



Memorandum

TO: CITY COUNCIL

FROM: Mayor Sam Liccardo
Vice Mayor Jones
Councilmember Peralez
Councilmember Cohen
Councilmember Davis

**SUBJECT: BART SILICON VALLEY
PHASE II EXTENSION**

DATE: December 3, 2021

Approved

Date 12/3/21

RECOMMENDATION

Accept update from staff on the BART Silicon Valley II (BSV) project with the following direction to the City Manager to clearly communicate to VTA Staff and Board:

1. As the construction package for stations proceeds, design must be refined to prioritize a passenger-centric approach that maximizes ridership by ensuring seamless connections and intuitive access for the public, particularly at Diridon Station.
 - a. This effort must include active collaboration with development partners, like Downtown West/Google and the other public agencies working toward the Diridon Integrated Station Concept
 - b. VTA must evaluate the most design flexible construction method, such as progressive-design-build, as an alternative contracting mechanism for construction package #4 to allow the best possible opportunity to integrate design changes necessary to achieve high-quality TOD and stations in the downtown. If VTA chooses not to adopt this approach, the City and the Public must be informed in a public hearing with a clear explanation.
2. City and VTA staff should continue to coordinate with the Sharks and SAP Arena after the award of the tunnel work in construction package #2 to mitigate and minimize construction impacts, and to support adequate circulation and access to the arena to the extent feasible consistent with the needs of the project;
3. With respect to any entrance to the Downtown station on the south side of Santa Clara Street, VTA staff should enlist a third party to review cost estimates and design options to identify a more financially feasible portal. Whether this is integrated within the BART

SV Phase II project or separately identified as a stand-alone project, the City and community deserve to see more financially realistic options than the roughly \$200 million cost previously proposed;

4. City and VTA staff must coordinate on all construction signage and art banners/fencing to ensure easy navigation for pedestrians, celebrate local institutions and/or artists, and maintain consistent design and “feel” within each station area. In the Diridon area, this should include integrating BSV, Downtown West and other significant construction projects that will be concurrently underway;
5. The City and VTA must collaborate on a framework for a business interruption fund (BIF) prior to the commencement of heavy construction of the three station areas, including a clear articulation of the conditions under which impacts to small businesses will trigger compensation by the BIF. After a full funding grant agreement (FFGA) has been entered into by USDOT and VTA for the BSV project, City and VTA staff should evaluate funding options for the BIF, and ensure adequate funding as a condition of the issuance of City permits;
6. The City and VTA should work collaboratively on a strategy to ensure integration of public art in the three Downtown stations – including identifying funding sources for public art, as well as exploring a VTA requirement for a percentage for public art on large public works projects similar to the City of San José and BART;
7. The City Manager should provide an information memo on the Administration’s strategy for Downtown construction coordination with respect to BSV, and the various Downtown developments in the future – including staffing, and communications plan. The communications plan should be coordinated with the Mayor’s Office and relevant Council offices.

Discussion

The BART Silicon Valley II project provides the most significant and transformative infrastructure and development opportunity for the South Bay region – as we work to ring the Bay Area with frequent rail service, move people from their cars and long commute times – and take a significant step forward in our effort to be carbon neutral by 2030. The six-mile four station extension through Downtown San José and onto the City of Santa Clara has been supported by voters through multiple ballot measures, additional state funding - through the Transit Intercity Rail Capital Program (TIRCP), and most recently has received a letter of intent from the Federal Transit Administration (FTA) Expedited Project Delivery (EPD) program, ensuring significant federal partnership to deliver BSV.

Continued partnership and collaboration between VTA and the City – as well as our Downtown businesses and residents – will be critical to ensuring high-quality, intuitive, and passenger-centric stations and TOD, and a Downtown that remains navigable, coherent and accessible while BSV is under construction. Thank you to VTA staff and the City team for their thorough outreach and engagement efforts in the community, and their ongoing commitment to our residents and businesses to deliver a world class project to San José.