

VTA's BART Silicon Valley Phase II Extension Project

Alum Rock / 28th Street Community Working Group

June 12, 2019



Agenda

- Follow-Up Items
- CWG Member Report Back
- Diridon Station Integrated Concept Plan
- Status Updates
- Phase II Update
- Construction Education & Outreach Plan
- En Movimiento (formerly known as East San José MTIP)
- 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
Oswaldo Meneses	Technical Lead
Charla Gomez	City of San José – Planning Liaison
Brian Stanke	City of San José – DOT Liaison

Upcoming Meetings

- CWG Dates
(<http://www.vta.org/bart/upcomingmeetings>)
 - September 11, 2019, 4:00 – 6:00 PM
 - November 13, 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

- City of San José DOT confirmed previously reported timeline for Mabury/101 interchange.
 - Design is estimated to start in mid-2020 and construction mid-2022 with completion by the end of 2024.
- While San Antonio Street does have a bike lane, providing high-quality bicycle facilities along Alum Rock Avenue would have greater station access benefit. Additional improvements to San Antonio Street will be considered as part of the En Movimiento (formerly the East San José MTIP).
- The traffic light shown at San Fernando Street and 30th Street in the draft station profile has been removed from the final version.

Follow-Up Items

- Pedestrian crossings over US-101 will be covered during the En Movimiento Plan update.
- VTA staff are coordinating with City of San José staff and their consultant on the Coyote Creek Bridge replacement project. There are no impacts to Roosevelt Park.
- 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



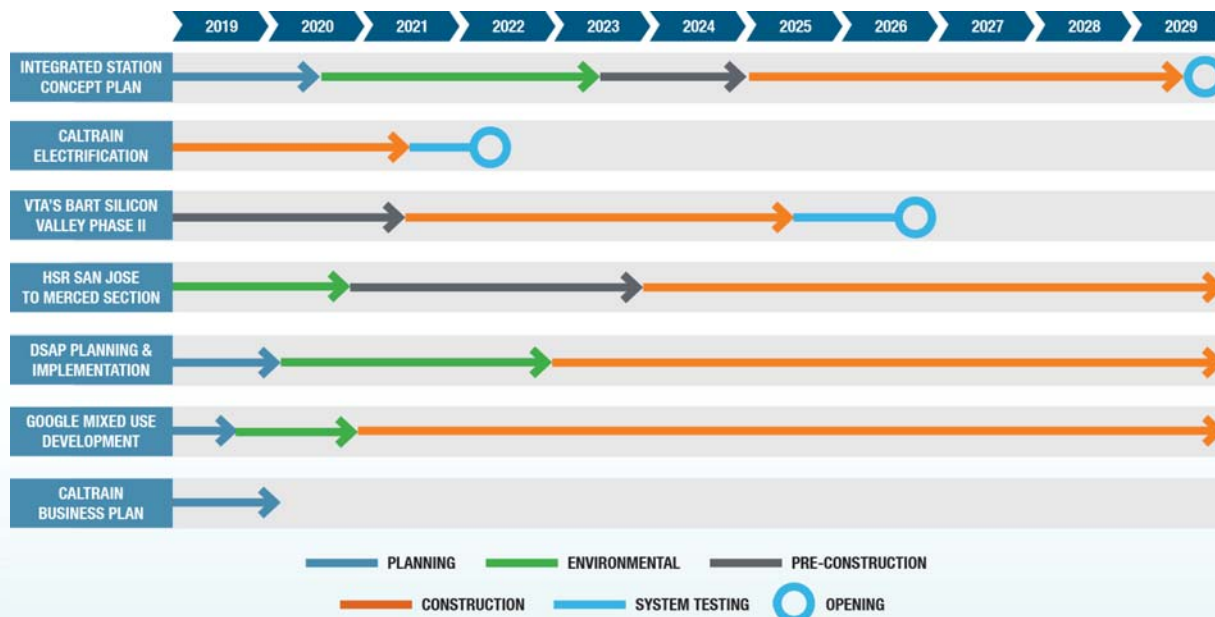
June 11, 2019

SAN JOSÉ DIRIDON STATION

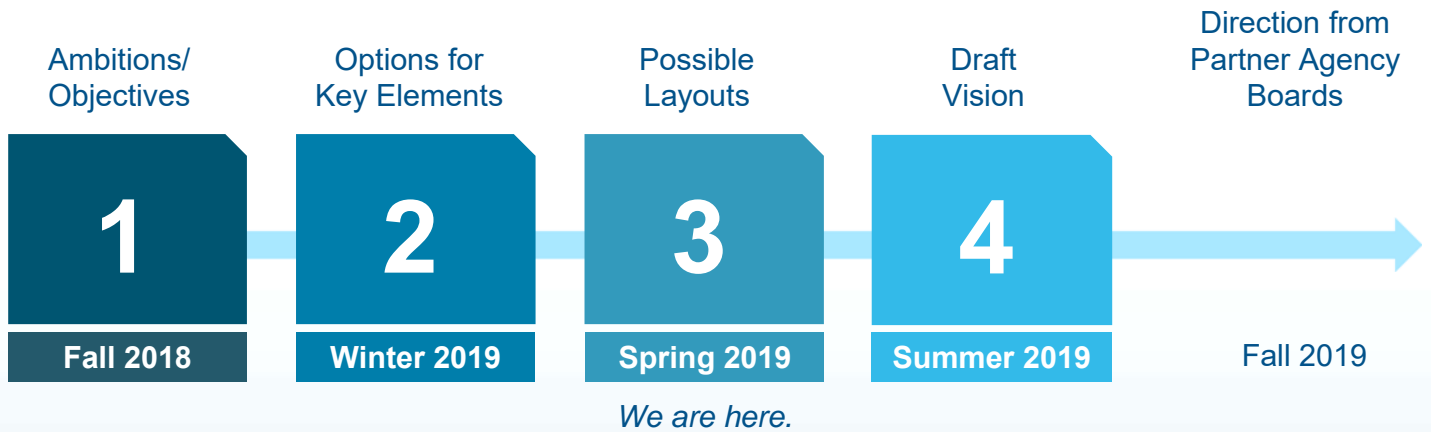
Integrated Station Concept Plan

SAN JOSÉ DIRIDON STATION

Projects & Timing



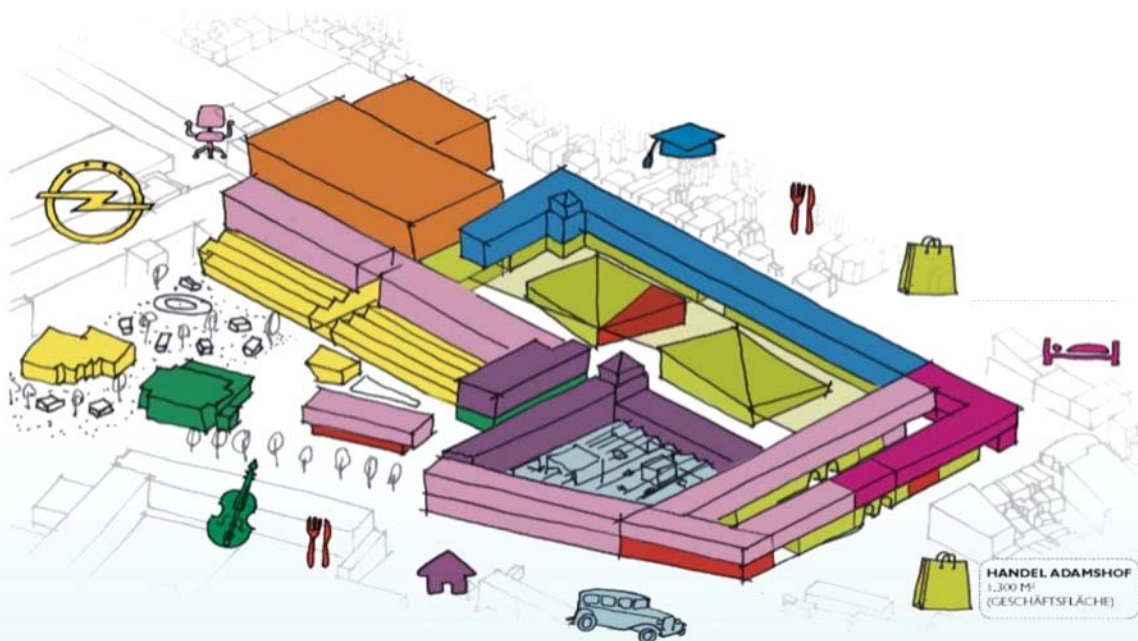
Phase I Process & Outreach Rounds



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



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

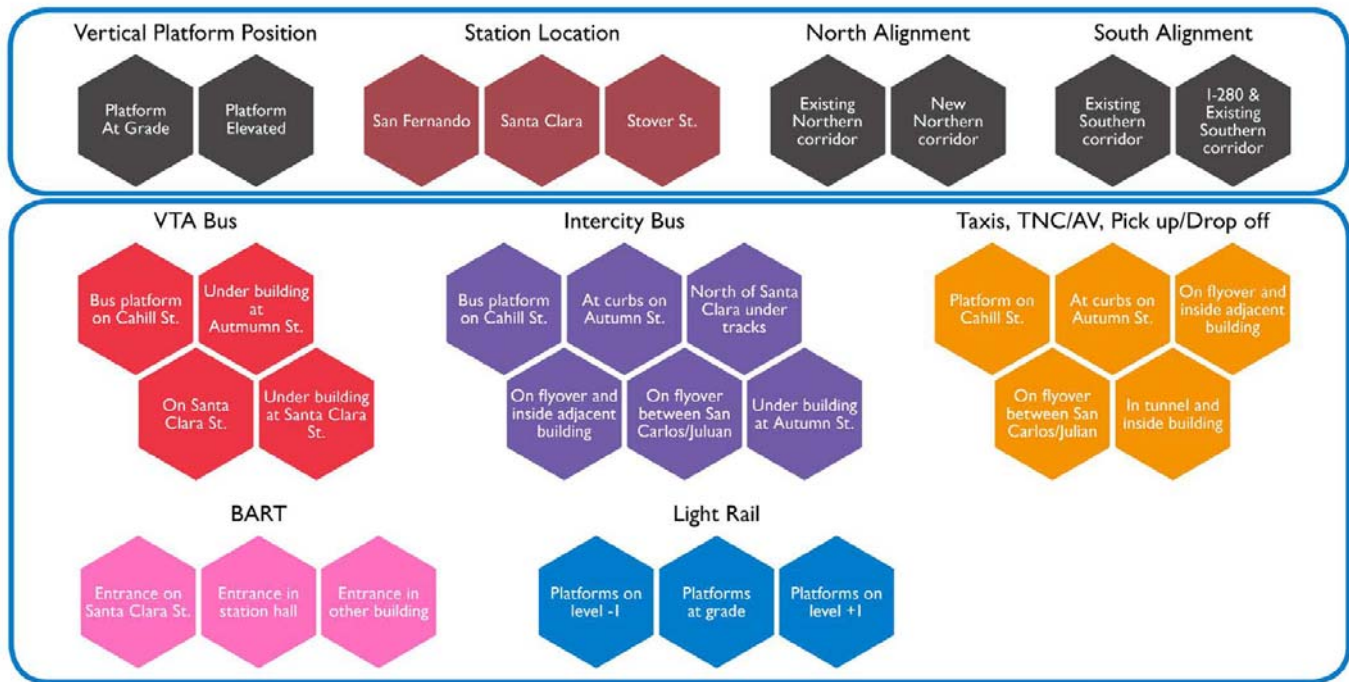
South Alignment

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

The Kit of Parts

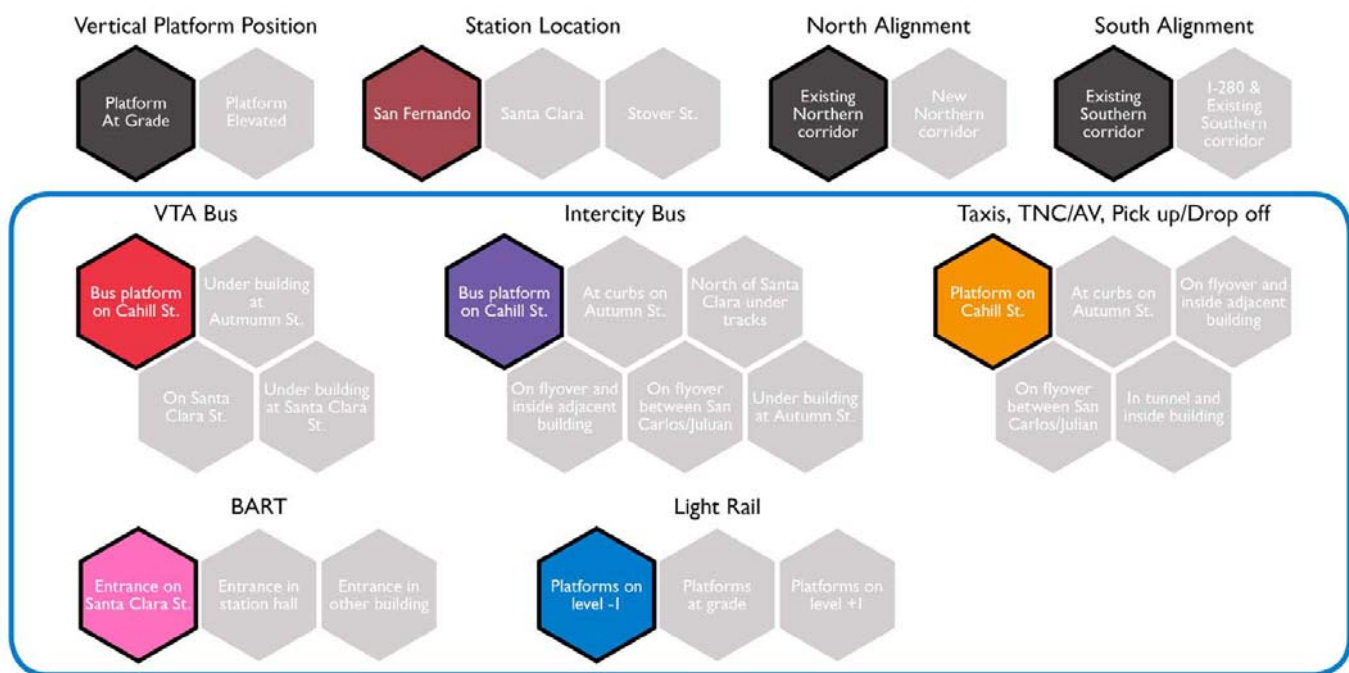
- Pedestrian & bikes
- VTA Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Airport connector
- Parking

MIXING AND MATCHING



Mix and Match Round 1

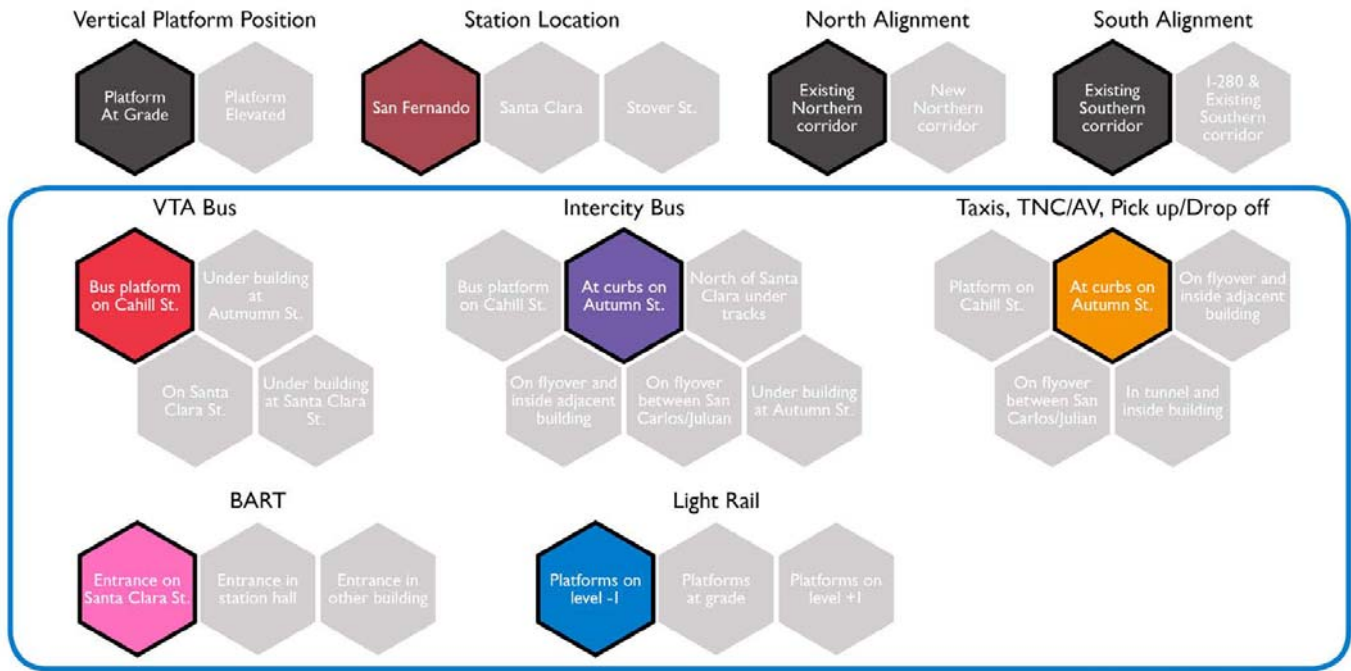
MIXING AND MATCHING EXAMPLE



Mix and Match Round 1

MIXING AND MATCHING

EXAMPLE



Mix and Match Round 1

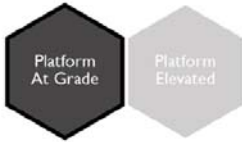
SAN JOSÉ DIRIDON STATION

LAYOUT 1: SAN FERNANDO STREET

MIXING AND MATCHING

AT GRADE: SAN FERNANDO

Vertical Platform Position



Station Location



North Alignment



South Alignment



VTA Bus



Intercity Bus



Taxis, TNC/AV, Pick up/Drop off



BART

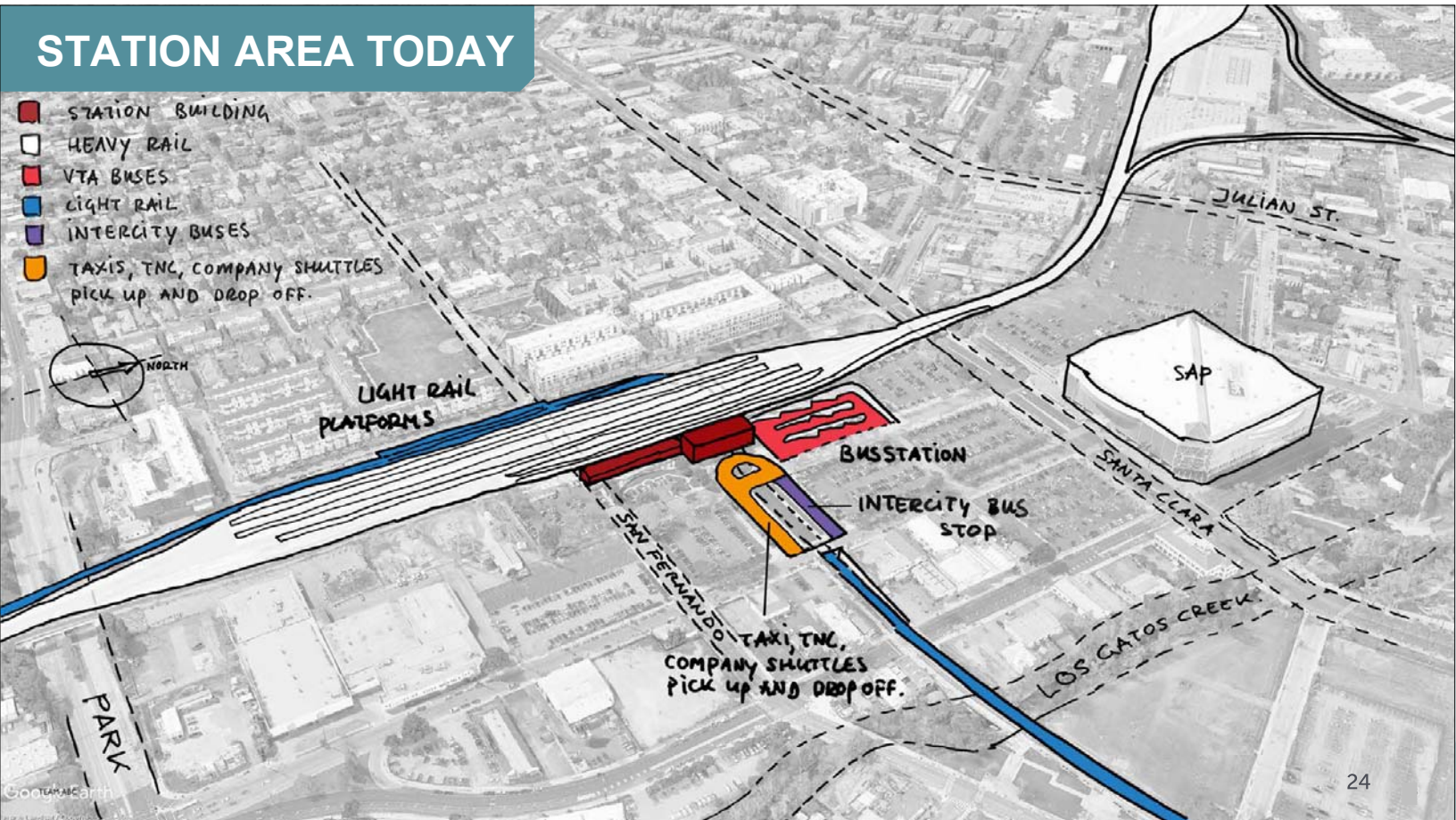


Light Rail

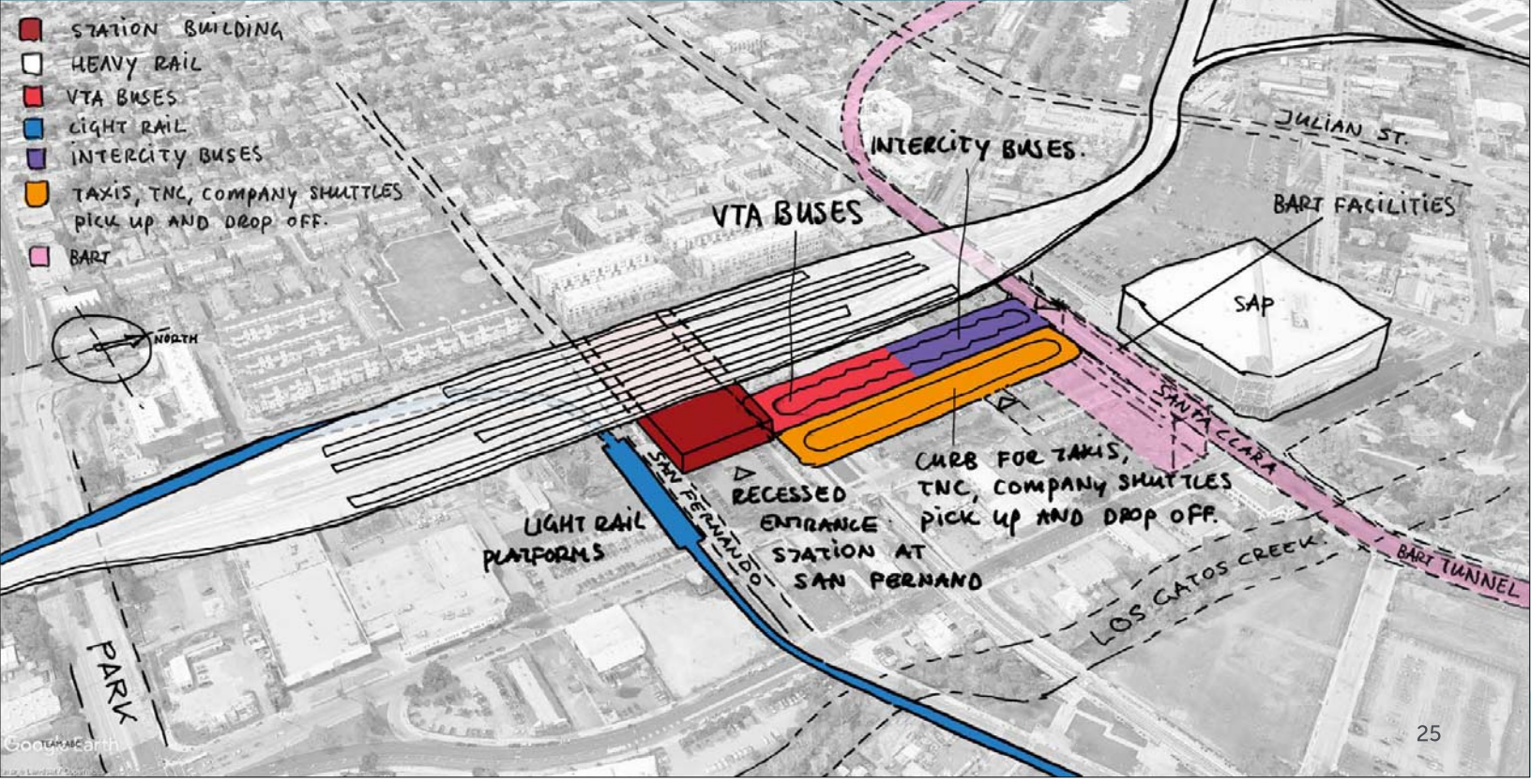


STATION AREA TODAY

- 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



SAN JOSÉ DIRIDON STATION

LAYOUT 2: SANTA CLARA STREET

MIXING AND MATCHING

ELEVATED: SANTA CLARA

Vertical Platform Position



Station Location



North Alignment



South Alignment



VTA Bus



Intercity Bus



Taxis, TNC/AV, Pick up/Drop off



BART

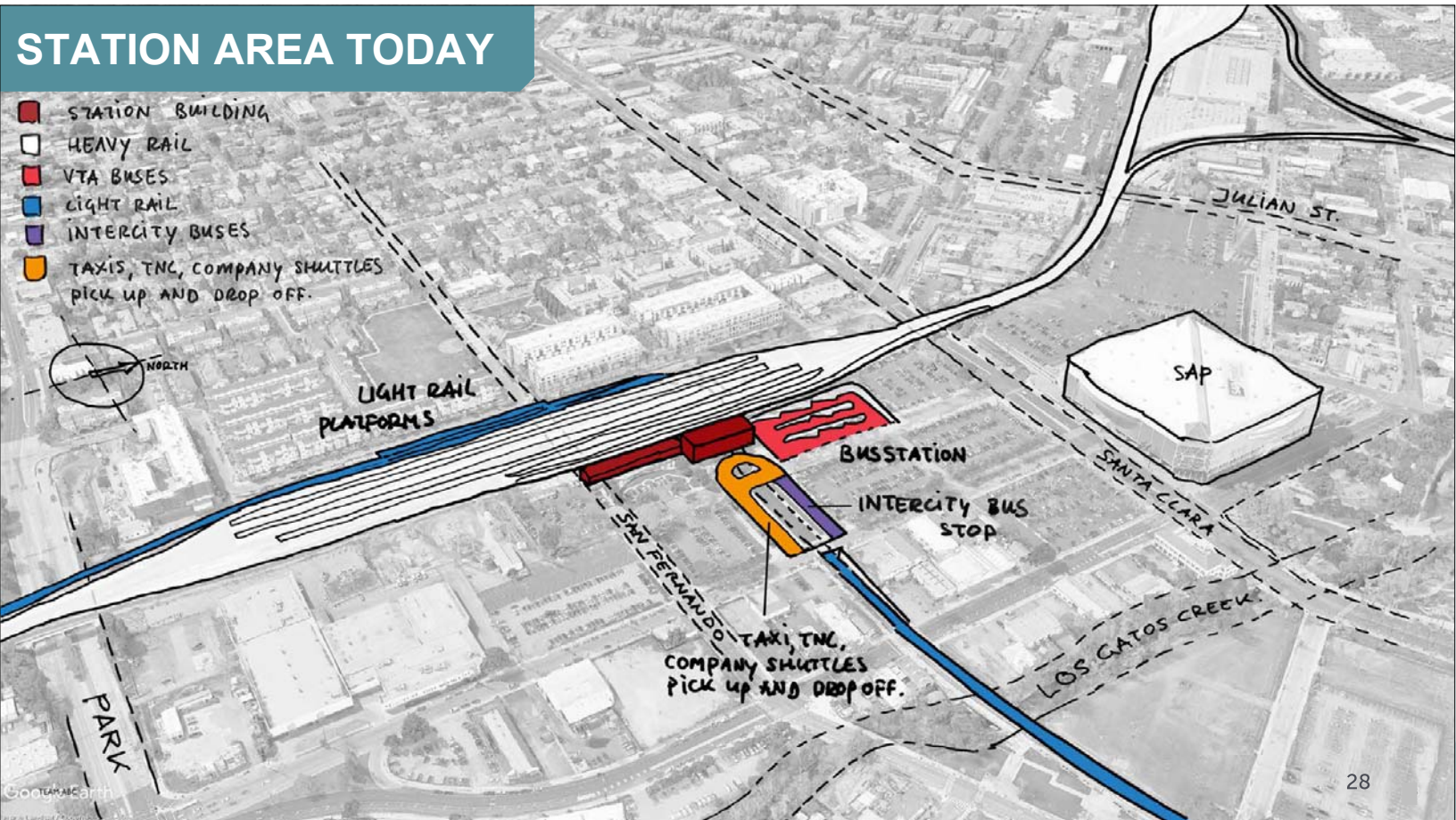


Light Rail



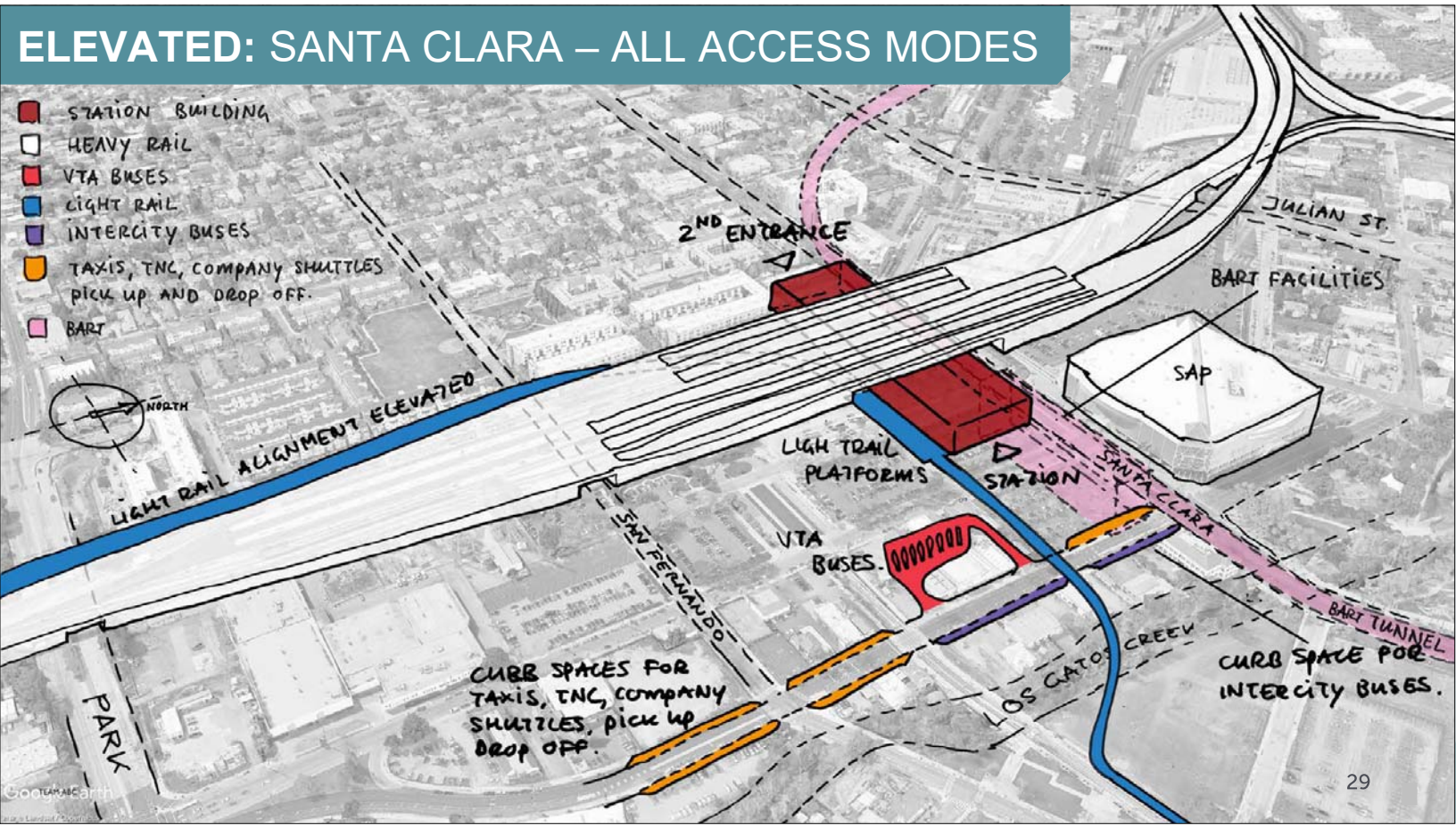
STATION AREA TODAY

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



ELEVATED: SANTA CLARA – ALL ACCESS MODES

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

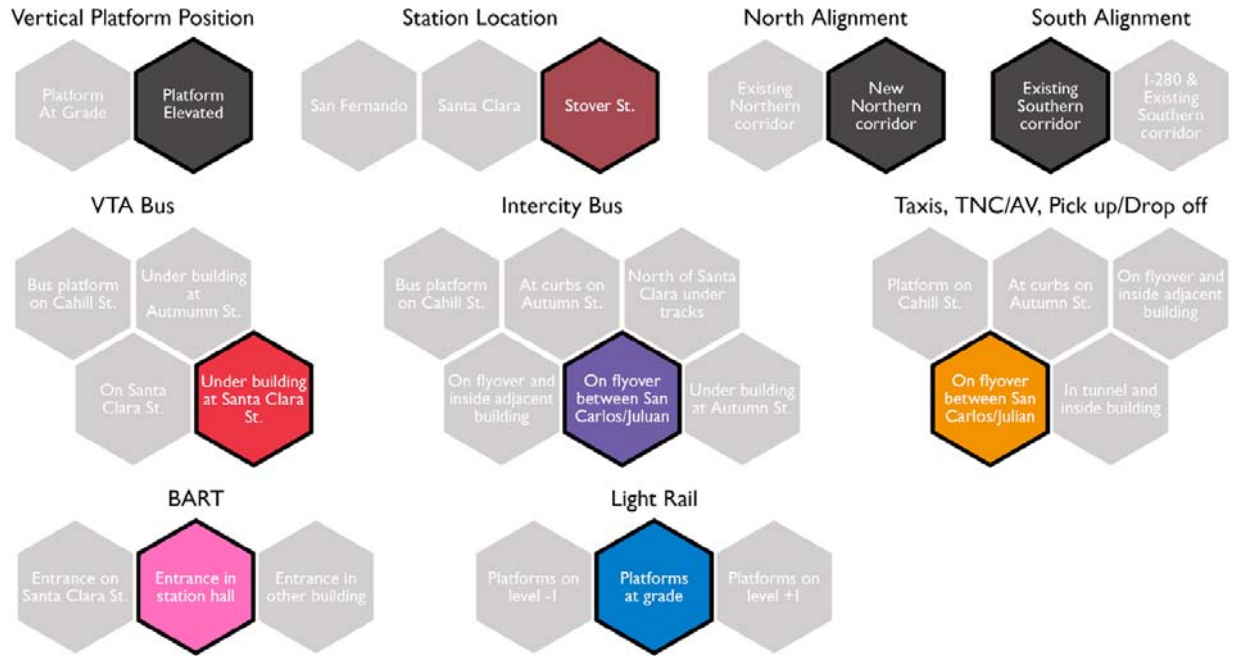


SAN JOSÉ DIRIDON STATION

LAYOUT 3: STOVER STREET

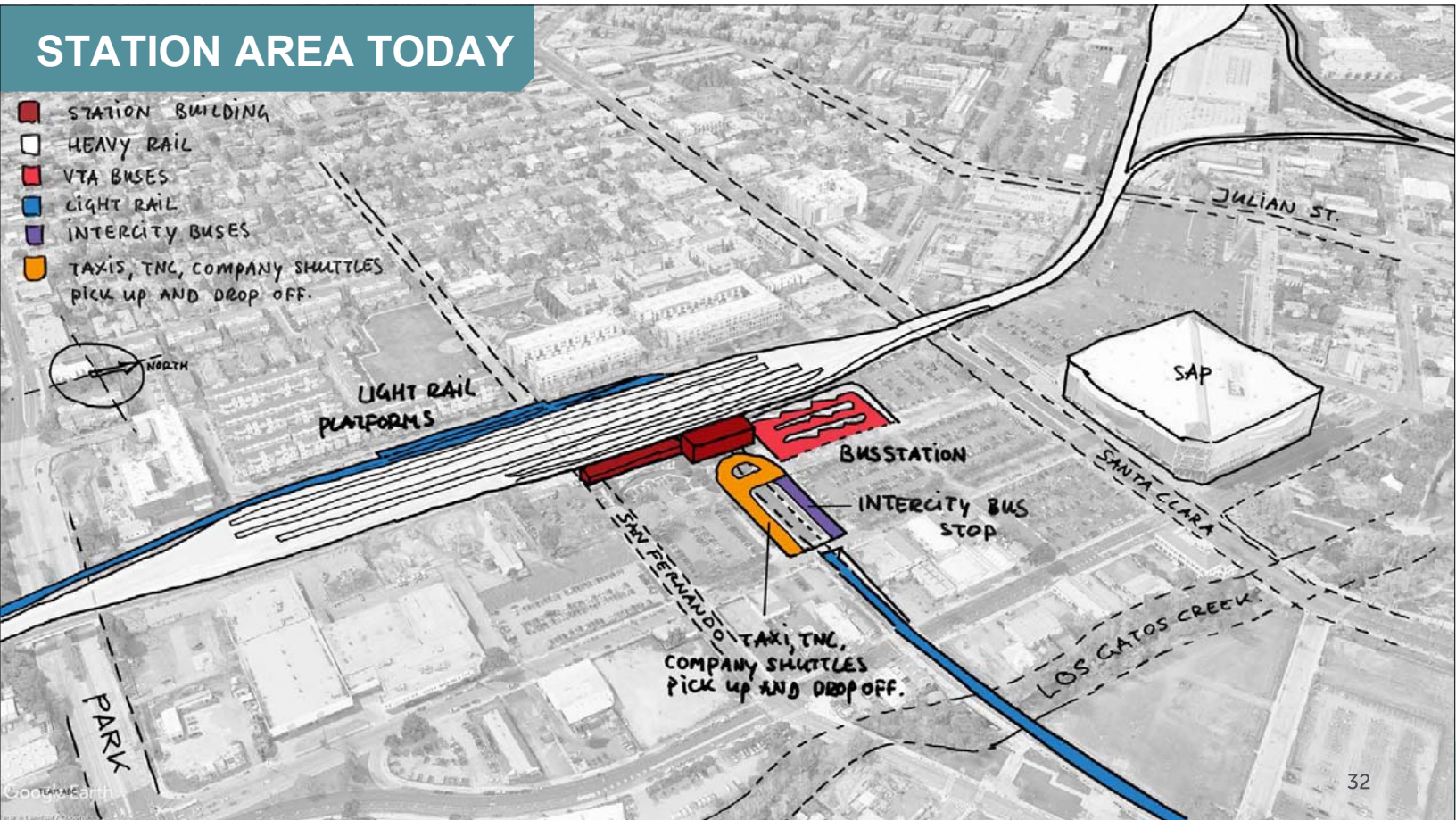
MIXING AND MATCHING

ELEVATED: STOVER

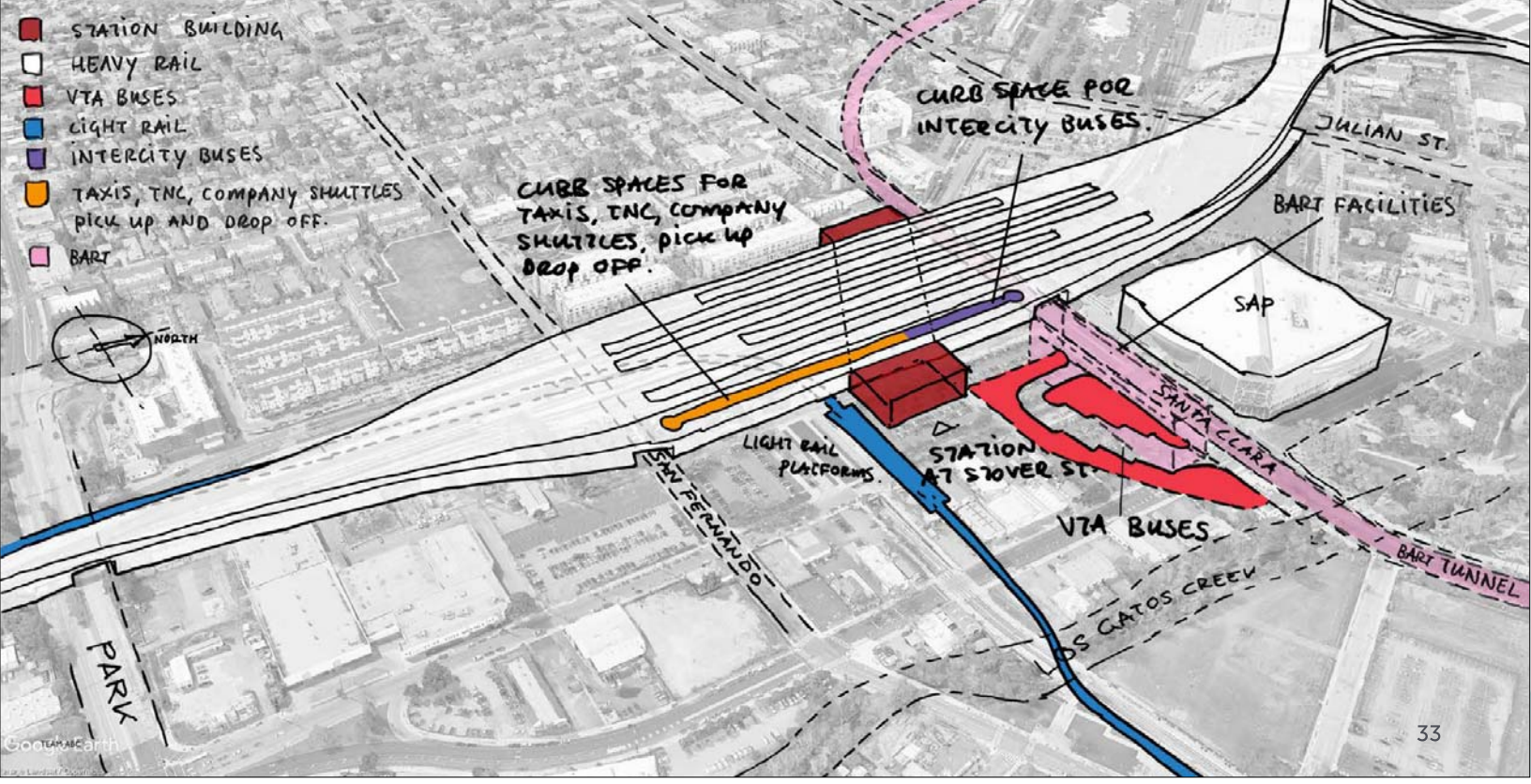


STATION AREA TODAY

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



ELEVATED: STOVER – ALL ACCESS MODES



SAN JOSÉ DIRIDON STATION

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

Status Updates

Jill Gibson, VTA

Status Updates

- Phase II Planning of Real Estate Acquisition
- Federal Involvement and Related Issues
- Construction Activities

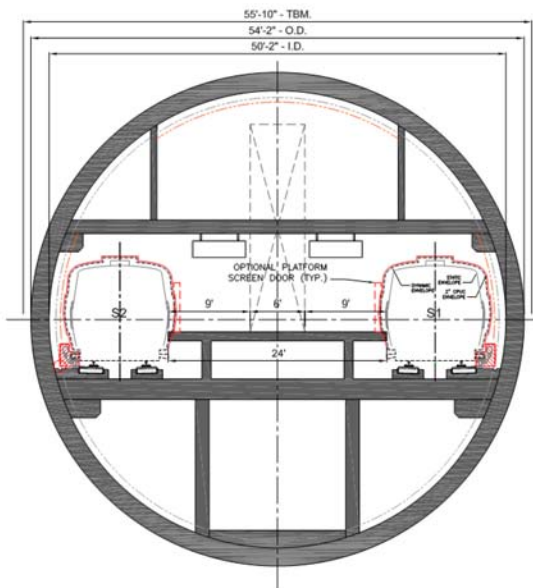
Phase II Update

Jill Gibson, VTA

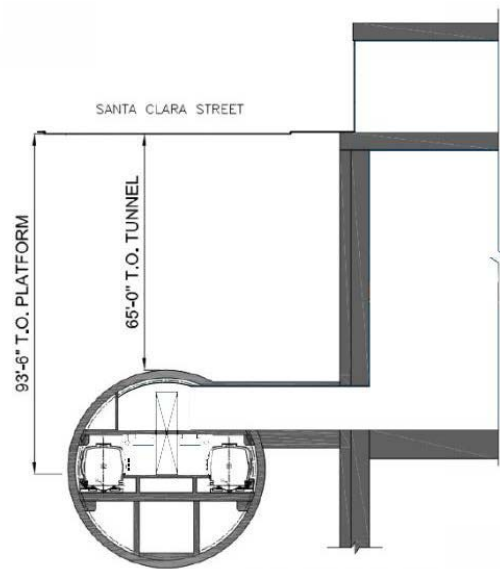
Phase II Update

- 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



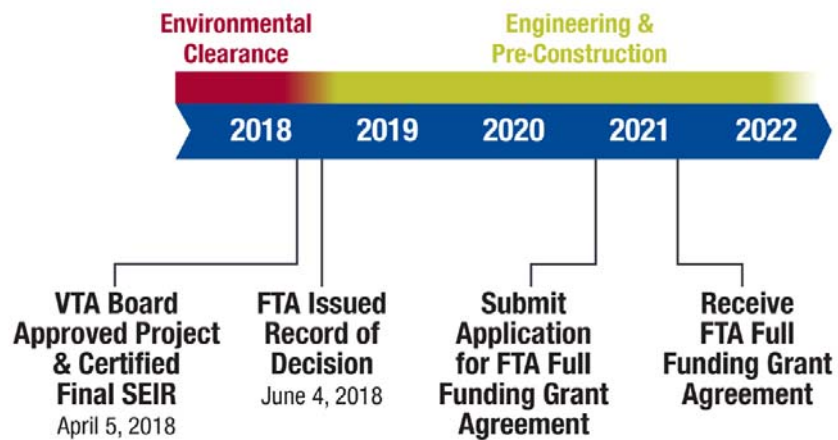
Center Platform at Stations



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



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New Website

Projects | VTA's BART Silicon Valley Phase II

VTA's BART Silicon Valley Phase II

VIEW EDIT REVISIONS

The largest single public infrastructure project ever constructed in Santa Clara County, VTA's BART Silicon Valley Phase II Project (Phase II) will extend BART service six-miles from the Berryessa Transit Center into downtown San José and terminating in Santa Clara. Phase II 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), as well as general and maintenance facilities and 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

Project Menu

- Public Involvement
- Planning & Environmental

Map

Phase II_Alignment_Map_190430.jpg

Related Projects

- VTA's BART Silicon Valley

Timeline

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

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Small Business Assistance Study

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

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

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.

Working with Job Corps/TCU

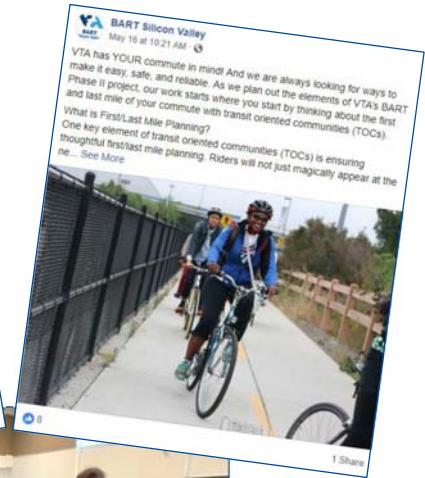
Student feedback on proposed internship program:

- 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

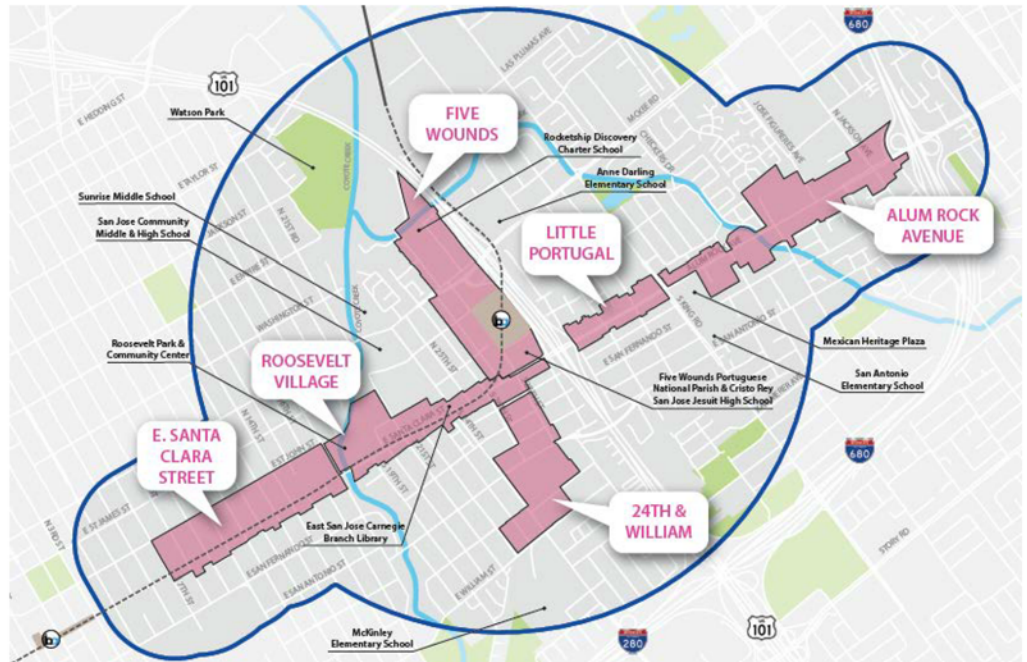
- Finalize report of internship program structure
- Incorporate internship program into Preconstruction portion of Construction Education and Outreach Plan
- VTA intends to implement internship program when Phase II construction begins

Questions?

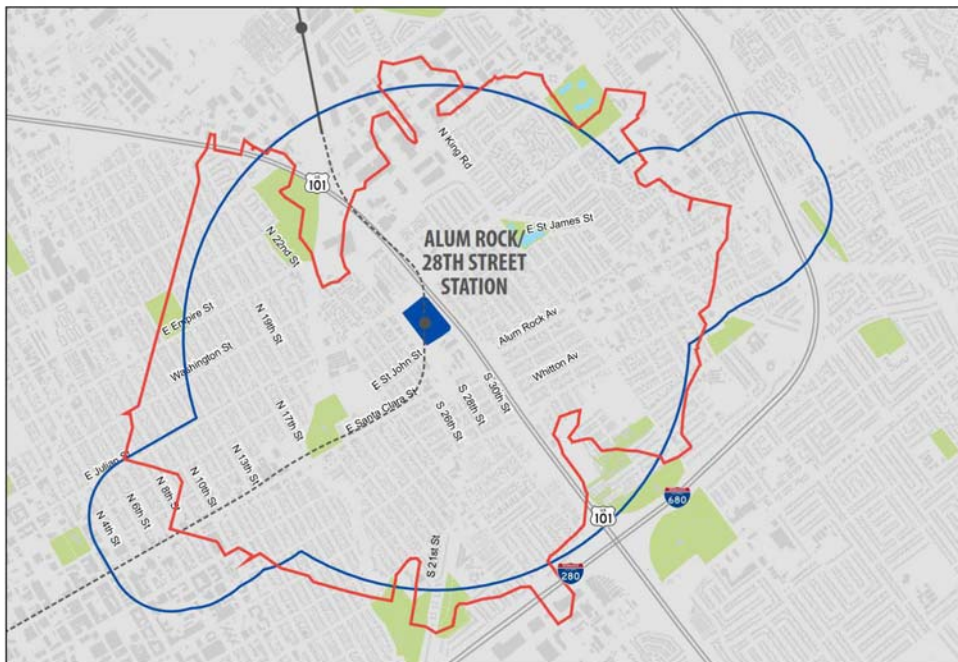


PROJECT PURPOSE

- Multimodal Transportation Improvement Plan (MTIP)
- Builds from and advances **past planning efforts**
- To identify and **prioritize projects** that align with local and citywide goals
- Produce **designs**, estimates, and implementation strategies for highest priority improvements
- Focus City efforts to **implement** highest priority items



RELATIONSHIP TO BART TOC STATION ACCESS STUDY



LEGEND

- 1.5 mile bikeshed (10 min bike ride)
- East San José MTIP boundary
- VTA's BART Phase I Extension Alignment
- VTA's BART Phase II Extension Alignment

- En Movimiento incorporates transportation recommendations from BART TOC Station Access Study
- BART TOC Station Access study looked at opportunities to enhance community access to station
- En Movimiento looks at improving connectivity and safety for all trips throughout the study area, particularly focused on community activity areas
- En Movimiento will advance BART TOC Station Access Study recommendations towards implementation for highest priority items

- Stakeholder Interviews – November/December 2018
- Preliminary Plan
 - Community Engagement #1 – March 2019
 - Online Survey #1
- Initial Evaluation and Recommendations
 - Community Engagement #2 – June 2019
 - Online Survey #2 is live (see project website at <http://bit.ly/ESJ-EnMovimiento>)
- Prioritized Improvements
 - Community Engagement #3 – September 2019
- Cost Estimates and Implementation Strategies
- Final Plan – February 2020
 - Community Engagement #4 – February 2020

COMMUNITY ENGAGEMENT #1

- A total of six pop-events occurred on Thursday, March 21, 2019
- Held at key gathering spaces during midday, late afternoon, and early evening hours
- Online Survey #1 was conducted
- Received input from 131 respondents and 558 map responses of key locations and issues



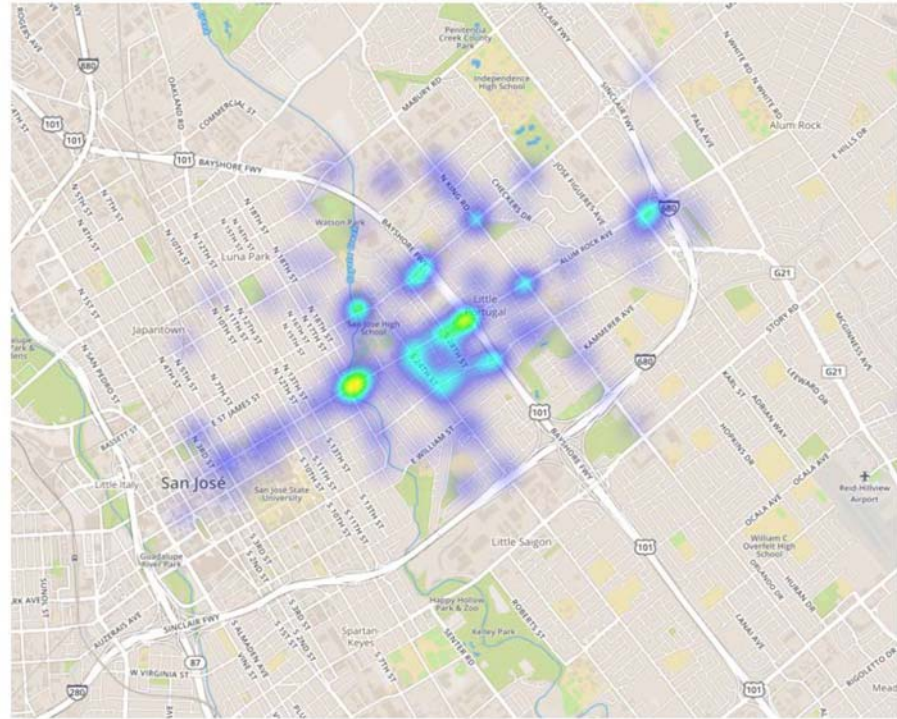
What are the locations in the area that are in **greatest need of improvement** for walking, biking, or accessing transit?

Corridors:

- E. Santa Clara Street and Alum Rock Avenue (3rd St. to I-680)
- 24th Street (E. Santa Clara Street to William Street)
- San Antonio Street (24th Street to US-101)

Specific hotspot locations:

- E. Santa Clara Street & Coyote Creek
- E. Santa Clara Street & US-101
- Alum Rock Avenue & King Road
- Alum Rock Avenue & Jackson Avenue
- E. Julian Street & San Jose High School
- E. Julian Street & US-101



N = 222 map points

Notes: 169 map points from the survey (27 transit, 67 bike, 75 walk); 53 map points from the pop-up events

Biggest Challenges in the Study Area:

1. High vehicle speed on streets, cars move too fast
2. Lack of safe and secure bike parking
3. Transit is too slow

Transportation Improvements You Would Like to See:

1. Bicycle facilities that have better separation from cars
2. Better lighting, signage, and landscaping along ped routes
3. New bicycle facilities that fill existing network gaps



- Community Engagement #2 – June 2019
 - Community Meeting: June 15, 2019 (10 AM – 12 PM) at Mexican Heritage Plaza
 - Pop-up events in the community week of June 17th
 - Check our project website for more info and to take our survey:
<http://bit.ly/ESJ-EnMovimiento>
 - ***Please help us spread the word!***
- Next Steps
 - Refine Initial Improvement Recommendations Based on Input
 - Refine Prioritization/Evaluation Approach Based on Input
 - Evaluate Projects and Begin Prioritization

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Transit Oriented Communities Strategy Study

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

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Transit Oriented Communities Strategy Study Process



Strategy Update

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

April Workshop – Zoning and Land Use

Urban Form

- Relaxed requirements for commercial FAR should not eliminate the requirement for some ground floor retail space.
- Height limit recommendations will recognize sensitivity to Five Wounds Church and single family neighborhoods by requiring new development to step down in transition zones.
- BART Warm Springs/South Fremont Station is reserving surface parking adjacent to station for higher density commercial development when market conditions are favorable.

April Workshop – Zoning and Land Use

Policies and Actions

- We need to ensure that any adjustments to the Urban Village land-use and density policies can be implemented quickly and simply. Avoid costly rezoning procedures.
- CSJ staff noted that City Council will be considering adjustments to the Urban Villages plan to allow residential development to occur prior to BART funding and construction.

April Workshop – Parking

Station Parking and Access

- VTA staff noted the 11 acre station site owned by VTA is sufficiently large for the station, commuter parking and good TOD.
- Could spaces in the BART commuter-parking garage be shared with TOD? VTA is looking at opportunities for shared parking that will reduce total parking requirement. The currently approved BART parking requirement is 1,200 spaces.
- The impact of autonomous vehicles (AVs) is still under review. The real benefit of AVs as it relates to vehicular traffic, comes when they are used as a shared resource.

April Workshop – Parking

Community Impacts

- Streets should be designed to prioritize pedestrian safety at all times of day and night.
- Current community perception is that there is already a shortage of parking. Although the neighborhood is generally single family, there are multiple families and multiple vehicles in many households.
- Residential parking permits will be necessary to discourage commuter parking on city streets. How to prevent people using scooters to get to vehicles parked just beyond the boundaries of the permit zones?

April Workshop – Affordable Housing

Displacement

- Two out of every three new units in this Station Area are affordable. However, these are displacing small businesses because they are replacing single-story strip malls but are not including appropriate new retail spaces on the ground floor.
- CSJ staff noted challenge of providing preference for existing local residents due to Fair Housing laws. CSJ is looking into possibility of designating some deed-restricted units.
- The affordable housing that is being developed does not include units for extremely low income. A more balanced mix is needed.

April Workshop – Small Business Anti-displacement

Community Identity

- Use small business policies to promote cultural identity and avoid gentrification by requiring culturally sensitive development.
- A food court would be welcome, but it would need a strong non-profit management entity.
- Too many small businesses currently close early; with the advent of BART and good TOD, more businesses open into the evening hours is desired to better serve the surrounding community.

April Workshop – Small Business Anti-displacement

Planning and Infrastructure

- Infrastructure improvements should be planned ahead to anticipate the needs of small businesses.
- Parking requirements must be included in the small business anti-displacement strategy.
- Commercial space should be concentrated on Santa Clara Street / Alum Rock Avenue and 28th Street.

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

Update Zoning Across the station area to ensure the vision of "Good TOD".

Enable residential development to move forward in the short term while preserving key sites for future commercial uses.

Revise parking requirements and create "shared access districts" to actively manage and share parking.

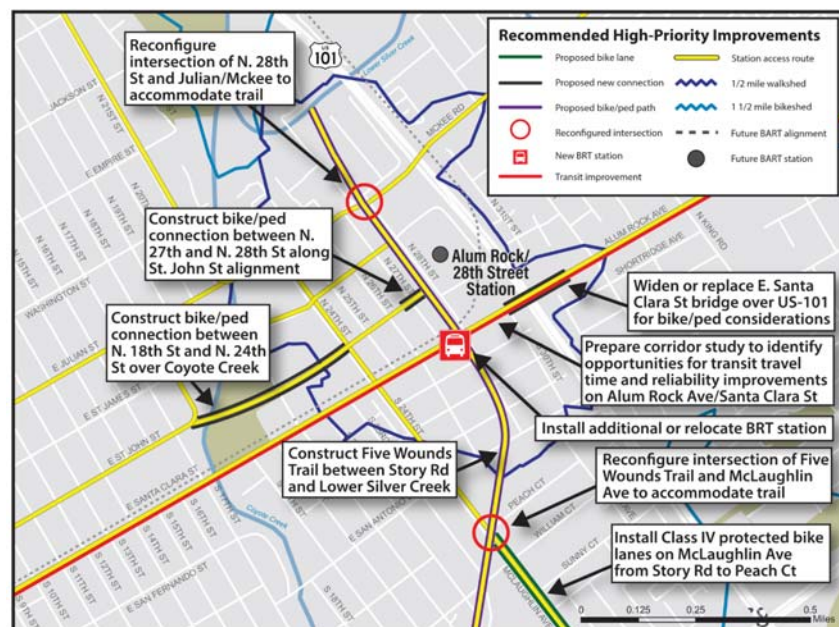
Reduce barriers to and increase funding for affordable housing development.

Preserve existing affordable housing and strengthen protections for existing tenants and homeowners.

Implement Small Business Retention and Anti-Displacement Strategies.

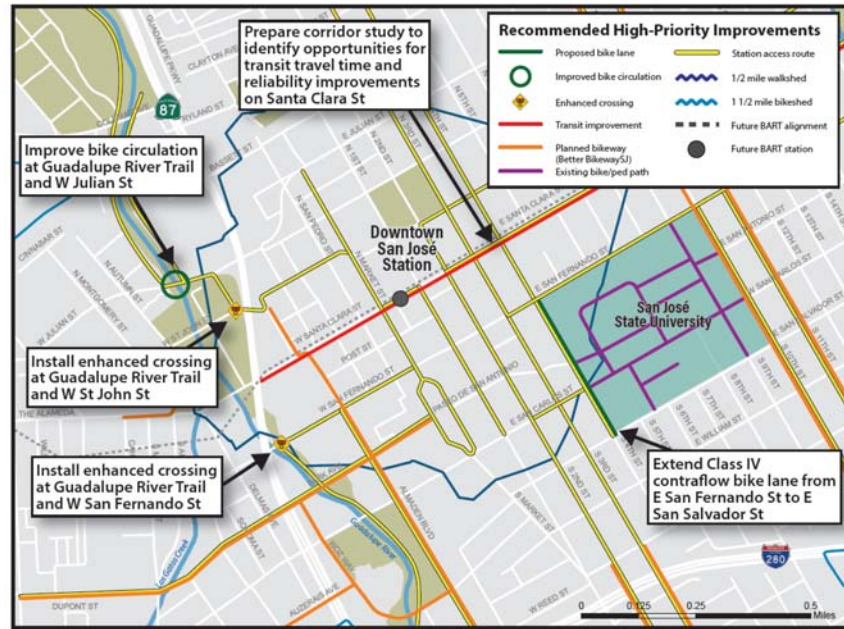
Priority access and streetscape improvements: Alum Rock/28th Street Station Area

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



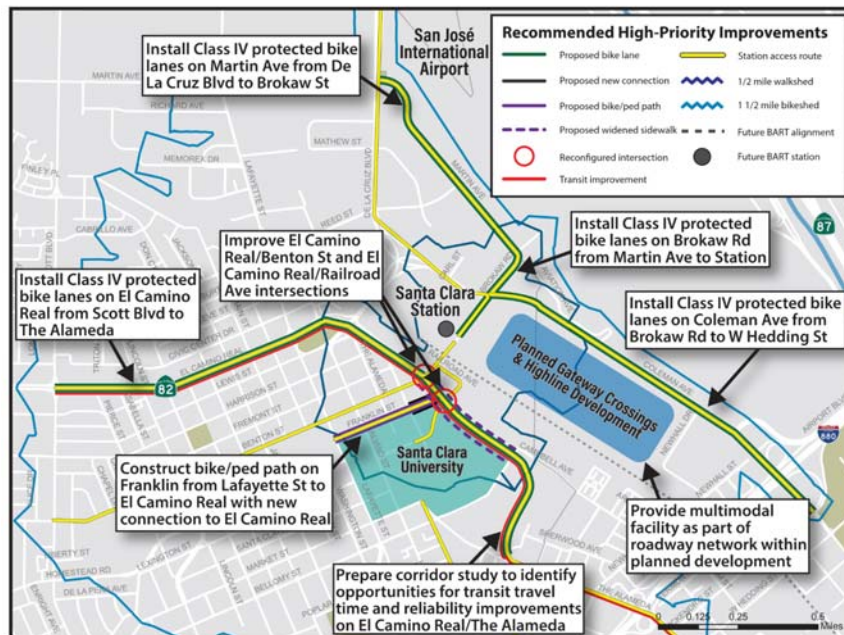
Priority access and streetscape improvements: Downtown San José Station Area

- 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: 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)



Examples of Successful TOD Implementation

Pearl District, Portland, OR

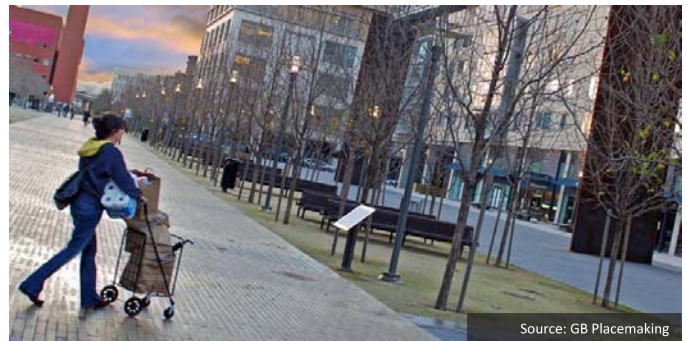
- Product of a master developer agreement designed around transit
- Provision of three parks and affordable housing key part of the neighborhood's success
- Value capture (tax increment and assessments) paid for 40% of the costs of streetcar line, parks, and affordable housing



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.



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:
Wednesday, September 11, 2019, 4:00-6:00 PM, Mexican Heritage Plaza
 - CWG Member Report Backs
 - Status Updates
 - Phase II Update
 - Construction Education & Outreach Plan
 - Diridon Station Integrated Concept Plan
 - Real Estate
 - Transit Oriented Communities Strategy Study
- Action Items