

VTA's BART Silicon Valley Phase II Extension

Downtown-Diridon Community Working Group

February 9, 2016



Agenda



- Follow-up Items and Work Plan
- Caltrain Electrification Update
- High Speed Rail Update
- Economic Analysis Surrounding BART Stations
- Nelson Nygaard San Jose BART Station Access Planning Wrap-Up
- Additional Information About Downtown Crossover
- VTA Projects within BART Corridor
- BART's Station Naming Policy
- 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

3

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

4

Role of the CWG Team



CWG Team Member	Role
Eileen Goodwin	Facilitator
Brent Pearce	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Kevin Kurimoto	Technical Lead
Michael Brilliot	City of San Jose – Planning Liaison
Rosalynn Hughey	City of San Jose – Planning Liaison
Ray Salvano	City of San Jose – DOT Liaison
Jessica Zenk	City of San Jose – DOT Liaison

5

Upcoming Meetings



Public Hearings for Draft Environment Document

- Late May 2016

VTA Board of Directors

- March 3, 2016
- April 7, 2016
- May 5, 2016

BART Silicon Valley Program Working Committee

- March 7, 2016
- May 2, 2016

Diridon Joint Policy Advisory Board

- March 18, 2016 at 3:00 PM

Public meetings on specific technical topics - TBD

6

Follow-up Items and Work Plan



- Site plans in 10/13/15 Downtown/Diridon CWG Presentation
 - updated and posted on website
- Responses to 10/13/15 questions on RDA parcels
 - see attached responses from Mike Smith
- Tunnel Boring Machine animation
 - posted on CWG website under *Phase II CWG Links*
- Cut & Cover Construction Techniques topic – February 2017
- Crossover Location topic – to be discussed today
- VTA's Diridon Intermodal Study Scope – will provide when available
- Link to Ernst & Young materials – will provide when available
- Phase II Funding Strategies Workshop held on 1/20/16

7

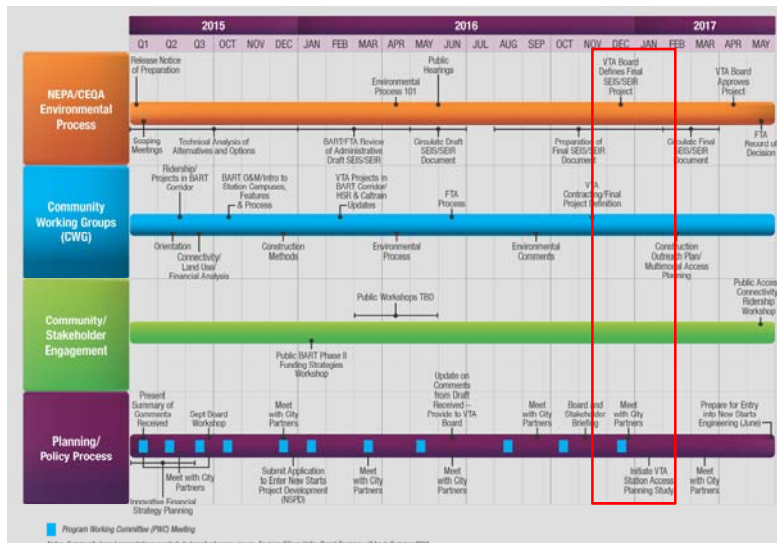


Work Plan Shifts and Schedule Update

Leyla Hedayat, Phase II Project
Manager


8

Schedule Update




Caltrain Electrification Update

Casey Fromson, Caltrain





Caltrain Modernization Update

BART Phase II Community Working Groups
February 2016

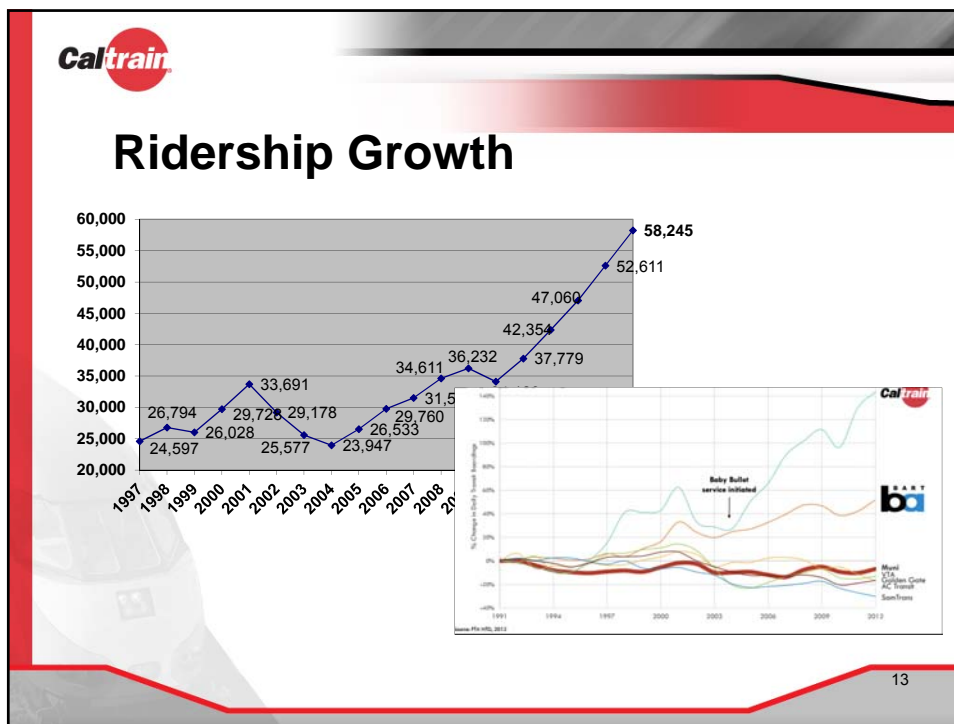


Caltrain Today

- Weekday Ridership: 63,000+ weekday
- Average Ride: 20+ miles
- Choice Riders: 60 percent



12



Caltrain Regional Transportation Needs

- US 101 and Interstate 280 Congested
- Corridor supports growing economy
 - 14% CA GDP; 52% CA patents; 20% CA tax revenue
- Caltrain Commuter Coalition (formed 2014)

Logos: Caltrain Commuter Coalition, Silicon Valley Leadership Group, Bay Area Council, SAMCEDA



Caltrain Modernization Program

- Advanced Signal System: CBOSS PTC (2016)
- Peninsula Corridor Electrification Project (2020)



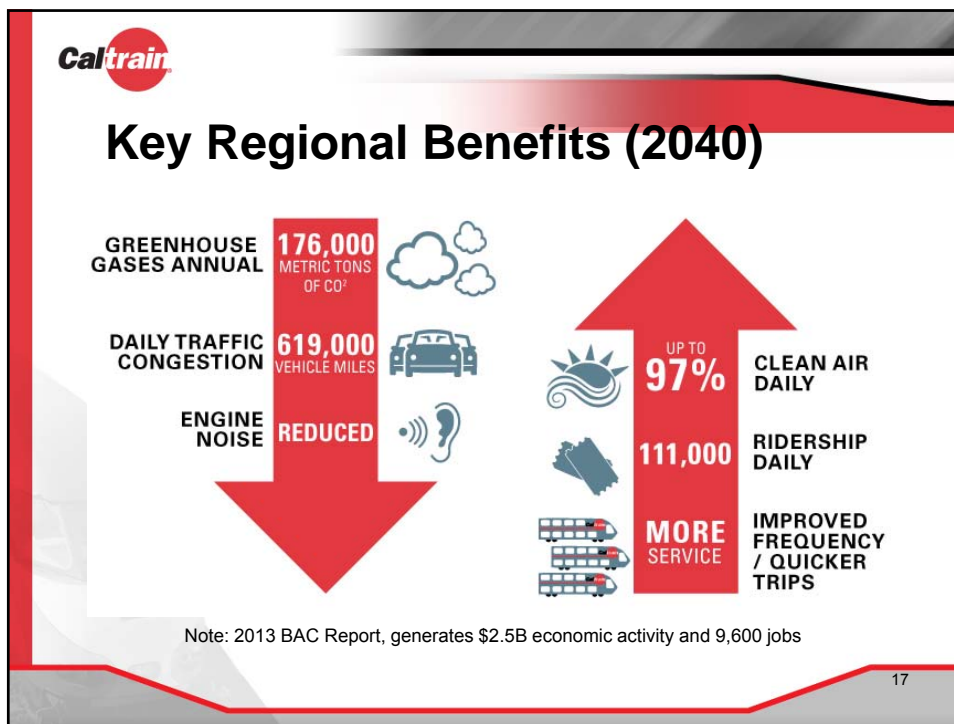
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Project Description

Area	Project	Service
51+ miles San Francisco to San Jose (Tamien Station)	Electrification: <ul style="list-style-type: none"> • Overhead Contact System (OCS) • Traction Power Facilities Electric Multiple Units (EMUs) <ul style="list-style-type: none"> • 75 percent 	Up to 79 mph Service Increase <ul style="list-style-type: none"> • 6 trains / hour / direction • More station stops / reduced travel time • Restore Atherton & Broadway service Mixed-fleet service (interim period) Cont. tenant service

6

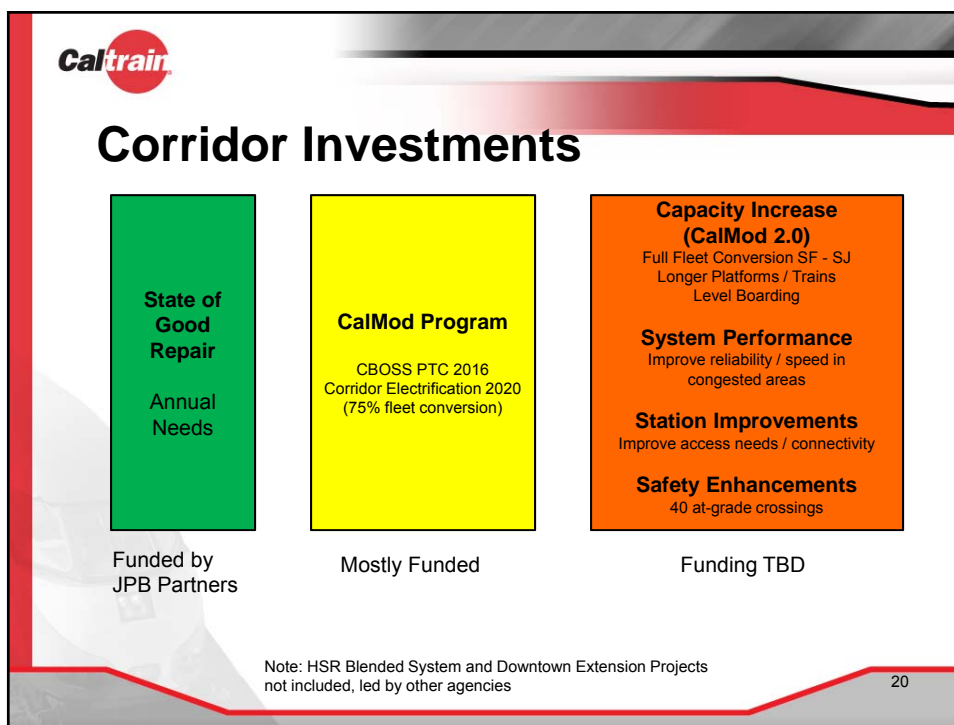
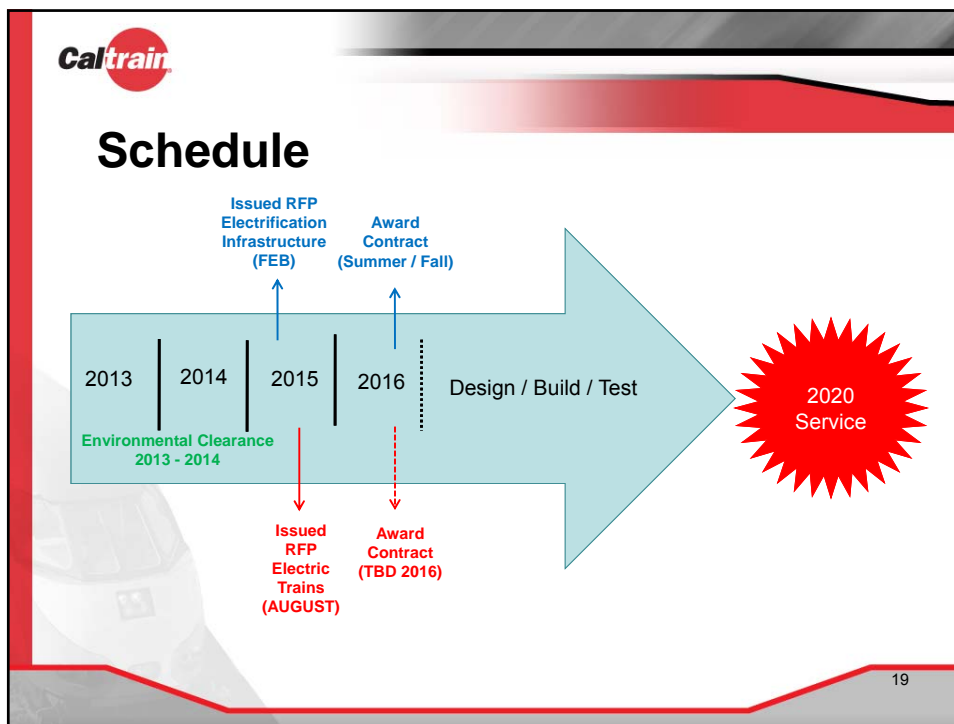


Caltrain

Service Benefits

Metric	Today	PCEP
Trains / peak hour / direction	5	6
Passengers / peak hour / direction	5,100	6,300
Example Baby Bullet Train		
Retain 5-6 stops	60 minutes	45 minutes
Retain SF to SJ 60 minutes	6 stops	13 stops
Example Redwood City Station		
Train stops / peak hour	3	5

18






Partnerships / Collaboration

- Boards / Elected Officials
 - Joint Powers Board (JPB); Local Policy Maker Group (LPMG); City Councils / Committees
- Advisory Committees
 - Citizen Advisory Committee; Bicycle Advisory Committee; Caltrain Accessibility Advisory Committee
- Staff
 - City / County Staff Coordination Group; Peninsula Corridor Working Group
- Community Leaders / Advocacy Organizations
 - Caltrain Commuter Coalition; Friends of Caltrain

21



Questions

For more information
website: www.caltrain.com/calmod
email: calmod@caltrain.com

22



High Speed Rail Update

Ben Tripousis, High Speed Rail
Authority

23



*A TRANSFORMATIVE INVESTMENT
IN CALIFORNIA'S FUTURE*

BART Community Working Group
High Speed Rail Update Meeting
February 2016



CONNECTING CALIFORNIA: Northern California

- Improves Mobility & Upgrades Bay Area Transportation Infrastructure
- Connects Bay Area to Central Valley
- Blended System Along Peninsula
- Multi-Model Transportation Hubs
 - » Transbay Transit Center
 - » Millbrae Transit Center
 - » San Jose Diridon Station
 - » Gilroy Station



25

BLENDED SYSTEM: SAN FRANCISCO TO SAN JOSE



- 51-Mile Corridor
- Blended Service on Electrified Caltrain Corridor
- Stations Being Studied:
 - » 4th and King
 - » Millbrae-SFO
 - » Mid-Peninsula Option
 - » San Jose (Diridon)

26

THE BLENDED SYSTEM: What It Means For You

- **Reduced Costs**
- **Increased Ridership Capacity & Service**
 - » Primarily Shared Two Track System on Caltrain Corridor
- **Environmental Benefits:**
 - » Improved Regional Air Quality
 - » Reduction of Greenhouse Gas Emissions
- **Improved Safety**
 - » Positive Train Control
 - » Early Earthquake Warning System
 - » Quad Gates, Fencing & Grade Separations

27

THE BLENDED SYSTEM: How We Got Here

- **2004:** Early Planning for a Shared Corridor
- **2009:** Planning Advanced to Identify Specific Improvements & Design
- **2012:** Revised 2012 Business Plan Featured Blended Service:

"The proposed blended system for the San Francisco Peninsula is primarily a two-track system that will be shared by Caltrain, high-speed rail service, and current rail tenants. Initial investigations show that blended operations as currently envisioned for the corridor are cost-effective solutions on both a capital and operating basis."

28

THE BLENDED SYSTEM: What We Need to Do

- **Continue Planning & Environmental Studies for:**
 - » Passing Tracks
 - » Curve Straightening
 - » Safety Improvements
 - » Station Areas
 - » Light Maintenance Facility
- **Minimized Impacts:**
 - » Majority of Work within Caltrain Right of Way
- **Next Steps:**
 - » Continue Community & Stakeholder Engagement
 - » Conduct Technical Studies & Environmental Analysis

29

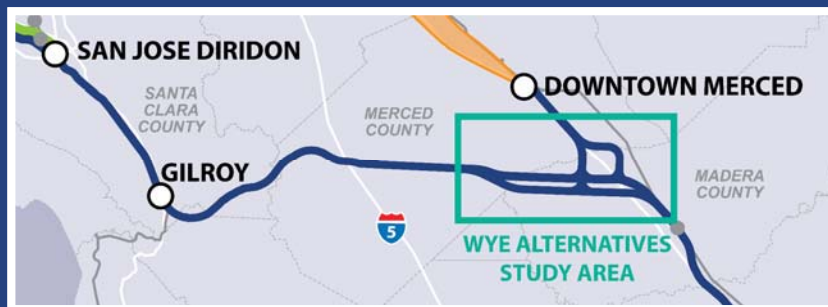
FREQUENTLY ASKED QUESTIONS: Main Topics

- Timeline
- Project Definition
- Impacts to Current Caltrain Service
- Traffic & Noise Impacts
- Diesel or Electric Trains
- Right of Way Impacts
- Projected Costs

30

SAN JOSE TO MERCED PROJECT SECTION

- 84-Mile Corridor
- Central Valley Wye Portion Being Studied Separately
- Primarily Follows Monterey Highway, Highway 101 and Highway 152 through the Pacheco Pass
- Stations Being Studied:
 - » San Jose (Diridon)
 - » Gilroy



31

SAN JOSE TO MERCED PROJECT SECTION: History

- **2009:** Scoping and Early Planning Underway
- **2010:** Alternatives Analysis Released
- **2011:** Supplemental Alternatives Released
- **2015:** Planning and Environmental Work Continues



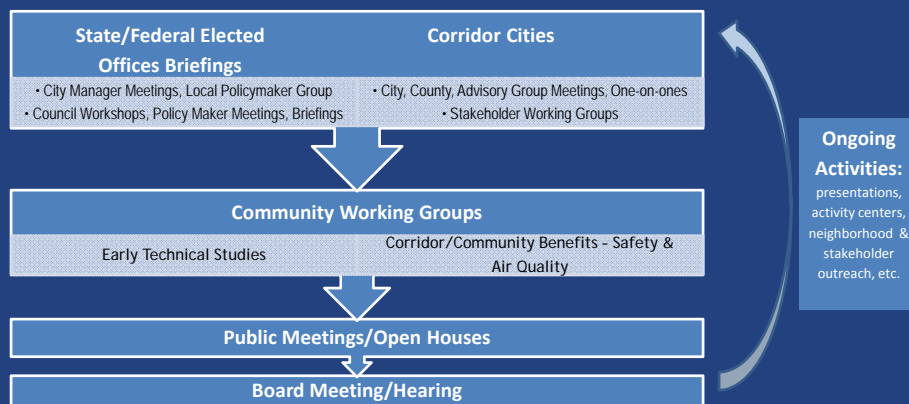
32

SAN JOSE TO MERCED: What We Need to Do

- **Continue Planning & Environmental Studies:**
 - » Conduct Detailed Technical Studies
 - » Refine Alignment Concepts
 - » Evaluate Station Locations
- **Next Steps:**
 - » Continue Community & Stakeholder Engagement
 - » Conduct Technical Studies & Environmental Analysis

33

ONGOING COMMUNITY ENGAGEMENT ACTIVITIES



34

COMMUNITY APPROACH -- ONGOING COMMUNITY ENGAGEMENT

- **Development of Draft Environmental Document**
 - » Continued Community Working Group meetings
 - » Use of CSCG/LPMG on the Peninsula
 - » Ongoing reporting of technical work
 - » Stakeholder briefings
- **Community Connections**
 - » Identify and prioritize opportunities for all communities
- **Multiple Outreach Opportunities**



COMMUNITY INTEGRATION: Balancing Needs, Increasing Benefits

- **Identify and Prioritize Opportunities for local Communities**
- **The Environment**
 - » Air quality, tree planting, adaptive reuse, sustainability
- **Access & Mobility**
 - » Improve connections between all systems
 - » Identify first and last mile opportunities
- **Safety**
 - » Access, Quad Gates, Fencing
- **Congestion Relief**
 - » Increase Capacity
 - » Reduce Congestion in the 101 Corridor
- **Stations**
 - » New and Expanded Multi-Modal Connections



COMMUNITY INTEGRATION PROCESS

- Establish working groups where appropriate
- Describe goals/objectives/strategies
- Describe projects that improve service
- Determine implementation strategy
- Invite regular community participation
 - › Timeline
 - › Local Participants



37

COMMUNITY INTEGRATION PARTICIPANTS

- Stakeholder Working Groups--Corridor agencies/organizations clarify universe of projects
- City, County and Local Policymaker Working Groups--Describe potential list of projects to achieve Blended Service and identify coordination opportunities (Grade Seps, Safety Improvements)
- Prioritize projects/opportunities parallel with formal environmental process



38

PROACTIVE COMMUNITY ENGAGEMENT A KEY ASPECT OF PROCESS

- January 2016 City, County Working Group #1
- January 2016 Local Policymaker Working Group #1
- TBD Public Scoping Meetings,
- TBD Open House Meetings



39

STAY INVOLVED

Website: www.hsr.ca.gov

Helpline: (408) 277-1086

Email: northern.california@hsr.ca.gov

Northern California Regional Office
California High-Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113



[instagram.com/cahsra](https://www.instagram.com/cahsra)



[facebook.com/CaliforniaHighSpeedRail](https://www.facebook.com/CaliforniaHighSpeedRail)



twitter.com/cahsra



[youtube.com/user/CAHighSpeedRail](https://www.youtube.com/user/CAHighSpeedRail)

40



Economic Analysis Surrounding BART Stations

Rosalynn Hughey, City of San Jose

41

ASSESSING POTENTIAL
DEVELOPMENT IMPACTS OF BART
SILICON VALLEY PHASE II



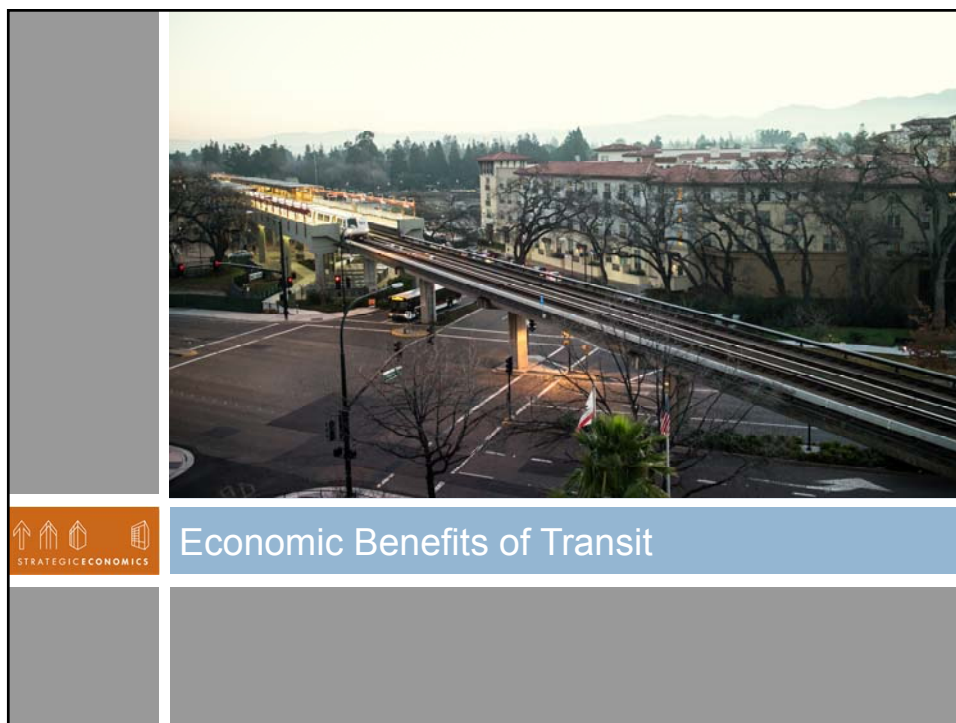
DRAFT

Review of Study Scope

Assessing Potential Development Impacts of BART Silicon Valley Phase II

- Task 1: Project Initiation and Site Visits
- Task 2: Literature Review of Property and Development Impacts of Transit
- Task 3: Prepare Station Area Profiles
- Task 4: Final Report – will compile findings from Tasks 1-3

43



Summary of Literature on Transit Impacts

- Large body of literature, but results vary and studies not necessarily comparable to each other
- Property value impacts depend on variety of factors:
 - Quality of transit
 - Station locations
 - Urban design and pedestrian-friendliness
- Other external factors may impact transit values on property

45

Economic Benefits of Transit



Property and Business Owners

- Increased property values
- Improved development potential
- Increased retail spending
- Increased productivity



Users

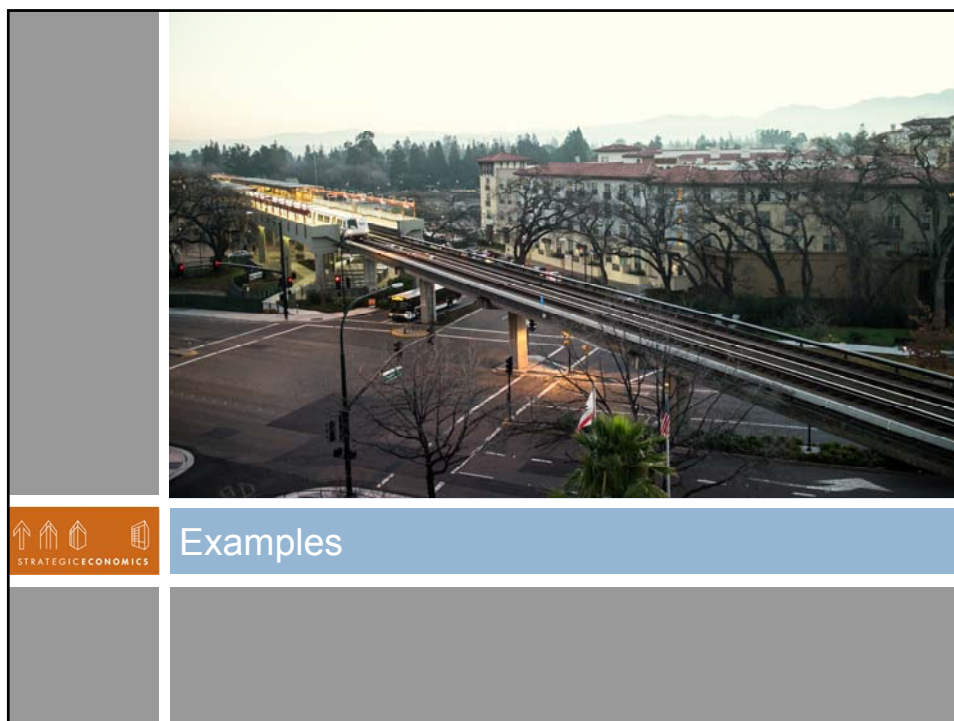
- Improved access
- Reduced traffic congestion on roadways
- Reduced transportation costs



Local Government

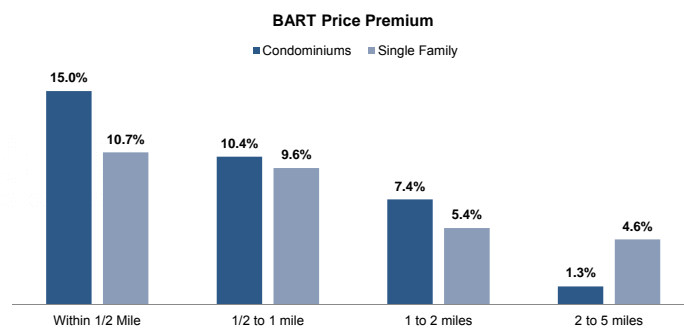
- Job creation
- Business attraction & retention
- Reduced costs for roads & parking
- Increased property tax, sales tax and transient occupancy tax

46



Example: BART Impacts on Property Values

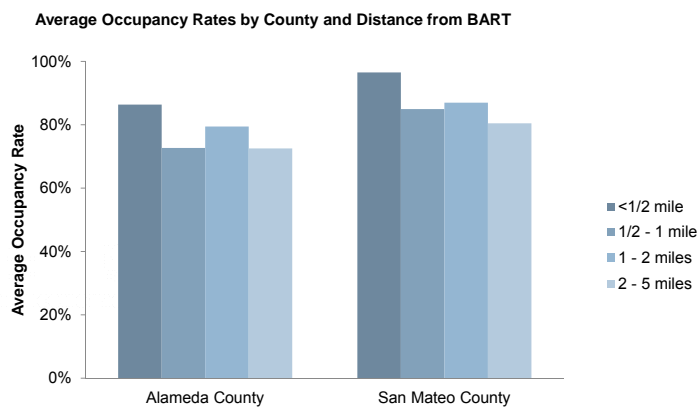
- BART contributes an estimated **\$17.3 billion** in added property value to for-sale residential properties in Alameda, Contra Costa, and San Mateo Counties



Source: Strategic Economics, 2015. 48

Example: Benefits of Transit for Office Properties

- Improved transit access helps attract office tenants



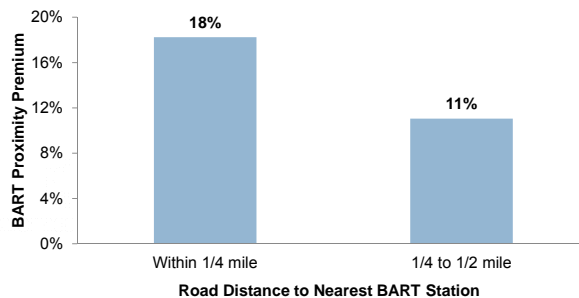
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Sources: CoStar, 2Q 2014; Strategic Economics, 2015.

Example: Benefits of Transit for Office Properties

- Transit-served office properties achieve higher rents

Office Rent Premium Associated with Proximity to BART (East Bay)



50

Sources: CoStar, 2014; Strategic Economics, 2015.

Next Steps

- Complete station area profiles for three station areas:
 - Alum Rock
 - Diridon
 - Downtown San Jose
- Developers' Forum for Alum Rock station area
- Prepare final report

51



Nelson Nygaard San Jose BART Station Access Planning Wrap-Up

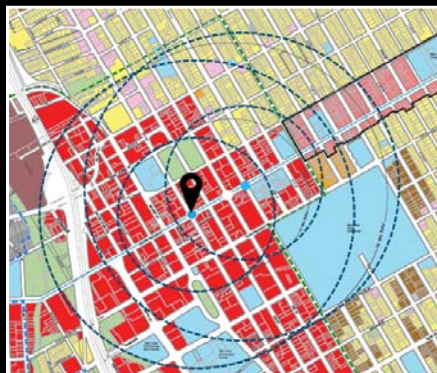
Jessica Zenk, City of San Jose

52

Access & Connectivity Study

Today

- Background
 - Purpose of the Study
 - Study Process
- How will this study be used?



53

Access & Connectivity Study

Purpose: Integrate BART Stations into the Surrounding Environment

- Maximize Ridership
- Connect Seamlessly to Feeder Systems
- Enhance the Quality of Street Life
- Encourage Foot Traffic & Business Vitality



54

Access & Connectivity Study

Study Process

- Review of Existing Plans & Conditions
- Walk/Bike Tours, Charette & Open House ↔ Initial Consultant Recommendations & Community Feedback (July '15)
- August '15 Community Working Groups ↔ Additional Feedback
- Consultant Draft Report Recording Recommendations (November '15)
- Final Report (Early '16)

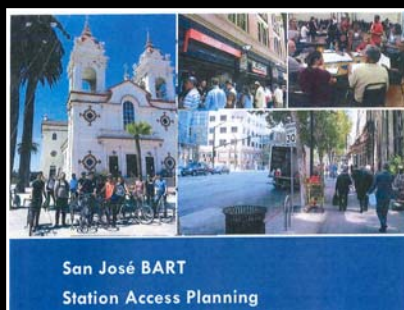


55

Access & Connectivity Study

How will this work be used?

- Station Access Plans (VTA-led)
- Understand and pursue partnership opportunities (Community, City, VTA, BART, others)
- Advance Design and Feasibility Work
- Pursue Individual Projects (grants, other means) and Policies



56



Additional Information about Downtown Crossover

Krishna Davey, VTA

57



Crossovers

- What is a Crossover?
 - A pair of switches arranged to permit a train to cross from one track to another
 - Locations are determined through performing train simulations for the operational headway requirements.
- Why do we need Crossovers?
 - Operating efficiencies
 - Crossovers permit single tracking during a contingency event.
- What defines where we have Crossovers?
 - BART Standards
 - Crossovers must be located as close to a station platform as possible near end of lines and within tunnel areas.
 - Final determination of the location of crossovers made by BART
 - About mid point in the tunnel

58

History of the Selection of the Crossover Location



- Multiple options proposed in Conceptual Engineering (2002)
- Determination of Crossover location/configuration made during the 65% Engineering phase (2007) after extensive analysis
- Engineering studies resulted in:
 - Shorter crossover length
 - Reduced cut and cover box length

59



VTA Projects within BART Corridor

John Ristow, VTA

60

BART Silicon Valley

Community Working Group
February 2016



Presentation Topics



- **Transit Ridership Improvement Program (TRIP)**
 - Bus System
 - Light Rail Enhancements
 - Core Connectivity
- **Diridon Station Multi-Modal Station Design**

VTA Service at a Glance



Service Area: Santa Clara County



- 15 cities
- 1.8 million residents
- 70 bus lines
- 432 buses
- Approximately 3,800 stops, 800 shelters
- 3 light rail transit lines
- 99 light rail vehicles
- 43.43 million boardings in FY2014
- 140,965 average weekday boardings

63

Transit Ridership Improvement Program



- **TRIP Purpose**
 - Improve Ridership
 - Improve Farebox Recovery Rate
 - Connect to Berryessa and Milpitas BART Stations
- **Two-Year Planning and Policy Effort**
 - Transit Network Design (FY18-19 Service Plan)
 - Working with Jarrett Walker and Associates

64

Transit Ridership Improvement Program



TRIP Elements

- 1 Assessment of VTA's Current Transit Service
- 2 Policy Development
- 3 Partner Education and Involvement
- 4 Development of VTA's Next Network

Changes coming to

- Light Rail Service
- Bus Service
- Core Connectivity

65

Policy Discussions



PRODUCTIVITY

GOAL IS RIDERSHIP

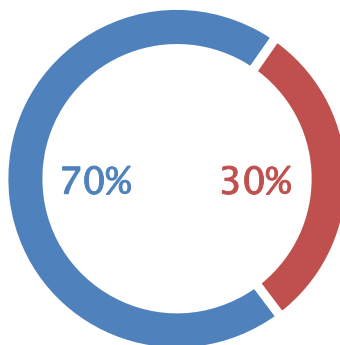
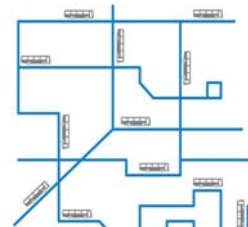
- High demand areas
- Productive
- Fast, straight, direct
- Service for everyone

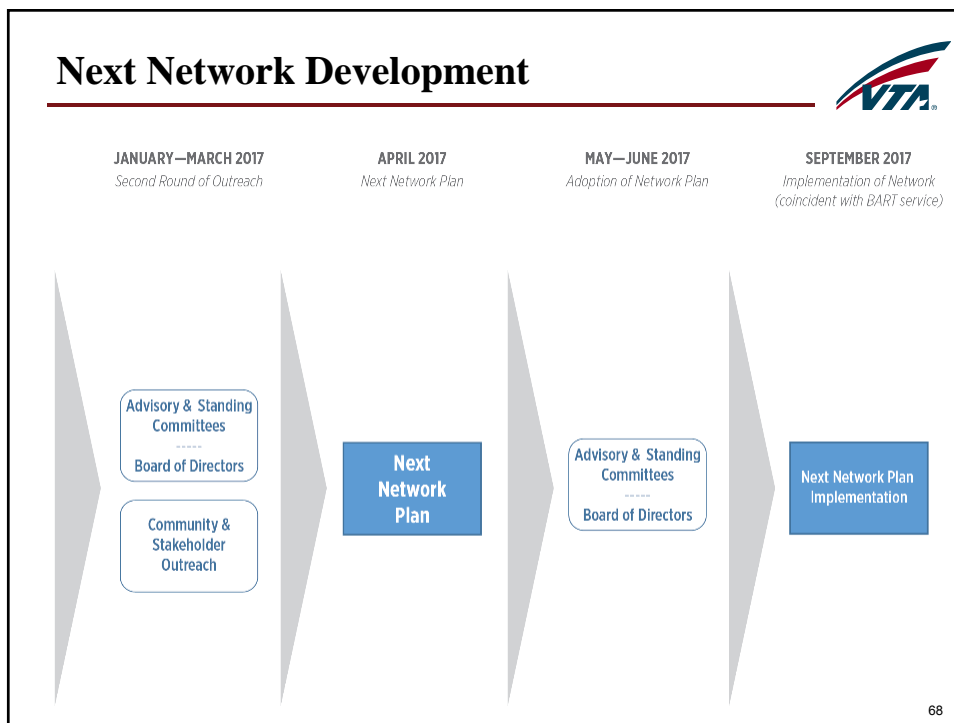
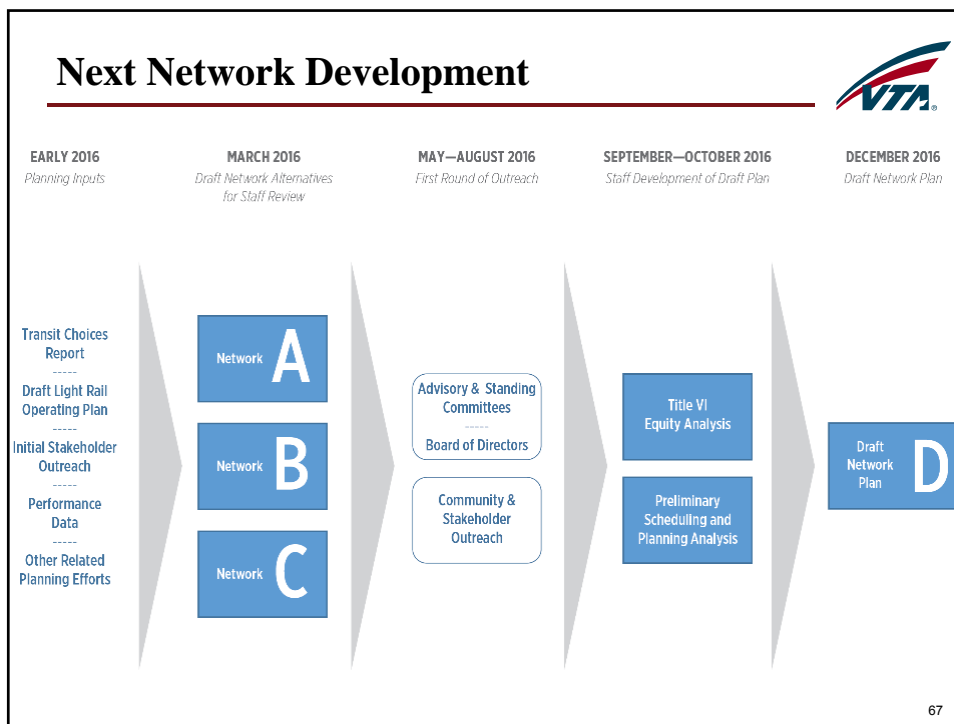


COVERAGE

GOAL IS NOT RIDERSHIP

- Low demand areas
- Unproductive
- Meandering
- Service for those who need it

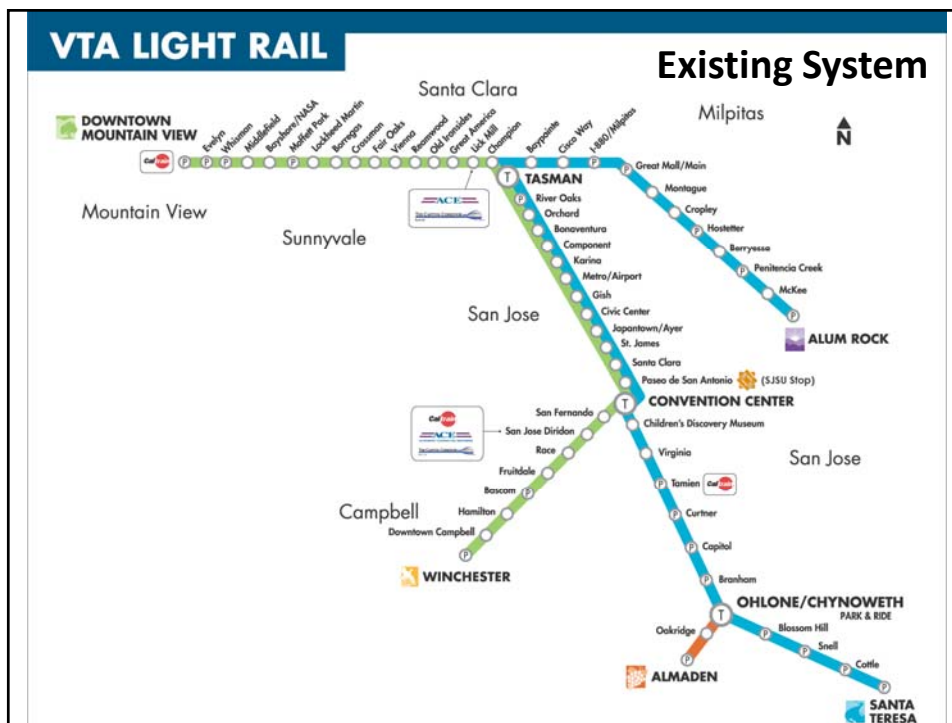




Light Rail Enhancements



- **New Operating Plan**
- **Speed Improvements**
 - Downtown
 - North First Street
 - System-wide Slow Speed Zone



VTA LIGHT RAIL

Milpitas BART Station

Estimated Ridership

- BART – 10,000
- Light Rail – 6,400
- Transfers – 4,100 between BART and Light Rail

Milpitas BART Mode of Access

Mode of Access	Percentage
Light Rail	40%
Auto	25%
Bus	22%
Bike/Ped	13%

pedestrian overcrossing connecting Milpitas Station to VTA's Montague Light Rail

Rendering of future Milpitas Station and campus.

VTA LIGHT RAIL

Scenario 2

- **New Tasman Line connecting Mountain View to Alum Rock**
 - 15 minute frequencies all day
 - No Express service
- **Winchester Mountain View line changes..**
 - Express route in peak periods between Mountain View and Old Ironsides
 - Turns back at Old Ironsides in the off-peak
- **Commuter Express service change...**
 - Loops around Downtown San Jose and returns to Santa Teresa,
 - Peak Period only, 30 minute frequencies

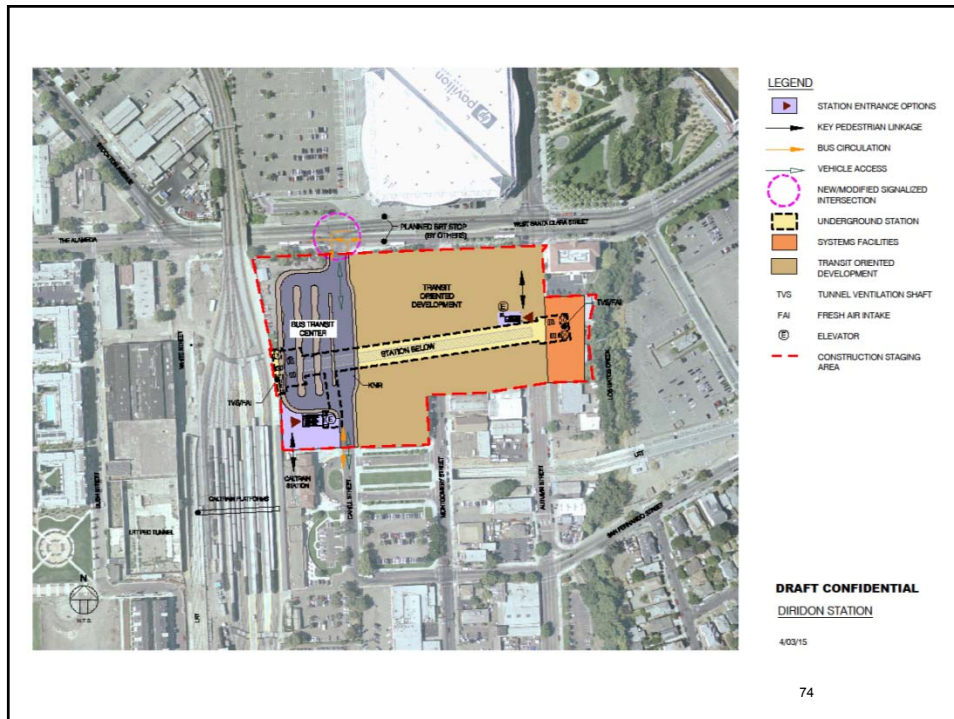
Tasman Express Option (Peak Period Only)

Commuter Express Option (Peak Period Only)

Diridon Intermodal Station

- Diridon Intermodal Station Task Force
 - VTA
 - City of San Jose
 - Caltrain
 - CA High Speed Rail
- Three-Pronged Approach
 - Governance
 - Intermodal Station/Station Area
 - Master Developer/Financing Strategy
- Intermodal Conceptual Plan
 - RFP – Early Spring 2016

73





BART's Station Naming Policy

Leyla Hedayat, VTA

75

Phase II Station Naming Overview



- Review and confirm the station names with the Phase II CWGs
- Review BART Naming Policy and Procedures
 - BART policy and procedures on CWG website:
 - Under *Phase II CWG Links*
- VTA timeline and process for potential station name change

76

BART Station Naming Policy and Guidelines



- Overall helpfulness to the passenger
- Informativeness
- Geographical significance
- Brevity
- How well it sounds
- Distinctiveness
- Ease of pronunciation
- Historical basis
- Prominence in the area
- Overall appeal

77

BART Station Naming Policy and Guidelines



- Transit System Context
- Simplicity
 - For quick recognition and retention
 - Brief and distinctive
 - Easy to pronounce and understand
- Station Area Context
 - Historical basis
 - Geographically significant
 - Not named after private or commercial enterprises

78

Station Naming Process for Phase II Stations



- February 9th, 10th, 11th CWG Meeting – review the process for proposing a new station name, provide overview of BART Station Naming Policy and Procedure.
- February 26th VTA/BART Coordination Meeting – provide an update to BART on status and determine their review and information to their board.
- March 7th PWC Meeting – present the process for station naming and guidelines from BART station Naming Policy and Procedure.
- April 7th VTA Board Meeting – Present process for station naming under Phase II project update.

79

Station Naming Process for Phase II Stations



- April 12th, 13th and 14th CWG Meetings – recap naming process and guidelines. Conduct a silent poll of the CWG members. The facilitator will select the top 2 or 3 preferred names for further discussion.
- Weeks of April 18th and 25th – meet with City staff to review CWG recommendations. City staff to meet with City manager and provide recommendation to VTA.
- May 2nd PWC Meeting – present the final recommended name for all station for VTA Silicon Valley Phase II.
- June 9th Board Meeting – present final recommended names under the PWC Chair report.

80



Discussion

Eileen Goodwin, Facilitator

81



Next Steps

- Next meeting: Tuesday, April 12, 2016 ~ 4:00-6:00 PM,
San Jose/SV Chamber of Commerce ~ BYOB
 - Financial Update of BART Phase II (VTA and Ernst & Young to present)
 - Economic Analysis Surrounding BART Stations (City to present)
 - Construction Outreach Best Practices Research Summary Update
 - Process for Evaluating the Proposed East and West Options for the Downtown Station
 - Environmental process (Draft SEIS/SEIR, public meetings, how to comment)
 - Parking Management in the Diridon Specific Plan (City to present)
 - BART's Station Naming Policy
- Parking Validation
- Action Items

82