

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

June 13, 2019



Agenda

- Follow-Up Items
- CWG Member Report Back
- Diridon Station Integrated Concept Plan
- Phase II Update
- Construction Education & Outreach Plan
- Transit Oriented Communities Strategy Study
- 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

Your Role as a CWG Member

- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Report back and 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
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Erica Roecks	Technical Lead
Charla Gomez	City of San José – Planning Liaison
Jessica Zenk	City of San José – DOT Liaison
John Davidson	City of Santa Clara – Planning Liaison

Upcoming Meetings

- CWG Dates
(<http://www.vta.org/bart/upcomingmeetings>)
 - September 12, 2019, 4:00 – 6:00 PM
 - November 14, 2019, 4:00 – 6:00 PM
- VTA Board of Directors
(<http://www.vta.org/get-involved/board-of-directors>)
 - August 1, 2019, 5:30 PM
 - September 5, 2019, 5:30 PM

Follow-Up Items


Follow-Up Items

- BART fare setting and fare equity will be discussed at a later meeting closer to the Phase I opening.
- VTA staff will update CWG members when there is an update on the FedEx site when information is available.
- VTA staff will update CWG members when station naming is an item on a future VTA Board agenda.
- VTA staff will update CWG members on the project's funding plan when new information is available.

CWG Member Report Back



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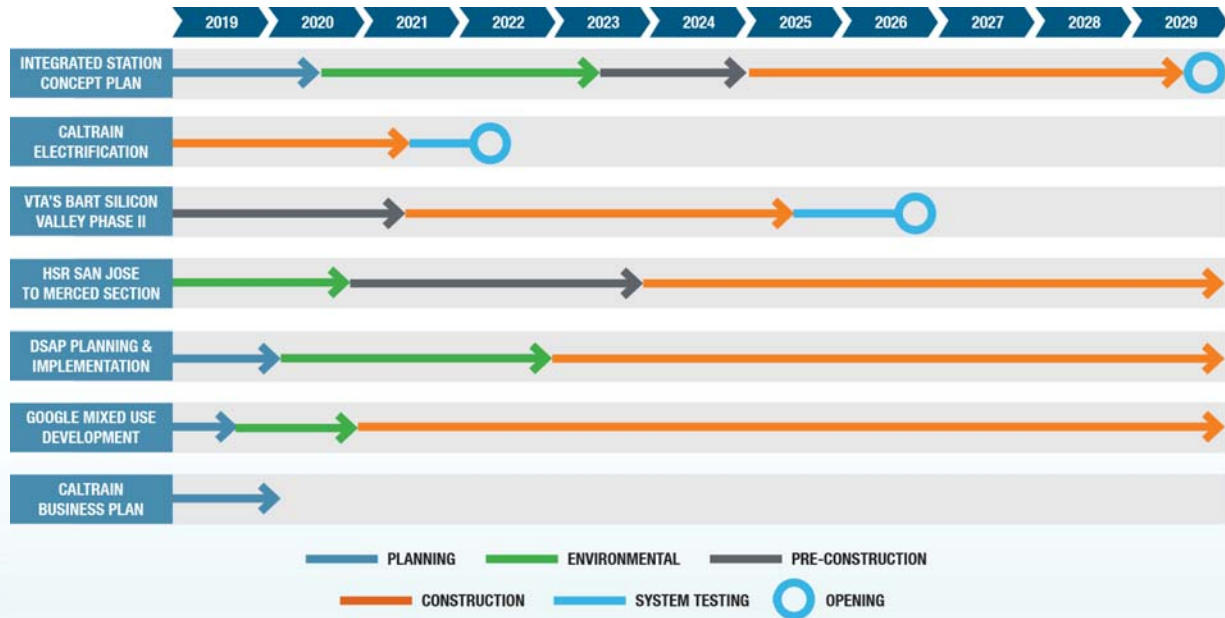
An aerial photograph of the San José Diridon Station area, showing a mix of urban buildings, parking lots, and a large stadium-like structure. The image is partially overlaid with a semi-transparent blue geometric shape on the right side.

June 11, 2019

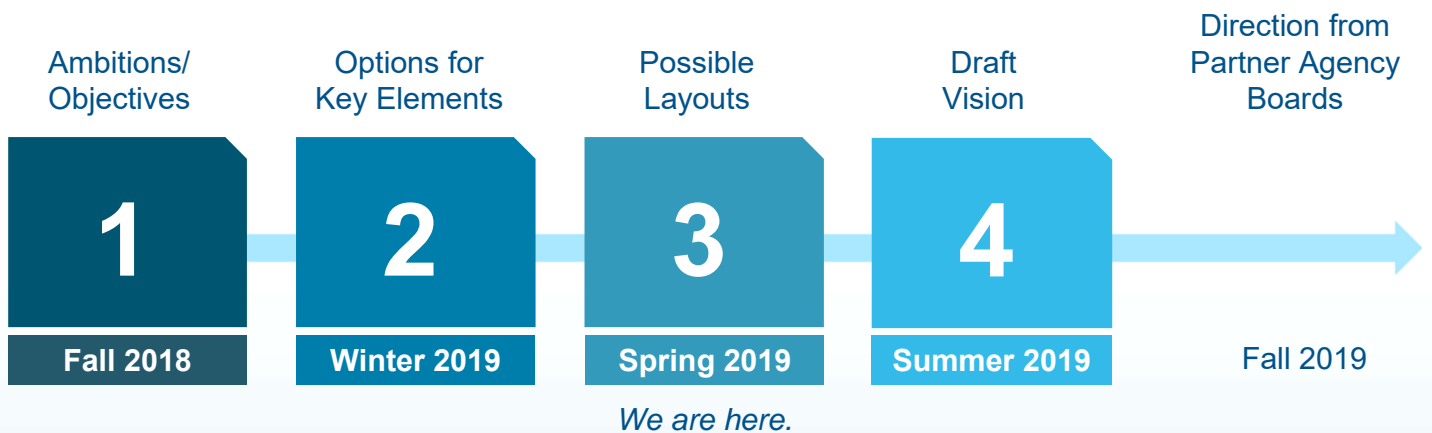
SAN JOSÉ DIRIDON STATION *Integrated Station Concept Plan*

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Projects & Timing



Phase I Process & Outreach Rounds

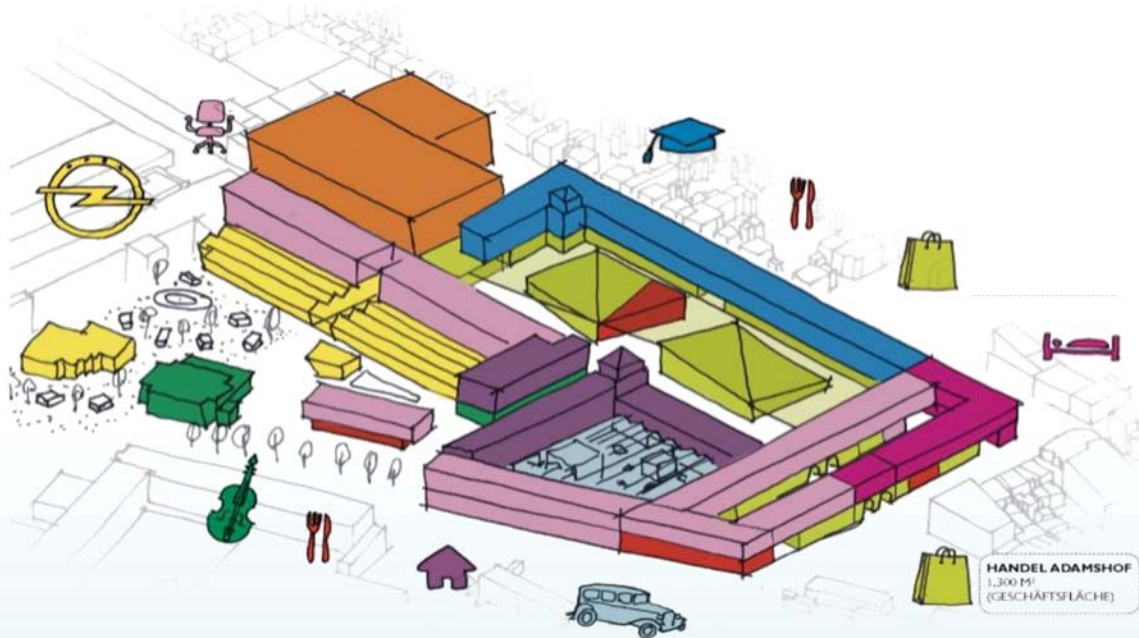


Themes from Community Input

- Seamless passenger experience
- Identity
- Access
- Connectivity
- Development potential
- Revitalization
- Effects on surrounding communities
- Equity
- Environment
- Fiscal responsibility

BIG MOVES & THE KIT OF PARTS

SAN JOSÉ DIRIDON STATION



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SAN JOSÉ DIRIDON STATION

Big Moves

Vertical Platform Position

- At grade
- Elevated

North Alignment

- Existing Northern Corridor
- New Northern Corridor

Station Location

- San Fernando Street
- Santa Clara Street
- Stover Street

South Alignment

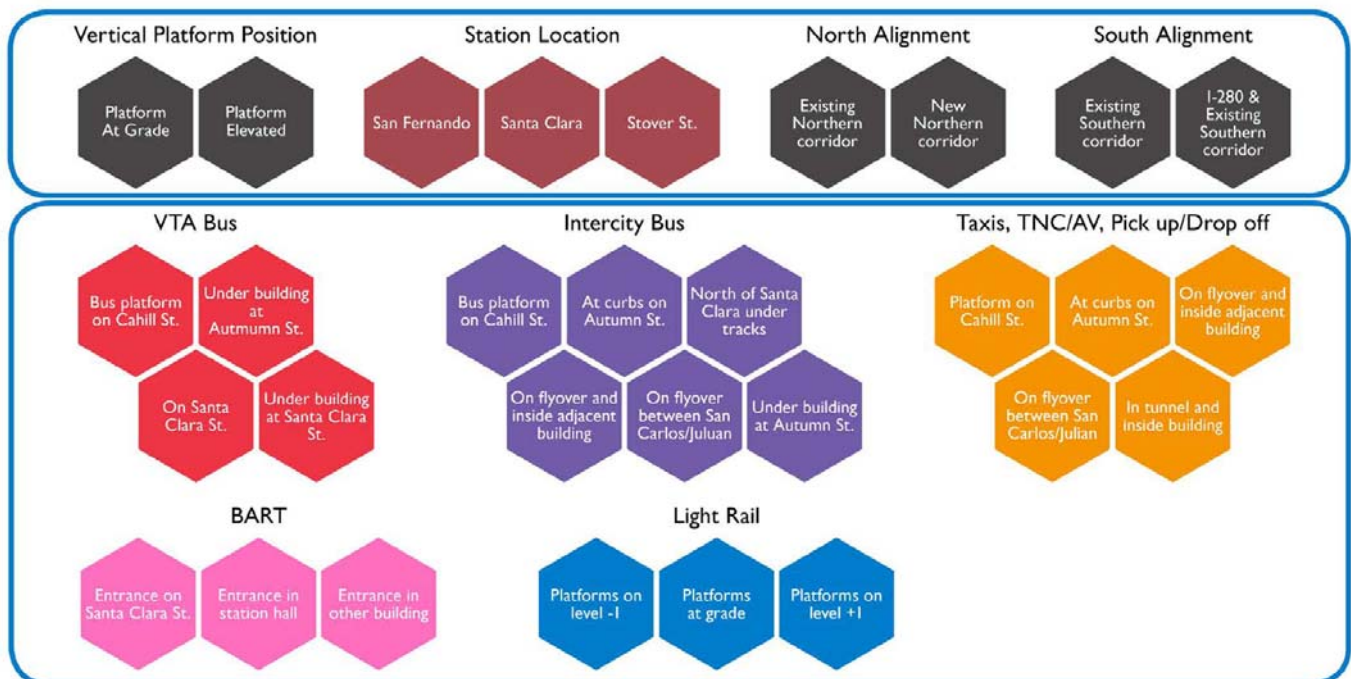
- Existing Southern Corridor
- I-280 & Existing Southern Corridor

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The Kit of Parts

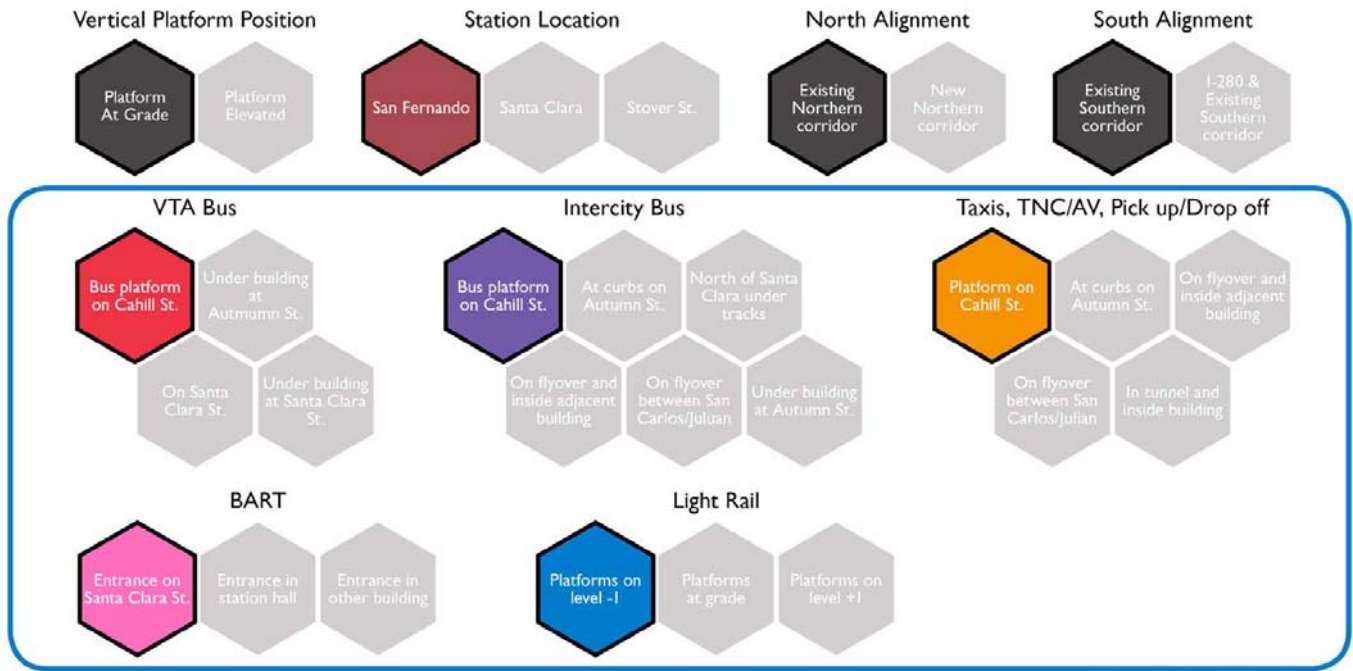
- Pedestrian & bikes
- VTA Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Airport connector
- Parking

MIXING AND MATCHING



MIXING AND MATCHING

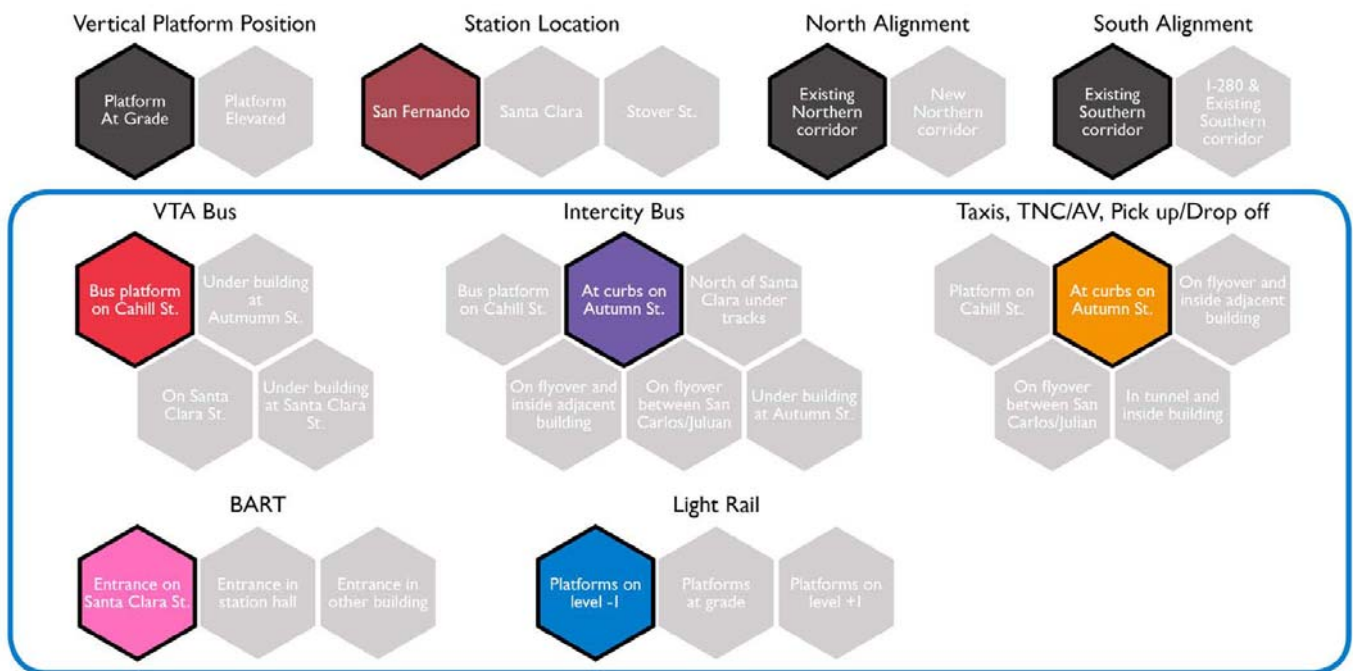
EXAMPLE



Mix and Match Round 1

MIXING AND MATCHING

EXAMPLE

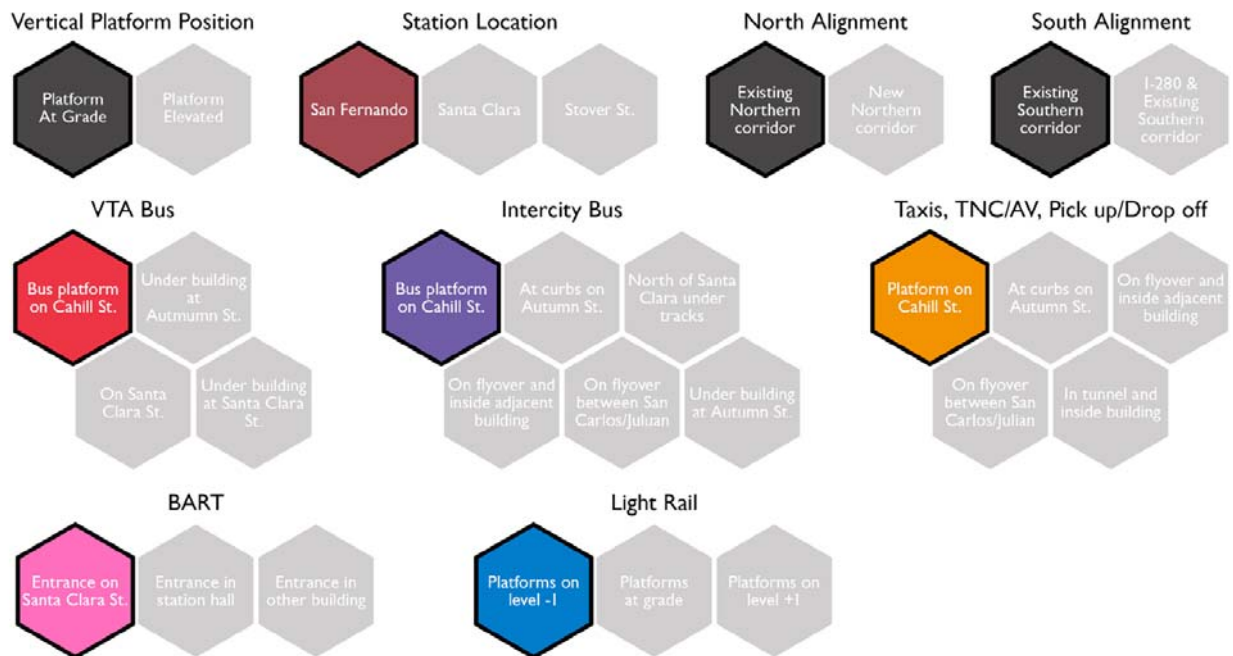


Mix and Match Round 1

LAYOUT 1: SAN FERNANDO STREET

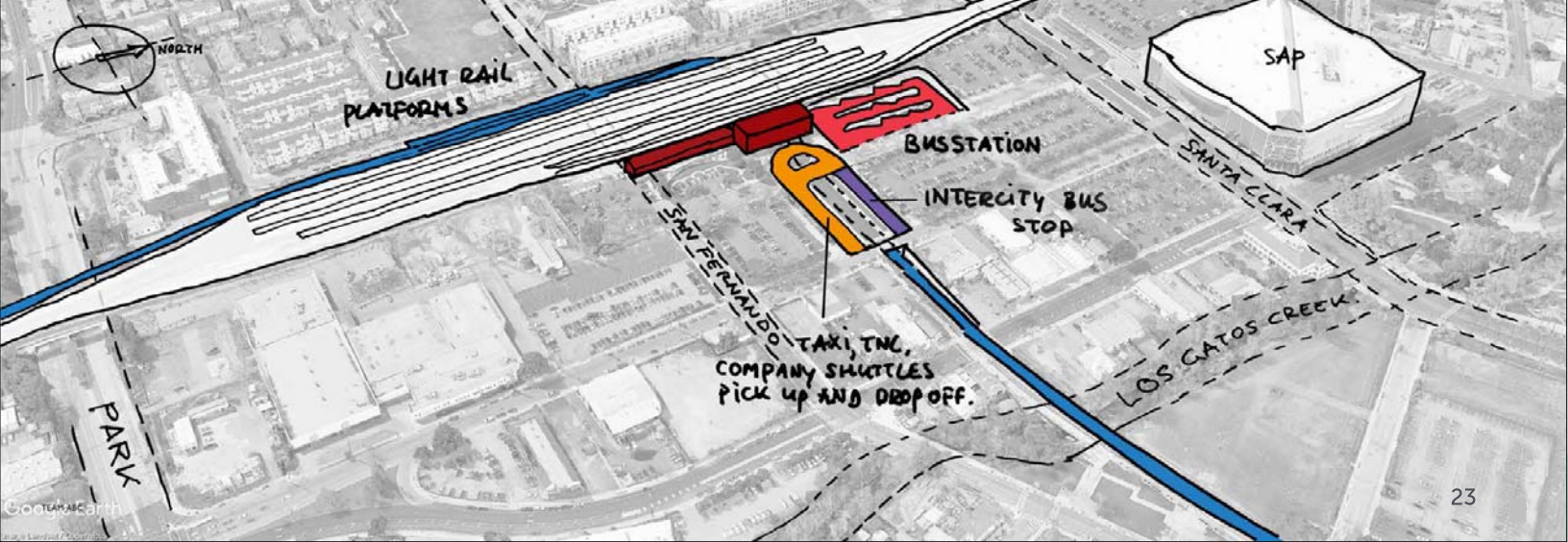
MIXING AND MATCHING

AT GRADE: SAN FERNANDO



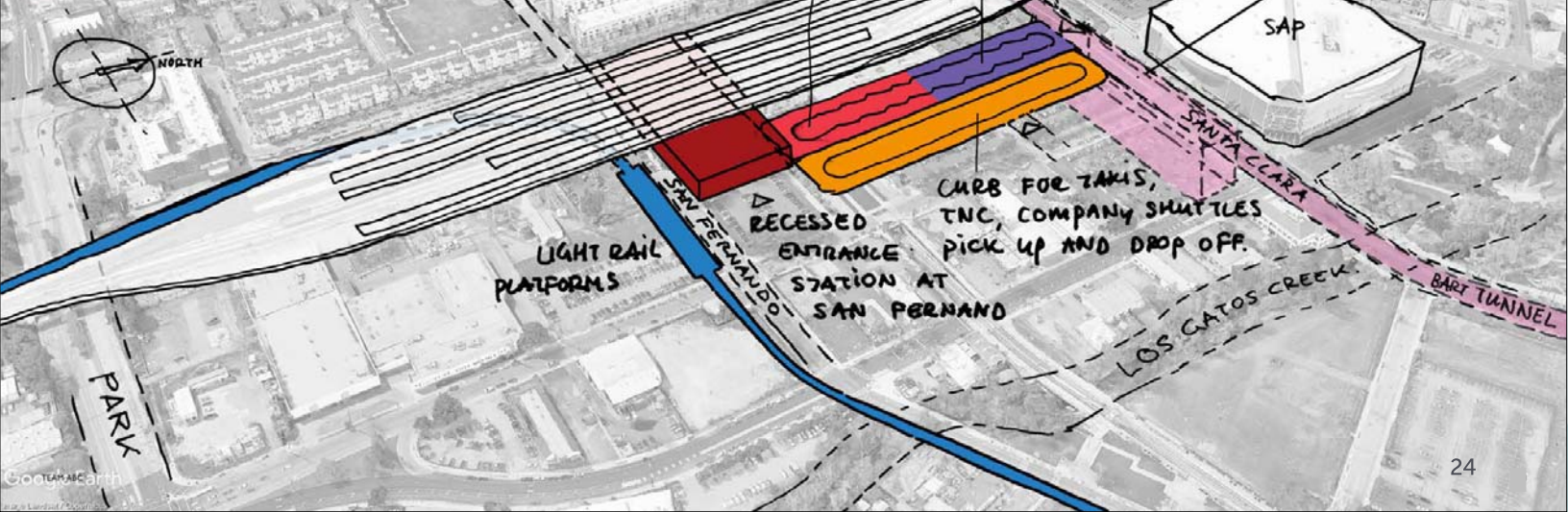
STATION AREA TODAY

- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.



AT-GRADE: SAN FERNANDO – ALL ACCESS MODES

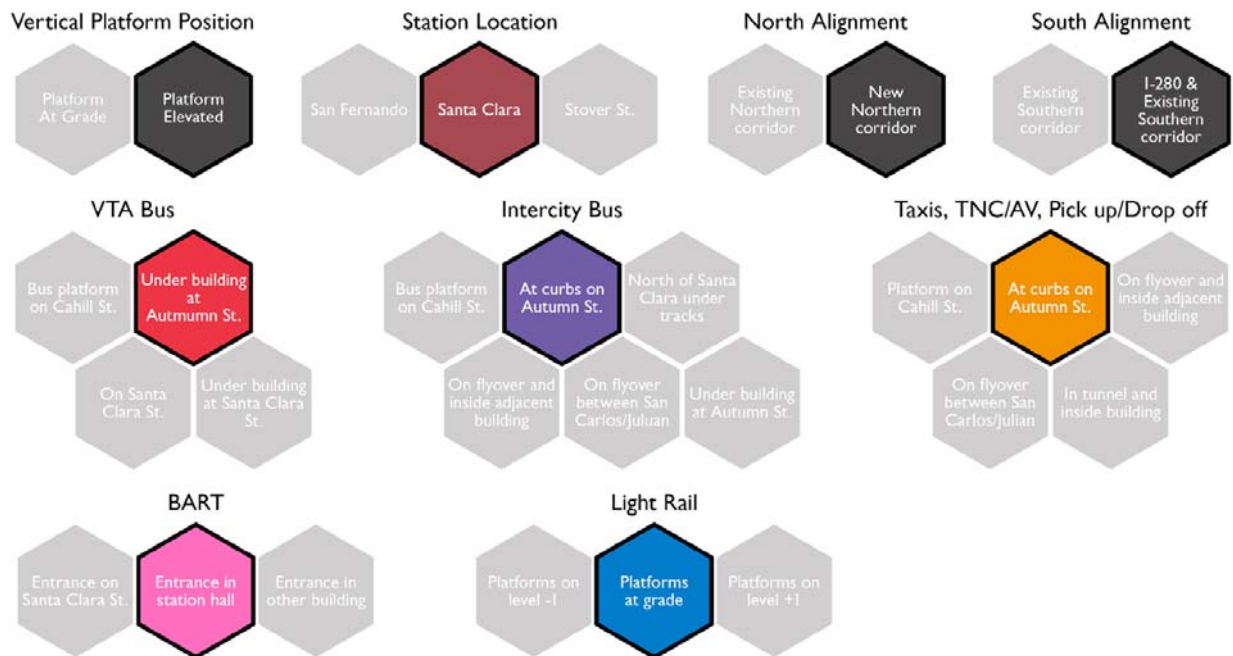
- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



LAYOUT 2: SANTA CLARA STREET

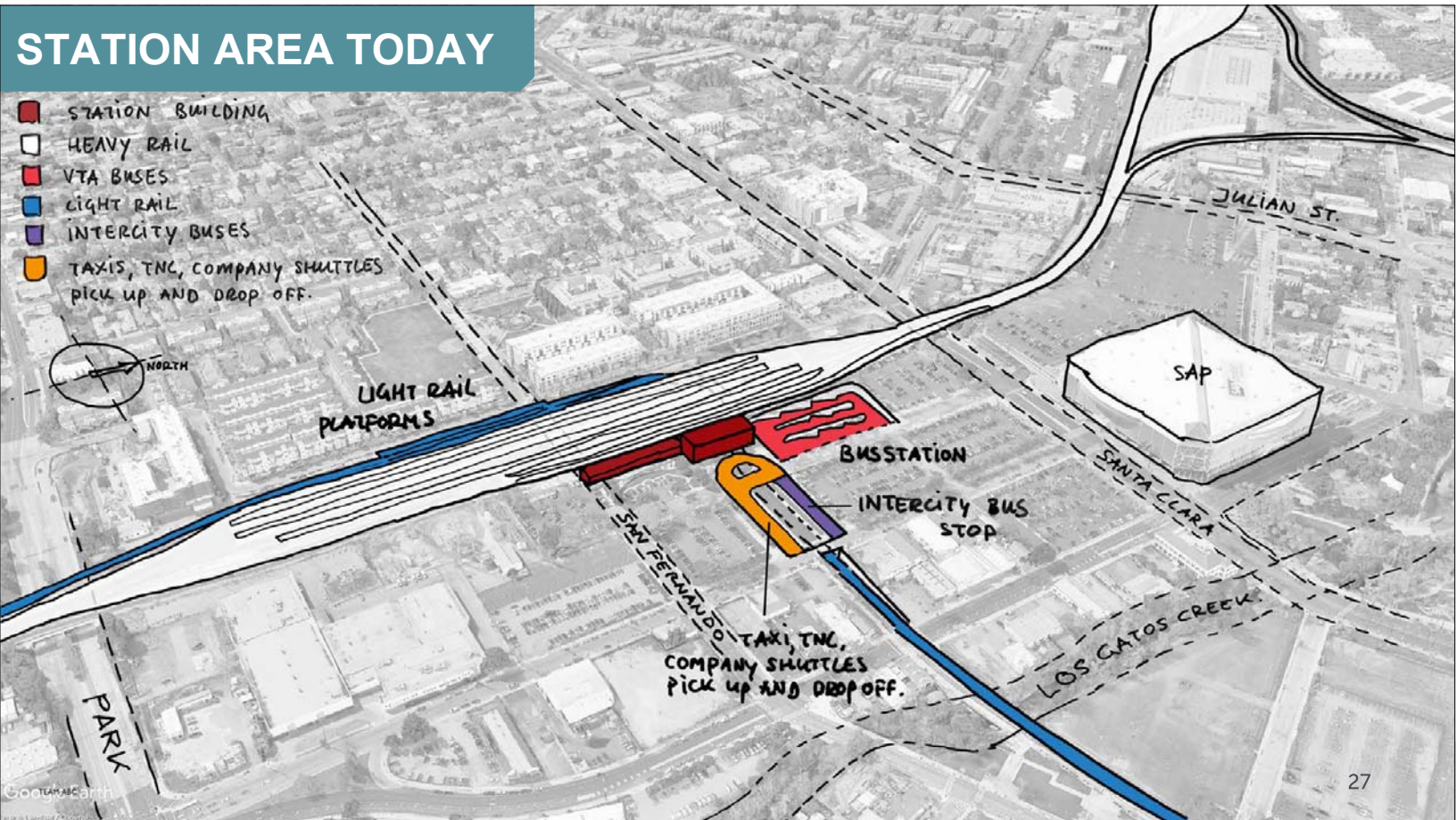
MIXING AND MATCHING

ELEVATED: SANTA CLARA



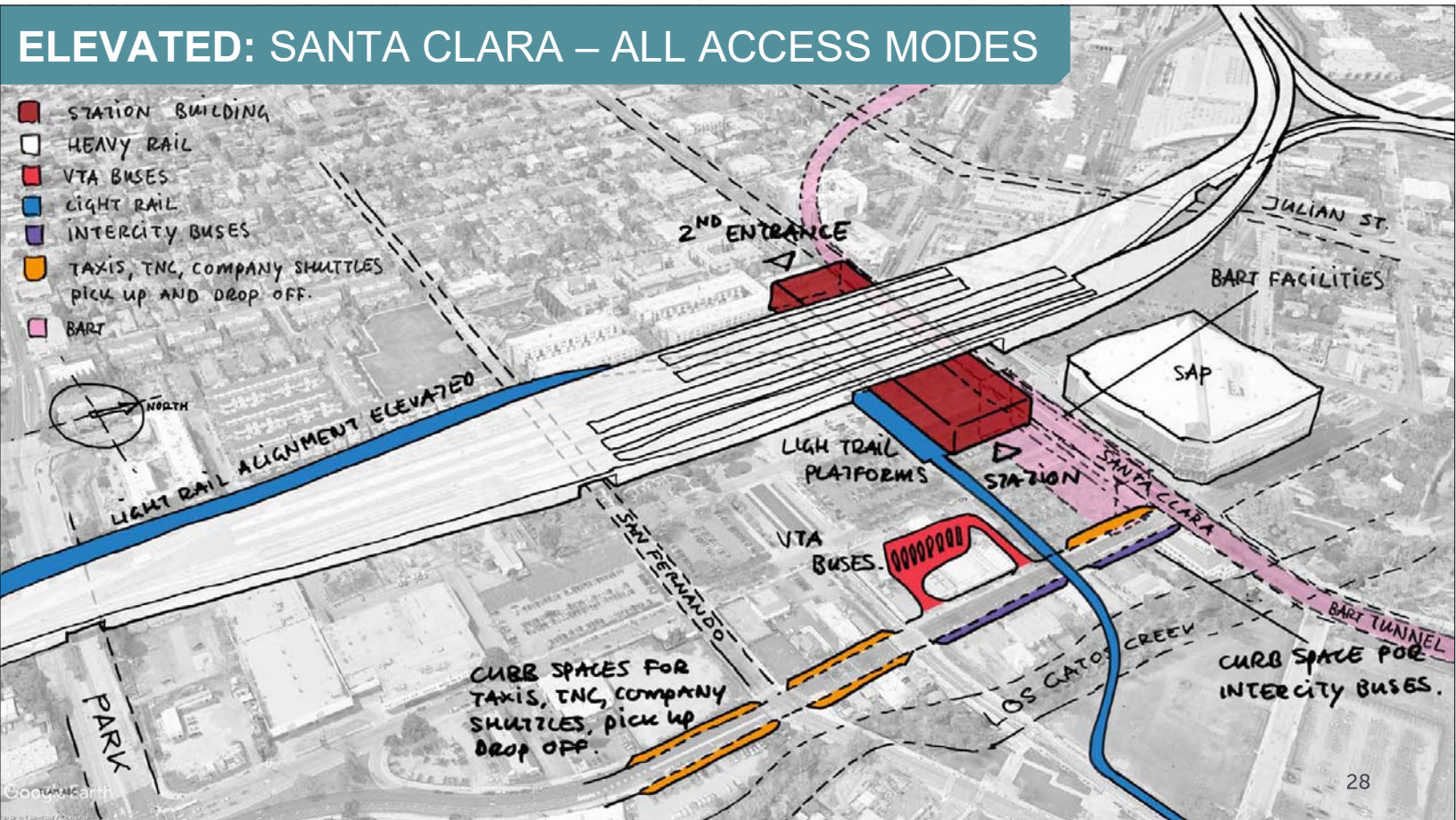
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ELEVATED: SANTA CLARA – ALL ACCESS MODES

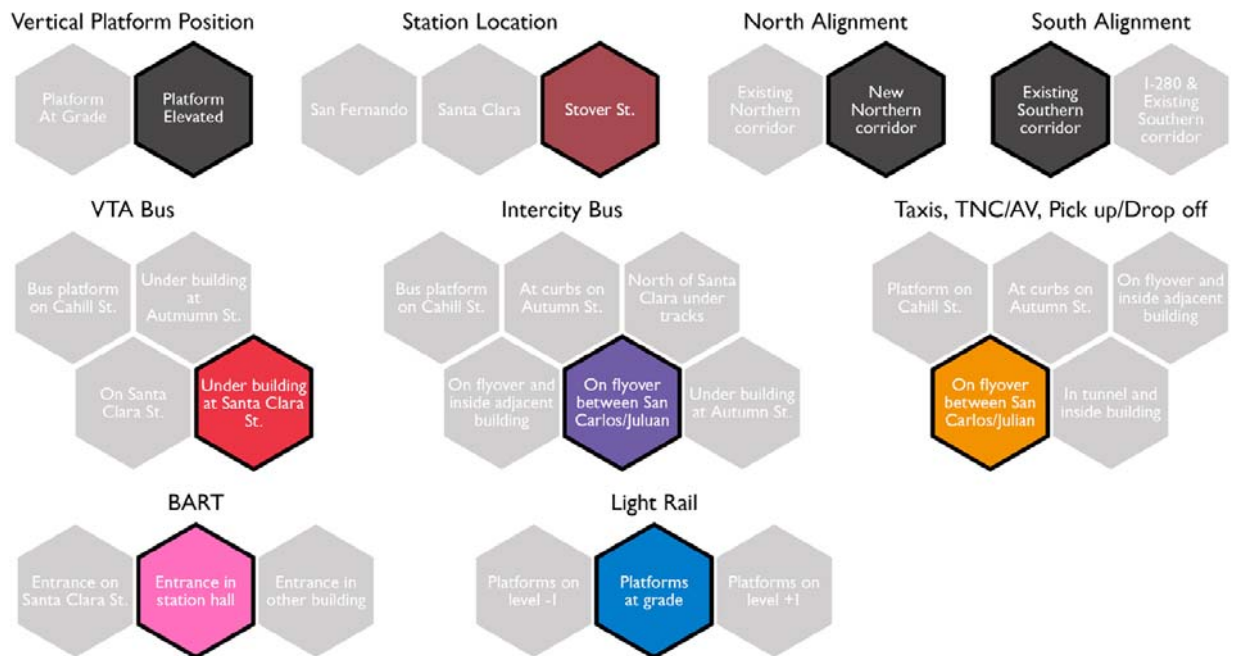
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- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
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- BART



LAYOUT 3: STOVER STREET

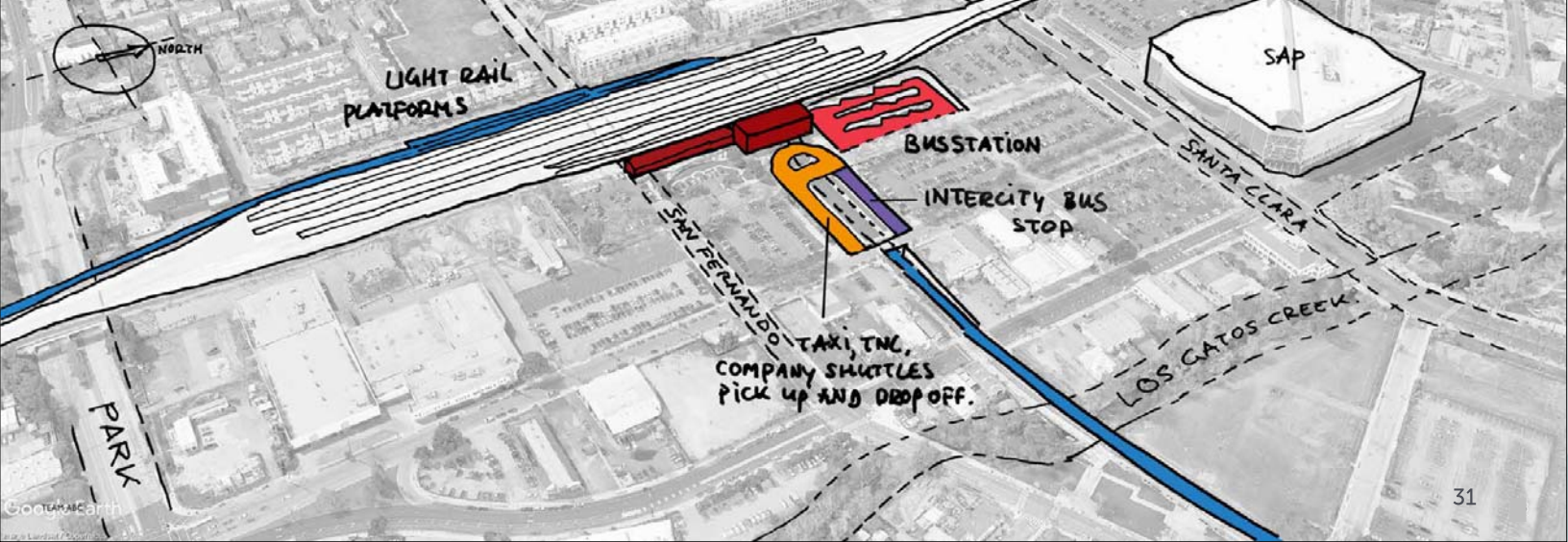
MIXING AND MATCHING

ELEVATED: STOVER



STATION AREA TODAY

- STATION BUILDING
- HEAVY RAIL
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ELEVATED: STOVER – ALL ACCESS MODES

- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



Next Steps: Outreach Round 3

Purpose → *Gather feedback on three layouts*

- City's Diridon Station Advisory Group (SAAG): May 22, 2019
- City Council & Agency Boards: June 2019
- Community Meeting #3: June 10, 2019
- Community Meeting #3 (in Spanish): June 26, 2019
- Online Feedback Tools
- Pop-ups at Diridon Station and community events
- Presentations/discussions with community groups

Next Steps: Layout Optimization

- Partner agencies evaluate layouts
- Incorporate public input into mixing and matching
- Identify opportunities for mixing and matching
- Develop draft Vision
- Seek additional public feedback
- Present to the Partner Agency Policy boards

QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc

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Phase II Update

Jill Gibson, VTA

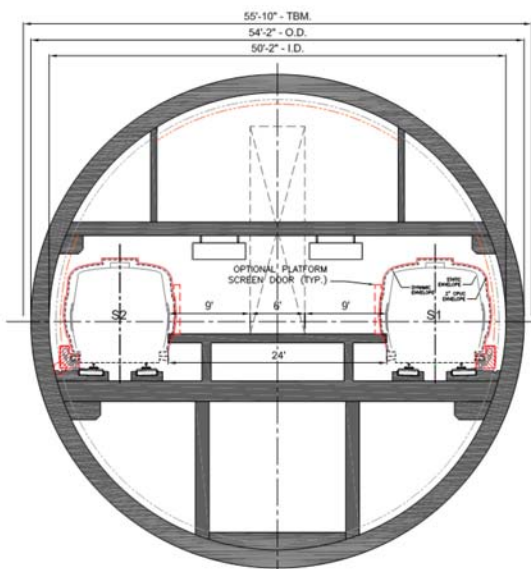
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Phase II Update

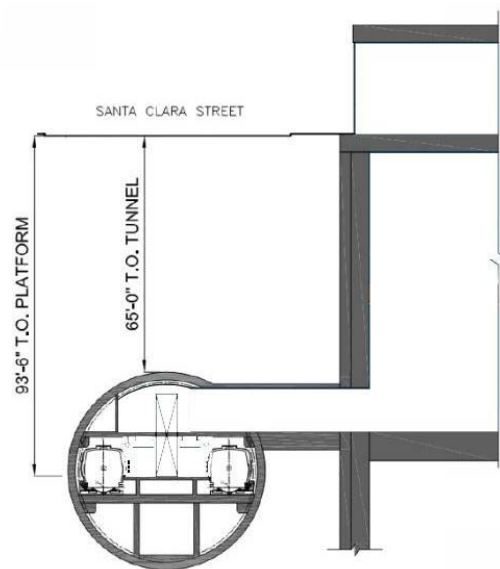
- General Engineering Consultant (GEC)
 - Onboarding process
 - Review of technical work prepared to date
- VTA and BART Joint Workshops
 - Evaluation of tunnel with center platform
 - Determined elements for further consideration
- Summer- VTA and BART to finalize tunnel configuration details



Single Bore: Center Platform



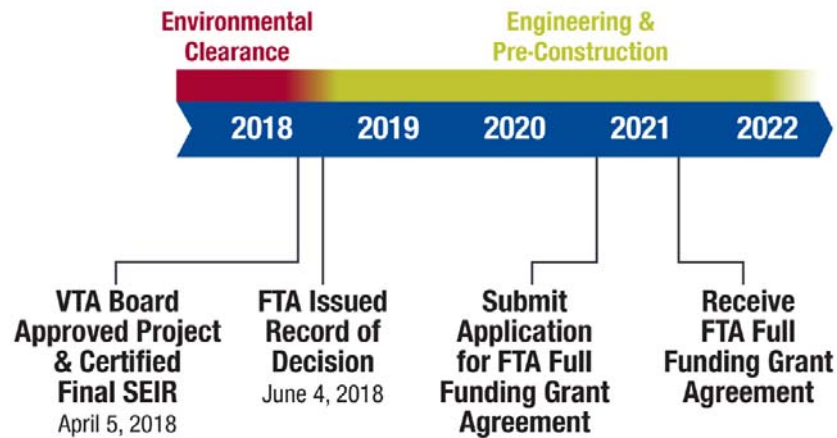
Center Platform at Stations



Station Headhouse

*Details subject to change as VTA advances design

Three Year Look Ahead



Current planning schedule is based on securing funds through FTA's Expedited Project Delivery Pilot Program.

Steps to the FFGA

- Advance design to preliminary engineering level
- Develop cost estimate, schedule, and contracting plan
- Draft agreements (third-party, agencies, etc.)
- Continue evaluating public-private partnerships and joint development opportunities for EPD

Questions?

Construction Education & Outreach Plan

Gretchen Baisa, VTA

Spring 2019 Community Meetings



- Three meetings
 - 4/24 at Martin Luther King Library
 - ~65 attendees
 - 4/25 at Cristo Rey High School
 - ~30 attendees
 - 5/11 at Buchser Middle School
 - ~40 attendees

Common Themes/Questions

- Alignment and station locations
- Timeline
- Costs and funding sources
- Construction details
- Google/Diridon/SAP Center
- Access and parking
- Phase I opening date



New Website

The screenshot shows the website for "VTA's BART Silicon Valley Phase II". The page title is "VTA's BART Silicon Valley Phase II" with sub-navigation for "VIEW", "EDIT", and "REVISIONS". The main text describes the project as the largest single public infrastructure project ever constructed in Santa Clara County, extending BART service six miles from the Berryessa Transit Center into downtown San José and terminating in Santa Clara. It is planned to include an approximately five-mile tunnel, three underground stations (Alum Rock/28th Street, Downtown San José, Diridon), one ground-level station (Santa Clara), and general and maintenance facilities. The project is estimated to carry 52,000 passengers to destinations throughout the Bay Area in 2035. Transit-oriented communities are planned for each of the future station locations, and the completion of the project will finally "ring the bay" with frequent rail service.

Phase II is planned to include:

- Alum Rock/28th Street Station
- Downtown San José Station
- Diridon Station
- Santa Clara Station
- Tunnel and Portals
- Project Facilities
- Transit Oriented Communities

The page also features a "Project Menu" with links for "Public Involvement" and "Planning & Environmental", a "Map" section with a thumbnail image of the project alignment, and a "Related Projects" section listing "VTA's BART Silicon Valley".

The screenshot shows a "Timeline" section for the project. It is organized into three main phases:

- Project Development** (2000 - 2015)
- Environmental Clearance** (2015 - 2018)
- Project Development** (2018 - 2018)

Key events in the timeline include:

- VTA's BART Phase II SEIS/SEIR Scoping Meetings** (February 2015)
- VTA's BART Phase II Draft SEIS/SEIR Meetings** (January 2017)
- BART Board Approval** (April 26, 2018)
On April 26, 2018, after review and consideration of VTA's BART Silicon Valley Phase II Extension (Project) Final SEIR and related Findings, Statement of Overriding Considerations, and MMRP adopted by VTA on April 5, 2018, the BART Board of Directors accepted the Project SEIR; adopted VTA's Findings and Statement of Overriding Considerations for the SEIR; and, pursuant to the Comprehensive Agreement, approved the Project.
- VTA Board Approves Staff Recommendation for BART Silicon Valley Phase II Project** (April 5, 2018)
In a unanimous vote Thursday evening, April 5, VTA Board members approved the staff recommendation for VTA's BART Silicon Valley Phase II Extension Project. The Board approved a single-bore tunneling...
- VTA Receives Federal Record of Decision for BART Silicon Valley Phase II Extension Project** (June 04, 2018)
VTA was notified today by the Federal Transit Administration (FTA) that a Record of Decision (ROD) has been issued for the next six miles of VTA's BART Silicon Valley

Each event includes a "Read more" link.

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Small Business Assistance Study

- Received one response to Request for Proposals
- Determining new approach

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Transit Intercity Rail Capital Projects (TIRCP) Technical Assistance (TA) Program

- Program's Purpose
 - To ensure low-income or disadvantaged communities benefit from TIRCP investments
 - To develop a plan that will offer economic and educational opportunities through a transportation-oriented training program related to VTA's BART Phase II project
- CalSTA chose VTA's BART Phase II as one of five projects to be included in the program.
 - VTA is working to develop the structure of an internship program to support community education and outreach efforts for the Phase II project



CALIFORNIA STRATEGIC
GROWTH COUNCIL

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Working with Job Corps/TCU



The partnership held a workshop on April 10th, 2019 with Job Corps/TCU students to gather input on the potential internship program.



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Working with Job Corps/TCU

Student feedback on proposed internship program:

- Desire thorough and intensive internship program
- Interest in public outreach and transportation administration
- Expressed importance of recommendation letters and certificates of completion



Potential Internship Responsibilities

- Support VTA in outreach efforts
 - Assisting customer service at field offices
 - Creating social media and blog posts
 - Assisting with stakeholder outreach and intake
 - Supporting community meetings



TIRCP TA Next Steps

- Finalize report of internship program structure
- Incorporate internship program into Preconstruction portion of Construction Education and Outreach Plan
- VTA intends to implement internship program when Phase II construction begins



CALIFORNIA STRATEGIC
GROWTH COUNCIL

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Questions?



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Transit Oriented Communities Strategy Study

Dennis Dornan & Marc Asnis, Perkins+Will
Nadine Fogarty, Strategic Economics

Transit Oriented Communities Strategy Study Process



Strategy Update

- Review of April Workshop
- Funding and Implementation Strategies
- Next Steps

April Workshop – Zoning and Land Use

Development Potential

- Residential uses are not suitable on the opportunity sites northeast of Coleman Avenue due to proximity to the airport.
- Developers say that Type 1 construction (steel frame, taller buildings) is not economically viable. Reserving properties nearer to the station for higher density development will be more favorable to Type 1 construction costs.
- VTA's goal is to maximize development at the stations and station areas.

April Workshop – Zoning and Land Use

Residential and Commercial Growth

- The introduction of recommended minimum and higher maximum densities would best be achieved with the preparation of a specific plan for the Station Area.
- Residential growth should be viewed within the larger regional context currently being studied by the Metropolitan Transportation Commission (MTC).

April Workshop – Parking

Community Impacts

- The risk of reducing or eliminating residential parking requirements on adjacent neighborhoods can be addressed with a Residential Parking Permit policy and transportation demand management (TDM) measures for new developments.
- A district parking approach with shared supply would help mitigate the concerns of retail businesses about their need for convenient parking.
- Reduction of parking and driving for Santa Clara University (SCU) needs to be geared more towards faculty and staff rather than students, who generally do not drive to the campus.

April Workshop – Parking

Shared Parking District

- VTA confirmed that they are researching dynamic pricing for Phase II. This could help free up shared spaces for retail and restaurants on evenings and weekends.
- Strategies for replacing temporary parking or repurposing parking structures should be included in phasing recommendations.

April Workshop – Placemaking and Identity

Community Identity

- Preserve heritage and culture within the Old Quad area, but new development around the station should include iconic designs.
- Avaya Stadium is not in use very often. Is there an opportunity to increase the number of events and create a pleasant walkway from the station to the stadium?
- Franklin Street represents the 'Town and Gown' interface and could become more of an art corridor and stronger connections to downtown.
- Retail businesses on El Camino Real are unlikely to compete with historic downtown businesses; the environment will attract different kinds of retail.

April Workshop – Placemaking and Identity

Streetscape Improvements

- Proposed streetscape improvements address bicycles and pedestrians; are there other mobility initiatives such as a motorized trolley that should be considered? This could connect downtown, the BART Station Area and SCU and help with 'aging in place'.
- Existing pedestrian undercrossing below the railroad tracks is perceived as a safety issue. Additional foot-traffic from Gateway Crossings, when built and occupied, will help alleviate safety perceptions.
- El Camino Real is still a major barrier to non-auto mobility. Is it possible to depress this section into a tunnel, so Benton and Franklin Streets could connect across to the station? This could be an art and gateway opportunity.

April Workshop – Affordable Housing

Community Impacts

- The community should see benefits of increasing land values through reinvestment into the Station Area.
- Primary community concerns are related to traffic, not affordable housing.
- There is not much tension between SCU students and the community over affordable housing; the areas of conflict are related more to different lifestyles. Densification around the station should help alleviate this conflict.

April Workshop – Affordable Housing

New Development

- Are affordable housing requirements affecting the overall feasibility of development, especially with construction costs increasing rapidly?
- The older supply of affordable housing is not in great condition. Replacement with newer, higher density will improve living conditions and increase supply.
- Young professionals are more willing to live in micro-units and/or dorm-style units. The study should recommend more of these types of units for the Station Area.

TOC Implementation Priorities and Strategies

Purpose of the Funding and Implementation Strategy

- Establish a framework for a proactive, corridor-level approach to implementation
- Recommend potential funding strategies
- Develop recommendations for next steps and ongoing collaboration

Implementation priorities that require collaboration and funding



Local infrastructure
and access
improvements



Affordable housing
and anti-
displacement



Local economic
development



Parking &
Transportation
Demand Management

Key Strategies for Achieving the TOC Vision

Align Zoning Across the Station Area to Ensure TOC Vision.

Parking and Transportation Demand Management Strategies.

Assist in strengthening community identity with targeted retail and intentional branding, street design, and programming.

Prioritize the protection and production of Affordable Housing.

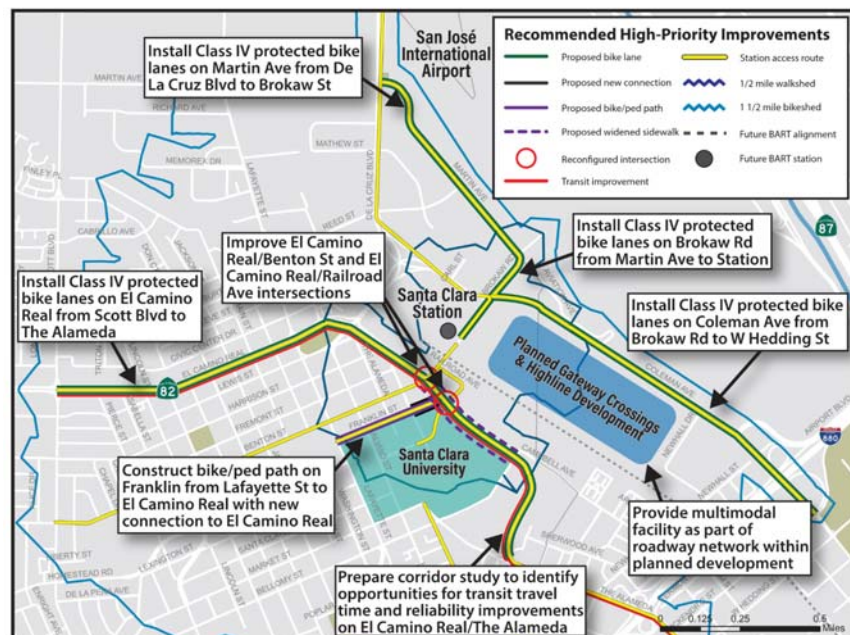
Focus employment around the station, support small business and enhance commercial nodes.

Make TOD a priority through leadership and cooperation between both Cities of Santa Clara and San José.



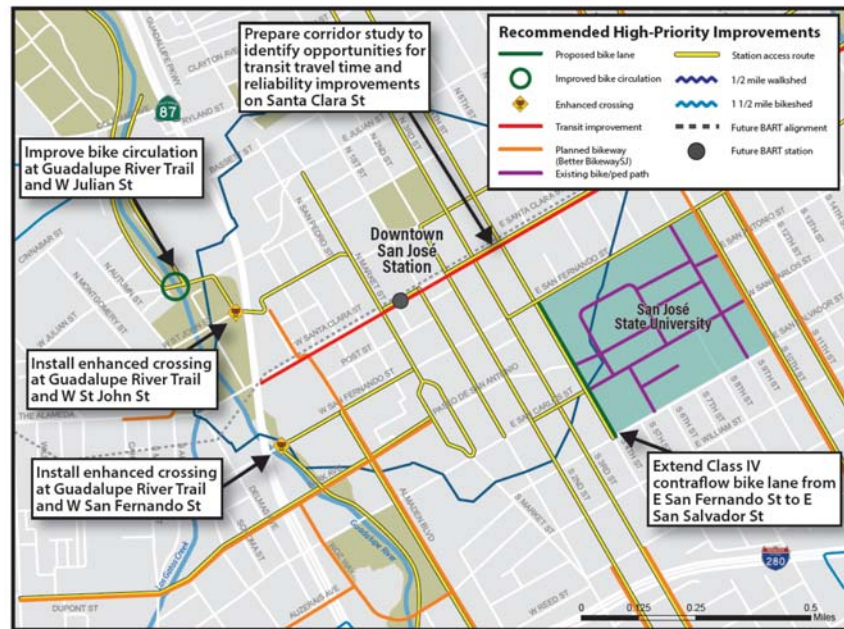
Priority Access and Streetscape Improvements: Santa Clara Station Area

- Enable higher intensity development at Gateway Crossings & Coleman Highline
- Improve connections to destinations (Downtown Santa Clara, Santa Clara University, Avaya Stadium)



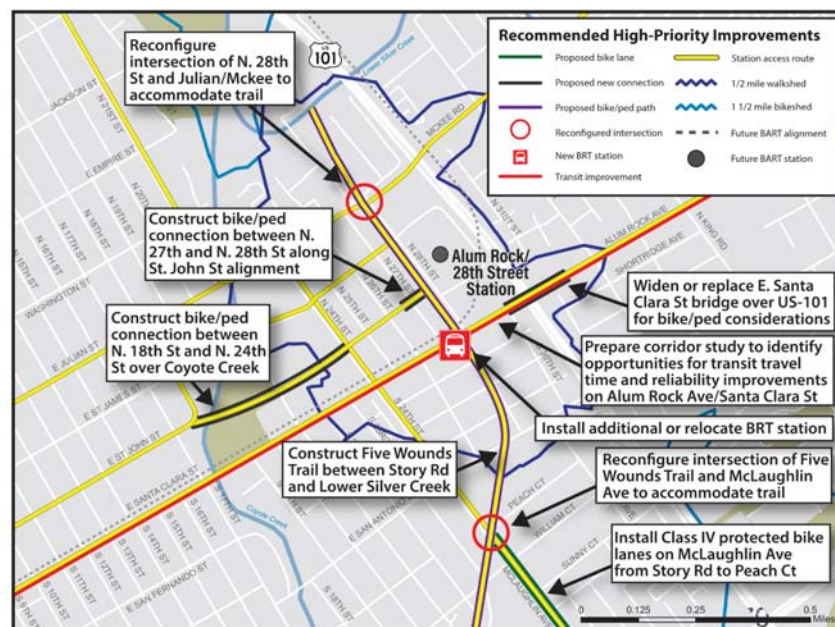
Priority Access and Streetscape Improvements: Downtown San José Station Area

- Improve connections between the future BART station and key destinations (San José State University, Guadalupe River Trail, etc.)
- Make downtown a pedestrian-friendly, 18-hour destination
- Enable development to take advantage of transit investments and deliver higher densities



Priority Access and Streetscape Improvements: Alum Rock/28th Street Station Area

- Connect East San José neighborhoods to high-quality transit
- Help attract new development and open up new development opportunities



Examples of Successful TOD Implementation

Pearl District, Portland, OR

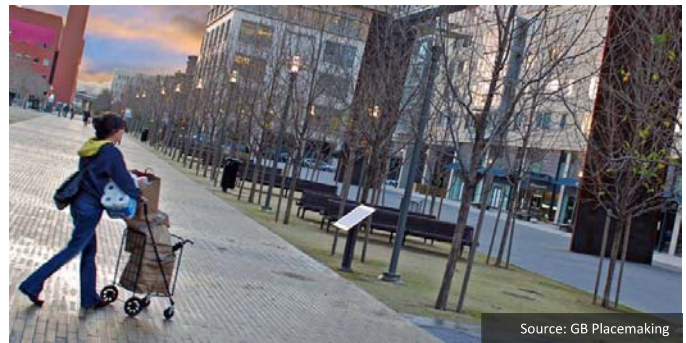
- Product of a master developer agreement designed around transit
- Provision of three parks and affordable housing key part of the neighborhood's success
- Value capture (tax increment and assessments) paid for 40% of the costs of streetcar line, parks, and affordable housing



Source: Living PDX Real Estate

Mission Bay, San Francisco, CA

- District-based approach led by redevelopment agency
- Frontloaded infrastructure improvements in streetscape and public realm were essential to attract development
- Special districts (including a Community Facilities District) and tax increment financing used to fund infrastructure improvements, and some of the operations & maintenance costs
- 30% affordable housing requirement
- Streamlined permitting process



Fruitvale Transit Village, Oakland, CA

- Community-led development (Unity Council)
- Incorporates affordable housing as well as educational, health, and community services
- Unity Council also plays an active role in local economic development (e.g., administers Property-Based Improvement District)
- Value capture included use of redevelopment tax increment financing



Potential Strategies

1. Utilize district-based funding strategies

- Potential district-based funding tools:
 - **Community Facilities District (CFD):** a special tax on property; revenues can be used for infrastructure, public facilities, specified services and maintenance (including transit)
 - **Enhanced Infrastructure Financing District (EIFD):** A form of tax increment financing that redirects incremental increases in property tax to help fund infrastructure, other public facilities, and affordable housing
- EIFDs and CFDs can be used together to leverage both public and private resources

Consider a corridor-level EIFD to share revenues among the Station Areas



2. Work together to identify grants and other upfront funding sources

- Coordinate on projects and funding opportunities
- Prioritize key projects in the Cities' Capital Improvement Plans

The City of Oakland and Resources for Community Development received a \$14 million AHSC award to help fund 59 affordable units and segments of the planned International Blvd BRT and East Bay Greenway projects.



Source: Resources for Community Development

3. Engage with local partners to expand community and economic development activities



The Unity Council plays an active role in local community & economic development in Oakland's Fruitvale district, including administering a Property-Based Business Improvement District (PBID), delivering affordable housing and other development, and supporting small businesses.

4. Establish a framework for ongoing collaboration among the Cities of San José and Santa Clara and VTA

- Create a structure for continued coordination around:
 - Land use and design
 - Access and streetscape improvements
 - Other high priorities

The West Line Corridor Collaborative (WLCC) brings together the City of Denver, the City of Lakewood, and their respective housing authorities for monthly staff meetings and quarterly board meetings to coordinate TOD implementation.



TOCs Strategy Study Next Steps

Summer

- Draft TOCs Study Playbooks in Progress
- Engage Stakeholders
- Public Release of Draft Playbooks

Fall

- Present Draft Playbooks to VTA Board
- Update to CWGs
- Conduct Public Open House for Input
- Present Final Playbooks to San José and Santa Clara City Councils
- Begin Implementation of Strategies & Recommendations

Questions & Discussion

Next Steps

- Next CWG meeting:
Thursday, September 12, 2019, 4:00-6:00 PM, TBD
 - CWG Member Report Backs
 - Phase II Update
 - Construction Education & Outreach Plan
 - Diridon Station Integrated Concept Plan
 - Real Estate
 - City of Santa Clara Planning Update
 - Transit Oriented Communities Strategy Study
- Action Items