

VTA's BART Silicon Valley Phase II Extension Project

Alum Rock Community Working Group

September 13, 2017



1

Agenda

- Follow-up Items
- CWG Work Plan
- Five Wounds Trail Discussion
- BART Fare Setting Process & Background
- Phase I Update
- Transit Oriented Development Strategy & Access Planning Studies
- Future Intermodal Downtown San Jose Update & Study Tour Recap
- VTA's Environmental Project Description Decision Making Process
- Project Updates
- Next Steps



2

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



Solutions that move you 3

Your Role as a CWG Member

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



Solutions that move you 4

Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Brandi Childress	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
Michael Brilliot	City of San Jose – Planning Liaison
Jessica Zenk	City of San Jose – DOT Liaison
Ahmad Qayoumi	City of San Jose – DOT Liaison



Upcoming Meetings

VTA Board of Directors

- September 22, 2017 at 9:00 AM Workshop
- October 5, 2017 at 5:30 PM
- November 2, 2017 at 5:30 PM
- December 7, 2017 at 9:00 AM

Joint BART/VTA Board Meeting

- September 28, 2017 at 9:00 AM

VTA's BART Silicon Valley Program Ad Hoc Committee

- November 13, 2017 at 10:00 AM



Follow-Up Items



Solutions that move you 7

Follow-Up Items

- A privacy disclosure will not be included when signing up to pay for parking at the Milpitas and Berryessa/North San Jose transit centers. The footage recorded by the license plate readers is subject to VTA's CCTV and Preserved Footage Policy.
- The Real Estate Acquisition for VTA Projects Fact Sheet has been distributed today and is posted on the CWG Website (www.vta.org/bart/phaseIIcwgs) under the "Phase II CWG Links".
- The Phase II Funding Strategy slide from the April 2017 CWG presentation has been updated to include the correct funding strategy and funding program names and has been reposted on the CWG website.
- Five Wounds Trail meeting was conducted with Davide, Bob, and Terry on 8/28 and Yves Zsutty will be presenting today



Solutions that move you 8

Five Wounds Trail Discussion

Yves Zsutty, CSJ
Jill Gibson, VTA



9

Five Wounds Trail



10

San José Trail Network

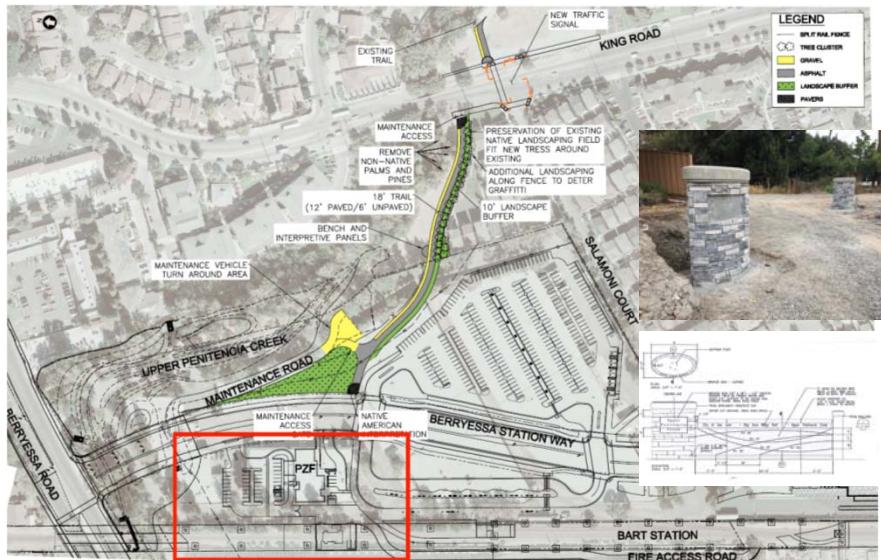
2004: **26 miles**
 2017: **60 miles** Class I Trails



11

Penitencia Creek Trail

King Road to Berryessa BART

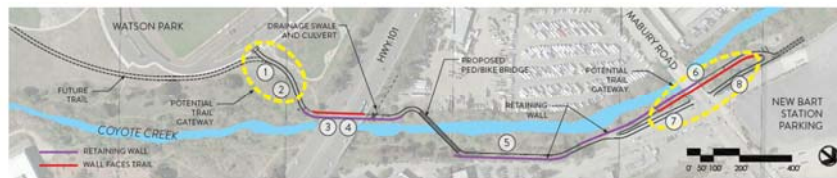


12



Coyote Creek Trail

Mabury Road (BART) to Empire Street



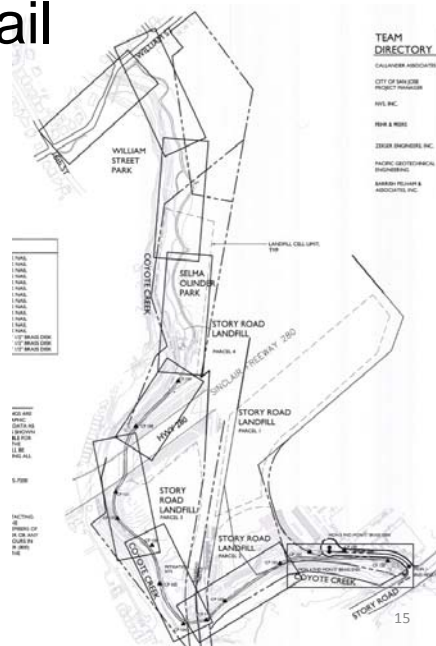
SAN JOSE
MARK THOMAS
APRIL 13, 2017

EXISTING CONDITION
COYOTE CREEK TRAIL DESIGN CONCEPT, CITY OF SAN JOSE

14

Coyote Creek Trail

Selma Olinder Park to Story Road



Five Wounds Trail

Identified Trail



Five Wounds Trail

Story Road to Highway 280
Coyote Meadows Study



Five Wounds Trail

Highway 280 to William Street



Five Wounds Trail

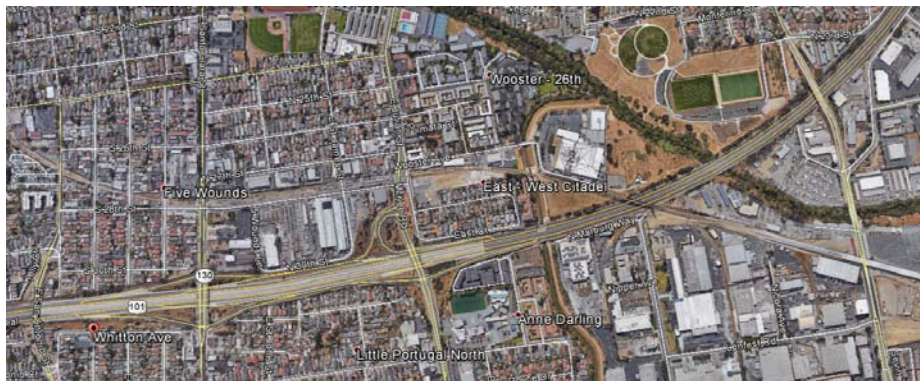
William Street to Whitton Avenue



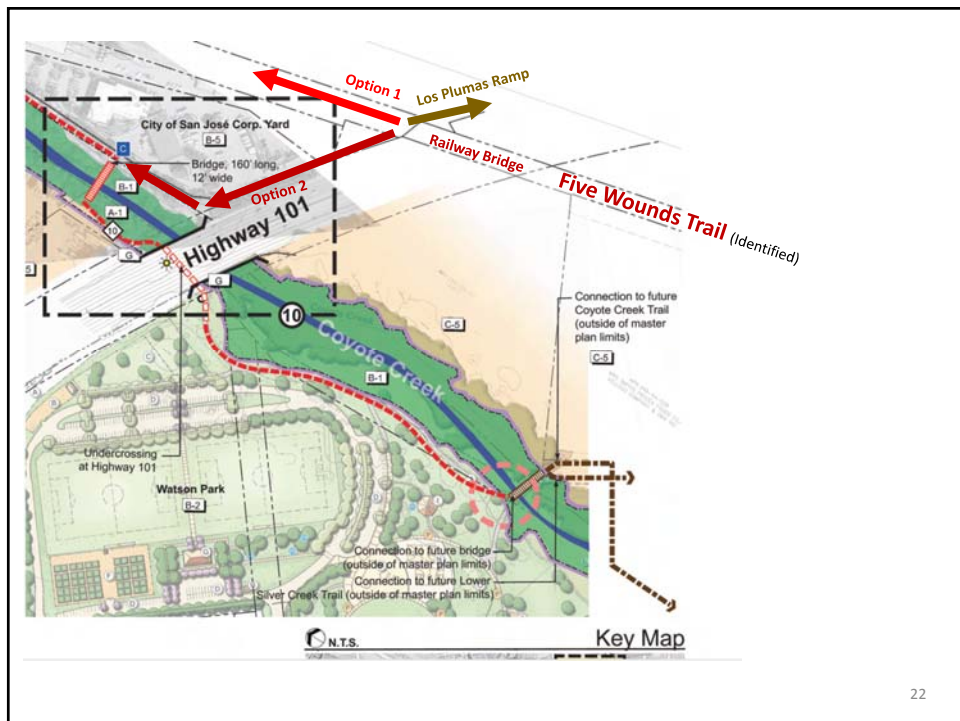
19

Five Wounds Trail

Whitton Avenue to Mabury Road



20



Related documents

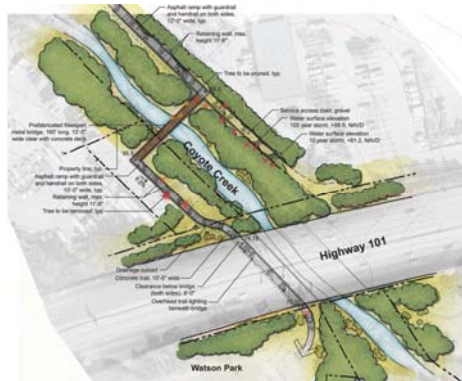
Five Wounds Urban Village Plan (Council approved)
BART Station Area Community Concept Plan



23

Related documents

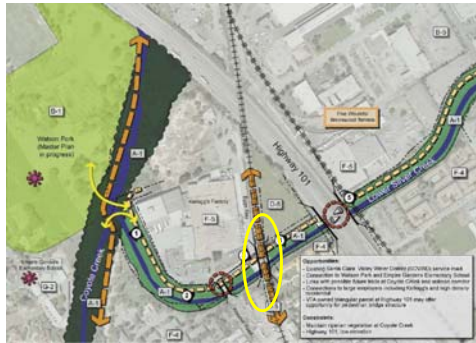
Coyote Creek Trail Master Plan
Montague Expressway to Highway 101



24

Related documents

Lower Silver Creek Trail Master Plan
Coyote Creek to Lake Cunningham



25



26

View – looking north from existing railway bridge.

Photos taken from same vantage point.

Option 1



- Possible utility conflicts (MCI)
- Constrained along fence
- Possible encroachment on City service yard
- Lack of “eyes on trail”

Option 2



- Uncertain availability of right-of-way
- Possible use of Caltrans and/or City lands
- Likely freeway barrier required
- Aligns to Coyote Creek Trail pedestrian bridge

27

View – looking south from Mabury Road.

- Both options terminate at Mabury Road (275’ apart)
- Option 1 is adjacent to wall, and requires possible major incline to access.
- Option 1 reaches a mid-block location, requiring users to travel west to Traffic Signal.
- Option 2 (Coyote Creek Trail) has potential under-crossing and/or signalized crossing.

Option 1



Option 2

Option 1



28

Other issues

- Use of railway bridge to be studied.
 - Lack of visibility is concern.
 - Structural assessment required.
- Feasibility / Engineering Study required to assess options
- Master Plan required for CEQA and precise alignment



29

SKY Lane Vision Study



30



CONTACT INFO:

 **Yves Zsutty, Trail Manager**
408 793-5561
Yves.Zsutty@sanjoseca.gov

  
@SanJoséTrails

31

8/25/2017 Five Wounds Trail Meeting Follow-Up Items

- The plan & profile drawings have been updated to include the Phase I tail tracks near the US 101 bridge.
- Phase I tail tracks are required for train and equipment storage and will remain post construction and revenue of BART Phase II.
- Having a maintenance yard and train storage facility at Las Plumas was previously studied but did not have adequate space for the amount of vehicles and maintenance needs required to serve the entire 16 mile BART Silicon Valley Extension and the project needs an end-of-line maintenance facility.



8/25/2017 Five Wounds Trail Meeting Follow-Up Items

- The entire footprint being environmentally cleared for the Alum Rock/28th Street station area will be required for construction of the BART Phase II project, including the area between Santa Clara Street and San Fernando Street. This area can be used by the contractor for staging, assembly, equipment/material storage, etc.
- The City will provide an update today on the East San Jose Multimodal Transportation Improvement Plan including what is and is not covered in the grant related to station access.
- A Trails Overview presentation by the City of San Jose has been added to the work plan in February 2018.




Solutions that move you 33

BART Fare Setting Process & Background

Pamela Herhold, BART




34



BART Fare Setting Process & Background


BART Financial Planning 35



Introduction

- BART overview
- BART fare setting process
- Fare structure
- Discounts and programs

36



BART Overview



46 stations, 107 route miles of track
 Busiest stations: Embarcadero and Montgomery
 FY17 ridership: 423,395 avg weekday; 124.2 million total

Financial Performance


- 83% of operating costs paid by fares, parking, advertising, and other revenue sources
- Sales tax + property tax from 3-county BART District (San Francisco, Alameda, and Contra Costa) contribute a significant amount of the remaining operating funding need and fund some capital projects

Top 3 Capital Projects

- Fleet of the Future
- Train Control Modernization
- Hayward Maintenance Complex

37



BART Fares Setting Process

- BART’s Financial Stability Policy and Fare Policy, along with input from the Customer Satisfaction survey and public outreach, provide guidance in developing/modifying fares
- 2001 BART/VTA Comprehensive Agreement
 - Governs fare setting for the extension
 - Fares for Santa Clara County stations must be consistent with BART’s core system fares
 - VTA can request BART establish a fare surcharge for SVBX trips

38

Process for Setting SVBX Fares

- 6 months prior to revenue service
 - Create fare tables by extending distance-based fare structure to new stations
 - Aligns with BART core fares and Comprehensive Agreement
 - Begin fare equity analysis and public outreach, per Title VI guidelines
 - BART Board approves Title VI report when analysis complete
- 3 to 4 months prior to revenue service
 - Public hearing on proposed fares
 - BART Board asked to approve fares
 - Provide to Cubic for implementation

39

BART Fare Structure

- BART fares components
 - Distance-based fare
 - Speed differential
 - Applicable surcharge(s)
 - Rounded to the nearest nickel
- Warm Springs/S Fremont-Embarcadero

Fare Component	Value	
	Current	Jan2018
Distance-based (35.4 miles)	\$5.02	\$5.15
Speed differential (8.3 minutes faster than average)	\$0.46	\$0.48
Transbay surcharge	\$0.97	\$1.00
Capital surcharge	\$0.13	\$0.13
<i>Total</i>	<i>\$6.58</i>	<i>\$6.76</i>
Fare the rider pays, rounded to the nearest nickel	\$6.60	\$6.75

40



Distance-Based Fare Formula

- BART fares are calculated by distance traveled

Trip	Distance (in miles)	Minimum Fare		Per Mile Additional Charge	
		Current	Eff Jan2018	Current	Eff Jan2018
Minimum Fare	6 or less	\$1.95	\$2.00	--	--
Medium	6-14	\$2.00	\$2.05	14.6¢ per mile over 6	15.0¢ per mile over 6
Long	14+	\$3.14	\$3.22	8.8¢ per mile over 14	9.0¢ per mile over 14



Surcharges

- Surcharges, once established, are increased simultaneous with and by same percentage as regular fares

Surcharge	Current	Eff Jan2018	Applied to Trips	Implemented
Capital	\$0.13	\$0.13	In 3-County BART District & Daly City Station	2005
Transbay	\$0.97	\$1.00	Crossing the bay	1974
Daly City	\$1.12	\$1.15	Between Daly City & San Francisco Stations	1973
San Mateo County	\$1.41	\$1.44	Within San Mateo County & between SM Cty & SF	2003
SFO	\$4.42	\$4.54	To/from SFO	2003
Oakland Airport	\$6.00	\$6.16	To/from OAK	2014



Speed Differential

- Premium or discount applied to reflect the higher relative value of faster or slower trips
 - Speed differential 5.6¢ per minute
 - 5.6¢ is added to or subtracted from the fare for each minute a trip's travel time is faster/slower than systemwide average speed

43



Discounts

- **62.5% discount:** Seniors, people with disabilities, youth 5-12 *
- **50% discount:** Students at participating middle and high schools *
- **Free:** Children under age 5
- **6.25% High Value Discount:** \$48 in value for \$45, \$64 for \$60
- Program specific discounts
 - SFO Airline Employees: 25% discount to fare to/from SFO
 - SFO Airport-badged Employees: \$4.42 SFO Premium Fare waived
 - OAK Airport-badged Employees: Pay \$2 of \$6 OAK Project fare
 - Muni "A" Fast Pass: 33% discount (SFMTA reimburses BART \$1.31 for \$1.95 trip)
 - Higher Education Discount Program: for participating schools

* **50% discount:** youth ages 5 through 18, effective Jan 2018

44



January 2018 Fare Changes

- 2.7% inflation-based fare increase
 - Biennial program increases fares every other year based upon recent actual inflation, less 0.5%
- New 50 cent per trip surcharge when using paper ticket
 - All BART stations will vend Clipper smart cards
 - Surcharge can be avoided by using Clipper smart card
- New 50% discount program for youth through age 18
 - Prior program was 62.5% discount through age 12

45




BART SVBX Fares

- Proposed sample fares (using fares as of Jan 2018)

	Warm Springs/ S Fremont	Milpitas	Berryessa	Miles to Berryessa
Embarcadero	\$6.75	\$7.50	\$7.75	45.3
19th Street	\$5.00	\$5.70	\$5.95	38.7
Berkeley	\$5.30	\$6.05	\$6.30	43.2
Warm Springs/S Fremont	\$5.90	\$2.45	\$2.85	9.9
Hayward	\$3.70	\$4.45	\$4.70	24.5
Walnut Creek	\$6.35	\$7.10	\$7.35	53.4
Berryessa	\$2.90	\$2.00	\$5.90	0.0

46




BART Fares

- Questions?

47

Phase I Update

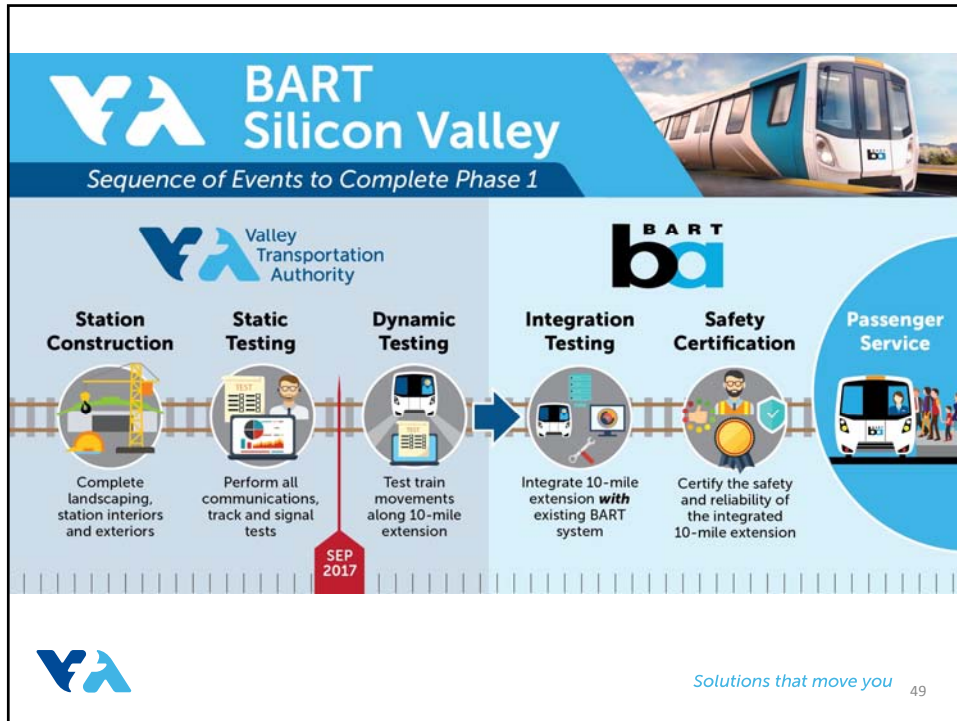
Brandi Childress, VTA



Santa Clara Valley
Transportation
Authority

Solutions that move you

48



Questions?

VTA *Solutions that move you* 50

Transit Oriented Development Strategy & Access Planning Studies Update

Erica Roecks, VTA
Doug Moody, City of San Jose



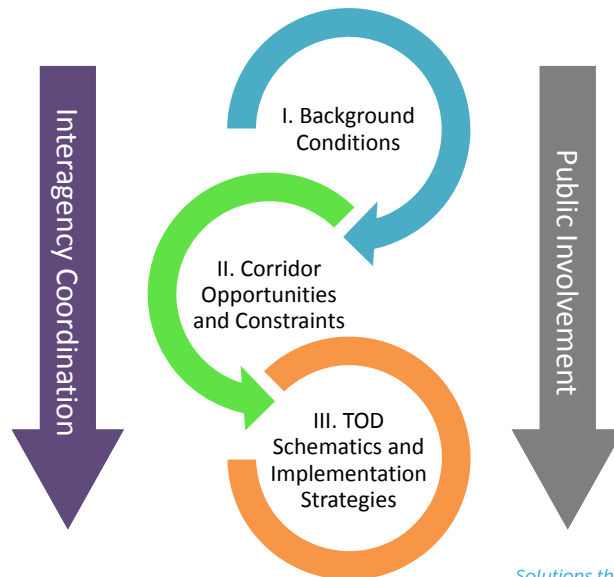
Planning Areas Along BART Phase II Alignment

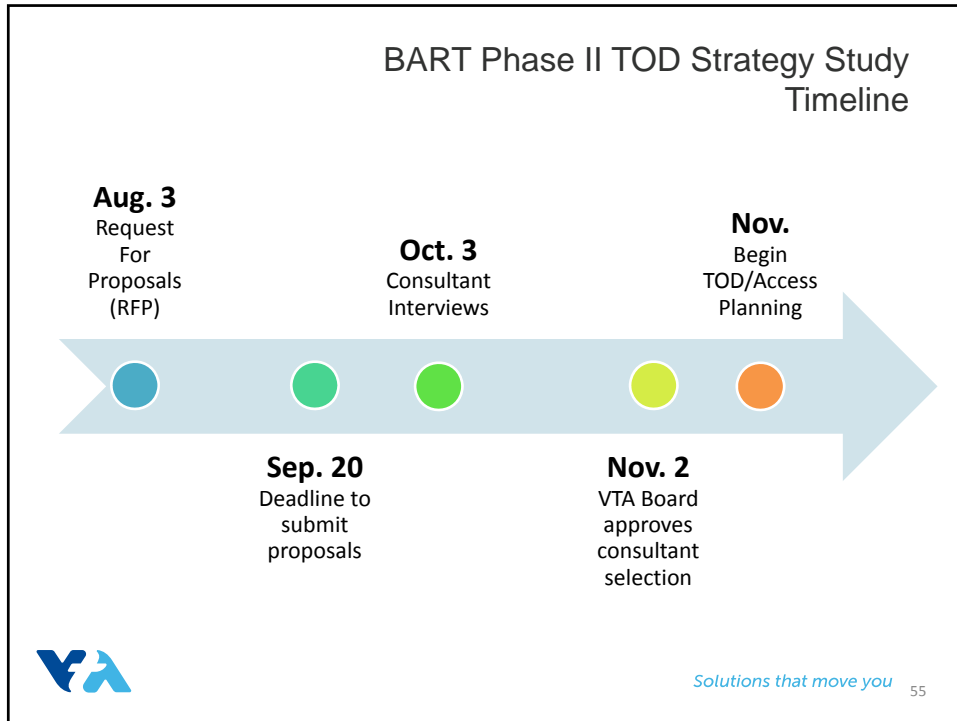


BART Construction & Station District Planning Schedules



BART Phase II TOD Strategy Study

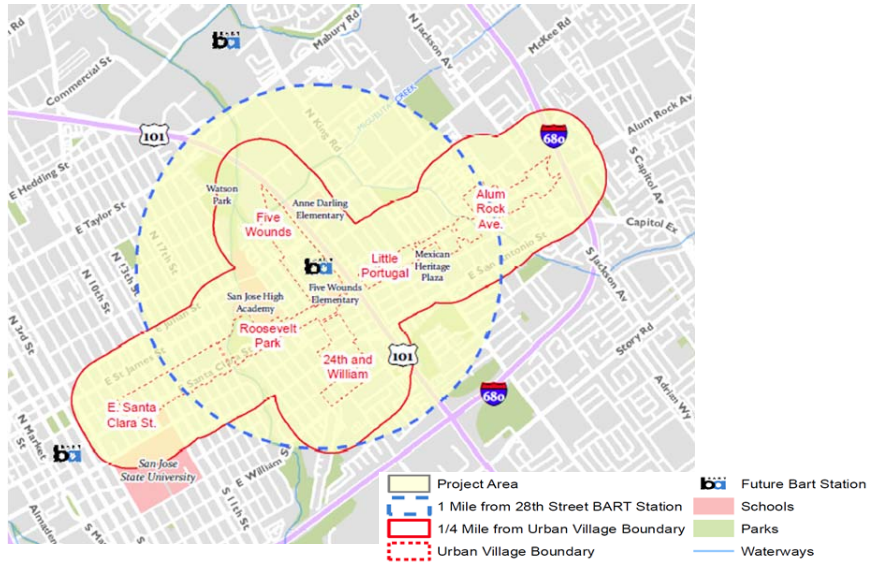




East San Jose Multimodal Transportation Improvement Plan (ESJ MTIP) & Downtown San Jose Mobility, Streetscape, and Public Life Plan

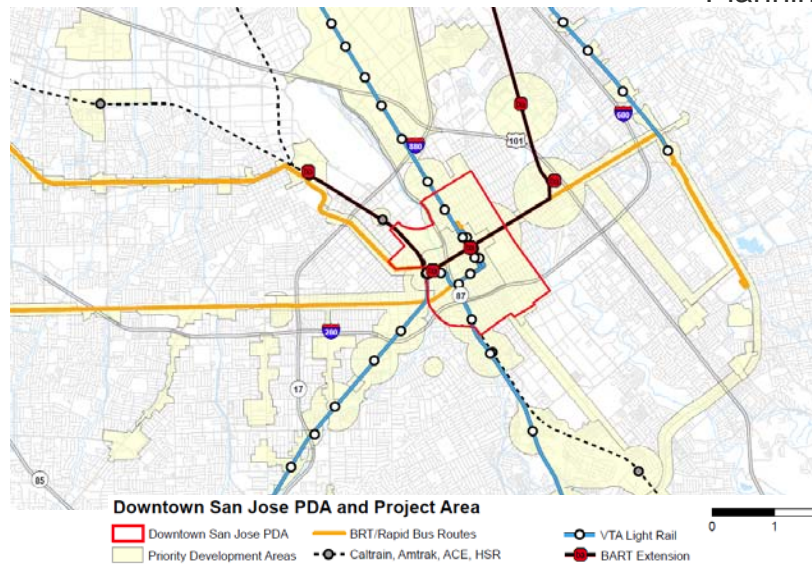
- Community-based transportation planning efforts
- Synthesize, align, and advance past and ongoing planning efforts
- Result in unified, comprehensive, prioritized, and implementable plans

ESJ MTIP Planning Area



57

DTSJ Mobility, Streetscape, and Public Life Plan Planning Area



58

Questions?



Solutions that move you 59

Future Intermodal Downtown San Jose Update & Study Tour Update

Jill Gibson, VTA
Bill Ekern, City of San Jose
Eric Eidlin, City of San Jose



60

Diridon Station Planning Update

- Changes since the last CWG meeting
- Reimagine station area vision
- Pivot the planning work to integrate the new development in the area
- Bringing in international expertise



Solutions that move you 61

Diridon Station Area Plan 240 Acres

North: Innovation District

Central: Destination Diridon

South: Mixed-use Residential



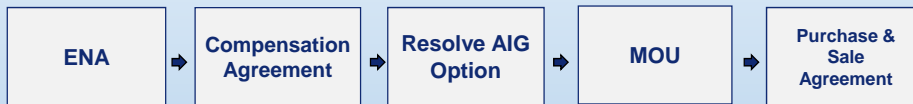
62

City and SARA Sites



63

I. Land Sale



Negotiate with Google to sell City & SARA land

Transfer SARA land to City to sell for economic development purpose (at FMV, State Law)

Resolve AIG's option to acquire SARA land for baseball stadium

Initial definition of principles and terms

Legal document to sell land and define elements of project

-----Community Engagement-----

64

II. Development Approval



-----Community Engagement-----

65

How a Great Station can Reshape the South Bay

Lessons from
European Study Tour
July 9-14, 2017

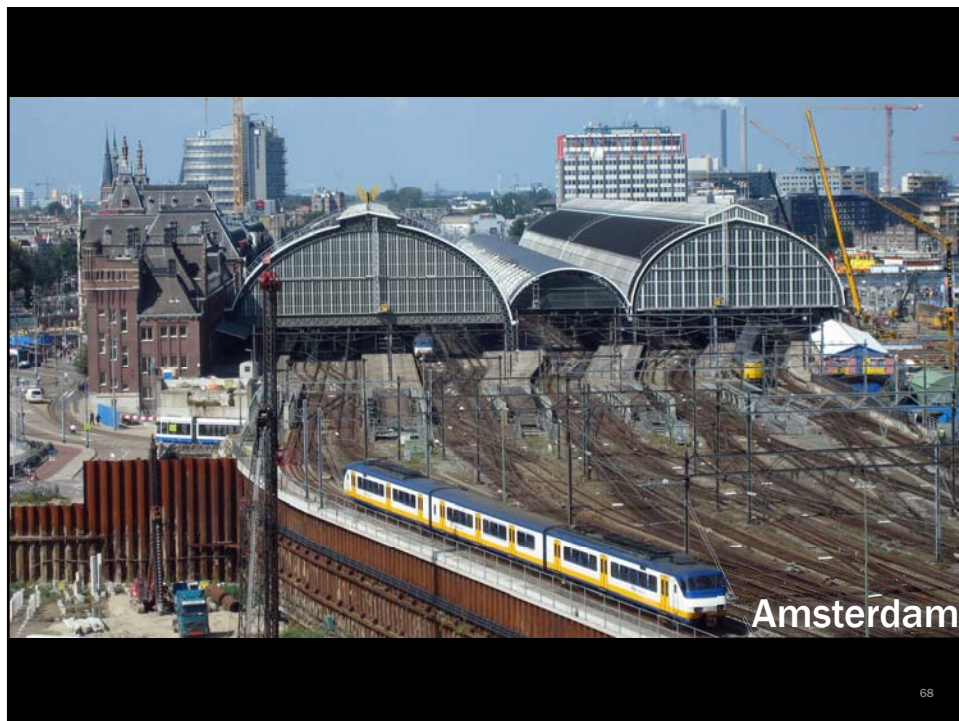
Eric Eidlin
Station and Access Planning Manager
City of San Jose
VTA/BART Community Working Group Presentation
September 2017

66

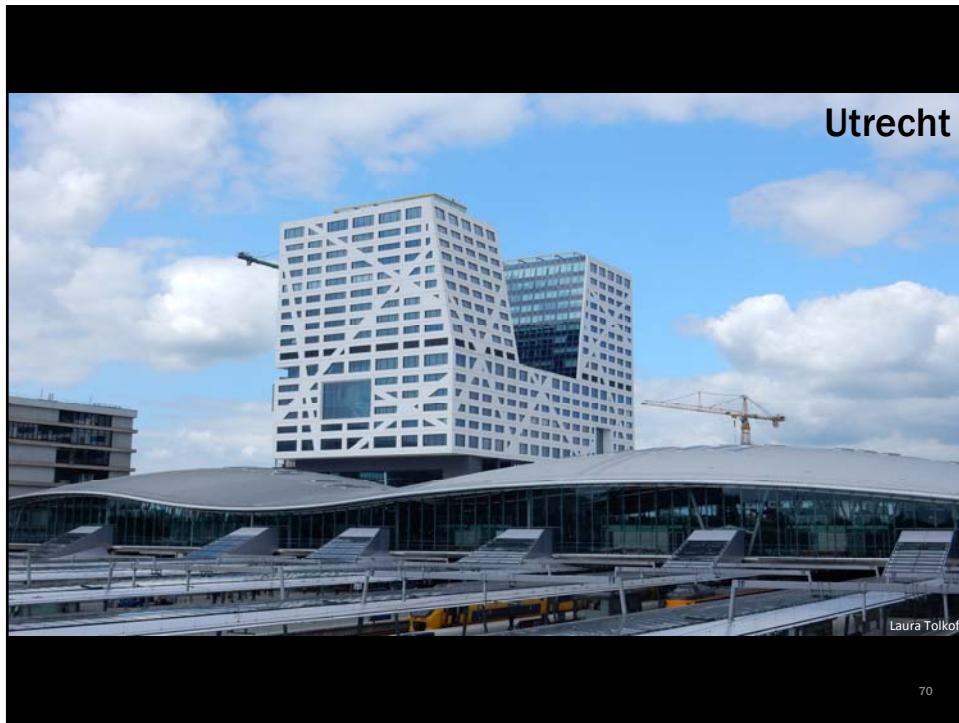
ABOUT STUDY TOUR

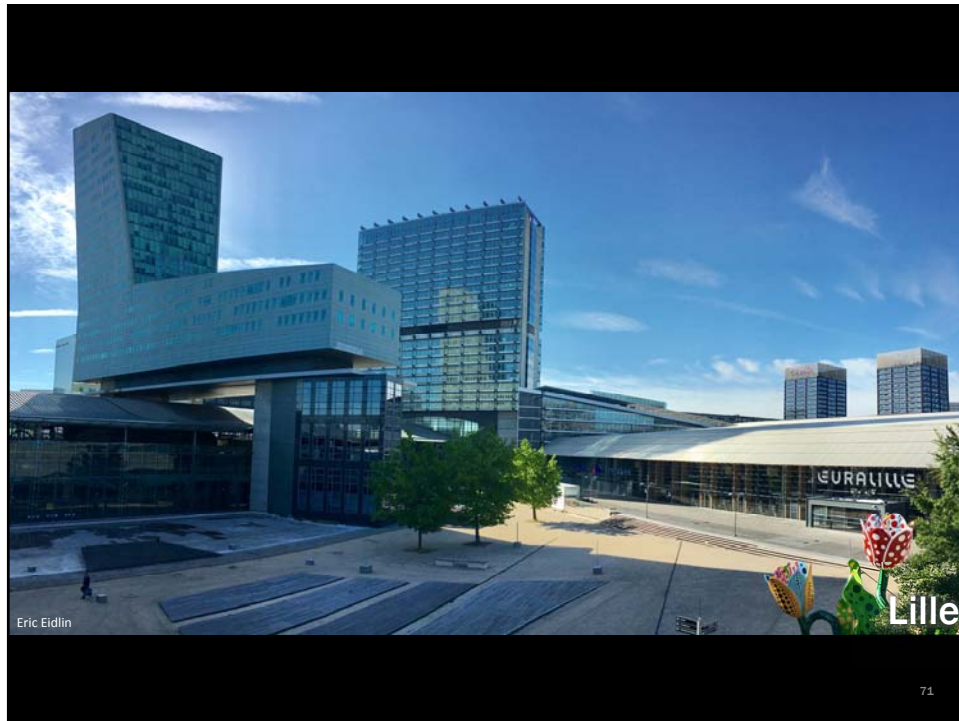
- Organized by SPUR
- Sponsored by The Knight Foundation
- Dates: July 9-14, 2017
- Went to the Netherlands and France

67



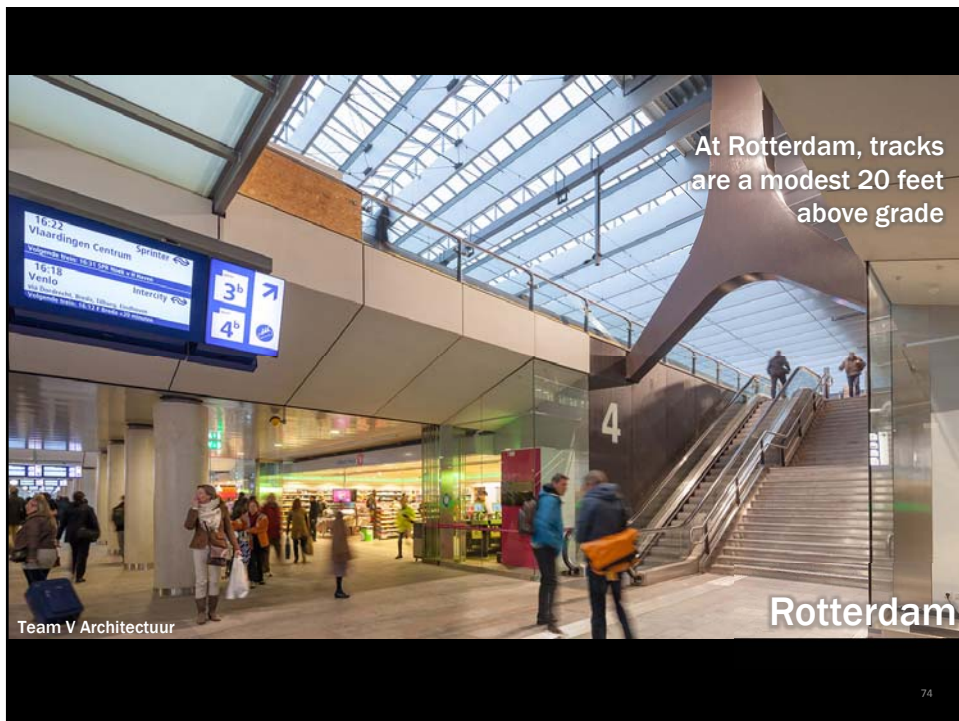
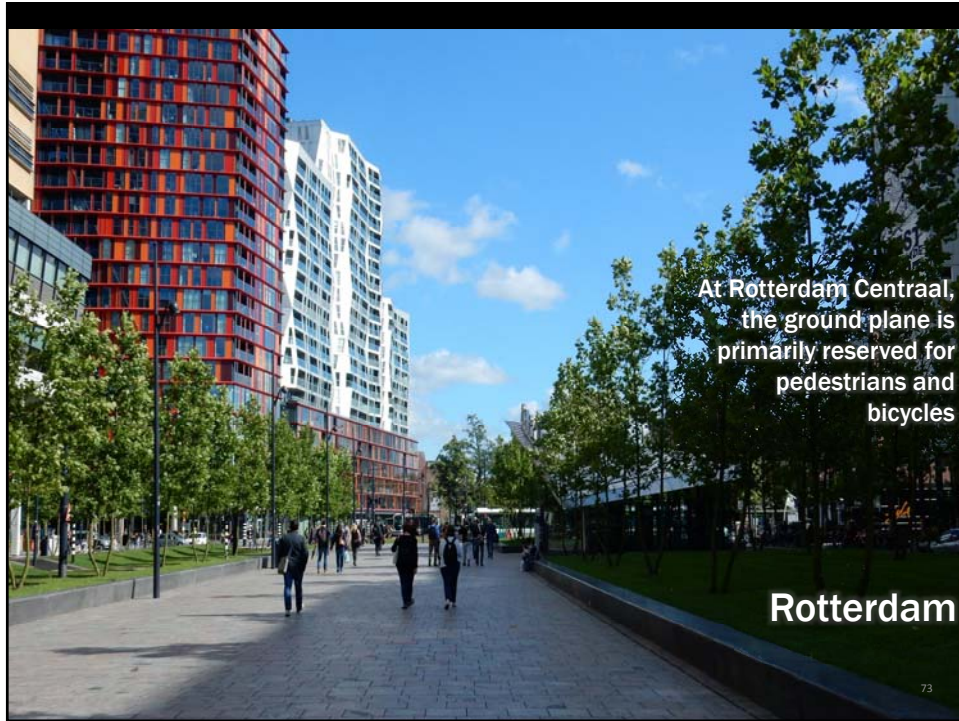
68

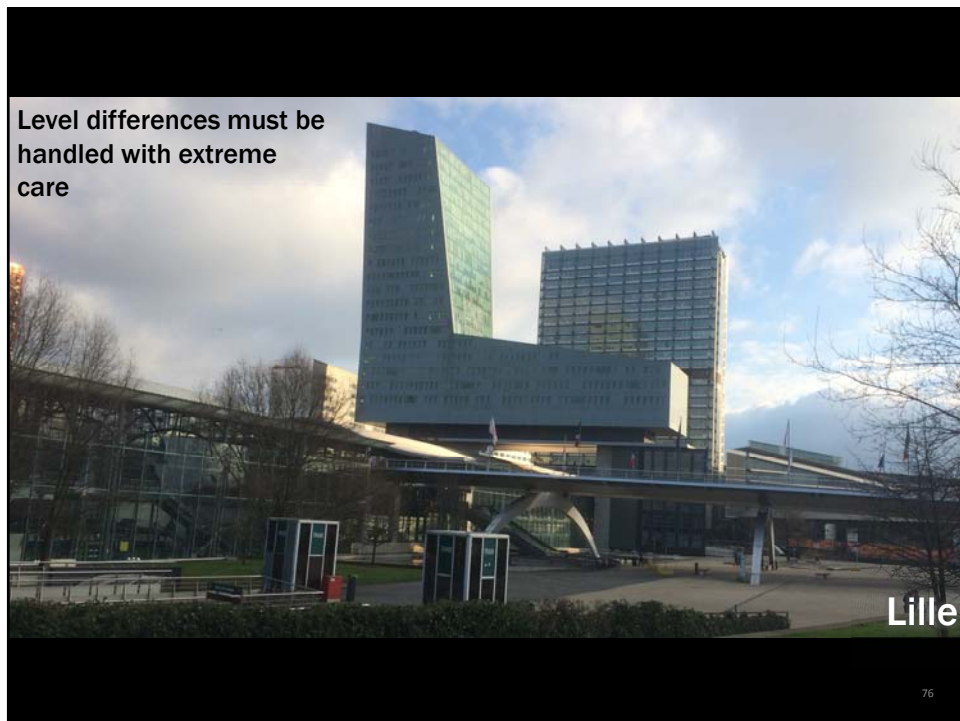
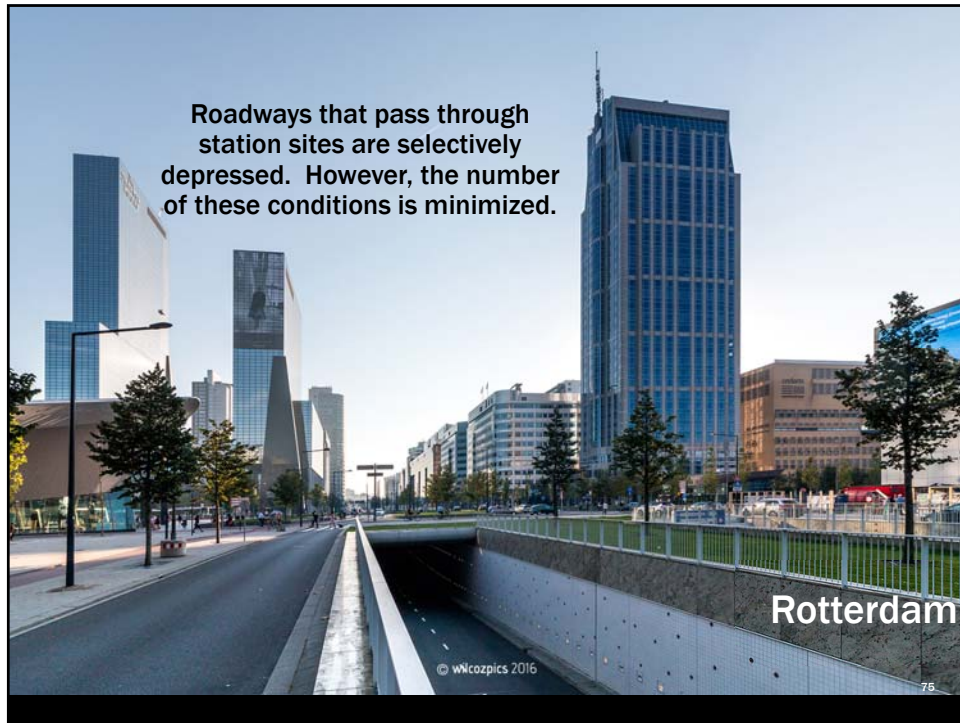


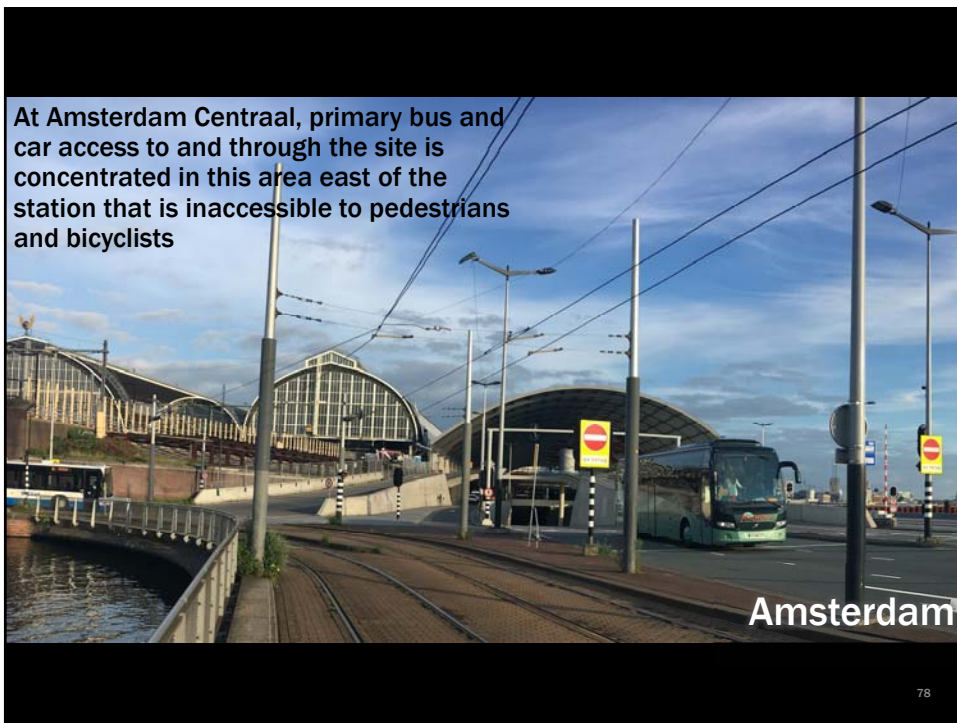
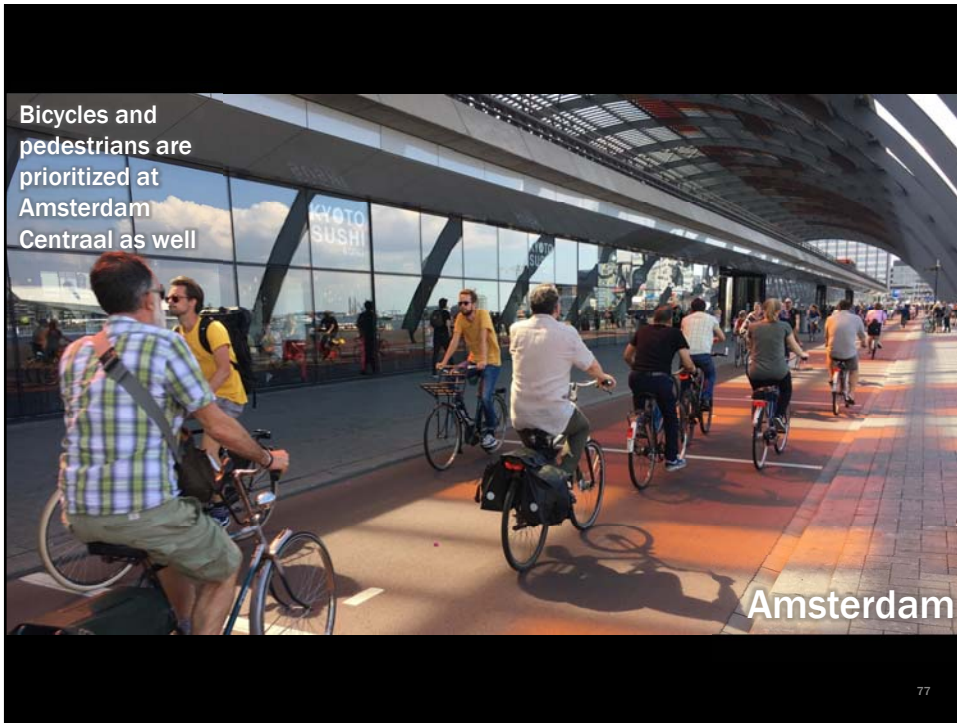


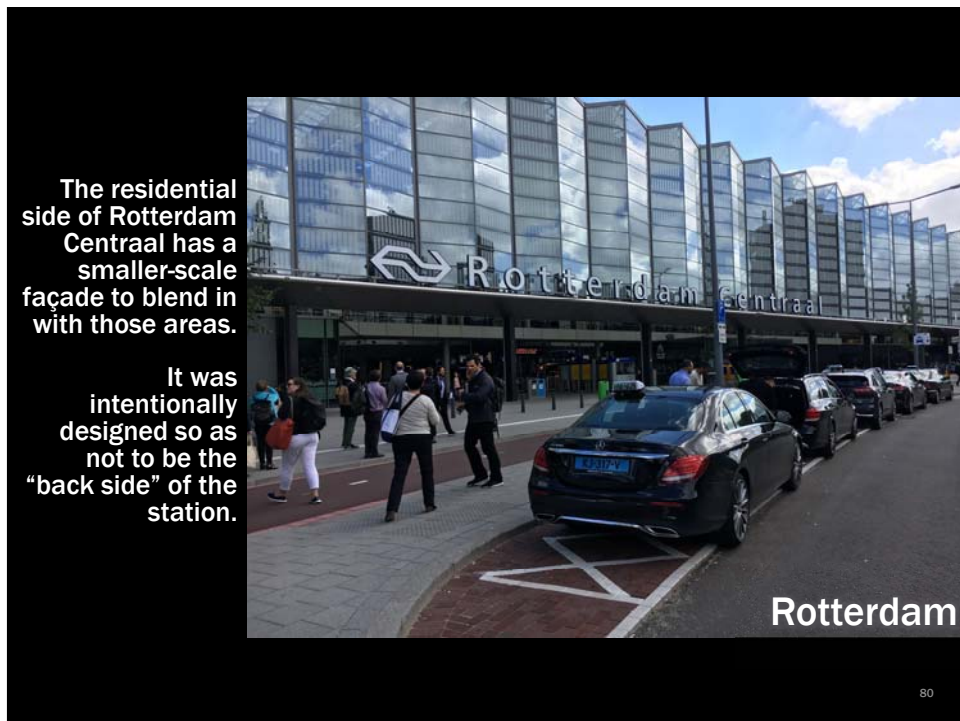
GOALS OF THE STUDY TOUR

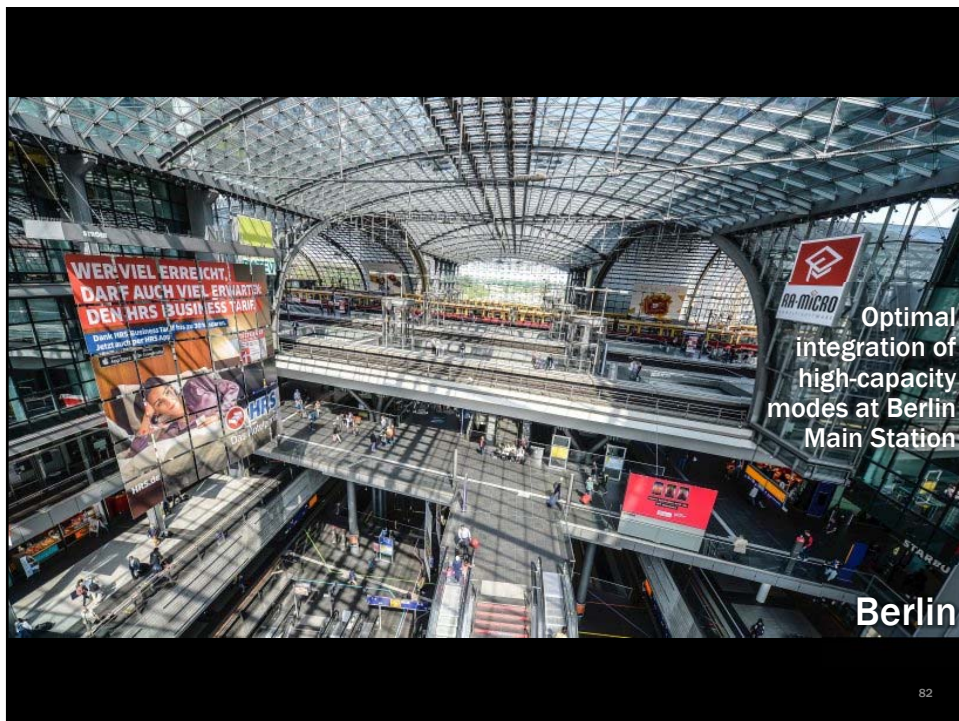
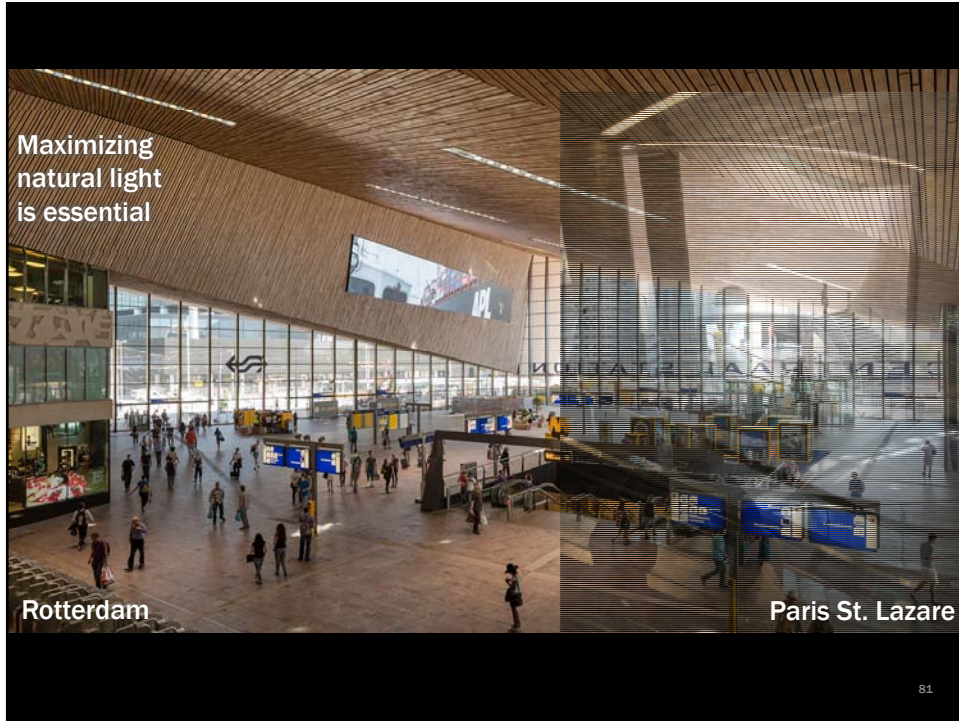
1. Inspire visionary thinking through experiential learning.
2. Generate new ideas and spark a shared commitment to action.
3. Build enduring relationships between individuals and agencies.

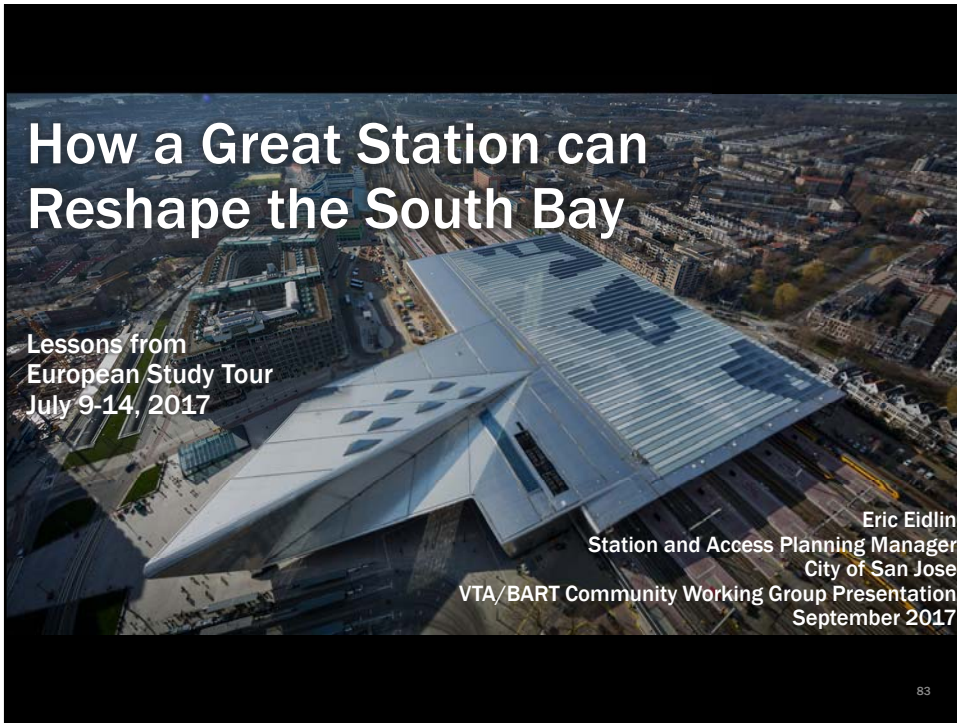












How a Great Station can Reshape the South Bay


Lessons from
European Study Tour
July 9-14, 2017

Eric Eidlin
Station and Access Planning Manager
City of San Jose
VTA/BART Community Working Group Presentation
September 2017

83

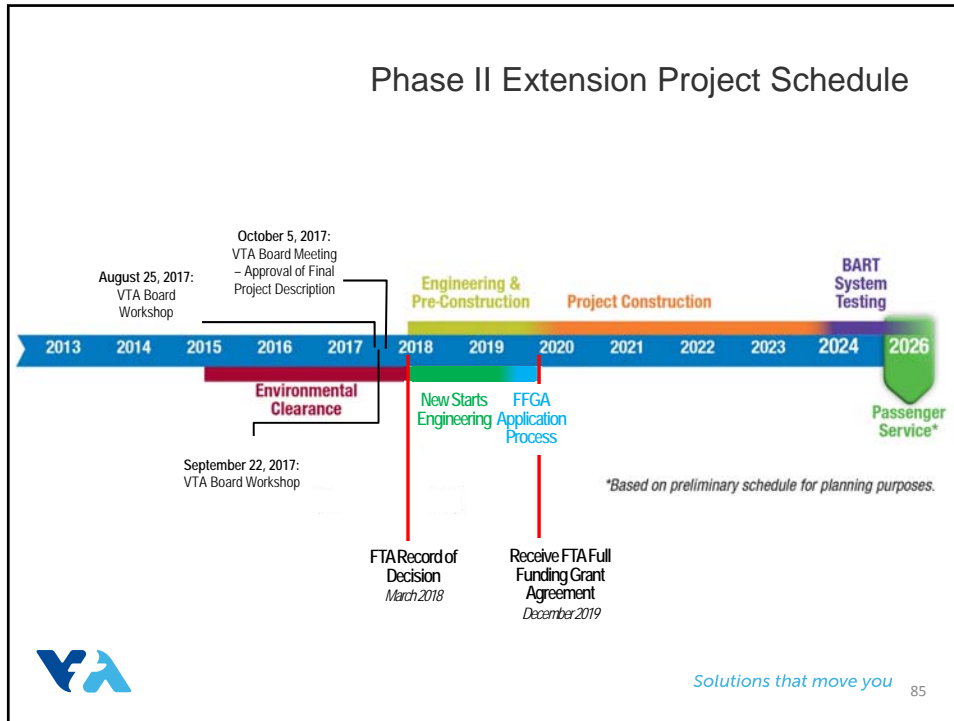
VTA's Environmental Project Description Decision Making Process

Jill Gibson, VTA



Santa Clara Valley
Transportation
Authority
Solutions that move you

84



VTA's BART Phase II - Project Schedule

Activity	Schedule
VTA Board Workshop – Project Overview, Environmental Process & Steps to Tunnel Methodology Decision	August 25, 2017
San Jose City Council	September 19, 2017
VTA Board Workshop – Final Tunneling Options Comparative Analysis & Draft Final Project Description	September 22, 2017
Joint BART/VTA Board Meeting	September 28, 2017
VTA Board Meeting – Select Final Project Description	October 5, 2017
VTA Board Meeting – Certify Final SEIR/Approve Project	January 4, 2018
BART Board Action on Final SEIR	January 2018
Record of Decision Anticipated to be Signed by FTA	March 2018
New Starts Project Development Phase Complete	March 2018

Solutions that move you 86

BART Phase II Decision Making Process

August 25 VTA Board of Directors Workshop

- History of Phase II project
- Environmental clearance update
- Environmental evaluation criteria
- Steps to tunnel methodology decision

September 22nd VTA Board of Directors Workshop

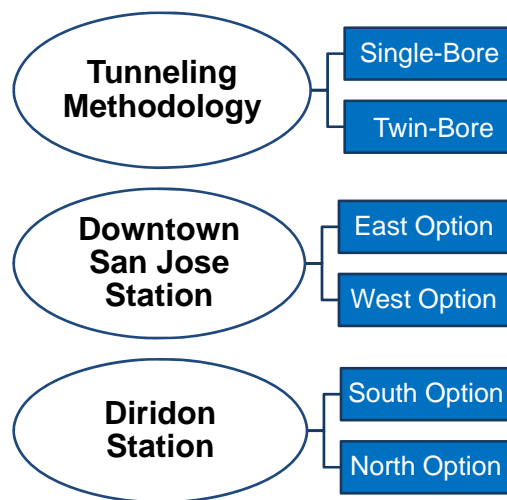
- Findings of Final Tunneling Options Comparative Analysis
- Environmental Draft Final Project Description
 - Evaluation of options

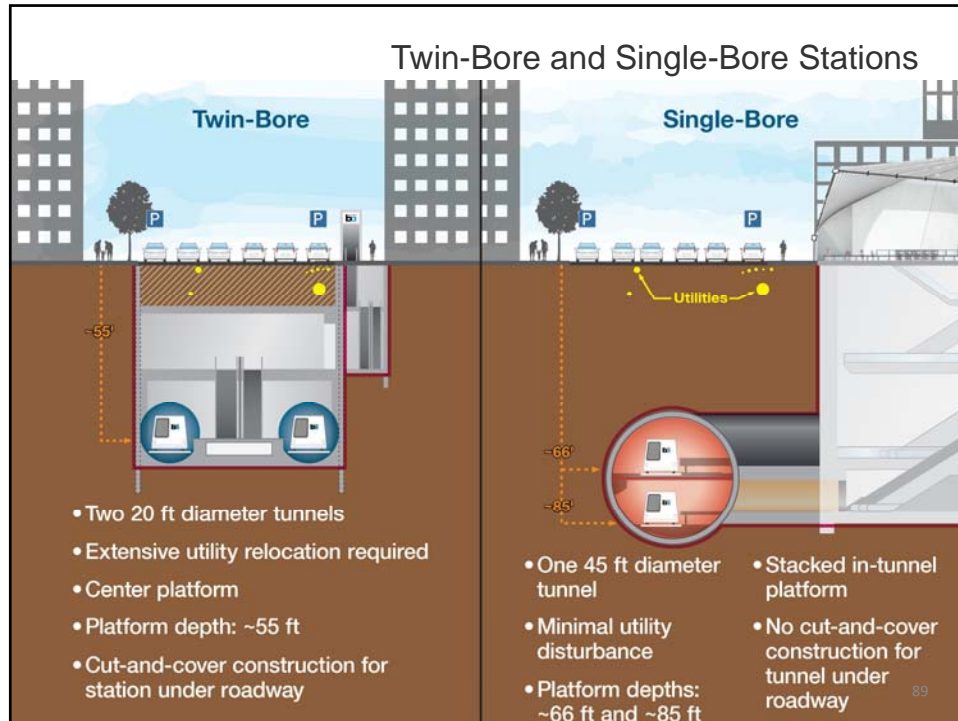
October 5th Board of Directors Meeting

- Staff Recommendation on Final Project Description
- VTA BOD's approval of Final Project Description



Options Under Consideration





Steps to Tunneling Methodology Decision

- Preliminary Analysis of Single-Bore Methodology (2015)
- Single-Bore Tunnel Technical Studies (2016)
- Tour of Barcelona's Line 9 Metro System (2017)
- Tunneling Options Comparative Analysis (2017)
- Board of Directors' Workshops and Meetings



Station platform within the tunnel



Solutions that move you 91

Environmental Process Next Steps

- Responses to all comments received are being prepared
- Comments and responses will be included in Final SEIS/SEIR
- Final SEIS/SEIR will identify options that will be included in the recommended project description
- Final SEIS/SEIR targeted to be released in late 2017



Solutions that move you 92

Questions?



Solutions that move you 93

Project Updates

Jill Gibson, VTA



94

Project Updates

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



Solutions that move you 95

Next Steps

Eileen Goodwin, Facilitator



96

Next Steps

- Next CWG meeting: Wednesday, November 15, 2017 ~ 4:00-6:00 PM, Mexican Heritage Plaza ~ BYOB
 - VTA Board Selection of Project Description
 - Environmental FEIS/FEIR Update
 - BART Phase II 2-Year Look Ahead
 - FTA New Starts Program
 - Program Management Services Update
 - CWG Next Steps
- Action Items

