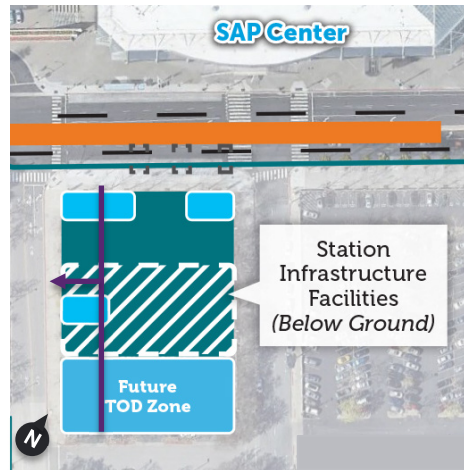
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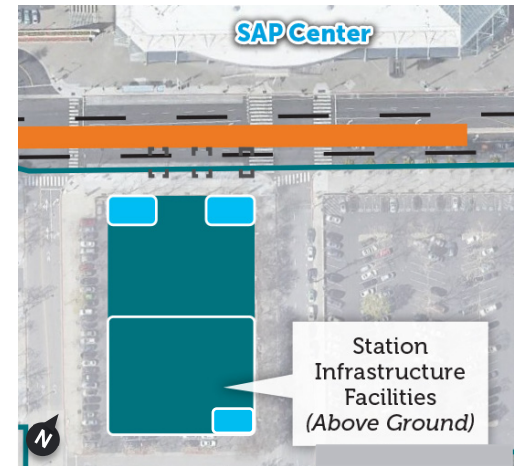
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## Underground with Expanded Station Footprint



## Above Ground

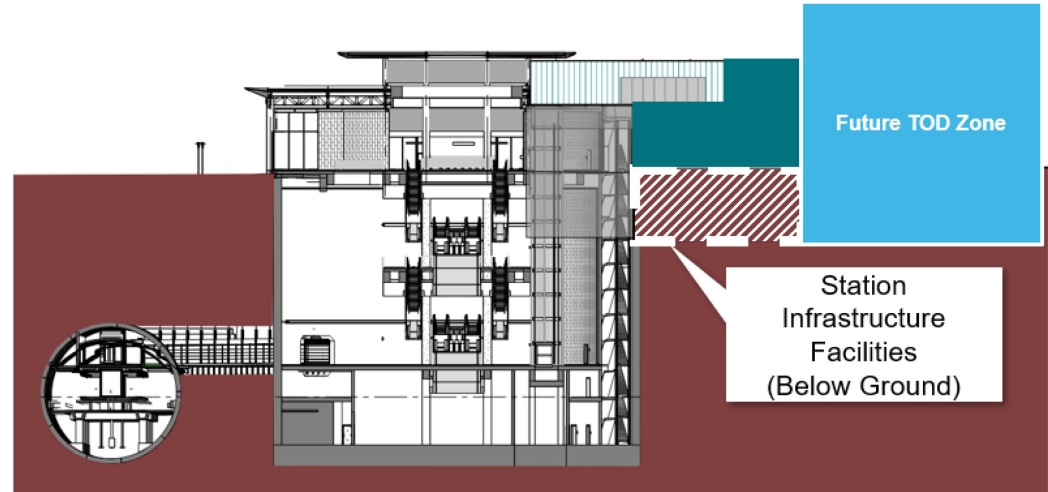
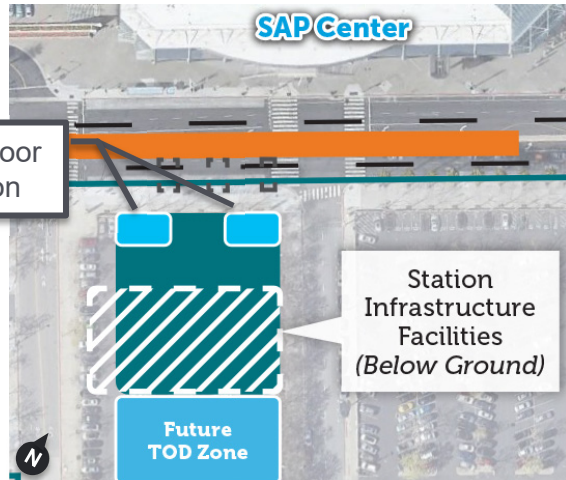


# Diridon BART Station Configuration Option: Underground



## Underground

- Station infrastructure facilities below ground (1 level) & above ground (2 levels)
- Ground floor activation fronting Santa Clara Street
- Provides setback from Cahill Street for future Diridon intermodal station plaza
- Accommodates Future TOD Zone south of the station
- 45% below ground and 55% above ground

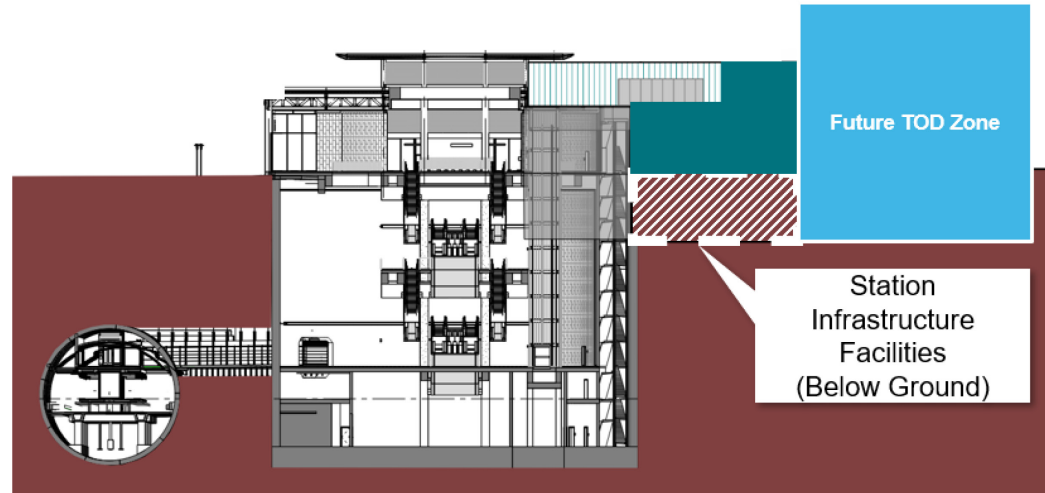
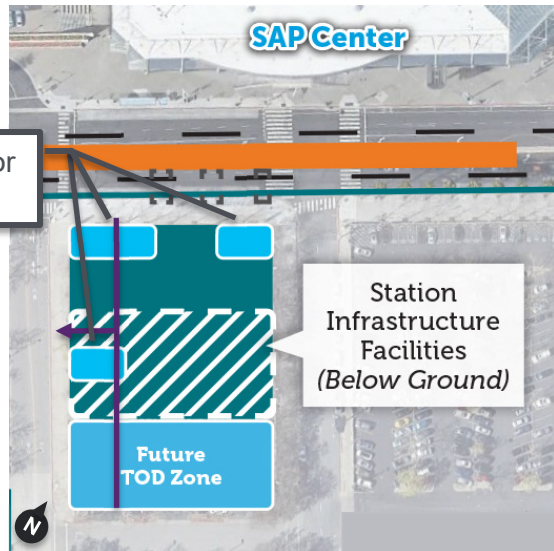


# Diridon BART Station Configuration Option: Underground with Expanded Station Footprint



## Underground with Expanded Station Footprint

- Station infrastructure facilities would be located below ground (1 level) & above ground (2 levels)
- Station footprint expanded 25 feet towards Cahill Street
- Accommodates additional integrated activation, eliminates open space along Cahill
- Accommodates Future TOD Zone
- 40% below ground and 60% above ground

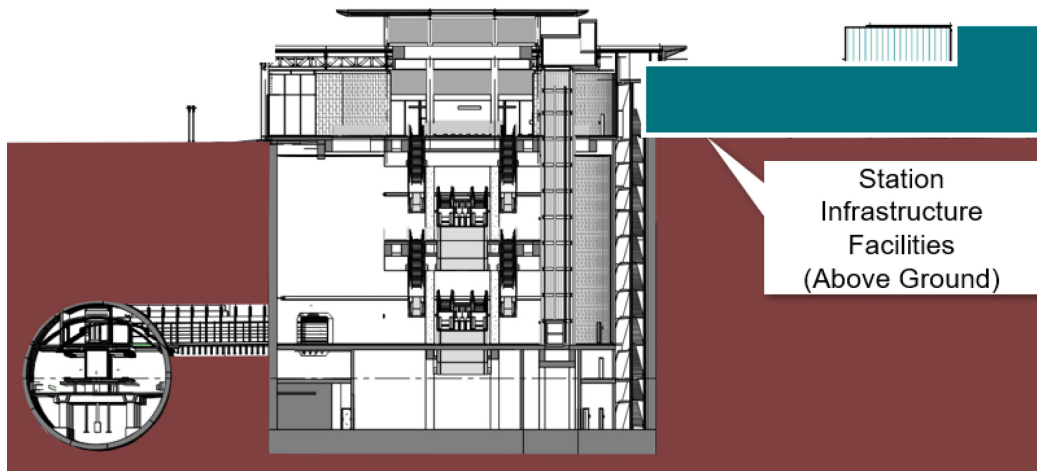
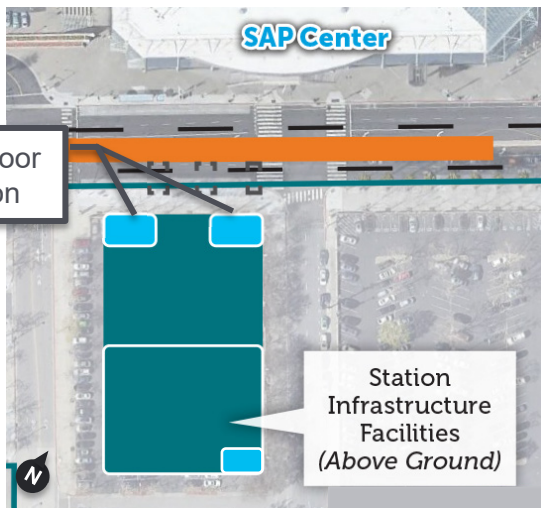


# Diridon BART Station Configuration Option: Above Ground



## Above Ground

- Station infrastructure facilities would be located above ground
- Station entrance building to accommodate integrated activation
- Provides for setback from Cahill Street for future intermodal station plaza
- 0% below ground and 100% above ground

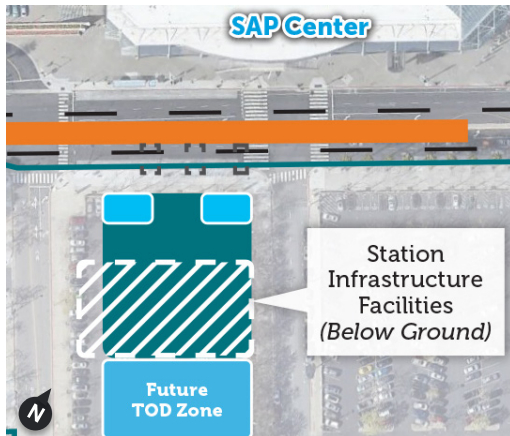




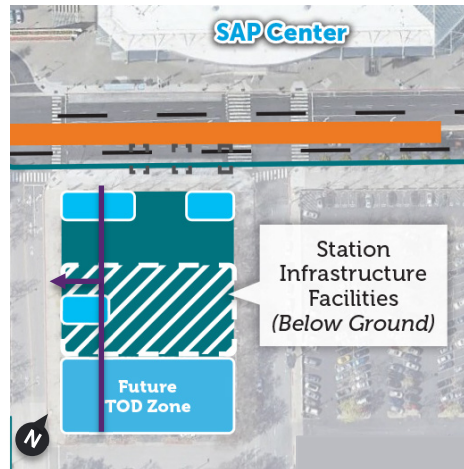
# Diridon BART Station Configuration Options



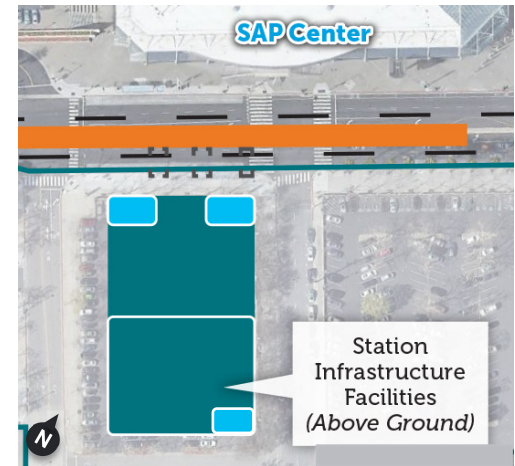
## Underground



## Underground with Expanded Station Footprint



## Above Ground



# Diridon SIF: Options Compared to Current Project Design



Diridon SIF Options	Underground	Underground with Expanded Station Footprint	Above Ground (Current Project Design)
Additional Program Costs	+\$\$\$\$	+\$\$\$\$\$\$	Current Project Design
	Increase in construction, design, and O& M costs. No change in ROW costs.		
Schedule	+6 months for implementation (no anticipated impact to opening date)		Current Project Design
User Experience			
• Public/ Exterior Space	<div><div>👍</div>Minimal infrastructure facilities visible at ground level</div> <div><div>👍</div>Built-in commercial/retail space fronting Santa Clara Street</div> <div><div>👍</div>Provides open space along Cahill St</div>	<div><div>👍</div>Minimal infrastructure facilities visible at ground level</div> <div><div>👍</div>Expanded built-in commercial/retail space fronting Santa Clara St &amp; Cahill St</div> <div><div>⊗</div>Eliminates open space along Cahill St</div>	<div><div>👍</div>Built-in commercial/retail space fronting Santa Clara Street</div> <div><div>👍</div>Provides open space along Cahill St</div>
• TOD Opportunities	<div><div>👍</div>Mixed-use development opportunity south of station</div>		<div><div>⊗</div>No mixed-use development opportunity</div>
Other Considerations	<div><div>👍</div>Provides setback from Cahill St for future intermodal station plaza</div> <div><div>⊗</div>Increases excavation &amp; material off-haul</div>	<div><div>👍</div>Incorporates fare collection area inside the station building</div> <div><div>⊗</div>Increases excavation &amp; material off-haul</div>	<div><div>👍</div>Provides setback from Cahill St for future intermodal station plaza</div> <div><div>👍</div>Reduces excavation &amp; material off-haul</div>




Notes: SIF stands for station infrastructure facilities.

\$ = \$10M.



# Diridon SIF: Feedback Received to Date



Diridon SIF Options	Underground	Underground with Expanded Station Footprint	Above Ground (Current Project Design)
 <b>Owner/ Operator (VTA BART)</b>	<ul style="list-style-type: none"> <li>Allows for special events queueing outside of faregates</li> <li>Below ground facilities &amp; equipment vulnerable to water intrusion</li> <li>Electrical equipment will generate heat and require additional cooling</li> <li>Increase in O&amp;M costs</li> </ul>	<ul style="list-style-type: none"> <li>Impacts space for special events queueing outside of faregates</li> <li>Below ground facilities &amp; equipment vulnerable to water intrusion</li> <li>Electrical equipment will generate heat and require cooling</li> <li>Increase in O&amp;M costs</li> </ul>	<ul style="list-style-type: none"> <li>Faster emergency response for safety incidents</li> <li>Allows for special events queueing outside of faregates</li> <li>Lower maintenance costs</li> <li>More efficient maintainability and accessibility</li> </ul>
 <b>Stakeholder Feedback (City of San José, Partner Agencies)</b>	<ul style="list-style-type: none"> <li>TOD beneficial to user experience</li> <li>Building setback from Cahill provides more room for plaza/pedestrian circulation</li> </ul>	<ul style="list-style-type: none"> <li>Expansion of building towards Cahill reduces space available for plaza</li> <li>Expands potential TOD</li> </ul>	<ul style="list-style-type: none"> <li>Station facilities occupying full block reduce surface activation</li> </ul>
 <b>Community</b>	<b>Today 😊 Pending feedback from July CWG and August community meeting.</b>		

Notes: SIF stands for station infrastructure facilities.

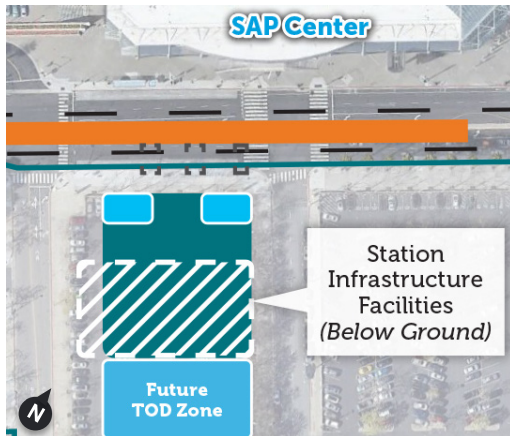
The feedback shown is for CWG members to see the feedback received to date. BSVII Project Team will continue to engage with stakeholders and community to solicit feedback regarding the station options.

# Diridon BART Station Configuration Options

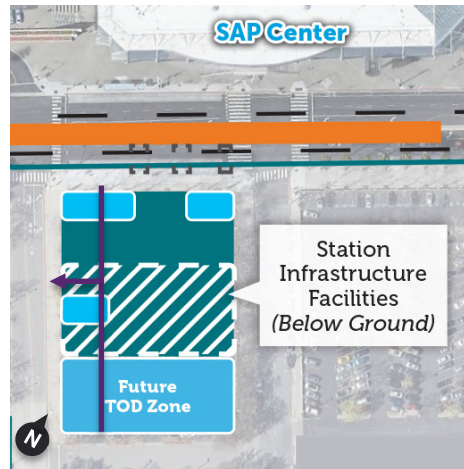


What specific elements of the options do you like?

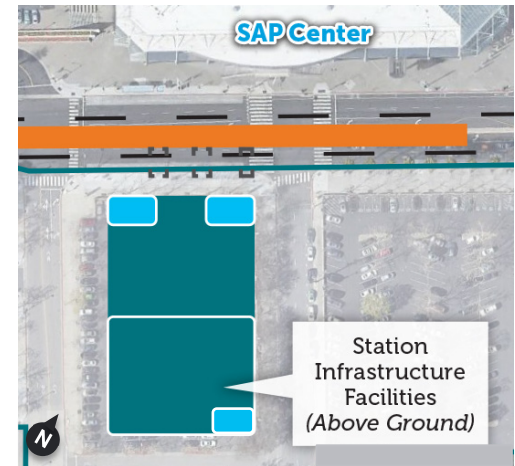
## Underground



## Underground with Expanded Station Footprint



## Above Ground

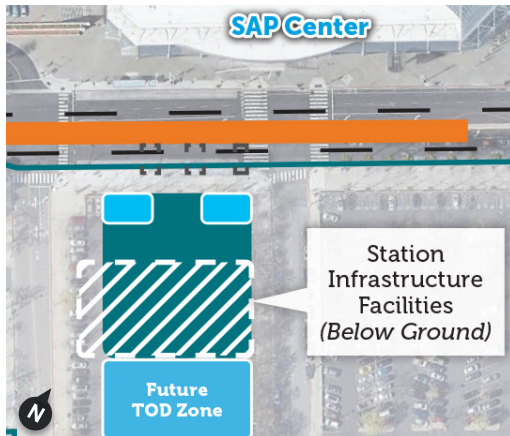


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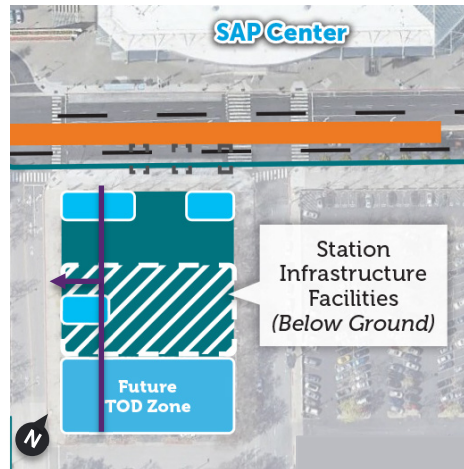


Which provides the best community-based solution? (Select all that apply)

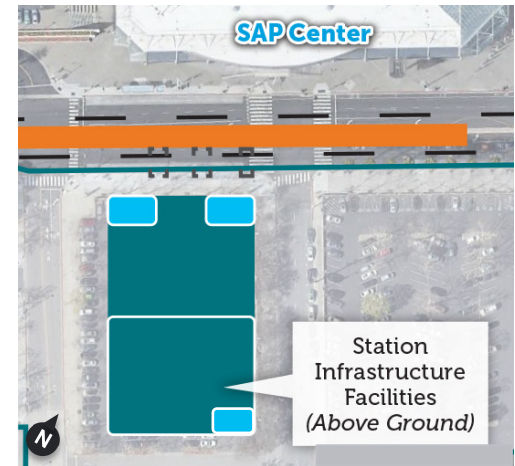
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## Underground with Expanded Station Footprint



## Above Ground



# Diridon BART Station Configuration Options

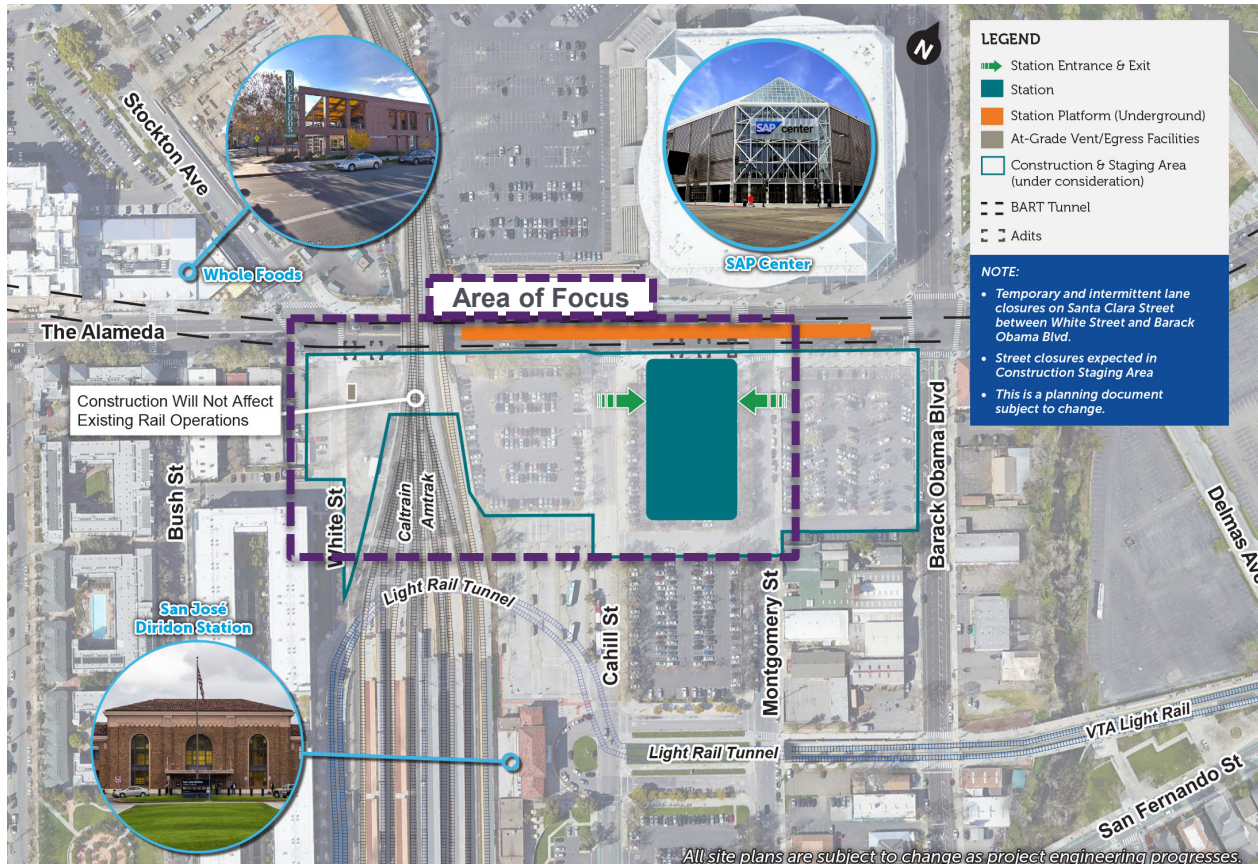


Which of these considerations are the most important to you?  
(Choose your top 3)

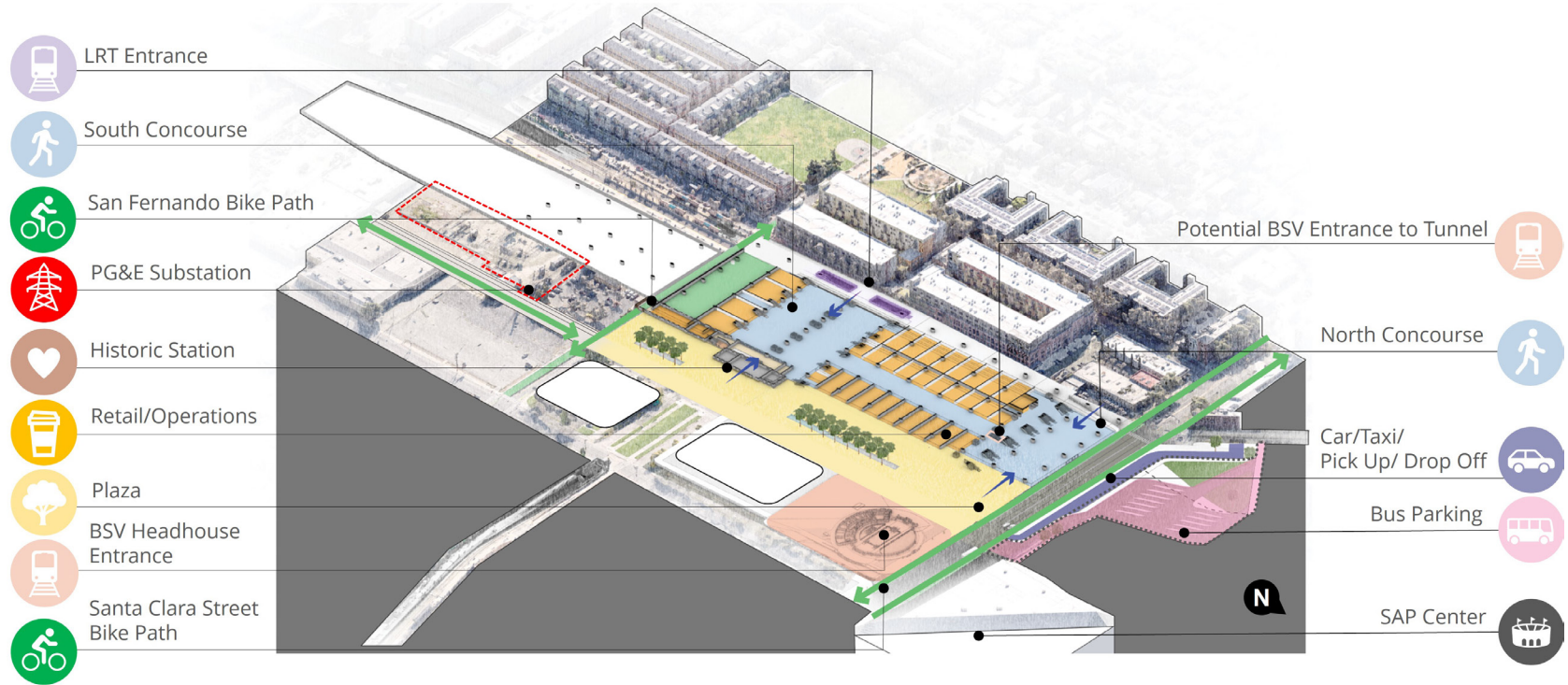
- Minimize infrastructure facilities visible at ground level
- Built-in commercial/retail space fronting Santa Clara Street
- Open space along Cahill St (for event queueing & surface activation)
- Construction impacts for excavation and off-haul
- Mixed-use development opportunity south of station
- Expanded retail space within station footprint
- Overall program cost



# Diridon BART Station Site Plan



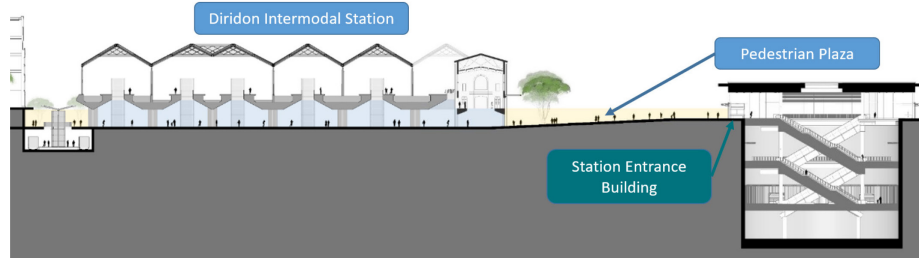
# Future Diridon Intermodal Station



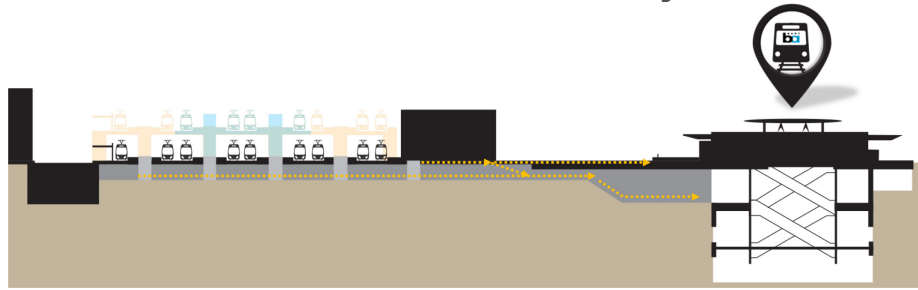
# Diridon BART Station Direct Connection Options



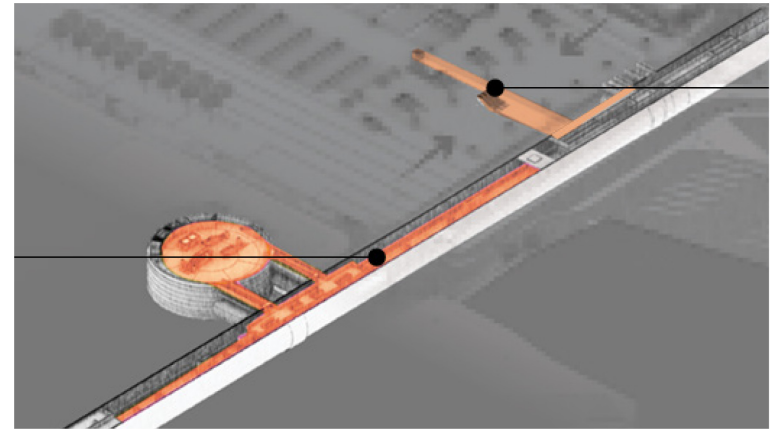
## Above Ground



## Below Ground into BART Primary Entrance



## Below Ground into BART Tunnel



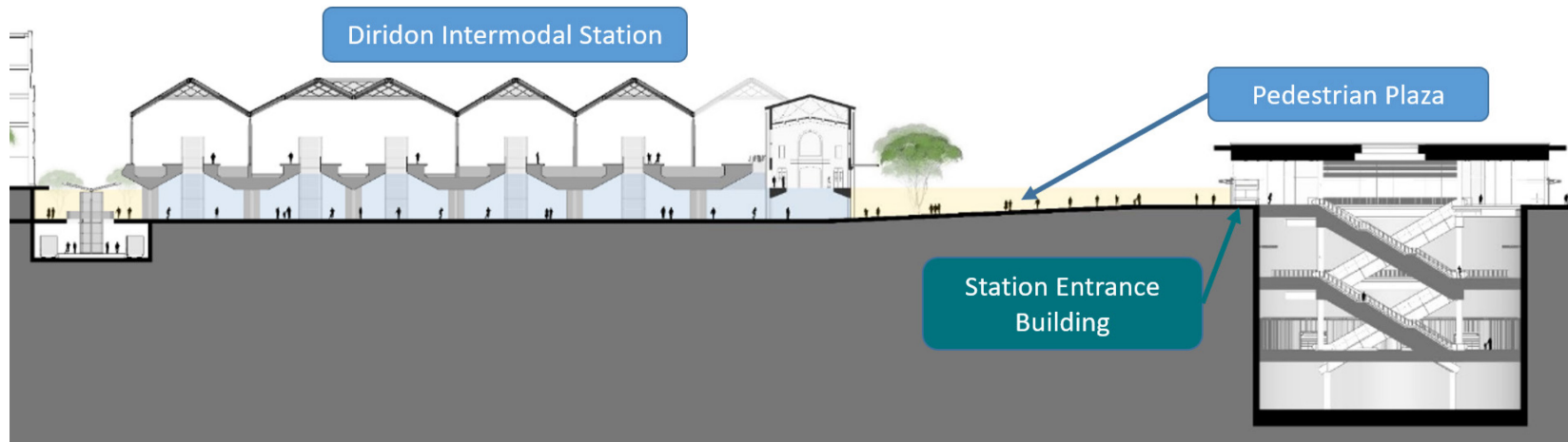
# Diridon Intermodal Station Direct Connection



## Above Ground (Current Project Design)

Above ground passenger connection from the Diridon BART station entrance building to the Diridon Intermodal Station.

*View is looking towards Santa Clara Street.*



Note: Concept is from the Diridon Business Case (May 2024).



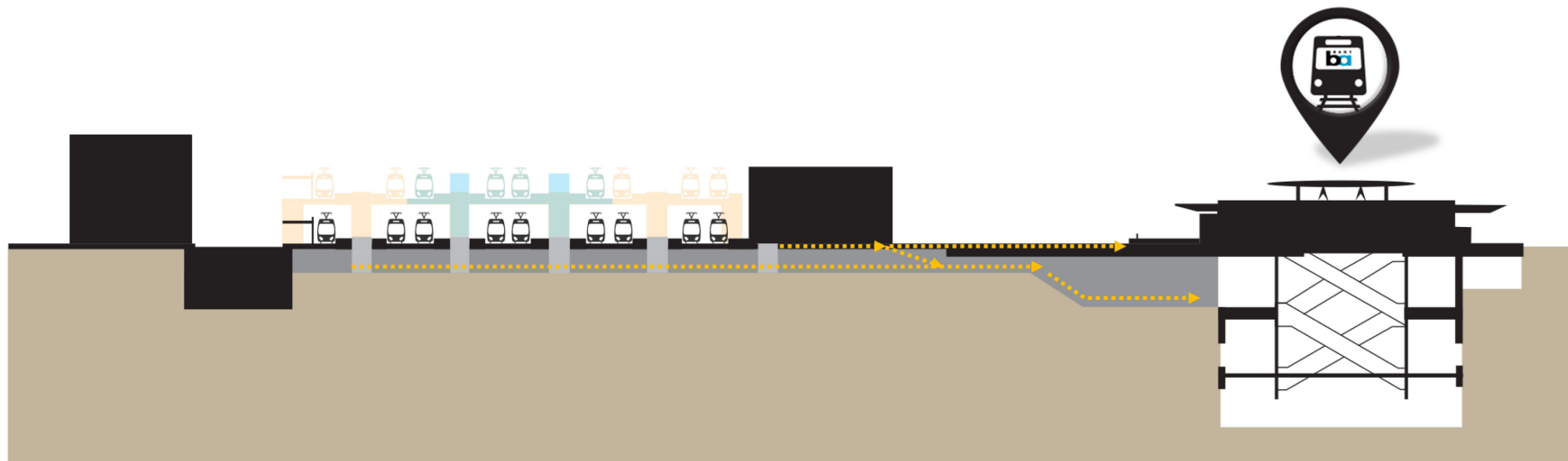
# Diridon Intermodal Station Direct Connection



## Below Ground into BART Primary Entrance

Below ground passenger connection from the Diridon BART station entrance building to the Diridon Intermodal Station.

*View is looking towards Santa Clara Street.*

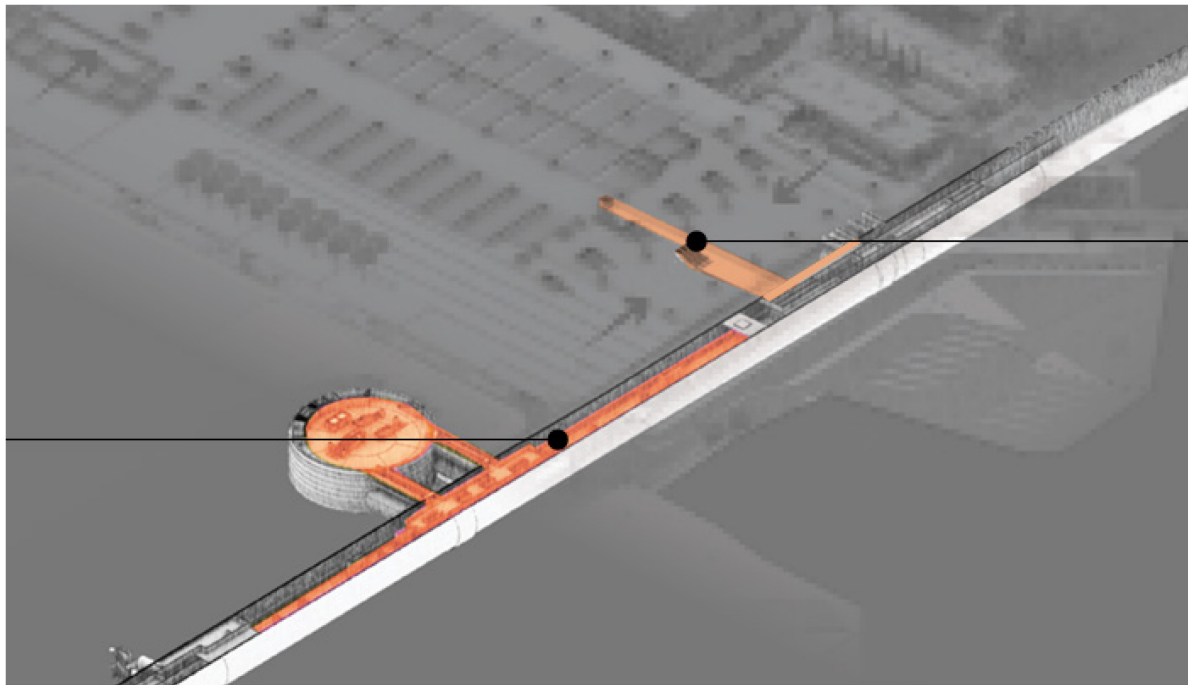


# Diridon Intermodal Station Direct Connection



## Below Ground into BART Tunnel

Below ground passenger connection from the BART tunnel to the Diridon Intermodal Station.



# Diridon Direct Connection: Options Compared to Current Project Design






Diridon Direct Connection Options	Above Ground (Current Project Design)	Below Ground into BART Primary Entrance	Below Ground into BART Tunnel
Additional Program Costs	Current Project Design	+\$\$\$*	+\$\$\$\$*
		Increase in construction and design costs. Additional future construction and O&M costs as part of Diridon Intermodal project.	
Schedule	Current Project Design	Schedule impacts being evaluated.	
User Experience			
• Public/ Exterior Space	<div><div>⊗</div>Longest travel time</div> <div><div>👍</div>Wayfinding to direct passengers between stations</div>	<div><div>👍</div>Minimal travel time savings</div> <div><div>👍</div>More intuitive and direct route between modes</div>	<div><div>👍</div>Shortest travel time</div> <div><div>👍</div>Provides better connection to intermodal station experience</div> <div><div>👍</div>More intuitive and direct route between modes</div>
• Station Interior Space	<div><div>⊗</div>No weather protection</div>	<div><div>👍</div>Provides weather protection</div>	

Notes:

\$ = \$10M. \*Additional cost anticipated in the future for both BSV and Diridon Intermodal Station

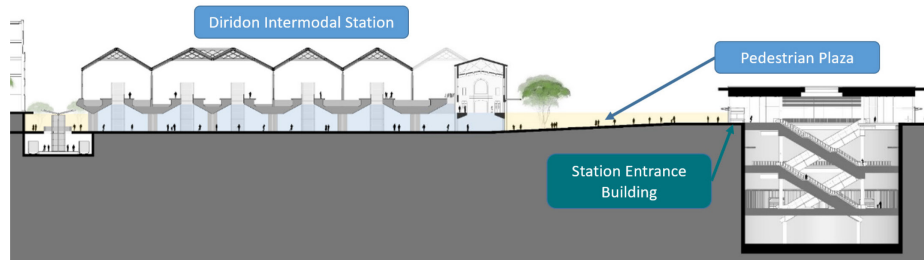
# Diridon Direct Connection Options: Feedback Received to Date



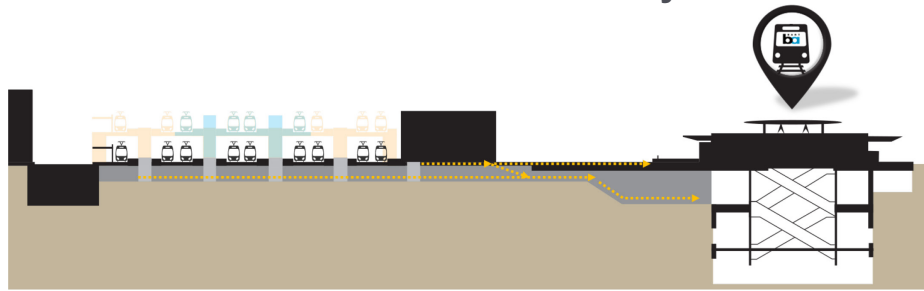
Diridon Direct Connection Options	Above Ground (Current Project Design)	Below Ground into BART Primary Entrance	Below Ground into BART Tunnel
 <b>Owner/ Operator (VTA &amp; BART)</b>	<ul style="list-style-type: none"> <li>No disruption to station operations</li> </ul>	<ul style="list-style-type: none"> <li>More complex to construct, operate and maintain two station entrances</li> </ul>	<ul style="list-style-type: none"> <li>More complex to construct, operate and maintain two station entrances</li> </ul>
 <b>Stakeholder Feedback (Partner Agencies)</b>	<ul style="list-style-type: none"> <li>Does not provide protection from poor weather conditions and heat exposure</li> <li>Less intuitive compared to other options</li> <li>Does not integrate BART within the intermodal facilities</li> </ul>	<ul style="list-style-type: none"> <li>Not as direct as connection to BART tunnel</li> <li>Provides protection from poor weather conditions and reduces heat exposure</li> </ul>	<ul style="list-style-type: none"> <li>Shortest travel time</li> <li>Direct and intuitive route</li> <li>Provides protection from poor weather conditions and reduces heat exposure</li> </ul>
 <b>Community</b>	<b>Today 😊 Pending feedback from July CWG and August community meeting.</b>		

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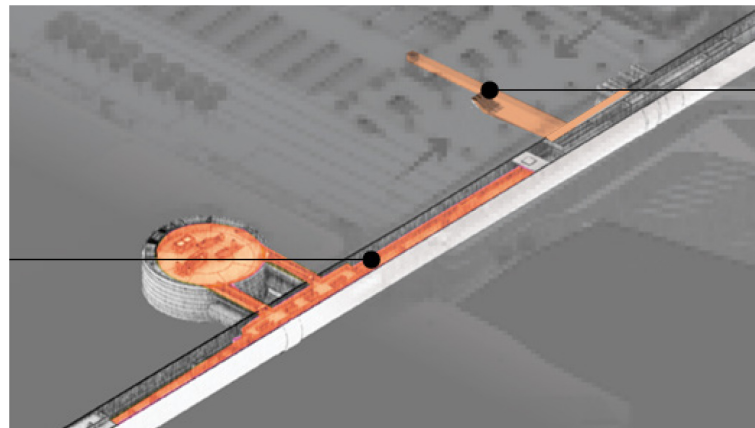
## Above Ground



## Below Ground into BART Primary Entrance



## Below Ground into BART Tunnel

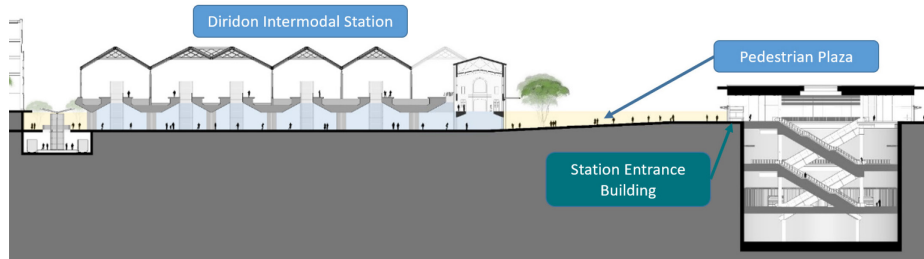


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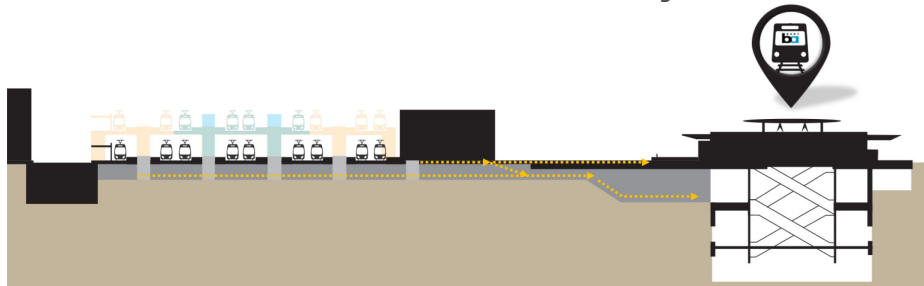


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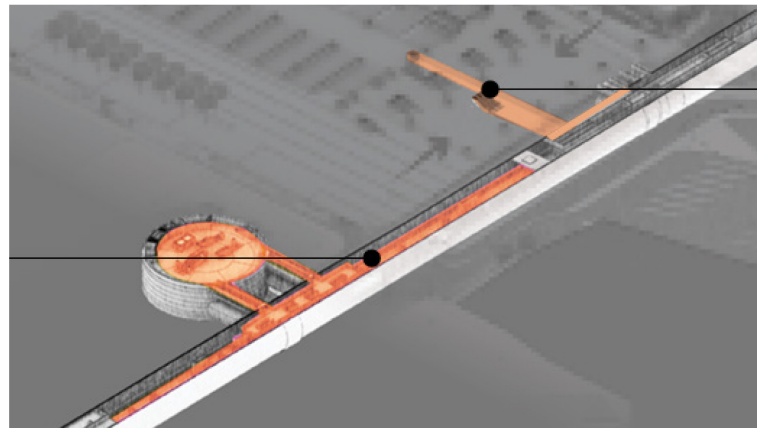
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## Below Ground into BART Primary Entrance



## Below Ground into BART Tunnel

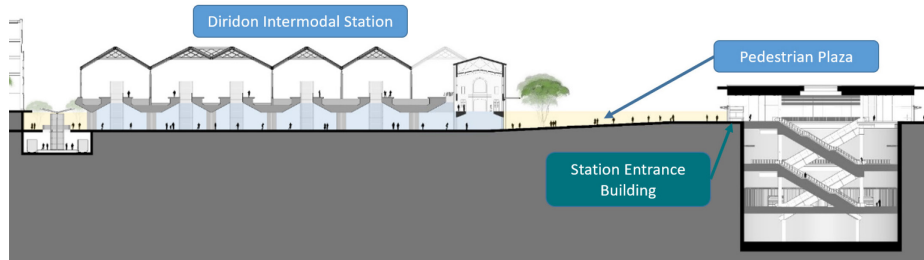


# Diridon BART Station Direct Connection Options

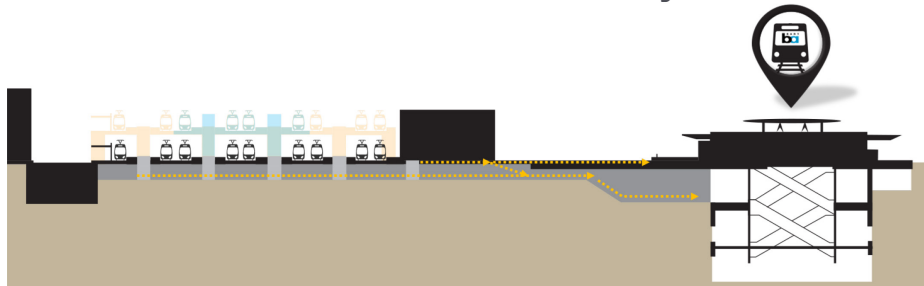


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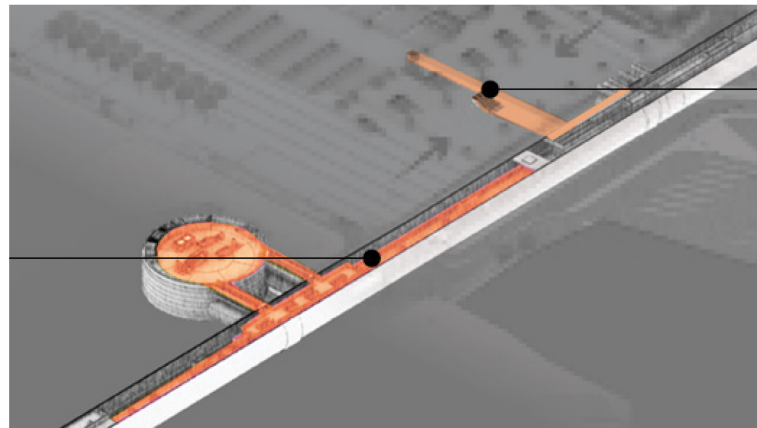
## Above Ground



## Below Ground into BART Primary Entrance



## Below Ground into BART Tunnel





# Downtown San José Station Design Update

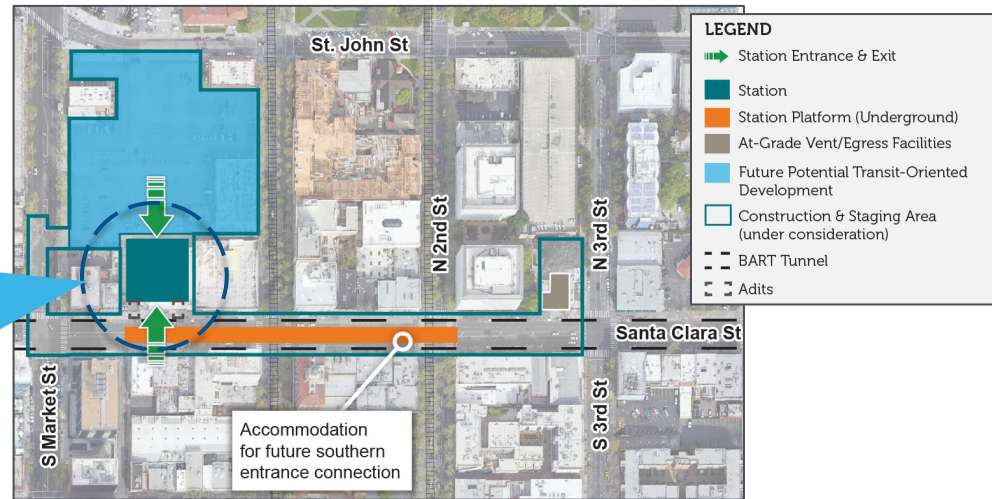
Adriano Rothschild, VTA

# Downtown San José BART Station



*Ensure that the headhouses (also referred to as station entrance building) strives for the **highest level of iconic, context sensitive design**, including art and design cues from the surrounding Downtown community.*

Effort for the primary headhouse is being advanced through established Design Review Committee (DRC) process. Similar process is anticipated for any future/additional entrances.

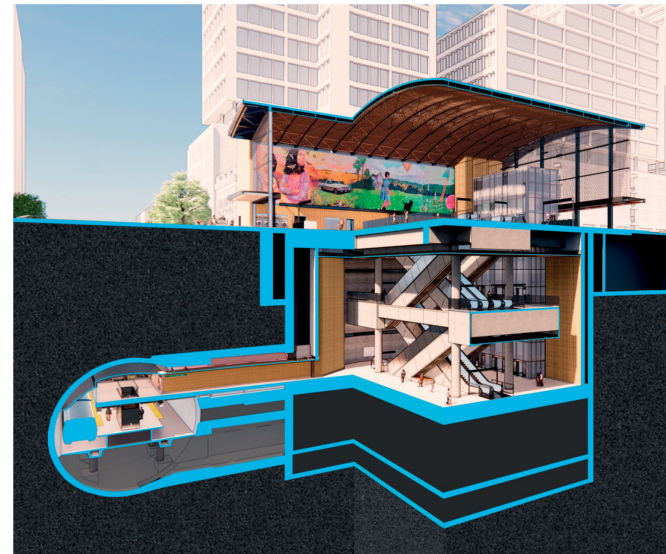


# Downtown San José Station Aesthetics



VTA will engage with the community and stakeholders to discuss and gather feedback on station design elements, including aesthetic treatments, material finishes, landscaping, lighting, and art location.

- Host a series of Design Review Committee meetings to gather input from DRC members, representing the Downtown San José stakeholders
- DRC Meeting #1: June 18, 2024
  - DRC shared their thoughts on the current station design, suggested art and design elements, and identified aspects for further evaluation.
- DRC Meeting #2: TBD in August



# Design Review Committee Engagement

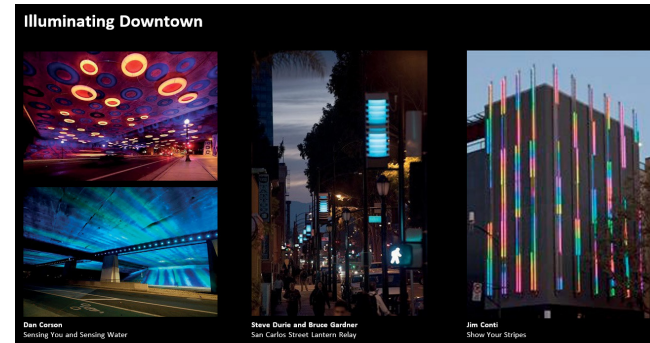


## Received Feedback Themes:

- What makes San José unique? How can this be celebrated in the station design?
- How can we use light to enhance the station experience?
- What is the 'grand gesture'? How can the station design be more 'iconic'?

## Next Steps:

- Continue exploring design options for stations within budget constraints
- Community engagement on preferred DRC concepts in late 2024





1. *Within the next 3 months, establish a project plan to realize the Downtown San José south entrance outside of the federal project, from start to finish, that would result in the entrance opening concurrently with the overall BSV Phase II Project Revenue Start Date.*
2. *Within the next 6 months, identify an initial phase of work for the Downtown San José south entrance project that could commence immediately thereafter, and program staff and funding (separate from the federal BSV project) to carry out the south entrance through the environmental clearance phase.*
3. *Within the next 12 months, identify a long-term funding strategy for the Downtown San José south entrance.*

# Plan to Realize South Entrance by 2037



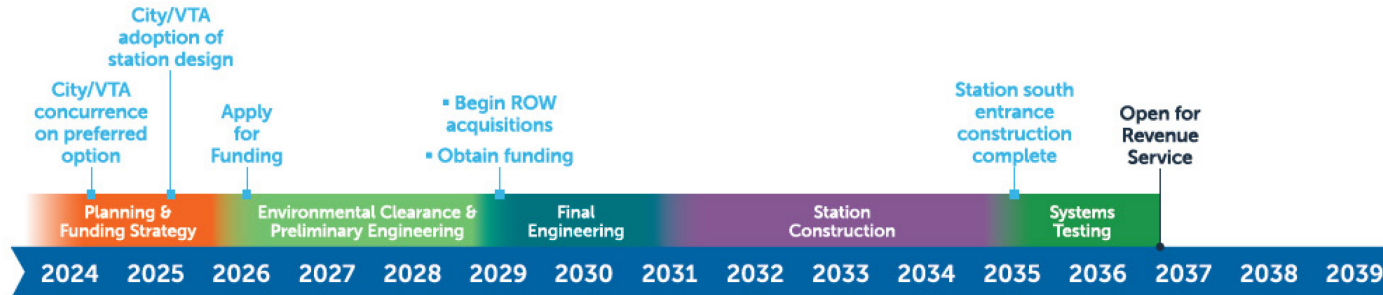
VTA plans to deliver a south entrance for the Downtown San José Station in time for opening of the extension, which is targeting Revenue Service in 2037.

## VTA's BART Silicon Valley Phase II Extension



*Based on preliminary schedule for planning purposes.*

## Downtown San José Station - South Entrance

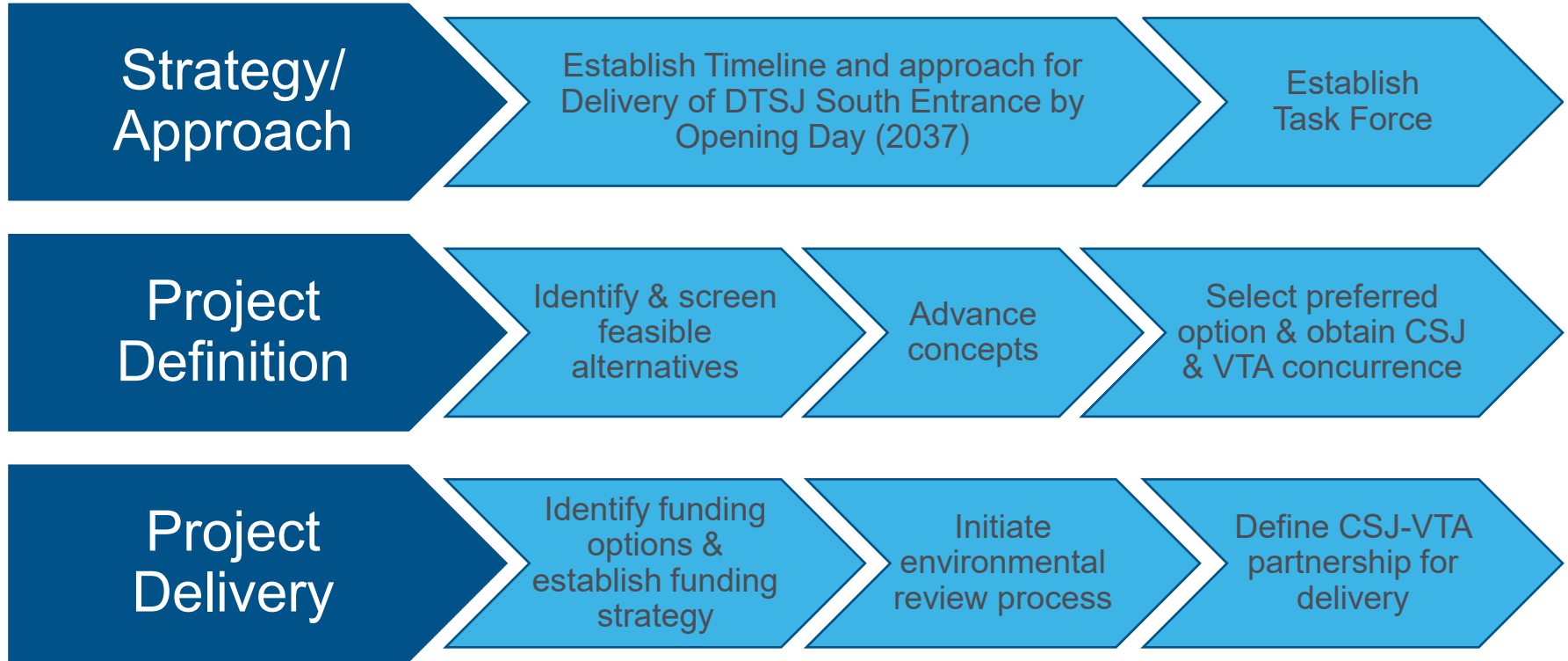


*Based on preliminary schedule for planning purposes.*



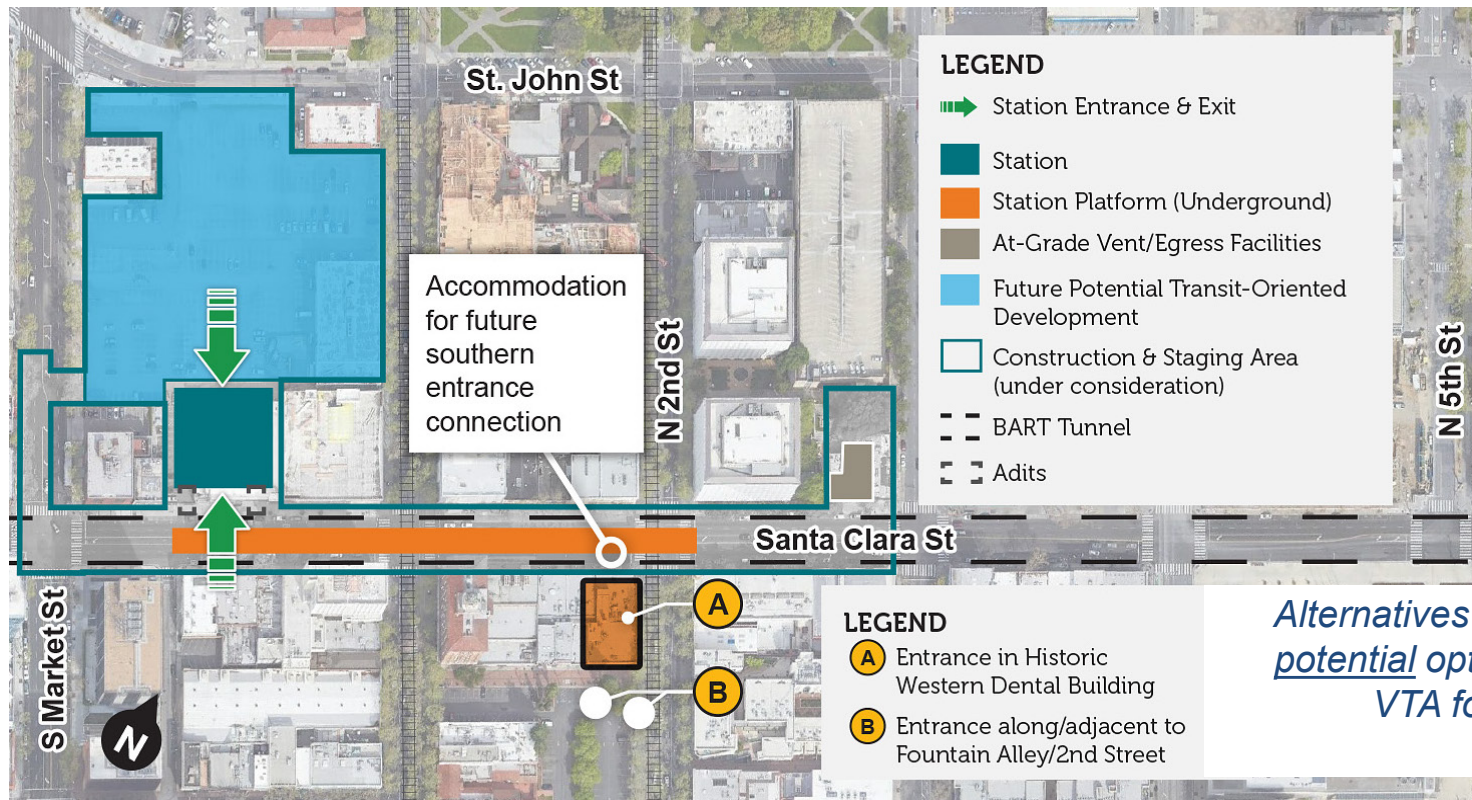
DTSJ Station Design Updates

# Initial Phase of Work for South Entrance





# Potential Alternatives for South Entrance



*Alternatives shown represent potential options identified by VTA for initial feasibility screening*

# CWG Member Report Out

# 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 Morrissey, *Arena Authority*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Mirenda**, *San José Chamber of Commerce*

How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

# Next Steps

- Next CWG meeting:  
**August 20th, 2024**
  - Phase II Update
  - Referral Update Including Staff Recommendations
  - Construction Update
  - Community Engagement

# Diridon Construction Activities



## Notice of Utility Work along Diridon

**What:** Contractors will be staging equipment when not in use around the future Diridon Station to help prepare for VTA's BART Silicon Valley Phase II Project.

**Where:** The activity will take place in the VTA Parking Lot in front of the SAP Center, along Santa Clara St, between Cahill St. and Montgomery St

**When:** Work is planned for Fri. July 12 – Thurs. Aug 12.

**What to Expect:** Limited number of parking spots within the VTA Parking Lot will be blocked to stage equipment.

**Why:** Necessary to help prepare for VTA's BART Silicon Valley Phase II Project.



# Upcoming Community Meeting



## **VTA's 28th Street/Little Portugal BART Station Hybrid Community Meeting**

Wednesday, August 7<sup>th</sup>, 2024

Event Starts at 6:00 PM and Presentation Begins at 6:30 PM

### **Roosevelt Community Center**

Multi-purpose Room

901 E. Santa Clara St.

San Jose, CA 95116

*Light refreshments and activities for children will be provided.*

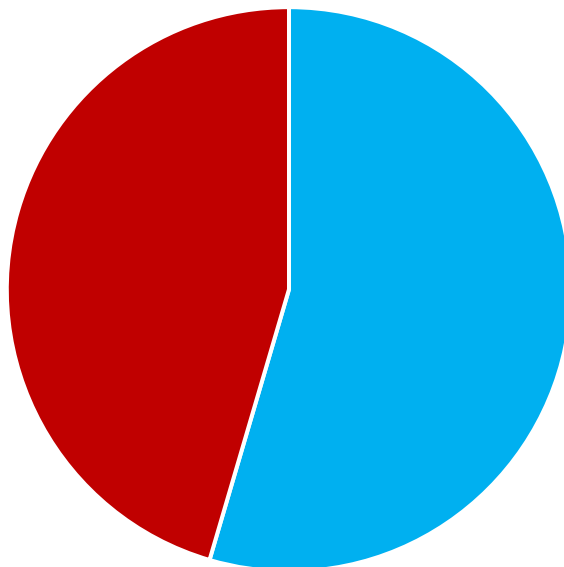
**Scan to RSVP**



# Community Working Group Meeting Poll



Would you like to resume in-person  
CWG meetings? (Downtown-Diridon)



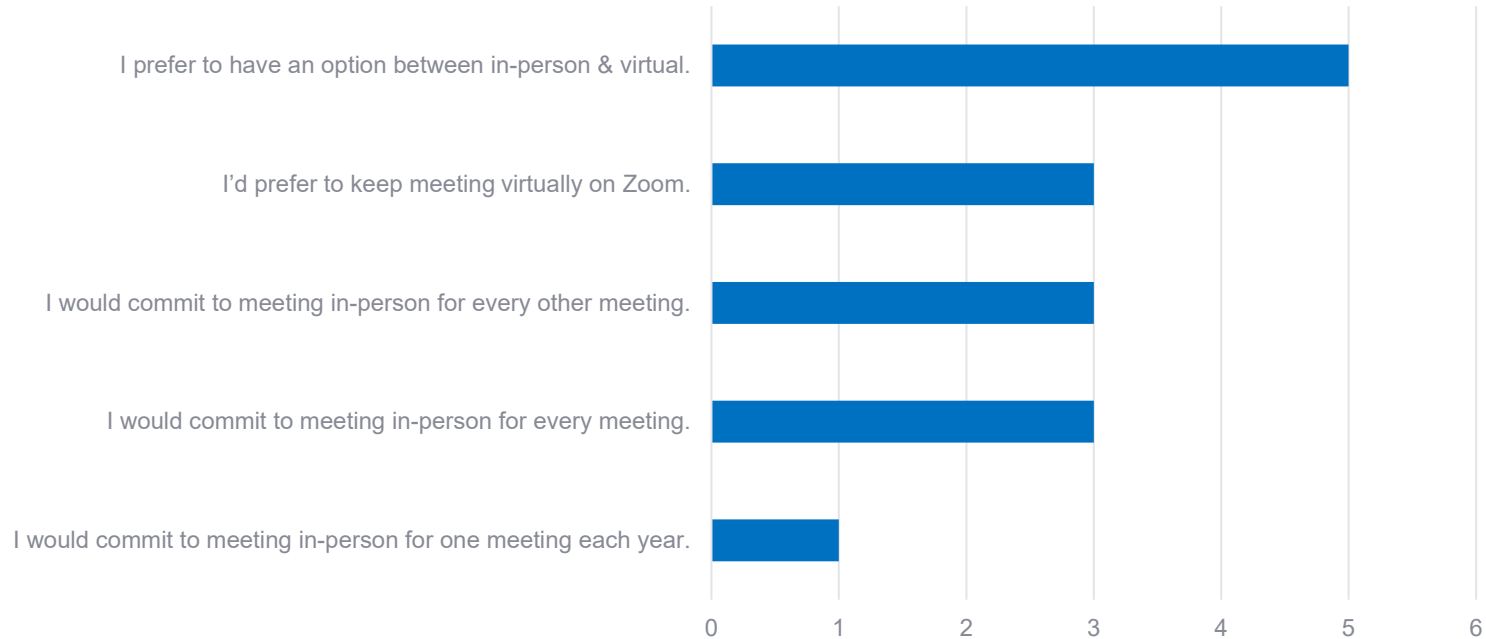
■ Yes ■ No



# Community Working Group Meeting Poll



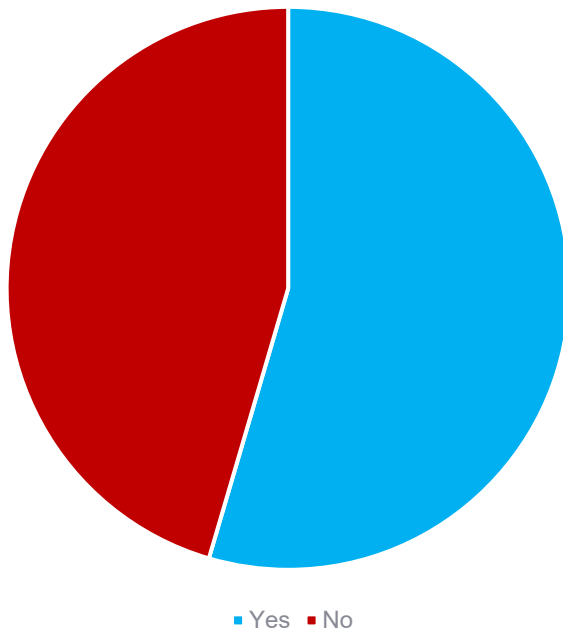
If you would like in-person CWG meetings, how often would you like to attend? (Downtown-Diridon)



# Community Working Group Meeting Poll



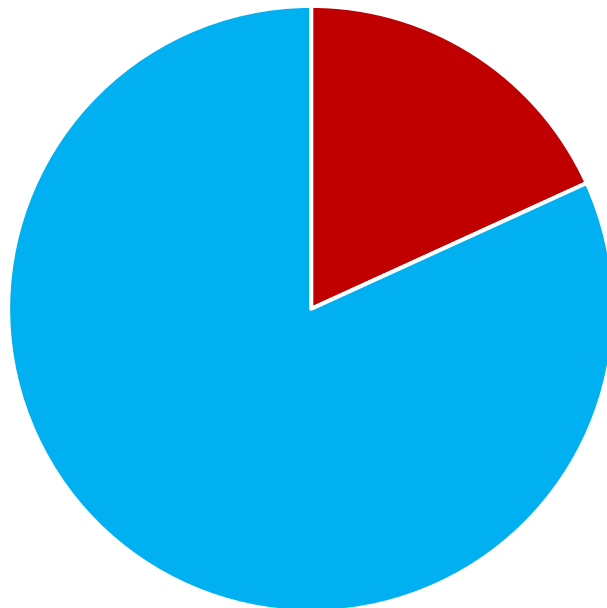
Would you be interested in a pre-meeting networking time with CWG members, Project staff, and invited presenters? (Downtown-Diridon)



# Community Working Group Meeting Poll



This is my preference on the CWG meeting format (Downtown-Diridon)



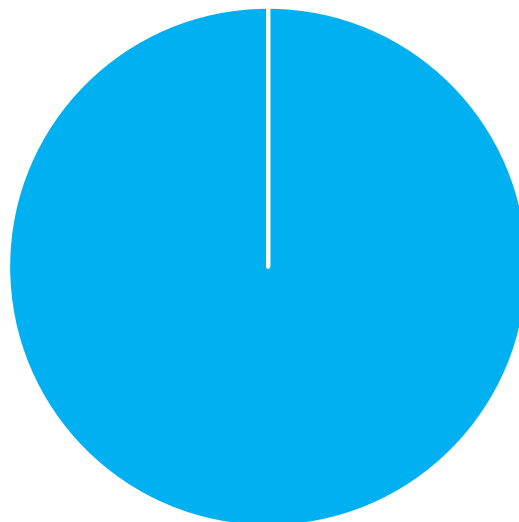
■ I would prefer a shift in meeting format towards external facilitation.

■ I like the current meeting format with staff facilitation.

# Community Working Group Meeting Poll



Would you like to review Project documents prior to the presentation at the Board of Directors meeting?  
(Downtown-Diridon)



■ Yes ■ No

# Community Working Group Meeting Poll



Any other feedback to provide on the CWG meetings?

- As a veteran of the Santa Clara Station CWG and now a rookie on the Diridon/downtown station CWG, the critique has always been that the CWG's are one way distribution meetings. After a three year gap since departing Santa Clara, I hope that this critique has been rectified. No additional improvements (internal vs. external moderator, etc) will matter if this fundamental issue has not been fixed. It is way too early for me to know if the Diridon/Downtown CWG has had this issue corrected. I look forward joining the new CWG. Thank You.
- Interested in discussing procurement goals for Minority/small business community
- In person meetings are important to develop relations with other key stakeholders and with VTA/BART staff. It's important to have a 3rd party facilitator
- Rotate meeting sites.
- Thank you for the opportunity.