

VTA's BART Silicon Valley Phase II Extension

Santa Clara Community Working Group

September 15, 2016



Agenda



- Follow-up Items and Work Plan
- City Related Project Update: City Place
- FTA Process: New Starts Funding
- Impact of Transit on Station Area Communities
- Lessons Learned from Phase I
- Project Updates
- Next Steps

Role of the CWG



- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project

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Your Role as a CWG Member



- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

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Role of the CWG Team



CWG Team Member	Role
Eileen Goodwin	Facilitator
Angela Sipp	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
John Davidson	City of Santa Clara – Planning Liaison

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Upcoming Meetings



Public Hearings for Draft Environment Document

- Winter 2017

VTA Board of Directors

- September 23, 2016 (Workshop Meeting) at 9:00AM
- October 6, 2016 at 5:30PM
- November 3, 2016 at 5:30PM

BART Silicon Valley Program Working Committee

- October 3, 2016 at 10:00AM

Public meetings on specific technical topics - TBD

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Follow-up Items



- None

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Schedule Update
Leyla Hedayat, VTA

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Schedule Update



- Circulate Draft SEIS/SEIR Document – December 2016*
- VTA Board Defines Final SEIS/SEIR Project – May 2017*
- Circulate Final SEIS/SEIR Document – October 2017*
- FTA Record of Decision – December 2017*

*Contingent on FTA review

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Work Plan Shifts

Eileen Goodwin, Facilitator

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City Related Project Update: City Place

John Davidson,
City of Santa Clara

City Place *land uses*

PROGRAM SUMMARY

-  **239 ACRES**
9.2 M²
TOTAL PROJECT

-  **5.7 M²**
OFFICE
-  **1.1 M²**
RETAIL
-  **1,360 UNITS**
RESIDENTIAL
-  **700 ROOMS**
HOTEL
-  **250,000 SF**
FOOD & BEVERAGE
-  **190,000 SF**
ENTERTAINMENT



City Place *aerial*



AERIAL VIEW LOOKING NORTH

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City Place TDM program

Transportation Demand Management

- Mitigation Measure includes:
 - A 10% peak hour office trip reduction target
 - A 5% peak hour residential trip reduction target
 - A palette of TDM options, including shuttles to transit
 - Annual monitoring

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FTA Funding Process

Kevin Kurimoto, VTA

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FTA Funding Process

Community Working Groups
September 2016



Phase II Funding Strategy



Phase II Project Cost: \$4.69 Billion¹

Funding Status	Source	Target Value
Expended	Measure A Sales Tax & TCRP	\$160 Million
Projected	Existing Measure A Sales Tax	\$1 Billion
Projected	FTA New Starts	\$1.5 Billion
Projected	New Sales Tax Measure B	\$1.5 Billion
Projected	Cap & Trade Program	\$750 Million ³
Total		\$4.91 Billion ²

¹ As part of the Federal New Starts review process, FTA will conduct a risk evaluation and establish with VTA the contingency levels for the project.

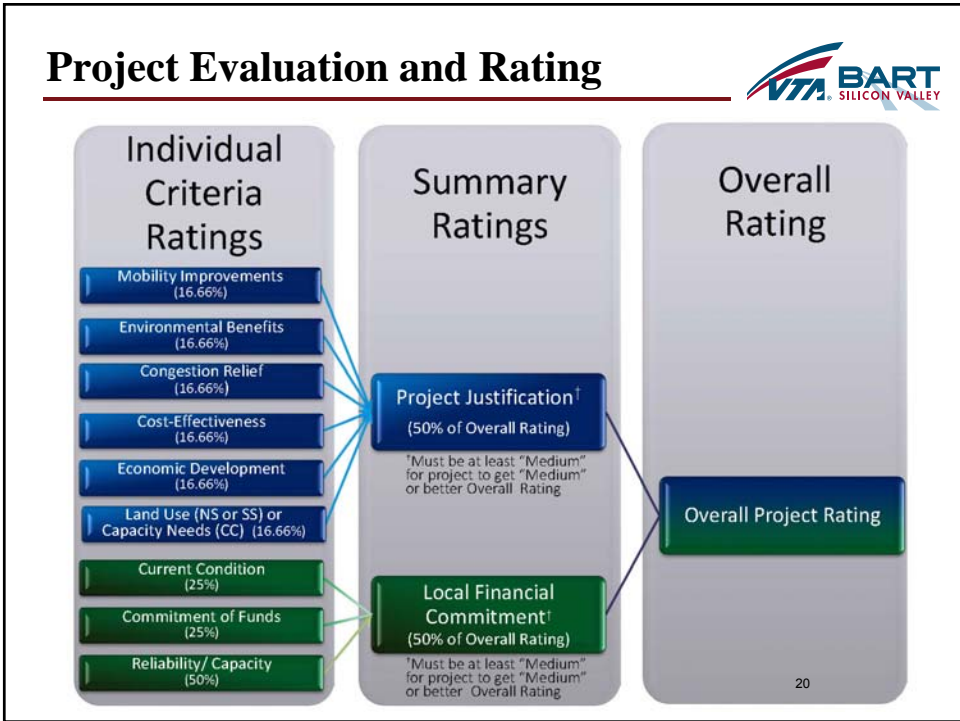
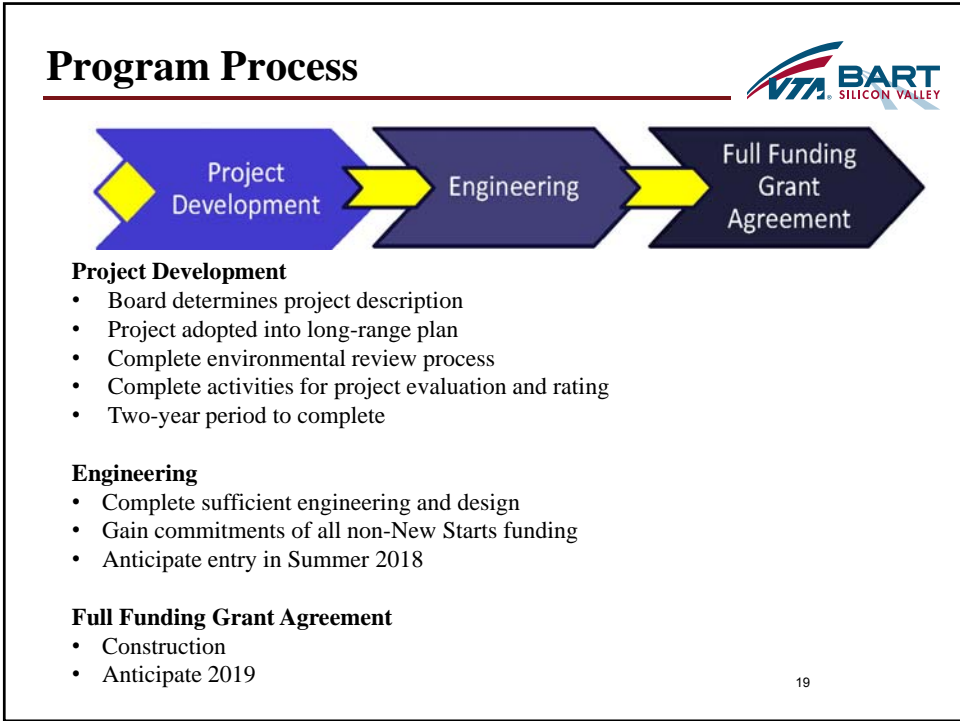
² The amount included in the funding strategy assumes a level of additional contingency resulting from the future risk assessment results.

³ VTA is targeting the maximum State Cap & Trade amount of \$750 million. The current program is competitive and any allocation awarded to VTA could be less than the target amount.

FTA Capital Investment Grant (CIG) Program



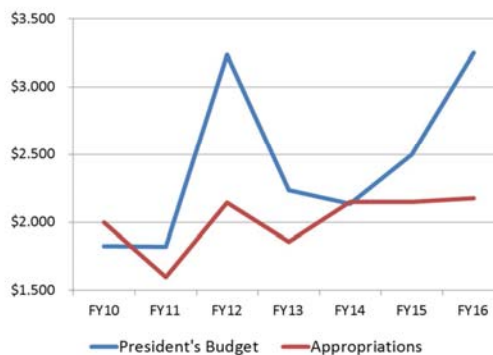
- Fixing America’s Surface Transportation Act (FAST), discretionary & highly competitive Federal grant program
- Legislatively directed multi-year, multi-step process, with FTA project evaluation and rating required at specific points
- Roughly \$2 billion appropriated each year
- Demand for funds exceeds supply
- Phase II accepted into Project Development phase March 2016



Program Funding



- FAST authorizes the CIG Program at \$2.3 billion each year through FY2020 (no growth)
- Historically appropriations have been between \$1.8 and \$2.1 billion per year for the program



Questions



Impact of Transit on Station Area Communities

Val Menotti, BART

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Impact of Transit on Station Area Communities



Strengthening the connections between people, places, and services enhances BART's value as a regional resource.

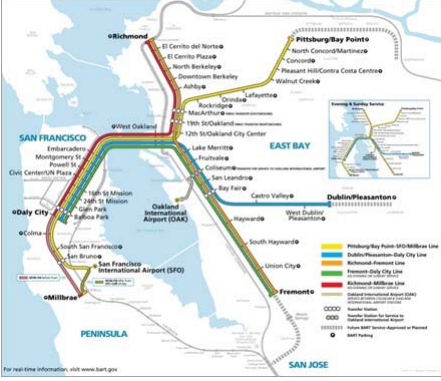
SVRT Community Working Groups
August 13-15, 2016

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Impact of Transit on Station Area Communities

System Facts

- Elected Board of Directors – nine districts
- 3 Counties:
 - Alameda, Contra Costa & San Francisco
 - Serves San Mateo, and soon Santa Clara
- 104 total miles
- 5 lines + Oakland Airport Connector
- 45 stations
- 46,000 parking spaces
- Farebox recovery: 74%



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Impact of Transit on Station Area Communities

Agenda

Impact of Transit on Station Area Communities

- Regional Accessibility
- Property Values
- TOD Project Examples
- Lessons Learned





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Impact of Transit on Station Area Communities

Regional Accessibility

- Travel time
- Cost
- Other considerations (i.e. comfort, productivity)

BART SAVES COMMUTERS TIME

OAKLAND

Commuters save **7 min. per trip** by using BART instead of driving

SAN FRANCISCO

Commuters save **30 min. per trip** by using BART instead of driving

Taking BART vs. Driving
Orinda to Downtown San Francisco (Montgomery)
Annual Cost (2014 dollars)

<p style="font-weight: bold; color: #00728f;">\$2,100</p> <p style="font-size: x-small;">BART fare</p>	<p style="font-weight: bold; color: #00728f;">\$2,300</p> <p style="font-size: x-small;">Gas, maintenance, oil changes, and depreciation</p>
<p style="font-weight: bold; color: #00728f;">\$700</p> <p style="font-size: x-small;">BART Park and Ride fee</p>	<p style="font-weight: bold; color: #00728f;">\$6,800</p> <p style="font-size: x-small;">Parking and bridge tolls</p>
<p style="font-weight: bold; color: #00728f;">\$2,800</p> <p style="font-size: x-small;">Annual cost</p>	<p style="font-weight: bold; color: #00728f;">\$9,100</p> <p style="font-size: x-small;">Annual cost</p>

Assumption: Commute distance of 10 miles and 228 workdays per year. BART parking \$3/day. BART fare \$8.80/day round trip.


Sources: AAA Daily Fuel Gauge Report 10/10/2014, CA Metro Average, Oakland Radar Average, US EPA Fuel Guide (www.fueleconomy.gov/fg/), 2011 family sedan (Toyota Camry); Sears.com; BART.gov; and ALH Urban & Regional Economics.

Impact of Transit on Station Area Communities

Proximity to Station Matters

Transit Mode-Share as a Function of Distance from Station

Travel Characteristics of Transit-Oriented Development in California. Lund, Cervero, Willson, January 2004.
https://www.bart.gov/sites/default/files/docs/Travel_of_TOD.pdf



Impact of Transit on Station Area Communities


Effects: BART + Other Factors

BART affects property values when other factors present:

- Community support
- Local zoning / incentives / redevelopment
- Strong real estate market

BART @ 20 Series: Land Use and Development Impacts, University of California Transportation Center (UCTC) Working Paper #308, Cervero, et. al, Sept. 1995

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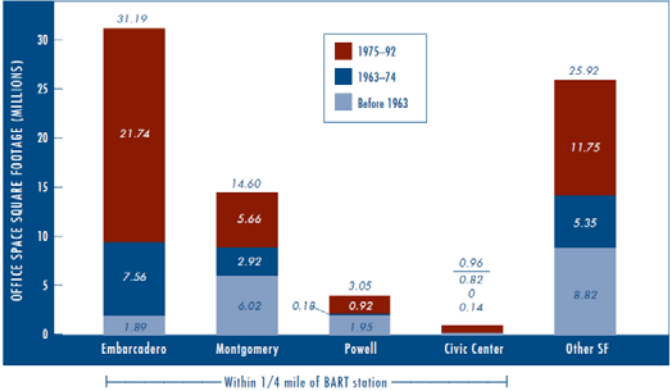


Impact of Transit on Station Area Communities

BART @ 20 Studies (1995): Office Space

San Francisco (1963 – 1992)

FIGURE 4
San Francisco office space construction by period

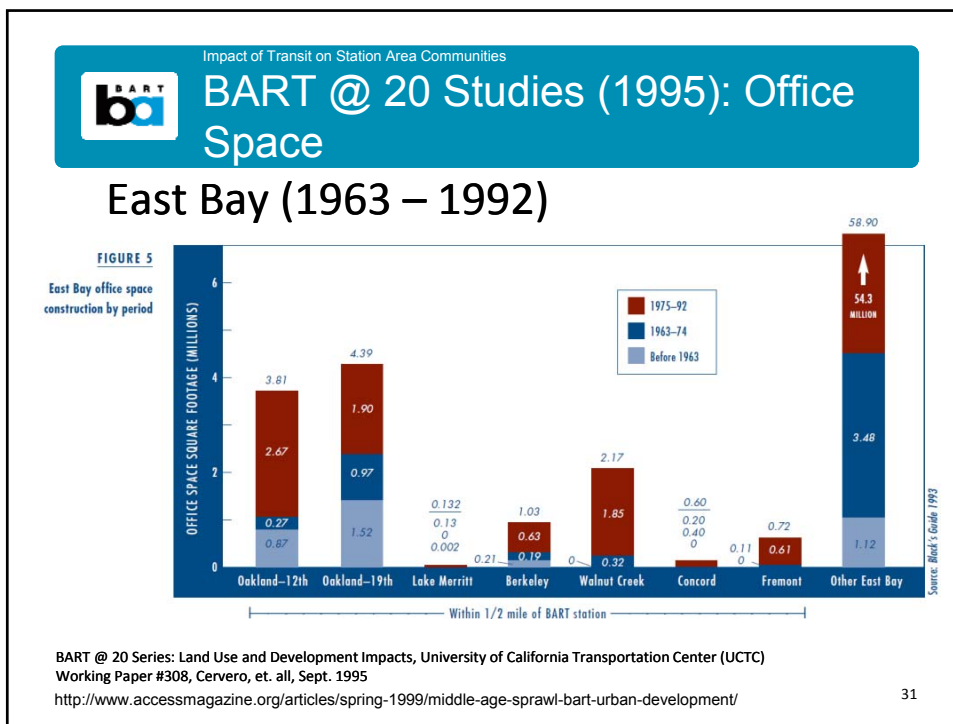



Area	Before 1963	1963-74	1975-92	Total
Embarcadero	1.89	7.56	21.74	31.19
Montgomery	6.02	2.92	5.66	14.60
Powell	1.95	0.92	0.18	3.05
Civic Center	0.14	0	0.82	0.96
Other SF	8.82	5.35	11.75	25.92

Source: Black's Guide 1992

BART @ 20 Series: Land Use and Development Impacts, University of California Transportation Center (UCTC) Working Paper #308, Cervero, et. al, Sept. 1995
<http://www.accessmagazine.org/articles/spring-1999/middle-age-sprawl-bart-urban-development/>

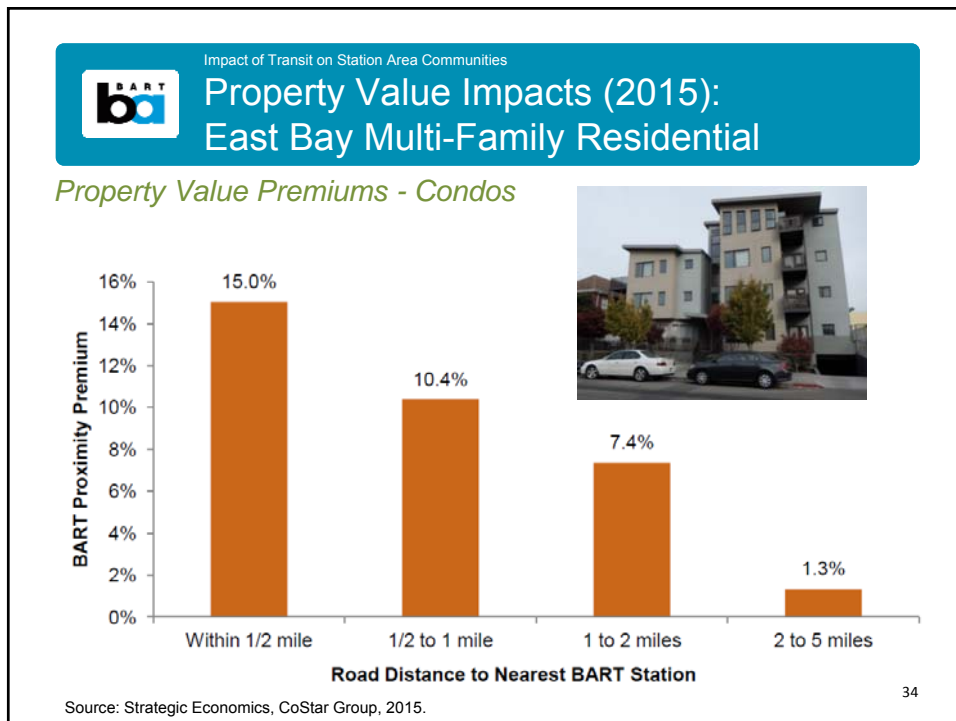
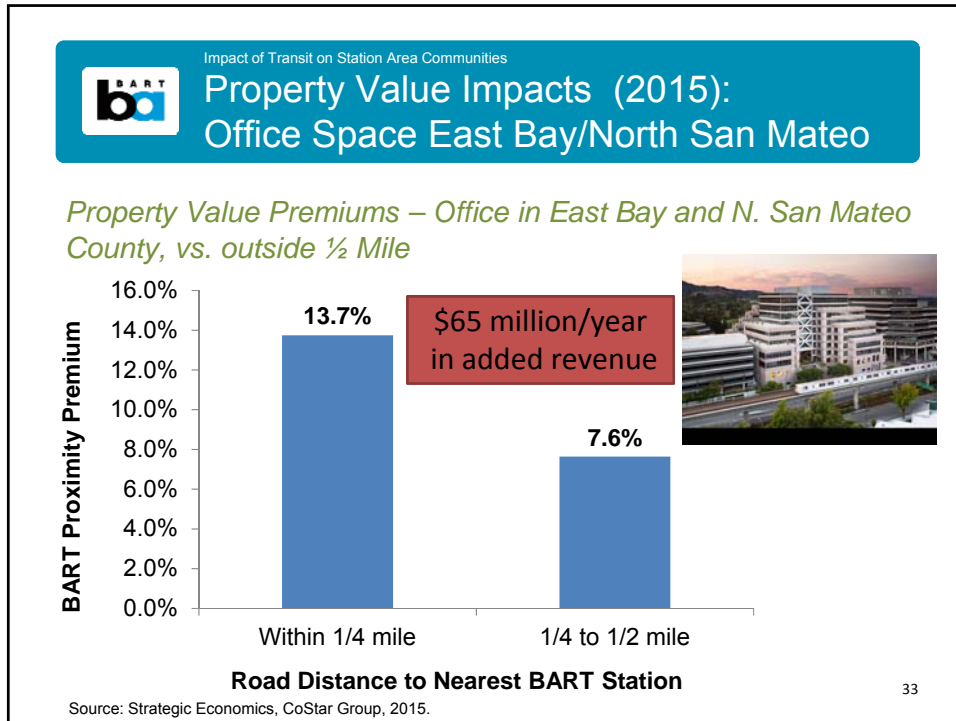
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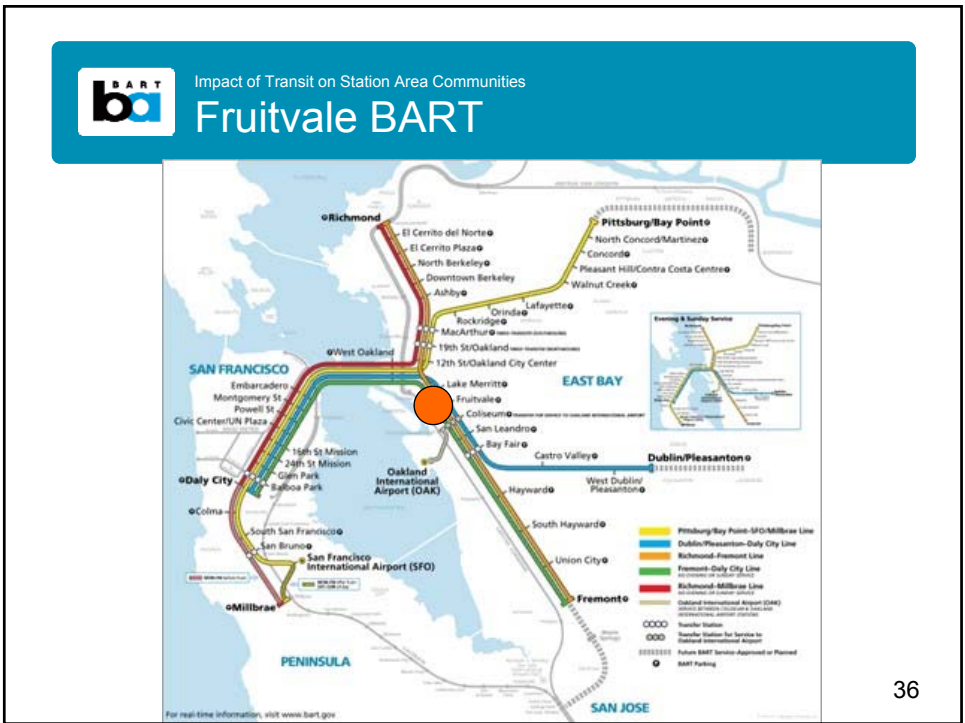


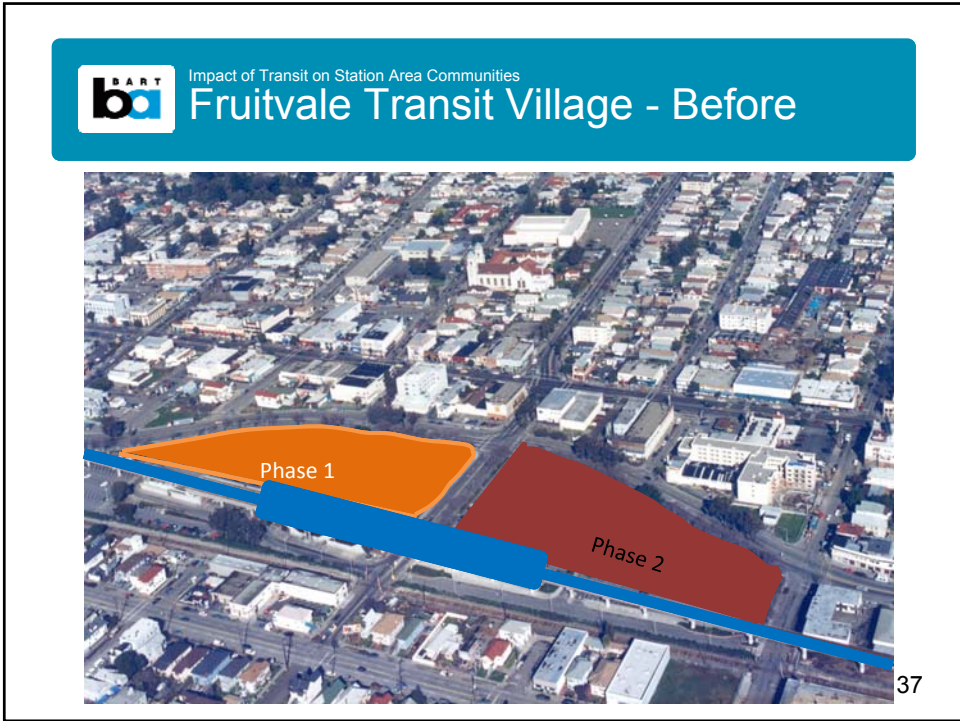
Impact of Transit on Station Area Communities

Transit-Oriented Development Projects

Status	Station	Total Units	Affordable Units	% Affordable	Office (SF)	Retail (SF)
Completed	Castro Valley	96	96	100%	-	-
	Fruitvale	47	10	21%	27,000	37,000
	Pleasant Hill Ph I	422	84	20%		35,590
	Hayward	170	0	0%		
	Ashby	0	0	0%	80,000	
	Richmond	132	66	50%		9,000
	Dublin/Pleasanton I	309		0%		
TOTAL COMPLETED		1176	256	22%	107,000	81,590
Under Construction	MacArthur	624	106	17%	5,000	42,500
	San Leandro	200	200	100%	5,000	1,000
	South Hayward Ph I	354	152	43%	-	-
	TOTAL UNDER CONSTRUCTION	1,178	458	39%	10,000	43,500
COMPLETED AND UNDER CONSTRUCTION		2,354	714	30%	117,000	125,090

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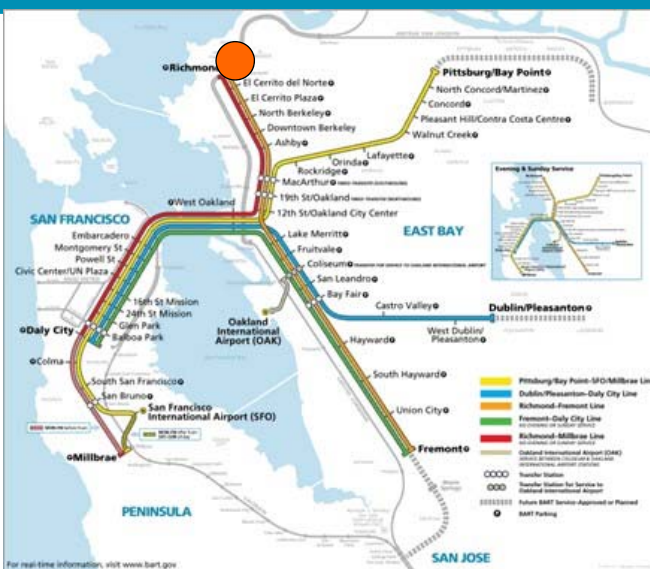





Fruitvale BART Paseo - After




Richmond BART






Richmond BART - Before





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Impact of Transit on Station Area Communities

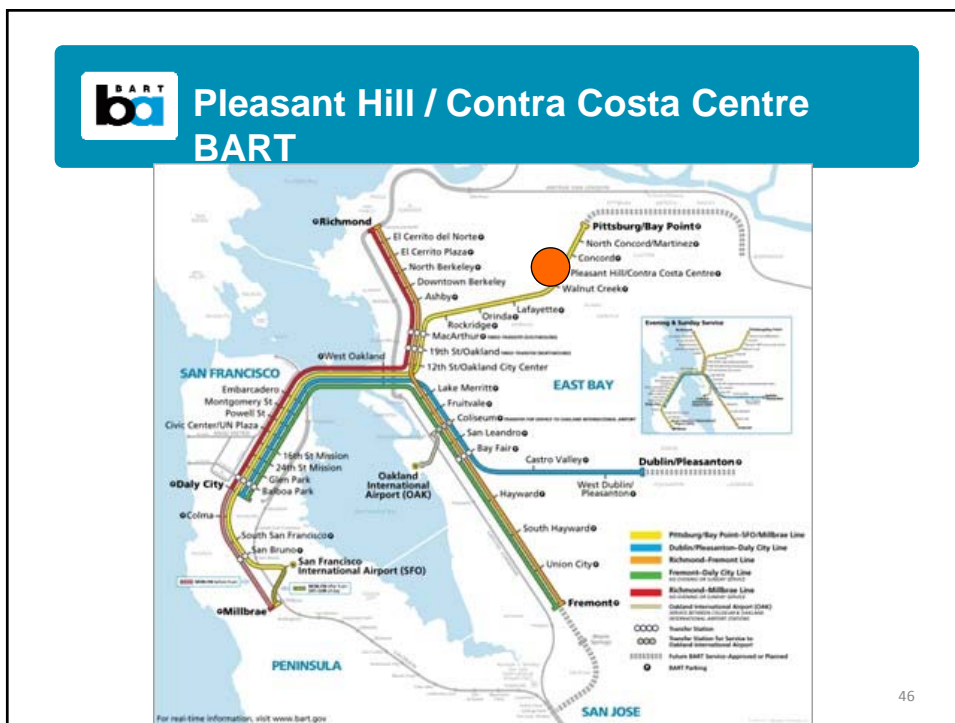
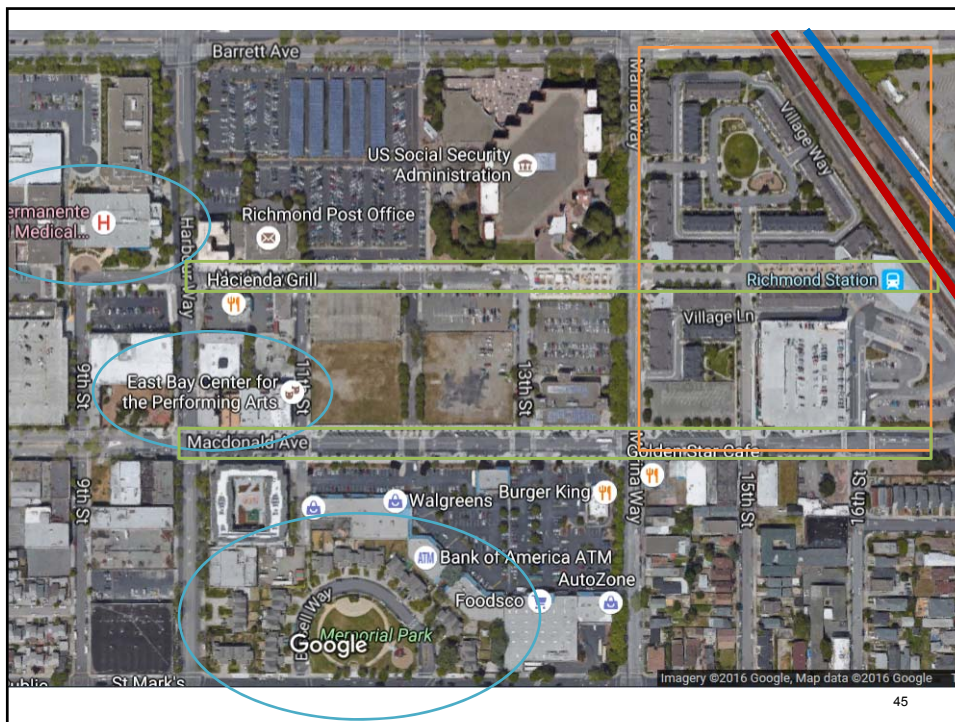
Richmond BART

A Case Study of Holding a Longer Term Vision

- City Redevelopment effort
- Lower density, larger district-wide plan
- Capitalize on Intercity Rail / BART connection
- Improved intermodal access and sense of safety at station
- Streetscape on Nevin & MacDonald
- Transformative:
 - Kaiser Hospital was going to close, expanded instead in 2006


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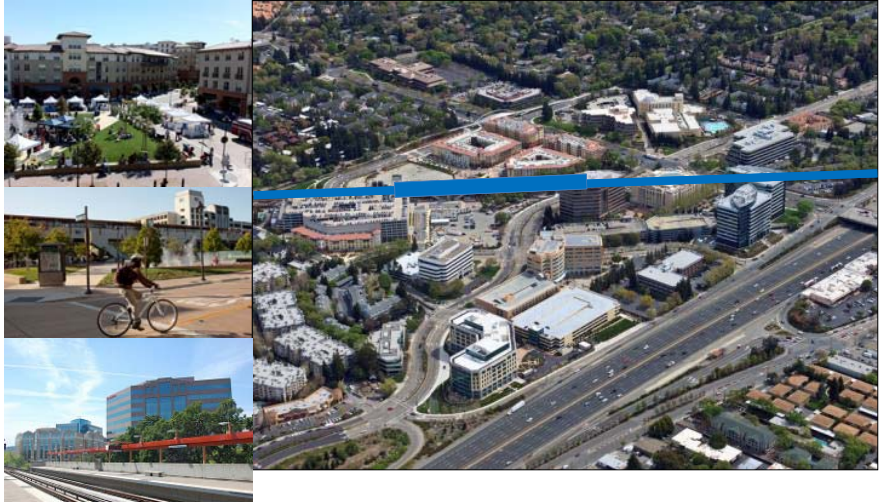




Pleasant Hill / Contra Costa Centre BART Station
Transit Village Site Plan

- Semi-rural / suburban site in 1972
- Specific Plan adopted 1983 and Redevelopment Plan 1984
- Contra Costa Centre has emerged as mixed-use, suburban center of 140 acres
- 2.2 M SF Class A office space
- 423 hotel rooms
- 2,300 multi-family residential units

 Impact of Transit on Station Area Communities
Pleasant Hill / Contra Costa Centre
BART



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Impact of Transit on Station Area Communities
Pleasant Hill / Contra Costa Centre BART



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 Impact of Transit on Station Area Communities

Lessons Learned

- BART is an important investment to improve regional accessibility and sustainability.
- Transit alone does not change a station area
- Important to also have:
 - Community vision
 - Local initiatives
 - Market forces to amplify accessibility benefits
- Change is market driven and thus incremental
- Redevelopment has played a huge role historically
- Station Areas can become focal points for communities
- Consider equity from the beginning

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 Impact of Transit on Station Area Communities



Strengthening the connections between people, places, and services enhances BART's value as a regional resource.

SVRT Community Working Groups
August 13-15, 2016



Lessons Learned from Phase I

Leyla Hedayat, VTA

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Lessons Learned from Phase I

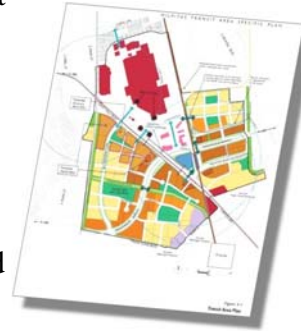
Community Working Groups
September 2016



Lessons Learned: Design and Planning



- Include “joint development” in environmental clearance (redevelopment of excess property; retail uses within station sites)
- Rigorous planning of utility relocations
- Avoid showing detailed architecture on project graphics until design is advanced
- Advance station designs ahead of community planning or specific plans by cities



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Lessons Learned: Design and Planning



- Detailed agreements with cities or agencies in advance, defining non-transit improvements to be constructed by project and cost sharing terms
- Prepare a “road map” of the federal funding process tracking all deliverables required by FTA
- Attention to operating costs in advance, not just capital costs; ensure funding sources are adequate
- Property and right-of-way acquisitions must follow federal Uniform Relocation Act

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Lessons Learned: Project Delivery

Design-Build



- Provides potential cost and time savings, but also involves challenges
- Bid documents need considerable detail for construction items to be owned by others (e.g., cities). Cannot simply require construction “to city standard” because this may be variable or unclear
- Third party plan reviews may result in change orders. Address this with careful contract language and/or advance agreements with the third parties
- Ensure RFP documents fully describe all project elements that really matter to the project. Design-Build contractor not obligated to provide more or better than what is stated in the documents.

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Lessons Learned: Real Estate



- Assess appraisal resources early in process, considering need for consistency based on location, type of property, highest and best use, etc.
- Particularly if a design build project, communicate early and often with engineers to ensure acquiring actual need—not more and not less—and to ensure no changes in design affecting acquisition
- Work closely with environmental team to ensure language does not needlessly create issues for environmental clearance and real estate negotiations
- Consider time needed for FTA concurrences as part of schedule. Give FTA a “heads up.” They will work with you!

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Lessons Learned: Outreach



- Involve Outreach early in project planning, design and engineering, become project knowledgeable
- Research and establish relationships with key stakeholders in advance of construction
- Consistently assign project outreach staff to work in specific communities
- Provide comprehensive requirements in construction documents for outreach support

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Questions

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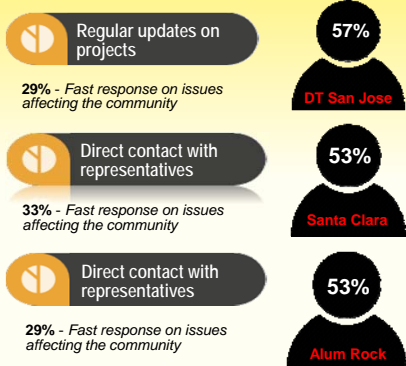


Recap of June CWG Construction Outreach Poll Results

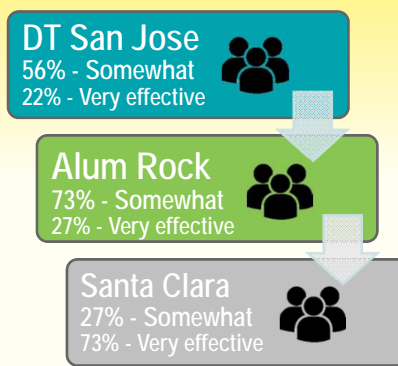
Angela Sipp, VTA

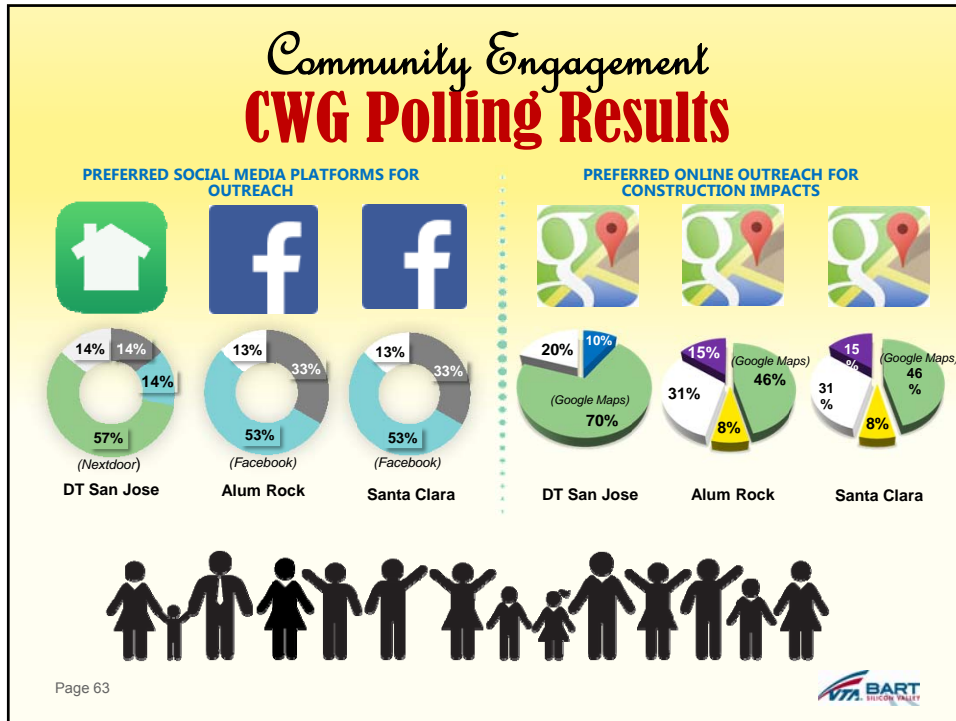
Community Engagement CWG Polling Results

MOST VALUED FUNCTION OF COMMUNITY OUTREACH



EFFECTIVENESS OF COMMUNITY WORKING GROUP PROCESS





- ## Upcoming Community Outreach Efforts
-
- ▶ Environmental Draft Public Meetings – Winter 2017
 - ▶ Access Planning Workshops – Winter 2017
 - ▶ Construction Methodology Workshop – Spring 2017
 - ▶ Board Approval – Spring 2017
-
- Page 64



Discussion

Eileen Goodwin, Facilitator

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Next Steps

- Next meeting: Thursday, November 17, 2016 ~ 4:00-6:00 PM,
South Bay Historic Railroad Society ~ BYOB
 - Environmental process (how to comment)
 - Technology Integration in BART Phase I Design
 - VTA Contracting (SBE/DBE outreach and local business outreach and goals)
 - CWG Next Steps, Recap of Election
- Action Items

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