

VTA's BART Silicon Valley Phase II Extension

Alum Rock Community Working Group

September 14, 2016



Agenda



- Follow-up Items and Work Plan
- SPUR and the BART Corridor
- 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
Michael Brilliot	City of San Jose – Planning Liaison
Rosalynn Hughey	City of San Jose – Planning Liaison
Jessica Zenk	City of San Jose – DOT 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



Project Schedule

Leyla Hedayat, VTA

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

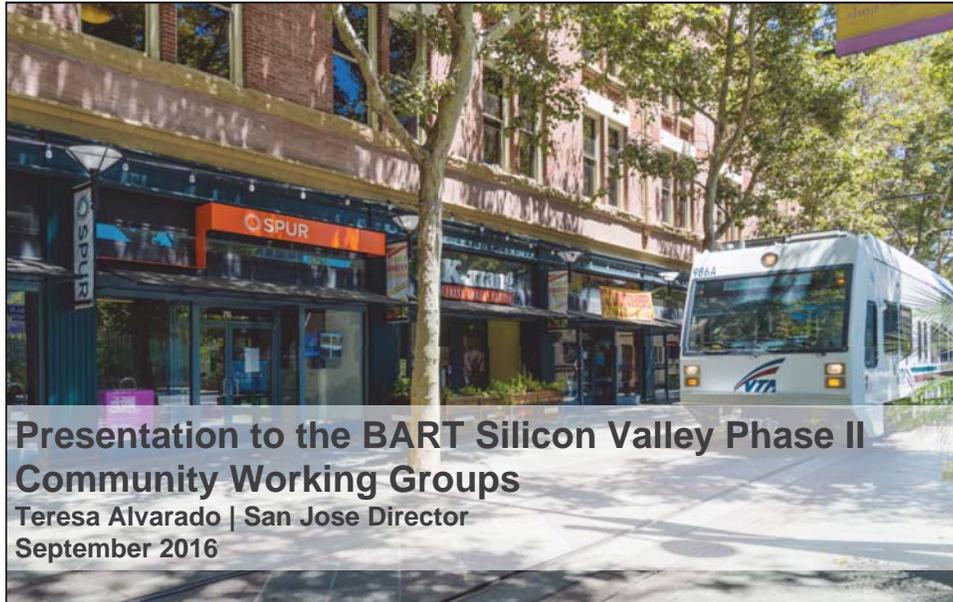
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Work Plan Shifts

Eileen Goodwin, Facilitator

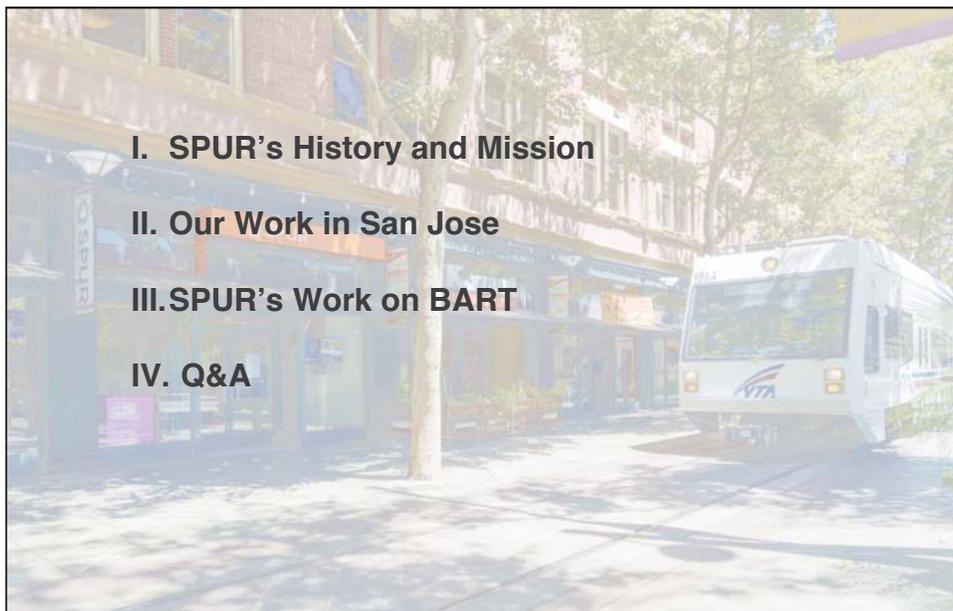
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**Presentation to the BART Silicon Valley Phase II
Community Working Groups**
Teresa Alvarado | San Jose Director
September 2016

 **SPUR** | Ideas + Action
for a Better City

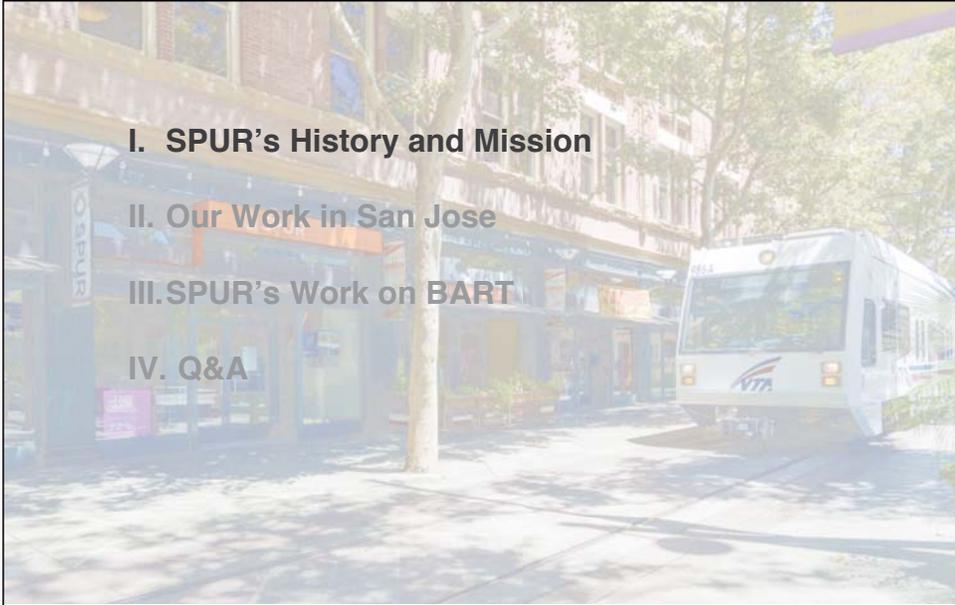
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I. SPUR's History and Mission
II. Our Work in San Jose
III. SPUR's Work on BART
IV. Q&A

 **SPUR**

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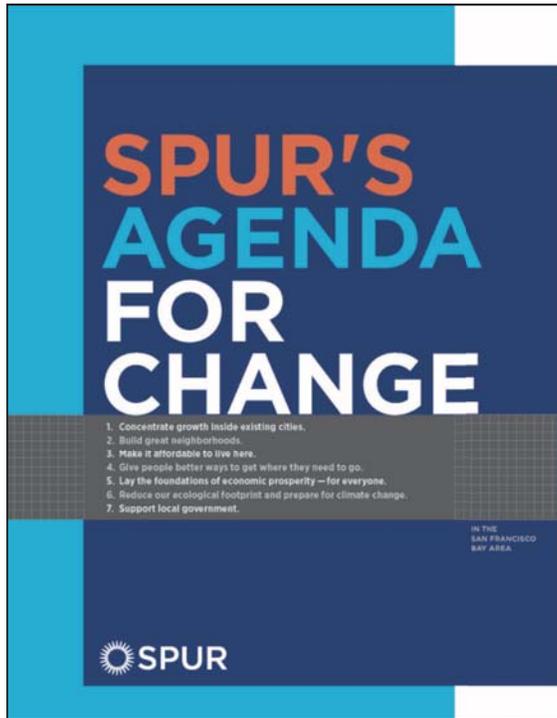
I. SPUR's History and Mission
II. Our Work in San Jose
III. SPUR's Work on BART
IV. Q&A



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**SPUR'S
AGENDA
FOR
CHANGE**

1. Concentrate growth inside existing cities.
2. Build great neighborhoods.
3. Make it affordable to live here.
4. Give people better ways to get where they need to go.
5. Lay the foundations of economic prosperity — for everyone.
6. Reduce our ecological footprint and prepare for climate change.
7. Support local government.

IN THE
SAN FRANCISCO
BAY AREA



5



CONVENE



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SPUR REPORT
MARCH 2014
The Future of Downtown San Jose
How the South Bay's urban center can achieve its potential

SPUR
THE URBANIST
NOVEMBER 2015
Opting for Urbanism
Creating Great Places in San Jose

Publish

SPUR

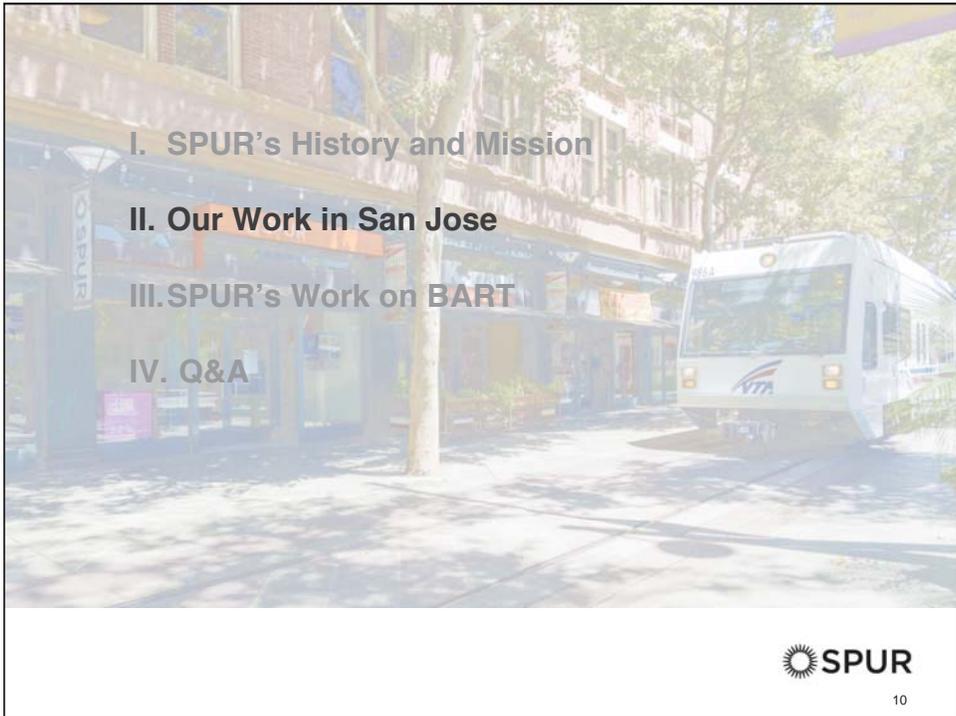
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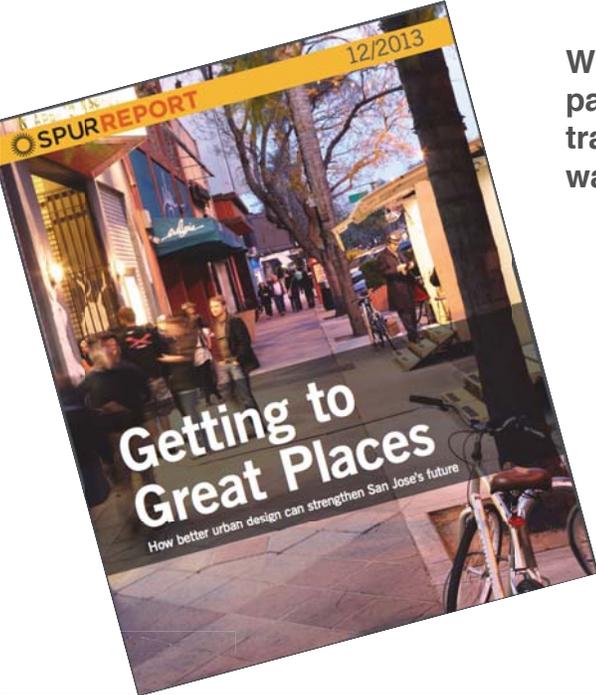


Engage

SPUR

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Getting to Great Places
How better urban design can strengthen San Jose's future

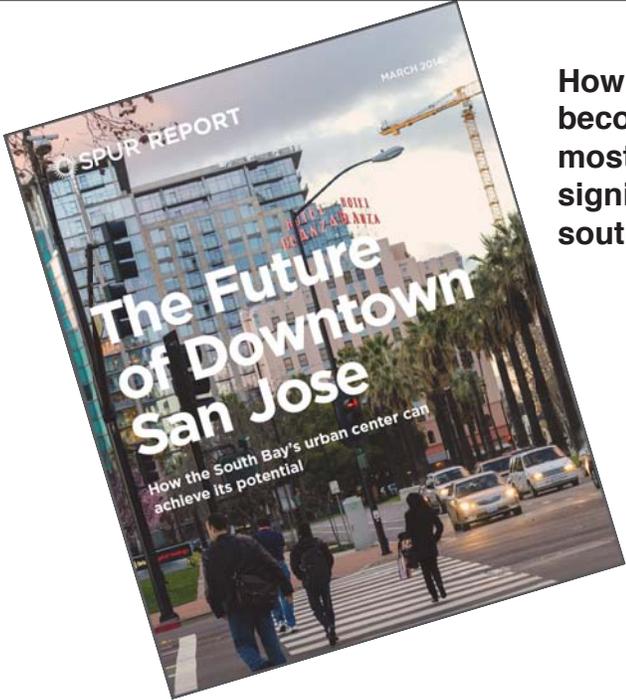
12/2013

SPUR REPORT

SPUR

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Will denser land use patterns actually translate into livable, walkable, places?



The Future of Downtown San Jose
How the South Bay's urban center can achieve its potential

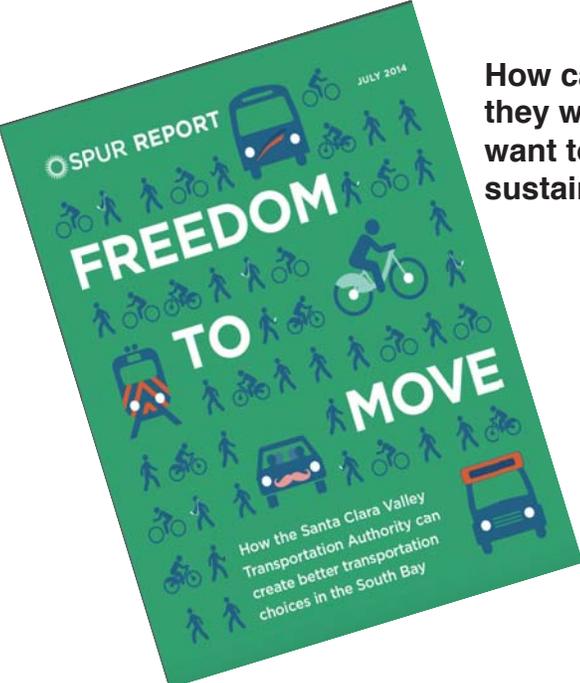
MARCH 2014

SPUR REPORT

SPUR

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How can San Jose become the largest, most lively, and most significant hub of the south bay?



SPUR REPORT
FREEDOM TO MOVE
How the Santa Clara Valley Transportation Authority can create better transportation choices in the South Bay
JULY 2014

How can people get where they want to go, when they want to go—on reliable and sustainable modes?



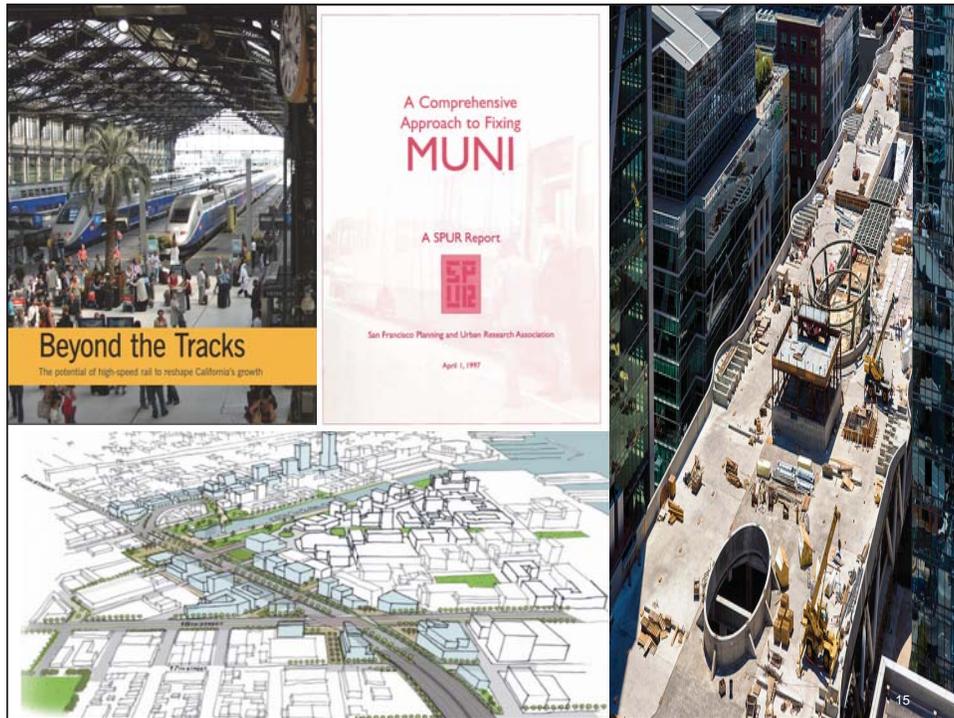
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I. SPUR's History and Mission
II. Our Work in San Jose
III. SPUR's Transit Policy Work
IV. Q&A



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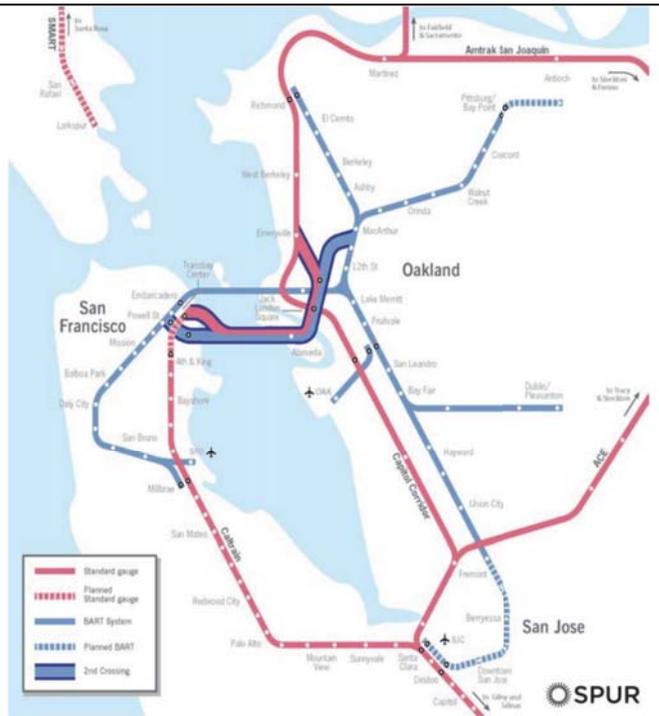
1973	SPUR authors San Francisco's <i>Transit First Policy</i>
1997	SPUR authors <i>A Comprehensive Approach to Fixing Muni</i>
2000	SPUR authors <i>What's Next for Muni</i>
2001	SPUR authors <i>The Next Step for Muni Reform</i>
2005	SPUR authors <i>Muni's Billion Dollar Problem</i>
2007	Muni launches "transit effectiveness project"
2014	SPUR Supports Prop A (Passed)
2015	MUNI FORWARD launched

WIN: Major changes for Muni



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WIN:
Funding for
Second
Transbay
Rail
Crossing
Study in
November
BART Bond



IMPROVING REGIONAL PLANNING IN THE BAY AREA

Recommendations for integrating
ABAG and MTC

Rethinking Regional Planning: A Window of Opportunity in 2016

By Egon Terplan, Regional Planning Director

Egon Terplan: Bay area needs a single regional agency for planning and funding

By Egon Terplan | Special to the Mercury News

WIN: Merger of MTC and ABAG





Beyond the Tracks
The potential of high-speed rail to reshape California's growth

SPUR
THE URBANIST
Hollywood vs. Silicon Valley
Why California Needs High Speed Rail & How We Can Pay For It

High-Speed Rail: Funding, Station Area Development, and more

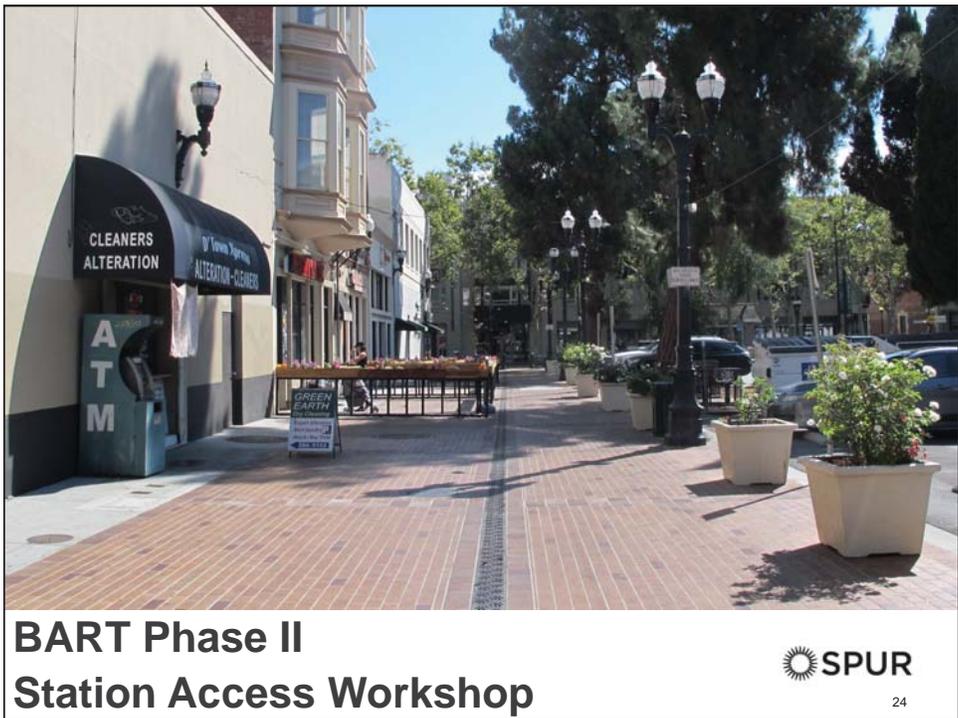
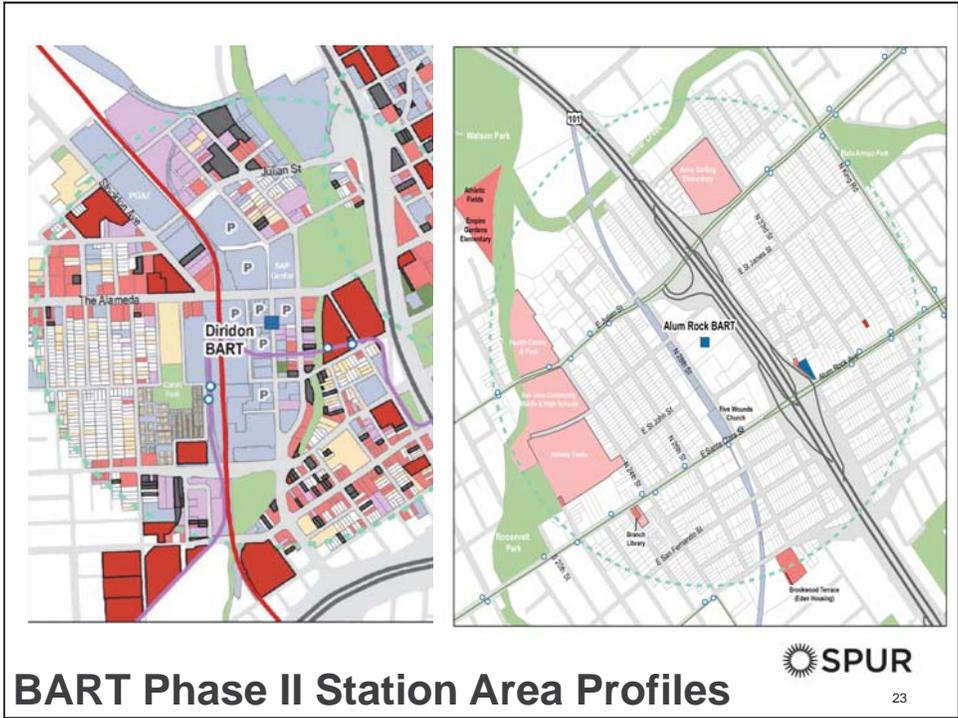
SPUR
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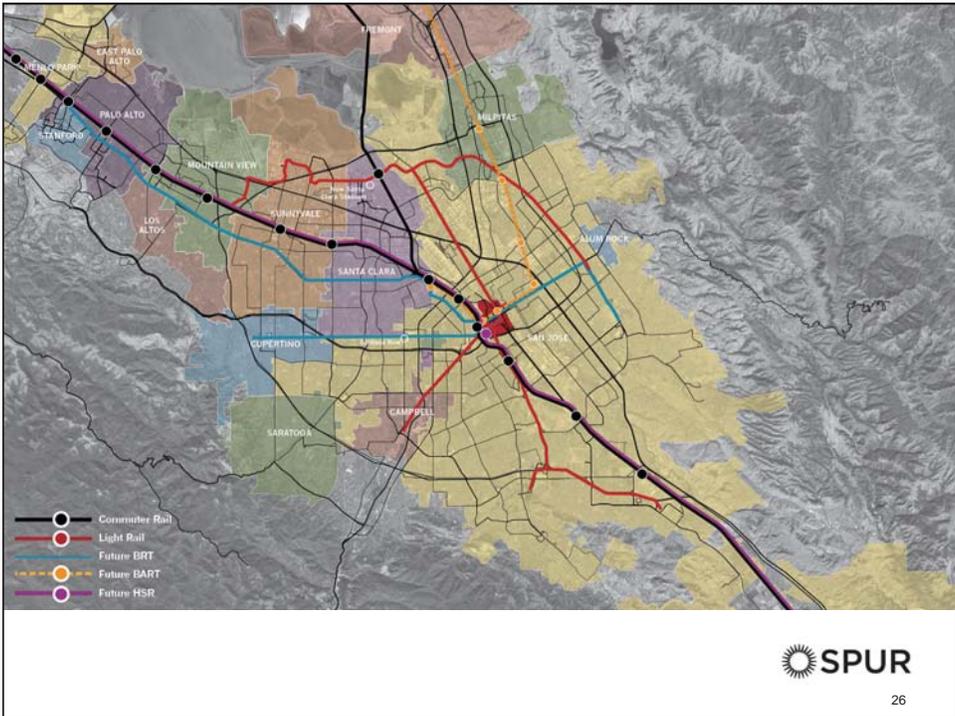
<p>BABY BULLET (4-TRACK)</p>  <p>Peak Hour Capacity: 10,750 pax/hr Caltrain & HSR Cost: \$900M-1.6B</p>	<p>ALL STOPS, FEWER STATIONS</p>  <p>Peak Hour Capacity: 10,750 pax/hr Caltrain Cost: \$970M HSR Cost: \$900M-1.6B</p>	<p>ALL BABY BULLET</p>  <p>Peak Hour Capacity: 8,000 pax/hr Caltrain Cost: \$530M HSR Cost: \$900M-1.7B</p>
<p>SKIP STOP</p>  <p>Peak Hour Capacity: 7,100 pax/hr Caltrain Cost: \$440M HSR Cost: \$700M-1.3B</p>	<p>SKIP STOP/NEW BAYSHORE ALIGNMENT</p>  <p>Peak Hour Capacity: 7,100 pax/hr Caltrain Cost: \$2B-4B HSR Cost: \$2B-3B</p>	<p>PENINSULA/S. VALLEY</p>  <p>Peak Hour Capacity: 7,100 pax/hr Caltrain Cost: \$265M HSR Cost: \$700M-1.2B</p>

Caltrain: Long-Range Plan to Grow Ridership to 260,000 people/day  21

	
<p>PROPOSED PLAN- KEEP FLEA MARKET Flea Market Site: 600 Housing Units VTA Site: 210 Housing Units</p>	<p>CALTHORPE PLAN Flea Market Site: 712 Housing Units</p>

The Future of the Berryessa BART Station  22







Denver Union Station, Colorado



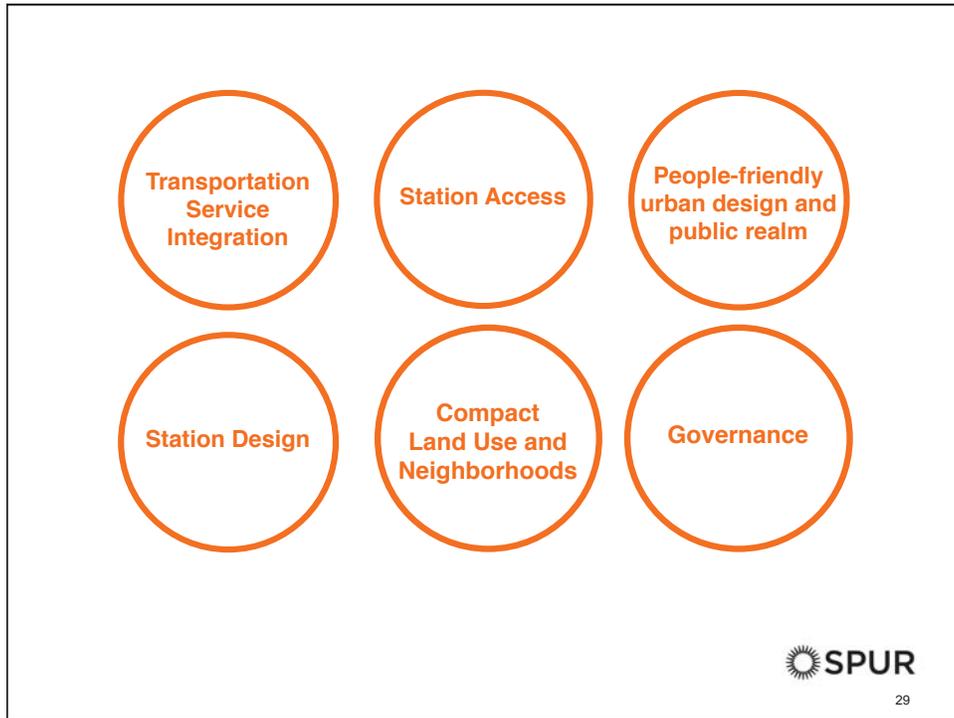
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Rotterdam Centraal, Netherlands



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Rail~volution California Day*
Oct.12 @ 2-5pm

High-Speed Rail on the Horizon
Oct. 25 @ 12:30

What's Next for Diridon?
Nov. 2 @ 12:30

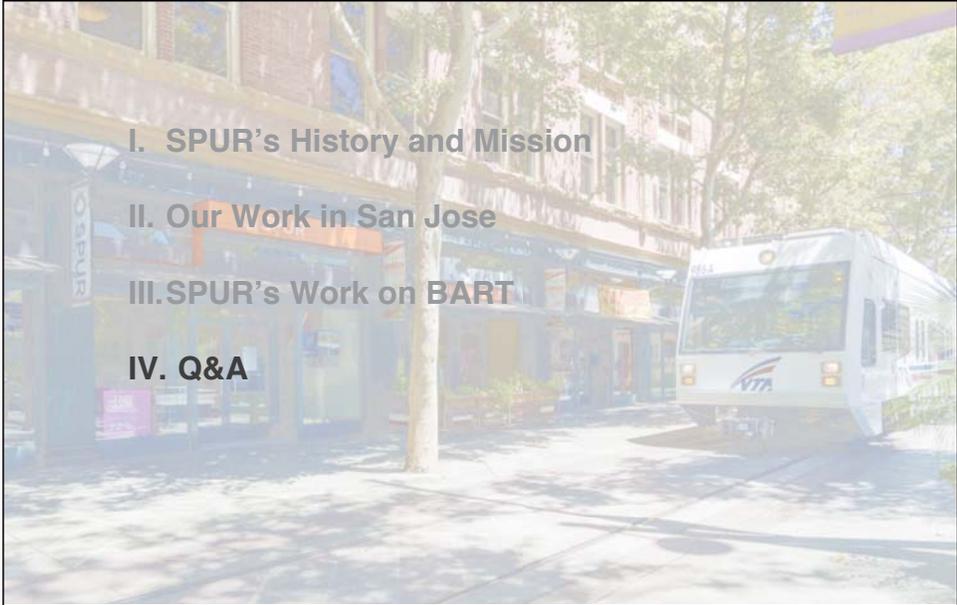
Lessons from Great Urban Train Stations
Nov. 16 @ 12:30

**Tickets for purchase. Held in San Francisco.*

Upcoming Programs

SPUR

Image credit: Alan Hart, VIA Architects 30



I. SPUR's History and Mission

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III. SPUR's Work on BART

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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.

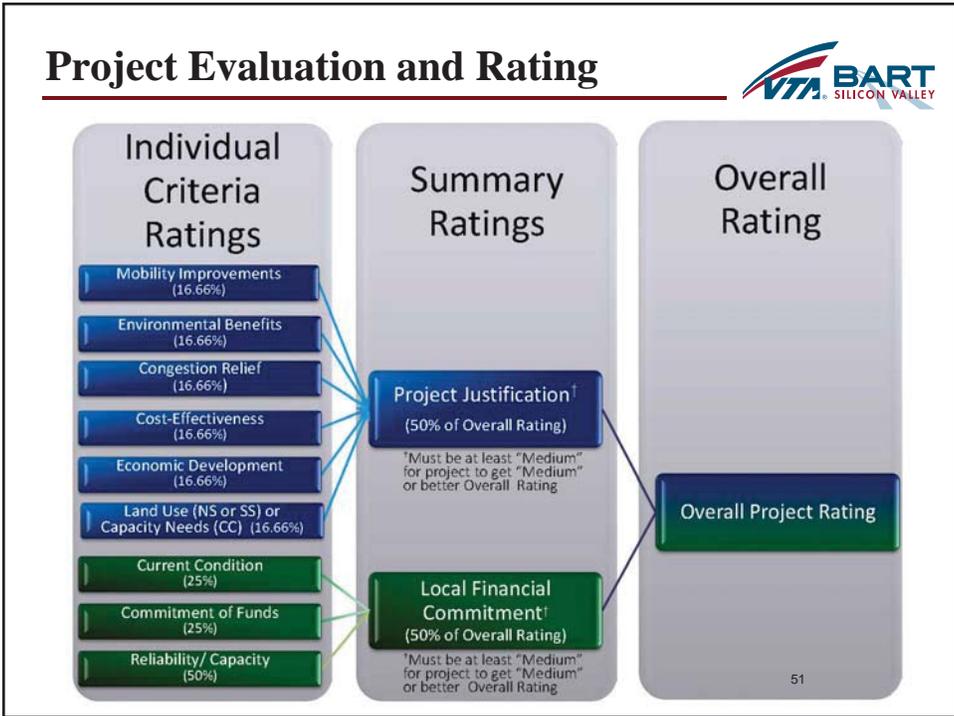
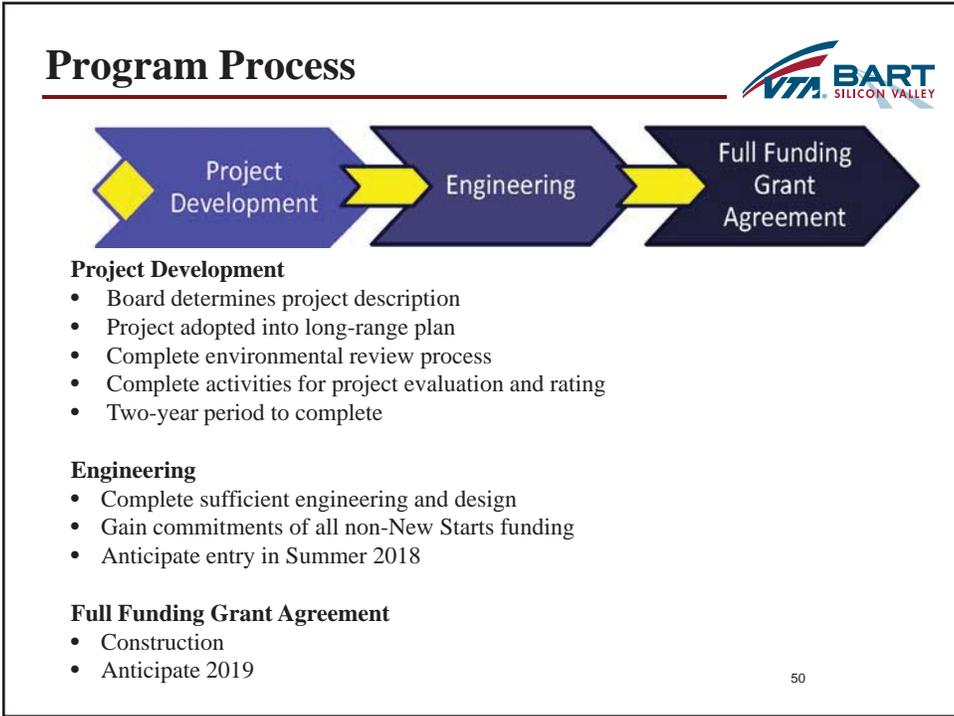
² The amount included in the funding strategy assumes a level of additional contingency resulting from the future risk assessment results.

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



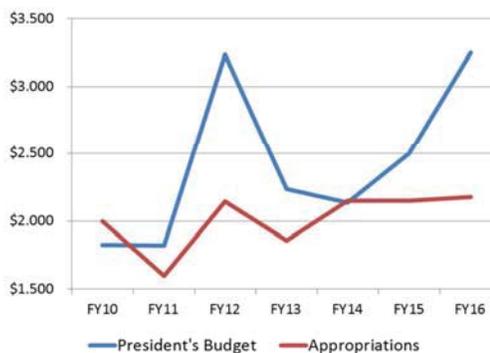
- Fixing America’s Surface Transportation Act (FAST), discretionary & highly competitive Federal grant program
- Legislatively directed multi-year, multi-step process, with FTA project evaluation and rating required at specific points
- Roughly \$2 billion appropriated each year
- Demand for funds exceeds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



FTA

FEDERAL TRAVEL ADMINISTRATION



Questions



Impact of Transit on Station Area Communities

Abby Thorne-Lyman, BART



Impact of Transit on Station Area Communities



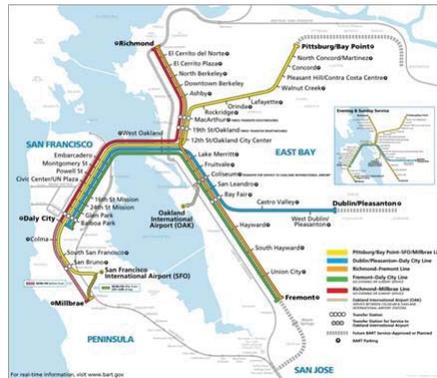
Strengthening the connections between people, places, and services enhances BART's value as a regional resource.

SVRT Community Working Groups
August 13-15, 2016

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)

 \$2,100 BART fare	 \$2,300 Gas, maintenance, oil changes, and depreciation
\$700 BART Park and Ride fee	\$6,800 Parking and bridge tolls
\$2,800 Annual cost	\$9,100 Annual cost

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/feg/), 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

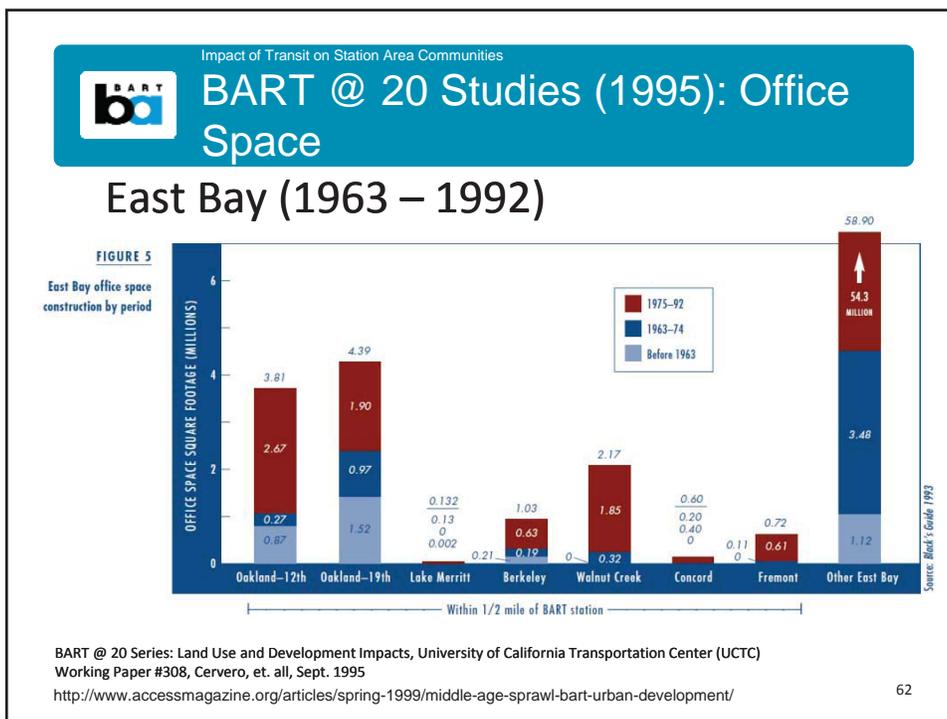
San Francisco (1963 – 1992)

FIGURE 4
San Francisco office space construction by period

Location	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

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/>

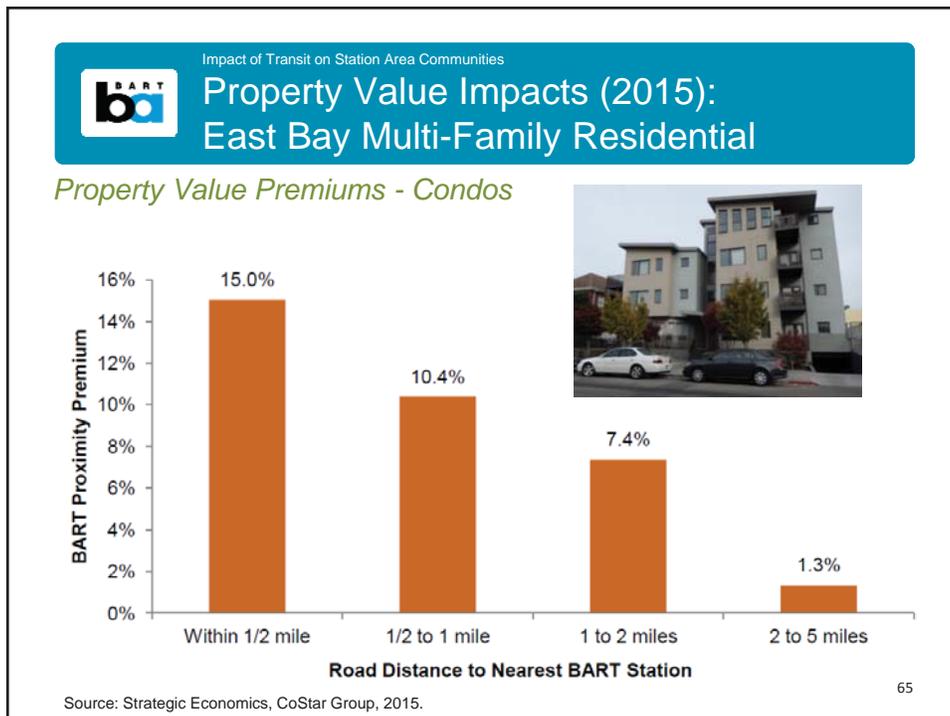
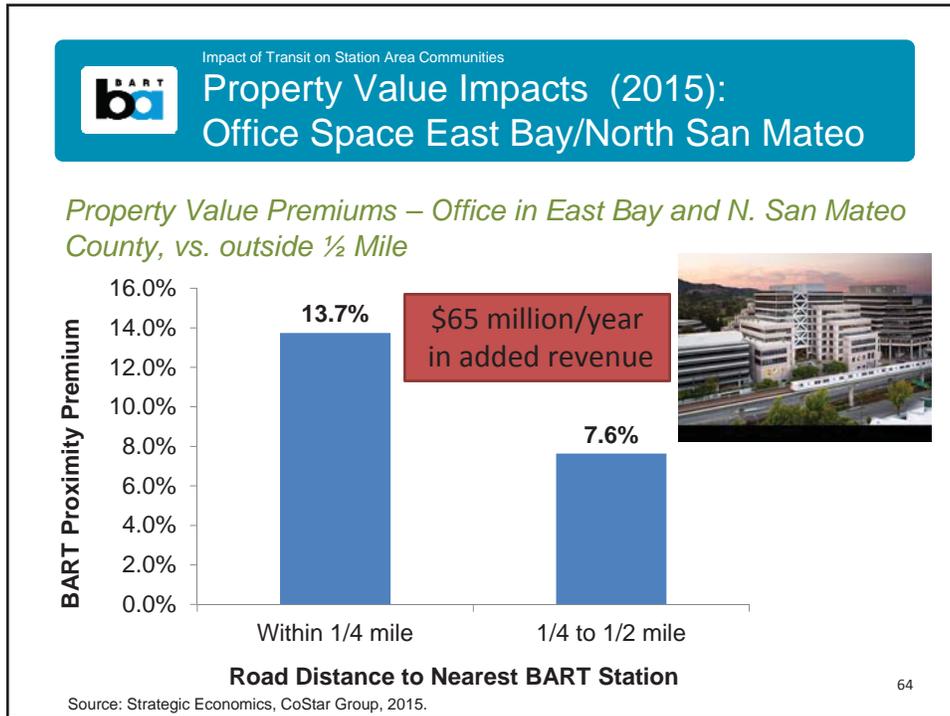
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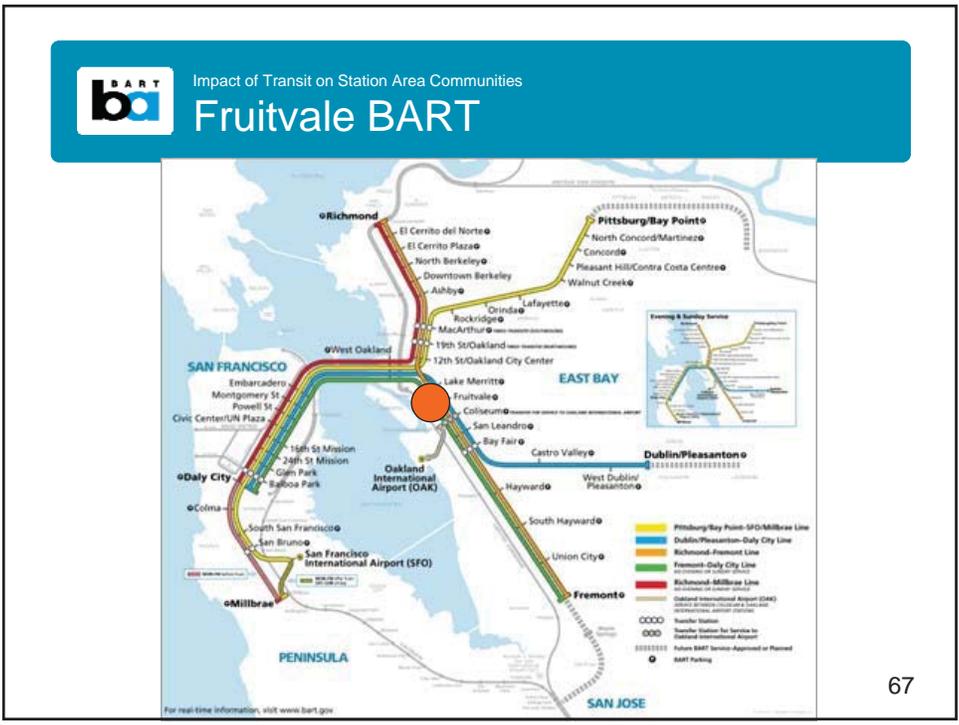


Impact of Transit on Station Area Communities

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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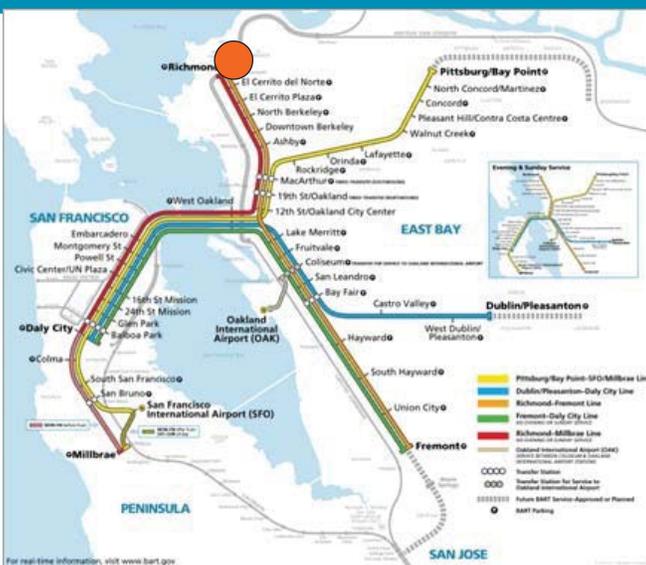




Fruitvale BART Paseo - After



Richmond BART





Richmond BART - Before



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Impact of Transit on Station Area Communities

Richmond BART

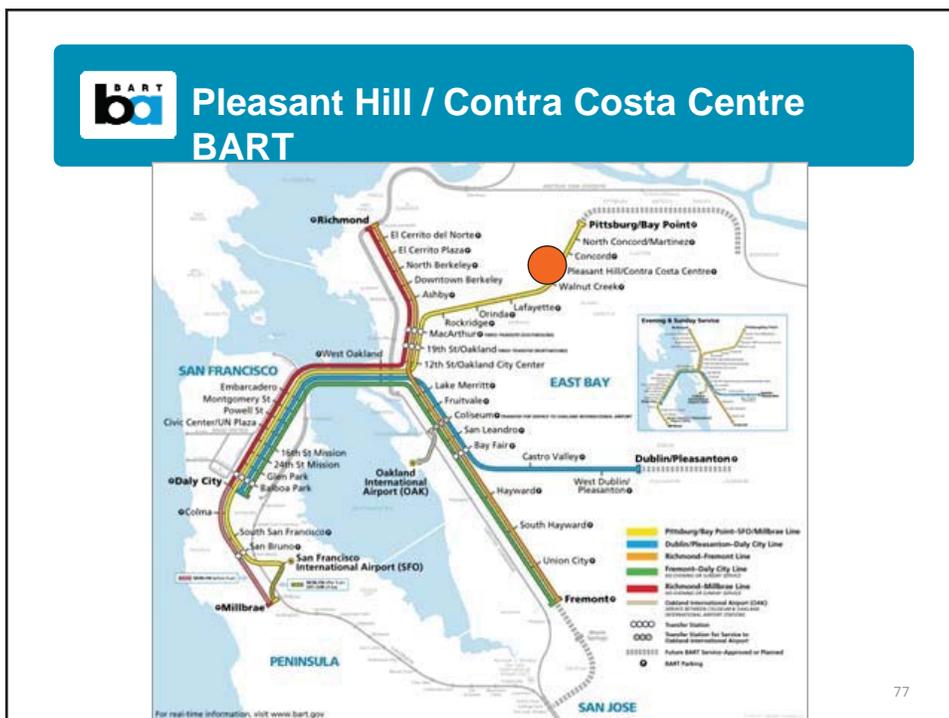
A Case Study of Holding a Longer Term Vision




BART Planning, Deve

- 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

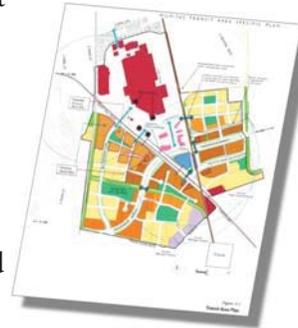
Community Working Groups
September 2016



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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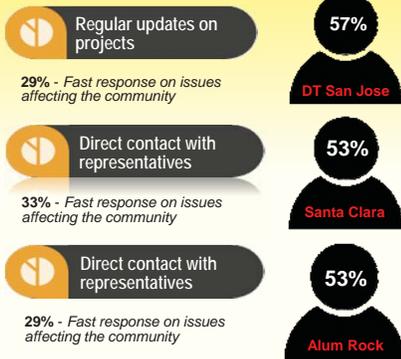
Recap of June CWG Construction Outreach Poll Results

Angela Sipp, VTA

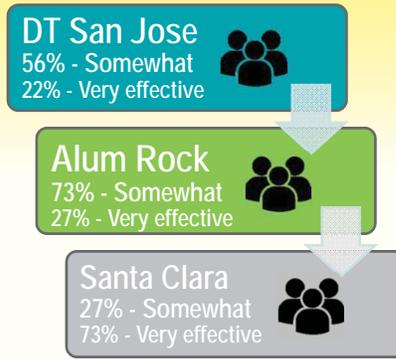
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Community Engagement CWG Polling Results

MOST VALUED FUNCTION OF COMMUNITY OUTREACH

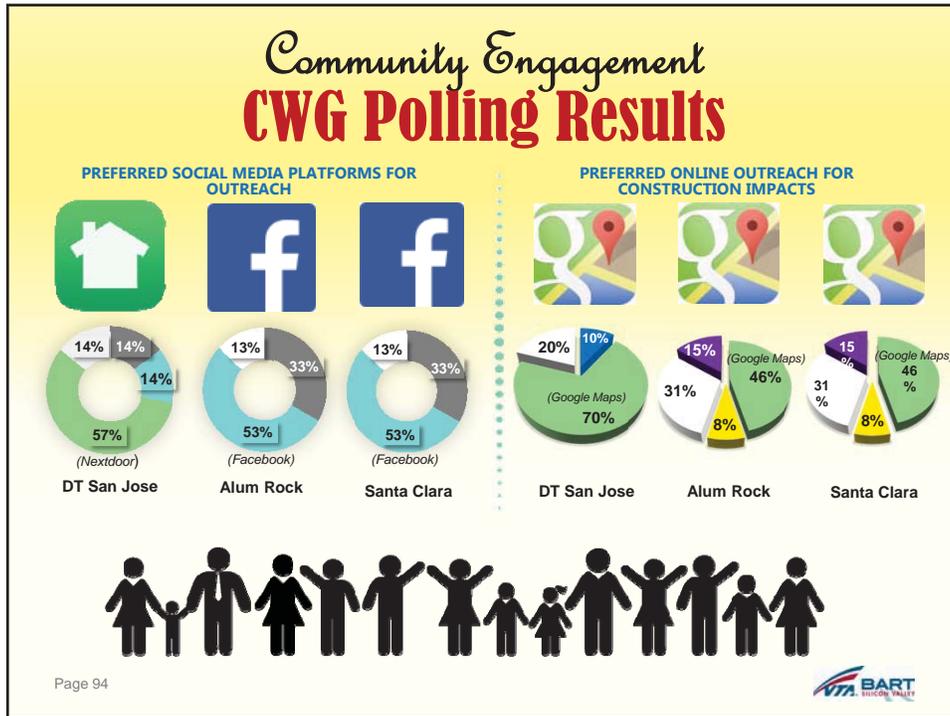


EFFECTIVENESS OF COMMUNITY WORKING GROUP PROCESS



Page 10





- ## 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 95



Discussion

Eileen Goodwin, Facilitator

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Next Steps

- Next meeting: Wednesday, November 16, 2016~ 4:00-6:00 PM,
Mexican Heritage Plaza ~ BYOB
 - Environmental Process (how to comment)
 - Right-of-way Requirements for BART Phase II
 - VTA Contracting (SBE/DBE outreach and local business outreach and goals)
 - Marketing plan prior to start of a project
 - CWG Next Steps, Recap of Election
- Action Items

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