

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

June 14, 2018



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Agenda

- Follow-up Items
- Phase II Update
- VTA's Process for Station Naming
- Construction Education and Outreach Plan
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy & Access Planning Studies Update
- Next Steps



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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



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



Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Karen Gauss	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Erica Roecks	Technical Lead
John Davidson	City of Santa Clara – Planning Liaison
Ahmad Qayoumi	City of San Jose – DOT Liaison



Upcoming Meetings

New CWG Dates - (<http://www.vta.org/bart/upcomingmeetings>)

- June 15, 2018 – 8:00 AM – 3:00 PM (BART Concord Maintenance Facility Tour)
- August 22, 2018 – New Member Orientation
- September 13, 2018, 4:00 – 5:30 PM
- November 15, 2018 , 4:00 – 5:30 PM
- February 7, 2019, 4:00 – 6:00 PM
- April 18, 2019, 4:00 – 6:00 PM

VTA Board of Directors - (<http://www.vta.org/get-involved/board-of-directors>)

- June 22, 2018 – 9:00 AM
- August 2, 2018 – 5:30 PM
- September 6, 2018 – 5:30 PM



Follow-Up Items



Follow-Up Items

- Naming and renaming BART stations after enterprises, private or commercial in nature is not desirable given the changing nature of commercial names and the noted desire for continuity. However, VTA is exploring a potential advertising and sponsorship program that could identify specific opportunities at transit facilities.



Phase II Update

Jill Gibson, VTA



In the News...

Transportation

VTA goes with single-bore subway and BART signals acceptance

Silicon Valley Business Journal, March 30, 2018

Transportation

Silicon Valley transit projects land nearly \$1.7 billion for highway, rail and bus improvements

Silicon Valley Business Journal, April 27, 2018

Transportation

San Jose's subway gets environmental approval, invitation to federal funding

Silicon Valley Business Journal, June 5, 2018

San Jose Sharks Sue Vta Over South Bay Extension Project

San Francisco Chronicle, May 4, 2018

NEWS TRANSPORTATION *SFBAY.ca, June 6, 2016*

Bay Area voters back transit, highway funding



Solutions that move you 10

Phase II Extension Project Funding Strategy

2017 Project Cost Estimate: \$4.78 Billion¹

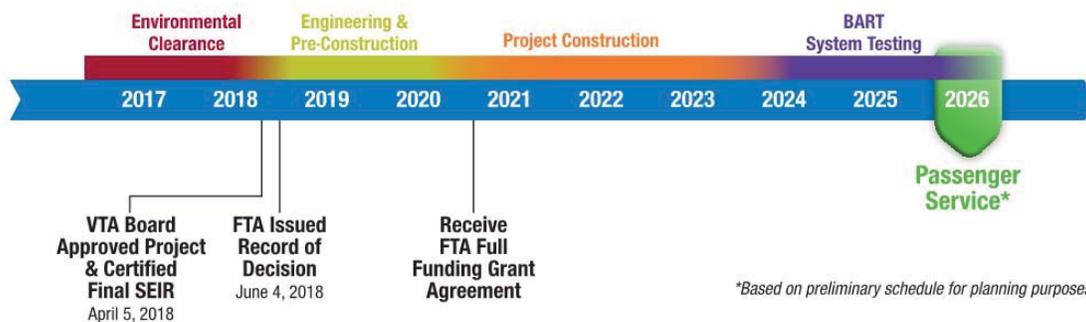
- **Projected Local & State Funds: \$3.41 Billion**
 - ✓ Existing Measure A Sales Tax
 - ✓ 2016 Sales Tax Measure B
 - ✓ State Transit & Intercity Rail Capital Program
- **Projected Federal Funds: \$1.5 Billion**
 - FTA New Starts

Projected Funding: \$4.91 Billion¹

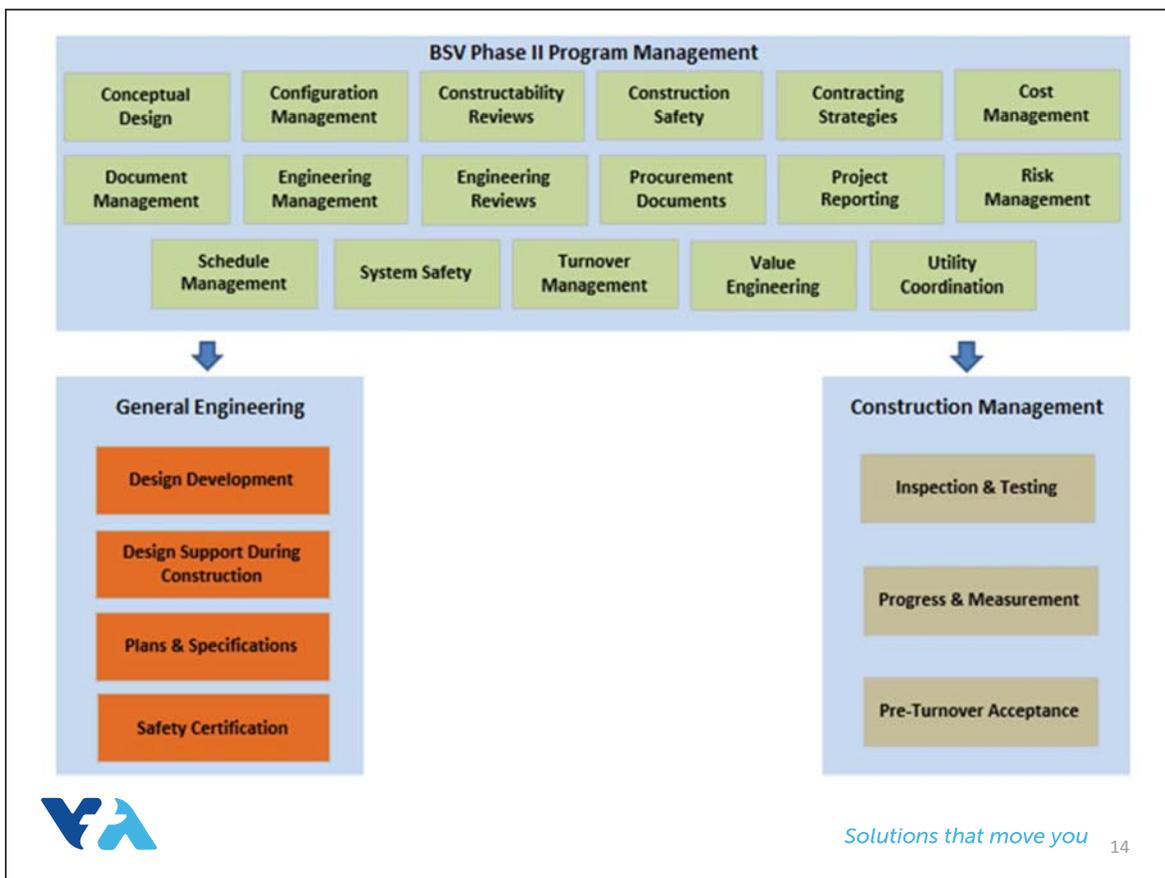
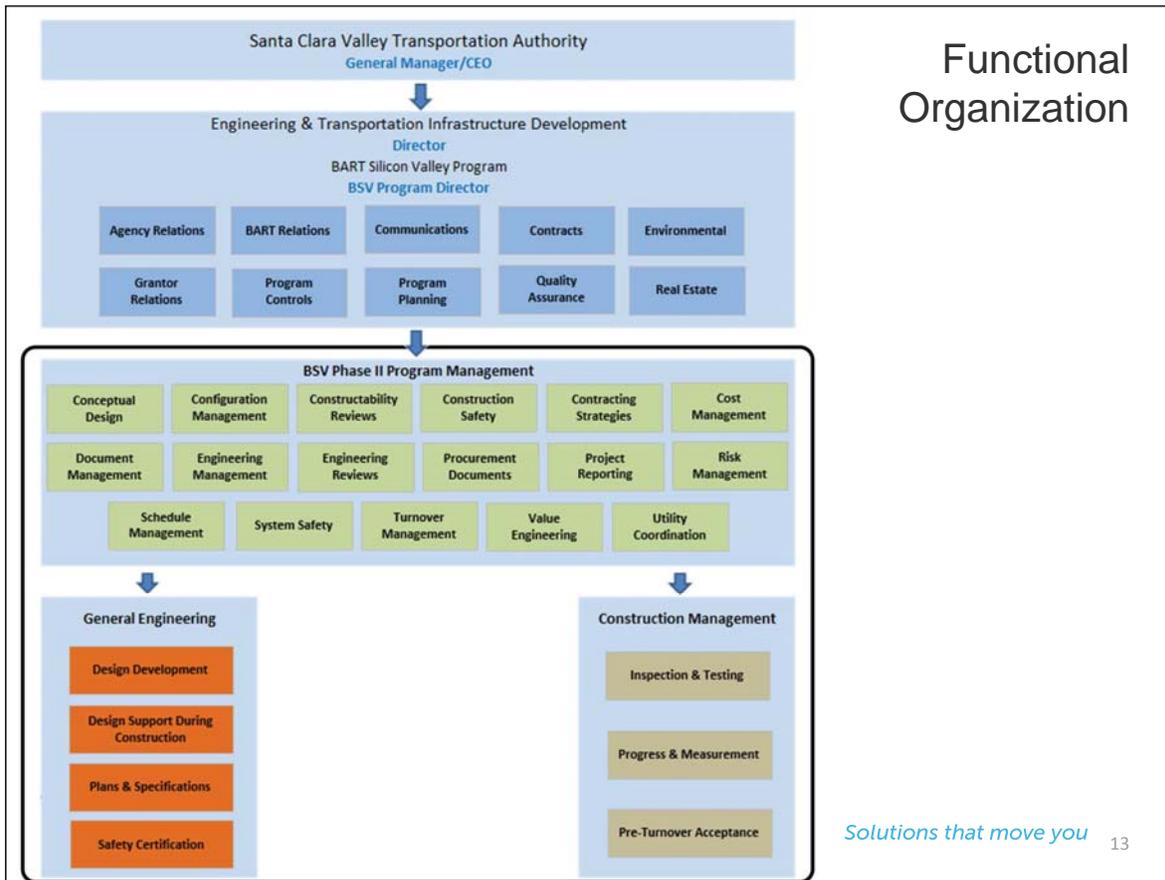
¹ Project estimate and funding strategy will be updated as project advances and after further coordination with FTA on assessment of project risks.



Phase II Extension Project Schedule



Functional Organization



General Engineering Consultant (GEC) Request for Proposals

Procurement Schedule

Information Forum	May 15, 2018
Advertise RFP	June 2018
Selection	Fall 2018

- Over 300 industry representatives registered
- GEC responsibilities to support final contracting:
 - Advance design
 - Integrate construction contracts



<http://www.vta.org/bart/financial/contractingopportunities>



Solutions that move you 15



Expedited Project Delivery (EPD) Pilot Program

- VTA/FTA met in early May to discuss deliverables necessary for a Full Funding Grant Agreement (FFGA)
- FTA has granted VTA's New Starts process an extension for as long as progress in EPD continues
- Anticipate submitting an FFGA application in late 2019
- FTA to respond to the application within 120 days
- Receipt of FFGA sooner
- FTA funding capped at 25 percent of project cost



Solutions that move you 16

Questions?



Solutions that move you 17

VTA's Process for Station Naming

Jill Gibson, VTA



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Phase II Station Naming Overview

- Best Practices for Station Naming
- VTA timeline and process for potential station name
- Discussion on Suggested Names



Station Naming Guidelines

- Rider's Perspective
 - Assist passenger in use of system
 - Location within the context of the transit system
- Simplicity
 - For quick recognition and retention
 - Brief and distinctive
 - Easy to pronounce and understand
- Station Area Context
 - Historical basis
 - Geographically significant
 - Withstand the test of time

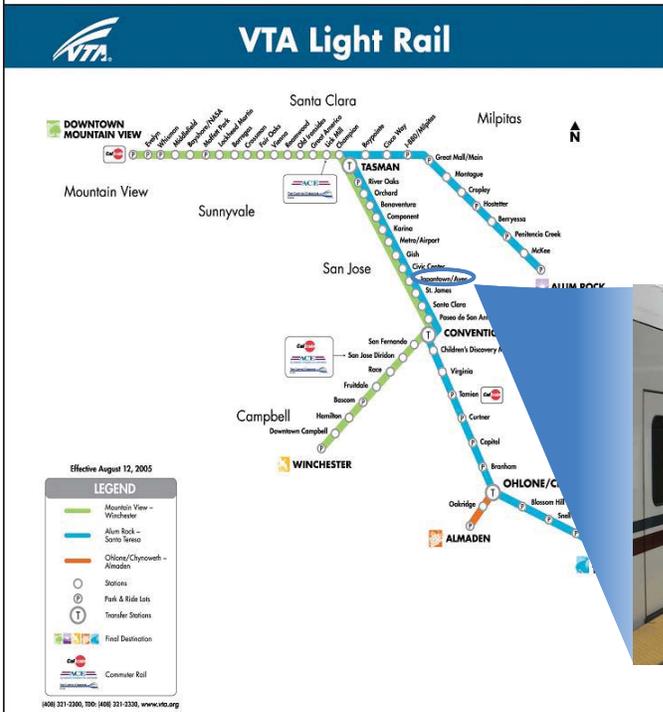


BART Coliseum Station



Solutions that move you 21

VTA Japantown/Ayer Station

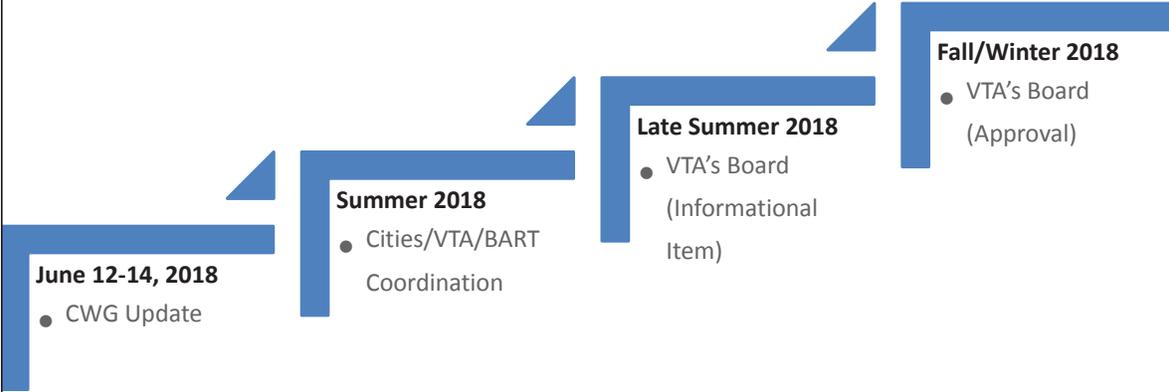


Solutions that move you 22

MTA Canal Street Station



VTA's BART Phase II Station Naming Timeline



Discussion

- Santa Clara Station
- Diridon Station
- Downtown San Jose Station
- Alum Rock/28th Street Station



Questions?



Construction Education and Outreach Plan

Gretchen Baisa, VTA



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CEOP Part A: Collateral Overview

CWG Members Role: Collateral

- Determine what else, if anything, might be needed to inform general public
- Review finished pieces; give feedback

- Phase II Fact Sheet
- Single-Bore Tunneling
- TOD Strategy Study
- Newhall Maintenance Facility
- Phase II Benefits
- Alum Rock/28th Street Station
- Downtown San Jose Station
- Diridon Station
- Santa Clara Station
- Ventilation Structures
- Noise and Vibration*
- General Construction*
- Real Estate*
- Business Resources*

*Coming Soon



Outreach Recap



Get Informed about VTA's BART Phase II Extension

357 views



SCVTA

Uploaded on May 23, 2018

The biggest infrastructure project in Santa Clara County, VTA's BART Phase II will expand BART service, build five miles of subway, four stations, join at the planned 'Grand Central Station' of the west and ring the bay with rapid rail.

SUBSCRIBE 12K

- Development of CEOP
- Stakeholder Intake Campaign
- Project Milestones Publicized
- Establishment of General Outreach Materials Needs and Priorities
- Establishment of stakeholder intake technology
- Mailchimp Newsletter
- Phase II Webinar
- Scheduled participation in community events and meetings June – September

<https://youtu.be/pFfoc5ttpkg>



Solutions that move you 29

Questions?



Solutions that move you 30

San Jose Diridon Integrated Station Concept Plan

Dennis Kearney, VTA



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Concept Plan – Purpose

- 1. Harmonize transportation and land-use goals to expand the benefits for all stakeholders.**
 - Create a spatial arrangement for the station and its surroundings that offers seamless transportation connections.
 - Integrate the station facility into surrounding land uses to attract private development and create a sense of place and destination.
- 2. Establish an effective organization that can deliver the vision.**



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Partnership is Key

The whole is greater than the sum of the parts

- Collaboration of Team
- Larger Project offers more solutions
- Local Support and Champions
- Alignment of Goals & Priorities
- Harmonize on Project Design & Schedules
- Combine Technical Requirements
- Physical & Financial Stake in Project



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Concept Plan - Progress

- March 2018 - Issued Letter of Intent of Award to Arcadis/Bentham Crowell (ABC)
- June 2018 - VTA & Partners' Board/Council Authorization to Execute Cooperative and Funding Agreements and Master Services Agreement with Arcadis-Bentham-Crowell (ABC)
- Summer/Fall 2018 – Begin study efforts



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Concept Plan – Team

Arcadis/Bentham Crowell (ABC)

- Arcadis
 - A global consultancy providing urban planning, design, engineering, and project management
 - 27,000 employees in over 70 countries
 - Offices in San Jose



Bentham Crowell

- Urban Planning, Architecture, Public buildings, infrastructural projects, and urban master plans
- Rotterdam Central Station
- Amsterdam, Netherlands



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Project Approach – The 3 Pillars

Urban Planning and Design

- “What” - Captures ambitions, refines functional requirements, and develops scenarios

Engineering

- “How” - Evaluate scenarios and translate the Partner’s vision into a constructible and operational reality

Organization

- “By Whom” - Defines how the Partners need to organize and operate the Station



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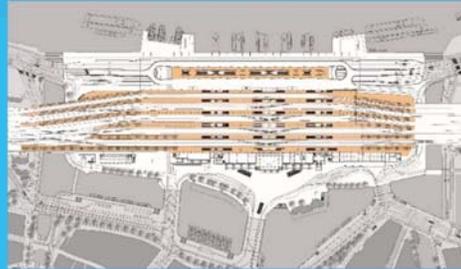
Concept Plan Process

Phase I (10 months):

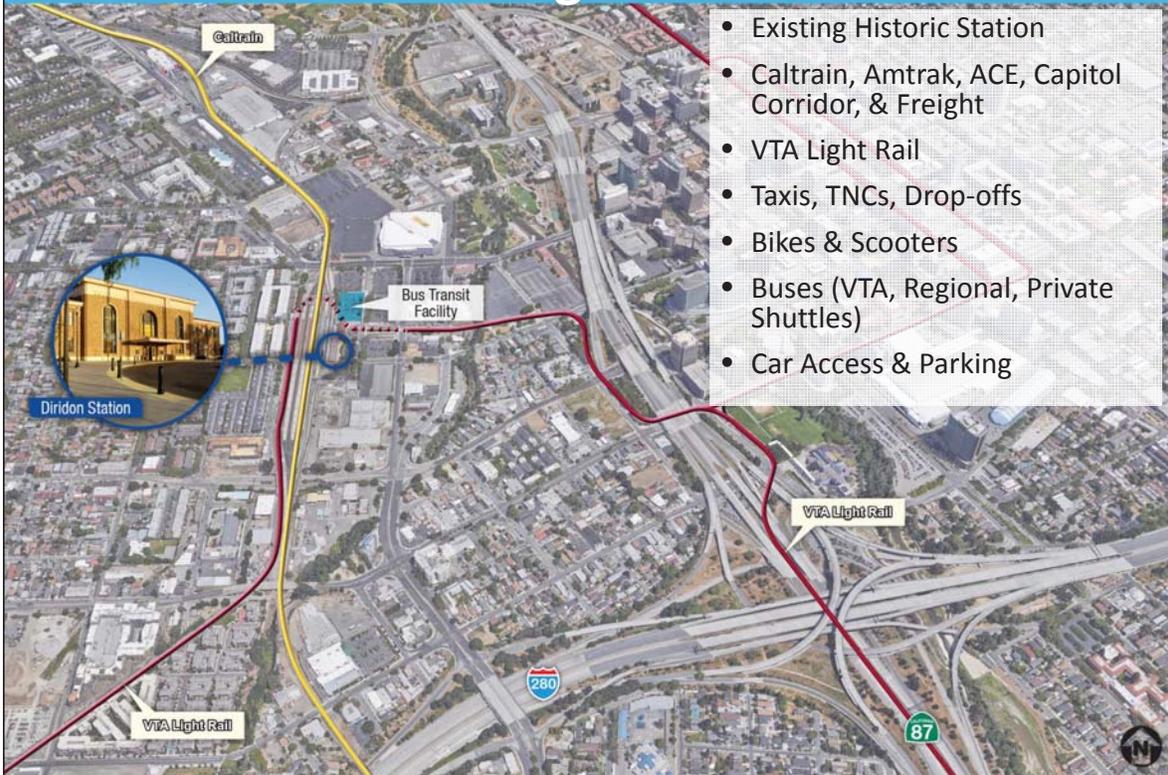
- Develop Spatial & Organizational Scenarios
- Evaluation
- Identify Preferred Scenario

Phase II (8 months):

- Advance Preferred Scenario
- Roadmap to Delivery
- Final Report



Plan Features – Existing Conditions



- Existing Historic Station
- Caltrain, Amtrak, ACE, Capitol Corridor, & Freight
- VTA Light Rail
- Taxis, TNCs, Drop-offs
- Bikes & Scooters
- Buses (VTA, Regional, Private Shuttles)
- Car Access & Parking

Plan Features – Future Conditions



Concept Plan Next Steps

- Execute Master Services Agreement
- Execute Task Order #1 for Phase I
- Coordination between Consultant and VTA's BART Phase II Design Team

Questions?



Solutions that move you 41

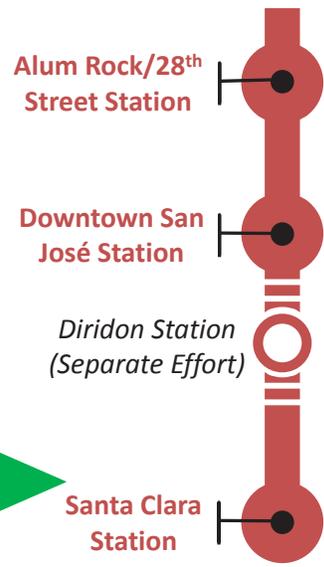
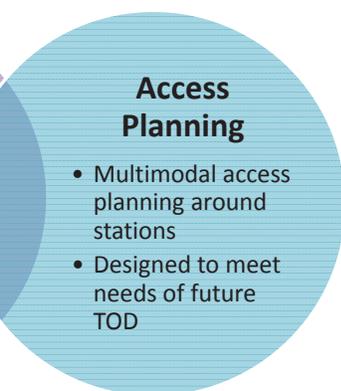
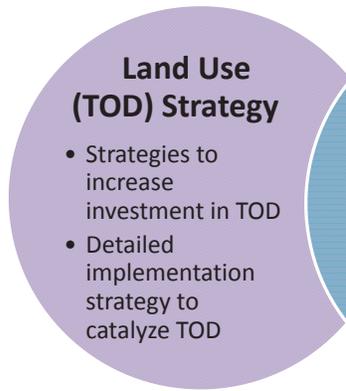
Transit Oriented Development Strategy & Access Planning Studies Update

Dennis Kearney, VTA



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TOD and Access Study



TOD and Access Study - What Will it do?

- Builds Upon Existing Land Use Plans and Policies
- Develops a Strategy for Implementation
- Provides a Roadmap for “How to Get There”
 - Develop *specific* recommendations to enhance access to the stations and TODs
 - Develop *feasible and implementable* land use strategies and financing tools



TOD and Access Strategy Study: Access Update

Adam Dankberg, P.E., Kimley-Horn



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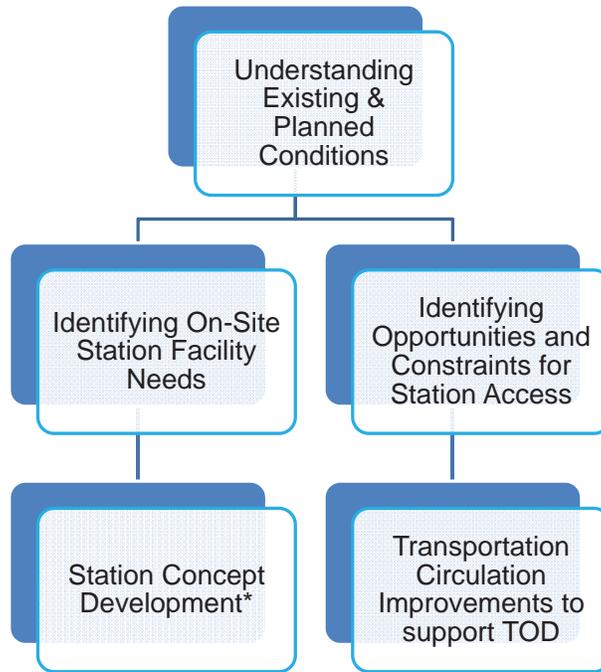
Access Study Objectives

- Identify transportation improvements, guidelines, and policies to support and encourage TOD in and around the station areas
- Provide for station access that promotes ridership, supports a cohesive transportation network, and integrates with surrounding neighborhoods



Solutions that move you 46

Access Study Process

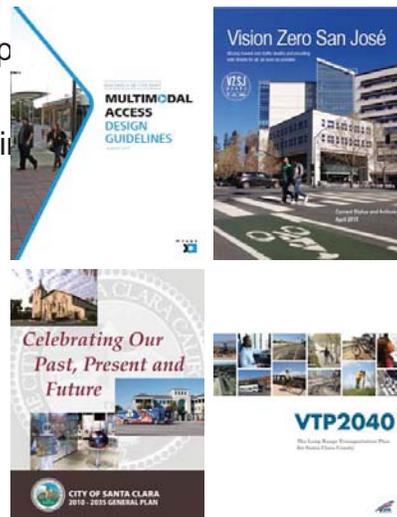


*To Be Completed in Subsequent Efforts

Solutions that move you 47

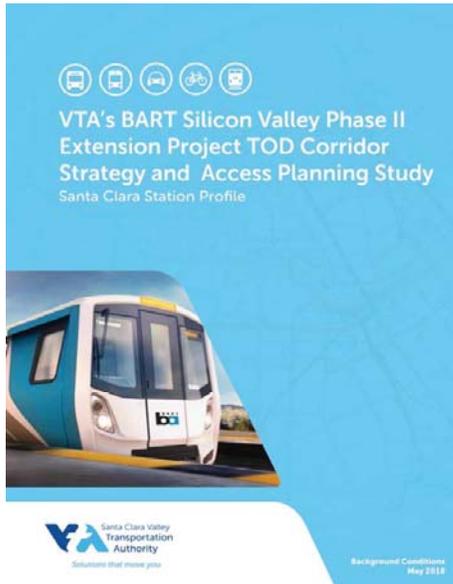
Review of Key Guiding Policies/Documents

- BART Station Access Planning Final Rep
- BART Station Access Policy
- BART Multimodal Access Design Guidelines
- Vision Zero San Jose
- San Jose Complete Streets Guidelines
- Envision 2040 General Plan
- Santa Clara General Plan
- Santa Clara Station Area Plan
- VTA Complete Streets Policy
- VTA Countywide Bike Plan
- VTA Pedestrian Access to Transit Plan
- Valley Transportation Plan 2040



Solutions that move you 48

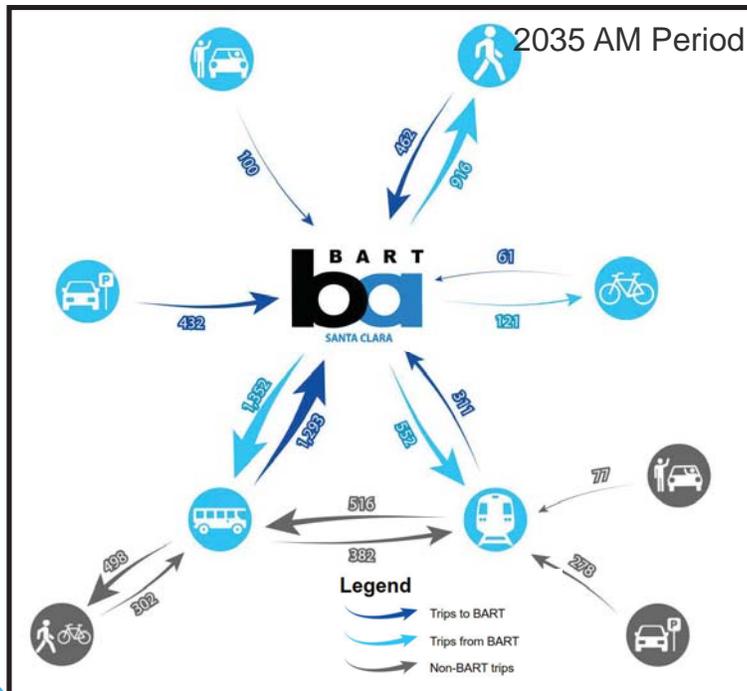
Station Profile



- Report that summarizes the transportation characteristics of each station area
- Summarize existing and planned:
 - Pedestrian network
 - Bicycle network
 - Auto network
 - Transit network
 - Curb management
- Identification of key access considerations
 - Interaction of modes
 - Gaps in connectivity
 - Primary access pathways



Santa Clara Station Activity

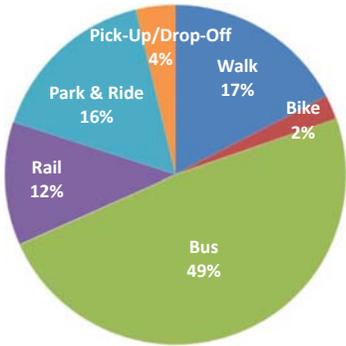


Santa Clara Station Activity

2035 AM Period

MODE OF ACCESS (TO BART)

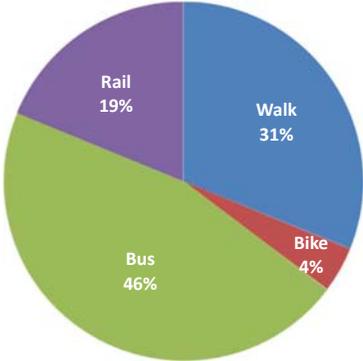
Walk Bike Bus Rail Park & Ride Pick-Up/Drop-Off



Total AM BART Boardings:
2,659

MODE OF EGRESS (FROM BART)

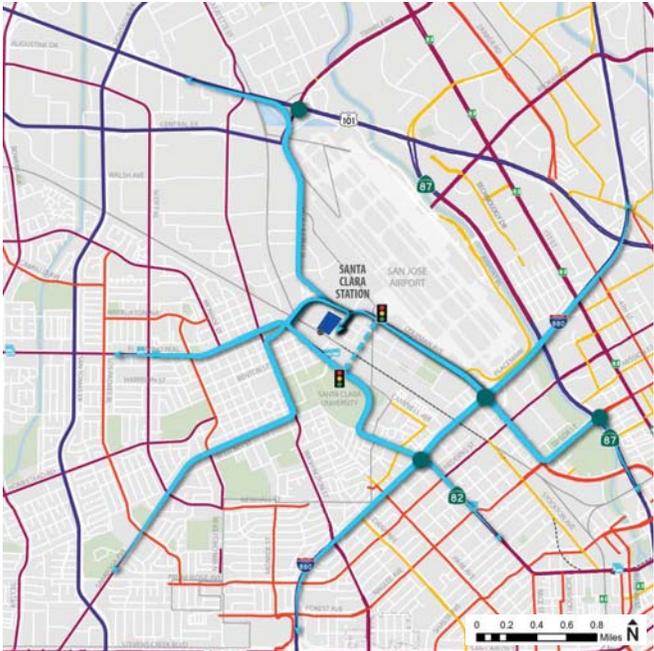
Walk Bike Bus Rail



Total AM BART Alightings:
2,941



Auto Pathways & Opportunities

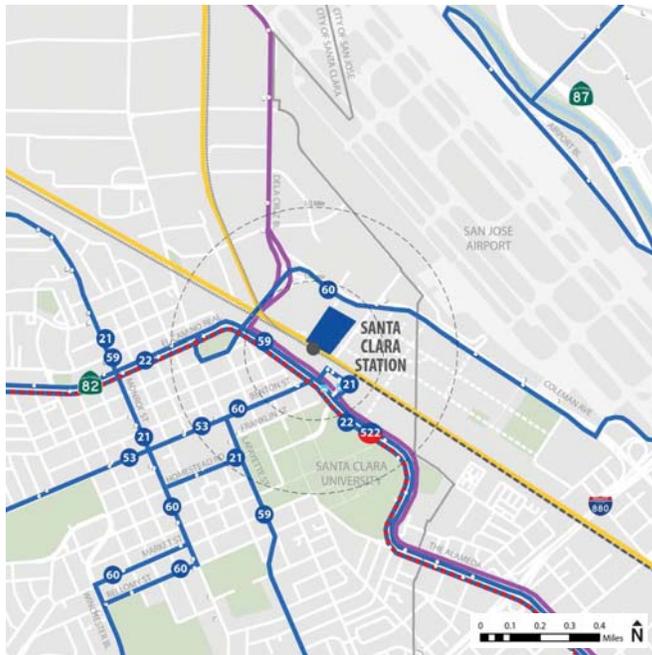


Legend

- Interstate, freeway, expressway
- Other principal arterial
- Minor arterial
- Collector
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- City Boundary
- Access pathway
- Interchange to be used to access station



Transit Pathways & Opportunities

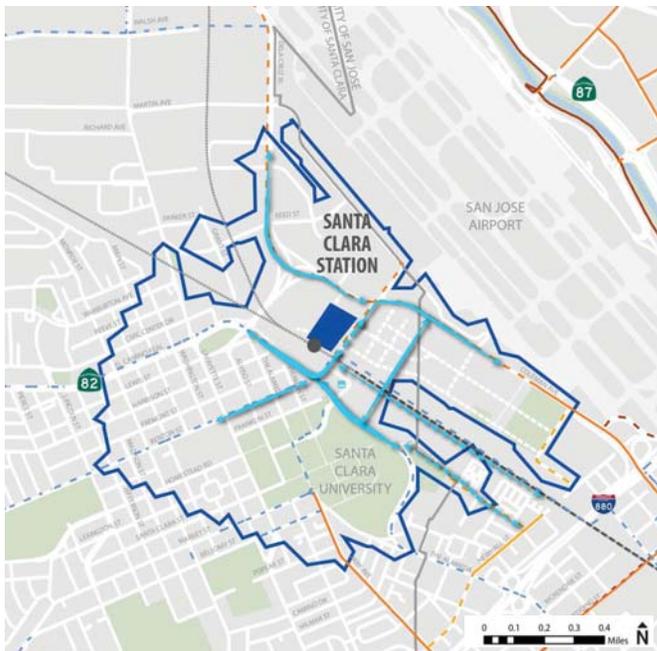


LEGEND

- VTA BRT
- VTA Local, Core, Community Bus direct service to station
- VTA and Other Express Bus direct service to station
- Shuttle - ACE, Caltrain
- Commuter Rail
- x Local Bus Stops
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- City Boundary



Bike Pathways & Opportunities

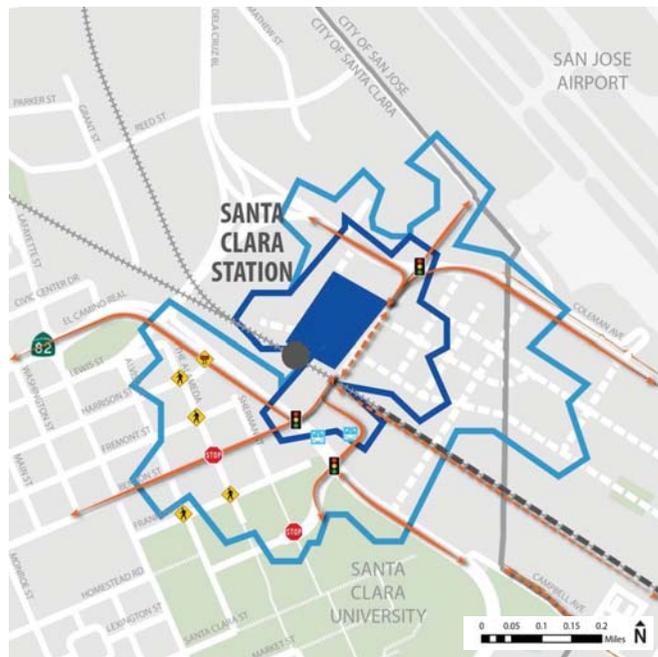


LEGEND

- Planned Bikeways, San Jose**
 - Class I
 - Class II
 - Class III
- Planned Bikeways, VTA***
 - All Classes
- Existing Bikeways**
 - Class I
 - Class II
 - Class III
- 1 mile bikeshed (10 min bike ride)
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- Access pathway



Pedestrian Pathways & Opportunities



Legend

- 1/4 mile shed (5 min walk)
- 1/2 mile shed (10 min walk)
- VTA BRT Stops
- Existing Sidewalk
- City Boundary
- Intersection Classifications within 10-Minute Walkshed
 - Signalized
 - All-way stop controlled
 - Unprotected crossing
- VTA/BART Phase II Extension Alignment
- Access Pathway



Solutions that move you 55

Key Considerations for Santa Clara

- Focus on pedestrian and bicycle connections
- Create new roadway connections in coordination with planned development
- Promote a range of access options



Solutions that move you 56

Next Steps

- Complete Background Conditions Station Profiles
- Identification of opportunities and gaps within the transportation network
- Identification of on-site transportation facilities
- Identification of off-site transportation improvements and connections



**VTA'S BART
PHASE II CORRIDOR
TOD STRATEGY STUDY**

PERKINS+WILL / STRATEGIC ECONOMICS / NELSON/NYGAARD /
CHS CONSULTING / BKF ENGINEERING / WILLIAM KANEMOTO

JUNE 14, 2018

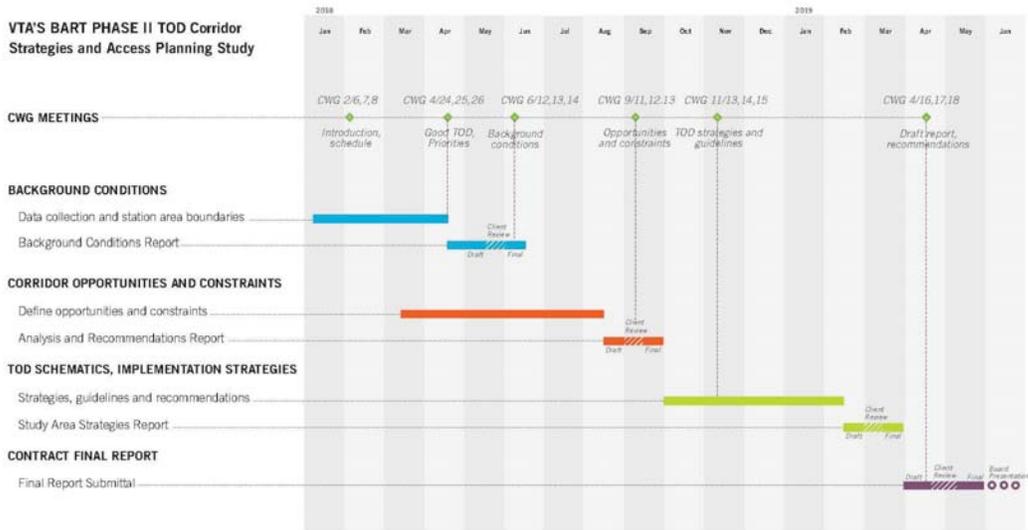
Santa Clara Valley
Transportation
Authority
PERKINS+WILL

VTA

Solutions that move you 58

SCHEDULE

VTA'S BART PHASE II TOD Corridor Strategies and Access Planning Study



PREVIOUS MEETING

SANTA CLARA STATION

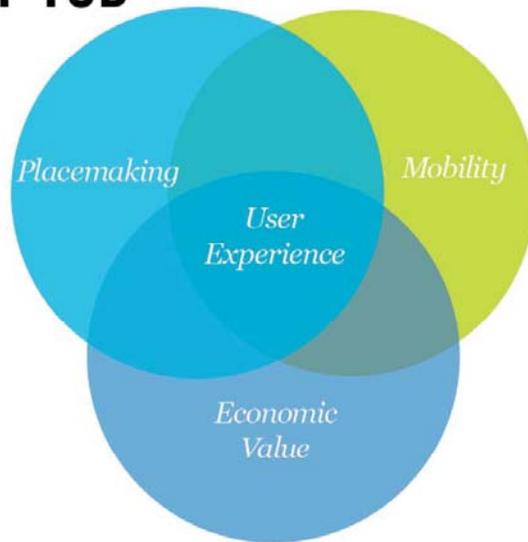


APRIL 2018 TOD WORKSHOPS: KEY TAKEAWAYS

- better access + connectivity to surroundings
- proximity to university + downtown
- engaging pedestrian experience
- multiple housing & solutions for range of affordability
- focus transit west of tracks, parking east of tracks



ELEMENTS OF TOD



DIVERSE MIX OF USES



LAND USE

Santa Clara Station Area is mostly industrial operations, low-intensity development, underutilized land, and vacant parcels. Planned uses include mixed use, commercial, and higher-intensity residential.

Santa Clara Station

- | | |
|-----------------------------------|--|
| Downtown | Mixed Use Neighborhood |
| Commercial Downtown | Urban Village Commercial |
| Mixed Use Commercial | Urban Village |
| Combined Industrial/Commercial | Urban Residential |
| Neighborhood/Community Commercial | Low Density / Residential Neighborhood |
| Regional Mixed Use/Commercial | Very Low Density Residential |
| Light Industrial | Open Space Parklands +Habitat |
| Heavy Industrial | Public/Quasi-Public |
| Industrial Park | VTA/BART Phase II Extension |
| Transit Employment Center | City Boundary |
| Transit Residential | |



ENGAGING & ACTIVE PUBLIC REALM



Solutions that move you 65

ACTIVE GROUND FLOOR

A higher level of ground floor active uses are located in downtown Santa Clara and along The Alameda.

Santa Clara Station

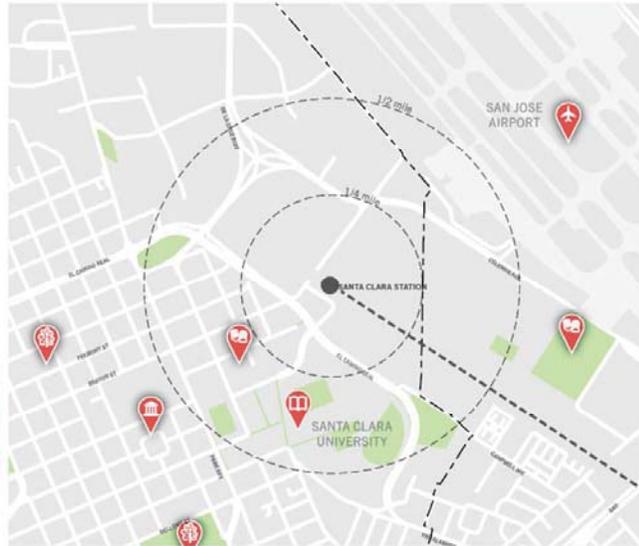


Solutions that move you 66

ANCHOR DESTINATIONS



- Education
- Civic Services
- Open Space
- Cultural
- Transportation
- Hospitals
- VTA/BART Phase II Extension
- City Boundary



CULTURE & IDENTITY



Santa Clara Historic Station



Mission Santa Clara de Asis

- Conservation Area
- Historic Resources
- National Register and City Landmark District
- VTA/BART Phase II Extension
- City Boundary



COMPACT & WALKABLE URBAN ENVIRONMENT

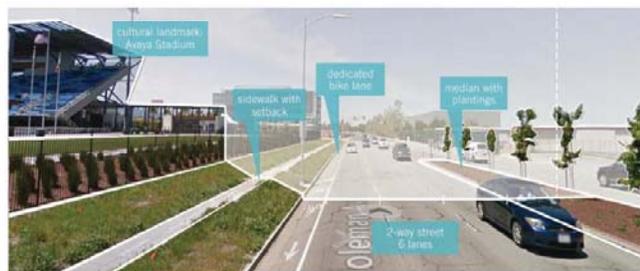


Solutions that move you 69

PEDESTRIAN ENVIRONMENT

Santa Clara Station

Coleman St and El Camino Real both have pedestrian infrastructure but 6-lane streets provide challenges to the pedestrian environment.

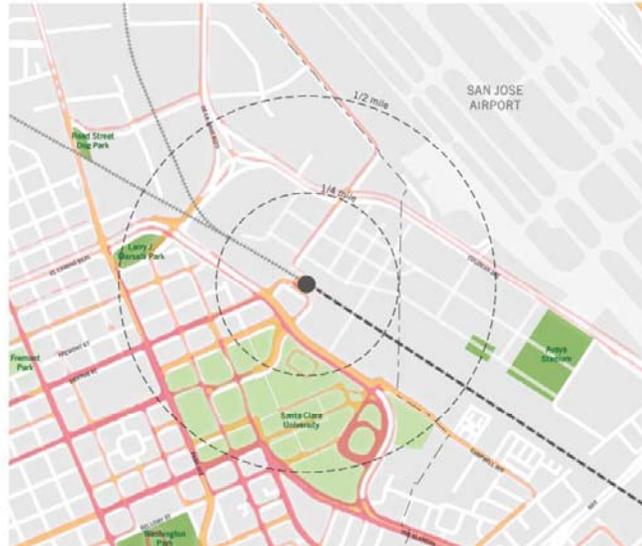


Solutions that move you 70

OPEN SPACE

Santa Clara has few significant public open spaces other than Santa Clara University. Online user data shows high levels of activity around the University.*

** Online user data compiled from Strava*



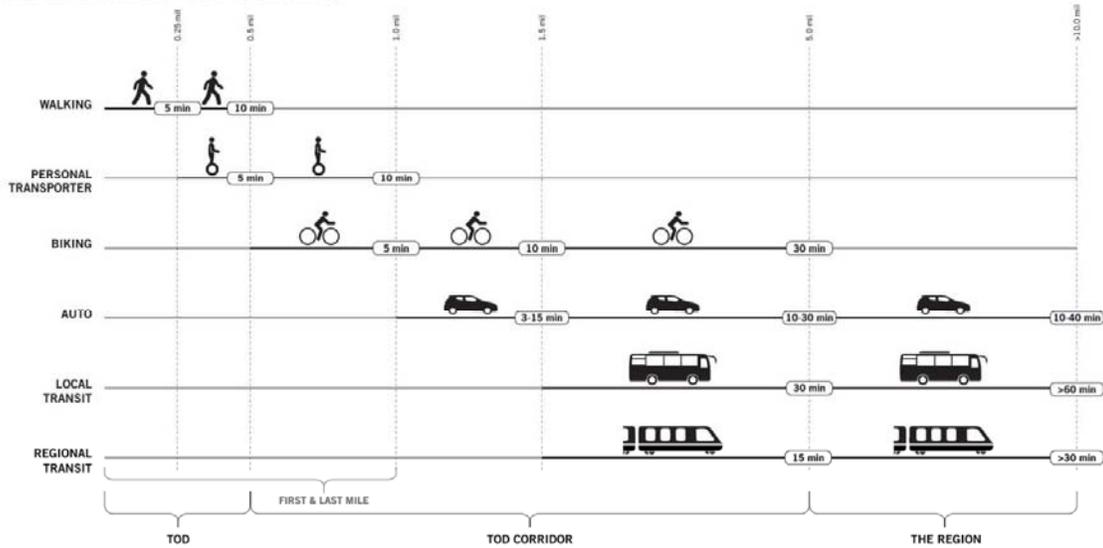
Mobility
Transit as a gateway to the city

- Provide access to multiple modes of transportation
- Provide ease of connectivity to, from and through the TOD
- Ensure parking need is right-sized

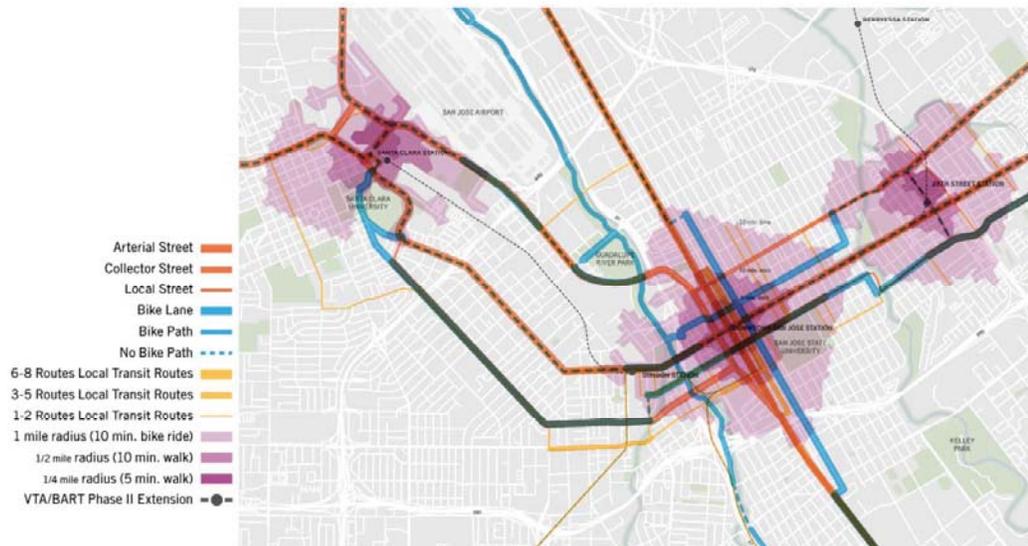
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Solutions that move you 72

TRAVEL MODES



CORRIDOR ACCESSIBILITY



Economic Value

Transit as an economic catalyst

- Existing household and employment concentrations
- Planned growth and development
- Affordable housing

THE ALAMEDA, SAN JOSE / IMAGE CREDIT: SPUR



Solutions that move you 75

EXISTING HOUSEHOLD & EMPLOYMENT CONCENTRATIONS

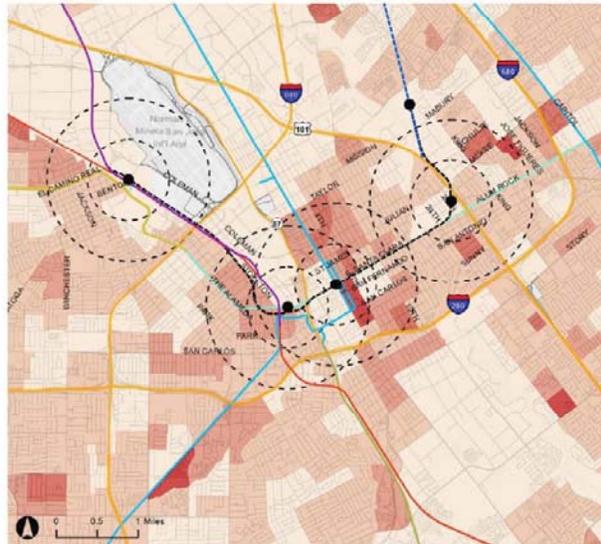


Solutions that move you 76

EXISTING HOUSEHOLD DENSITIES

Households Per Acre, 2016

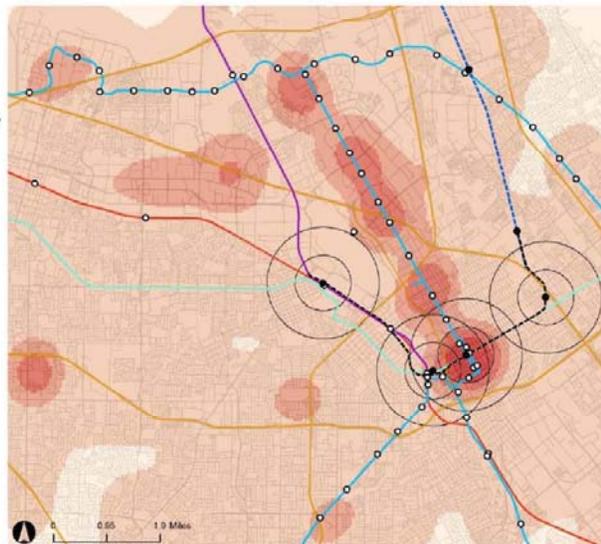
- 0.1 - 3.9
- 4 - 7.9
- 8 - 11.9
- 12 - 15.9
- 16 or more
- BART Extension Stations
- BART Extension Phase I
- BART Extension Phase II
- VTA Light Rail
- VTA Bus Route 522
- Caltrain
- Capitol Corridor



EXISTING EMPLOYMENT DENSITIES

Station Area Employment Density

- Jobs Per Square Mile
- Less than 1,000
- 1,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- Greater than 20,000
- BART Extension Stations
- 0.5 and 1-Mile Radius
- Transit Stations
- BART Extension Phase I
- BART Extension Phase II
- BART
- Caltrain
- VTA Light Rail
- VTA Bus Route 522
- ACE/Capitol Corridor*
- Highway



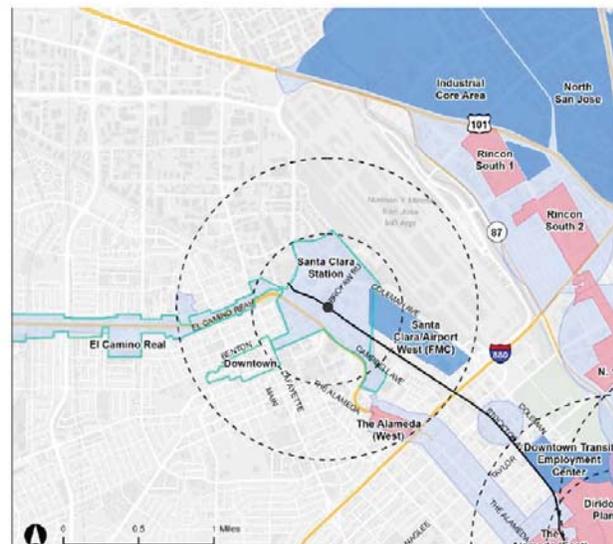
PLANNED GROWTH & DEVELOPMENT



PLANNED GROWTH AREAS

Santa Clara General Plan identifies:

- *Santa Clara Station Focus Area*
- *El Camino Real Focus Area*
- *Downtown Focus Area*

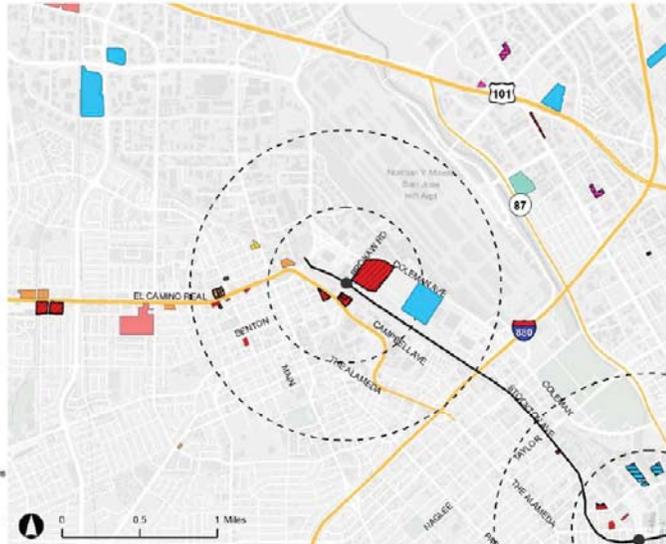


RECENT AND PLANNED DEVELOPMENT

Planned and proposed development projects near the station include:

- Gateway Crossings
- Coleman Highline
- 575 Benton St
- Caltrain Parking Lot Joint Development Project

Significant development also occurring along El Camino Real



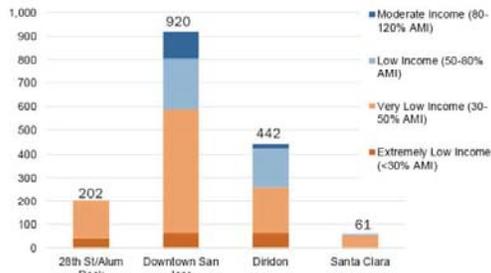
AFFORDABLE HOUSING



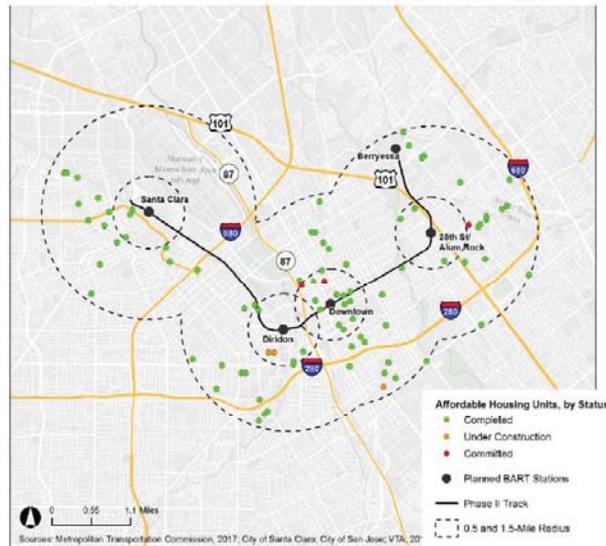
EXISTING AFFORDABLE HOUSING

Corridor includes a significant concentration of income-restricted housing.

EXISTING AFFORDABLE HOUSING IN THE 0.5 MILE RADII AROUND THE STATIONS



*Includes Completed, Under Construction, and Committed projects. Source: City of San Jose, Q4 2017; City of Santa Clara, 2018.



SANTA CLARA'S EXISTING AFFORDABLE HOUSING POLICIES

EXPANDING SUPPLY

1. Inclusionary housing policy
2. Jobs-housing linkage fee
3. Residential density bonus
4. Accessory dwelling unit ordinance

TENANT SERVICES AND PROTECTIONS

1. Project Sentinel
2. Community ownership conversion tenant protection



SAN JOSE'S EXISTING AFFORDABLE HOUSING POLICIES

EXPANDING SUPPLY

- 1. Inclusionary housing policy*
- 2. Reduced park impact fees for affordable housing*
- 3. Density bonus ordinance*
- 4. Accessory dwelling unit ordinance*

RENT STABILIZATION AND EVICTION PROTECTIONS

- 1. Apartment rent ordinance*
- 2. Mobilehome rent ordinance*
- 3. Tenant protection ordinance*



VTA'S AFFORDABLE HOUSING POLICY

35%

of total new residential units built on VTA properties will be affordable to very low income and low income households. Individual projects must provide a minimum of 20% affordable housing.

Source: VTA TOD Joint Development Policy (2016)



NEXT STEPS



NEXT STEPS

- *Complete background conditions report*
- *Develop opportunities + constraints analysis*
- *Next CWG Meeting-September 2018: TOD Potential and Barriers*



Questions?



Solutions that move you 89

Next Steps

Eileen Goodwin, Facilitator



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Next Steps

- Next CWG meeting:
Thursday, September 13, 2018~4:00-5:30 PM,
Santa Clara Police Department,
601 El Camino Real, Santa Clara, CA 95050
 - Phase II Update
 - Phase II 2-Year Look Ahead
 - Engineering Update
 - Real Estate Planning Process
 - Construction Education Outreach Plan
 - Transit Oriented Development Strategy & Access Planning
Studies Update
 - Government Affairs Update
- Action Items

