VTA’s BART Silicon Valley Phase II Extension Project
Santa Clara Community Working Group
September 12, 2019
• Announcements
• Follow-Up Items
• CWG Member Report Back
• Diridon Integrated Station Concept Plan
• Phase II Update
• City of Santa Clara Planning Update – Gateway Crossings Project
• Transit Oriented Communities Strategy Study
• Next Steps
Announcements
2020 CWG Dates

- Thursday, February 13, 2020
- Thursday, May 14, 2020
- Thursday, September 17, 2020
- Thursday, November 19, 2020
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
• 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

<table>
<thead>
<tr>
<th>CWG Team Member</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
</tr>
<tr>
<td>Gretchen Baisa</td>
<td>Primary Outreach Contact</td>
</tr>
<tr>
<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
</tr>
<tr>
<td>Kate Christopherson</td>
<td>CWG Coordinator</td>
</tr>
</tbody>
</table>
Upcoming Meetings

• CWG Dates
  – November 14, 2019, 4:00-6:00 PM

• VTA Board Workshop
  – September 20, 2019, 9:00 AM

• VTA Board of Directors
  (https://www.vta.org/about/board-and-committees)
  – October 3, 2019, 5:30 PM
  – November 7, 2019, 5:30 PM
Follow-Up Items

• A link to the Diridon Integrated Station Concept Plan survey was included in the June meeting summary.

• VTA staff will provide an update on the FedEx site today.

• The environmental document (2018 SEIS/SEIR) found no noise mitigations are necessary for Newhall Yard. Once yard design is finalized, VTA will determine whether additional environmental analysis will be needed, which could include additional noise analysis and muck removal evaluation.
Follow-Up Items

- VTA is assuming a 55’ tunnel boring machine (TBM) would achieve an average advance rate of 30’ per day, and a 45’ TBM would achieve an average advance rate of 40’ per day.

- 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
Cooperative Agreement

- Work as a cohesive group
- Shared vision for a fresh, bold look
- Co-create an *integrated* project (i.e., tracks, station, development)
- Partner resources & commitments (funding, grants, etc.)
- “You won’t get everything you want, but you will get more than you expected!”
Expanding Rail Service at Diridon
Planned Major Regional Rail Services San José Diridon

High-Speed Rail
BART
Caltrain
ACE
Capitol Corridor
Philosophy for the Future Station

The vision is to deliver a world-class transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown.
Key Objectives

A Multi-modal, Integrated, and Human-centered Station

The Station as Catalyst for the Urban Environment

The Station as a Destination

A Compelling Vision for the Future of the Diridon Station

A Futureproof, Flexible, Adaptive, and Innovative Station

Partnership Organization

Internal & External Stakeholder

Funding Objectives and Risk Management
Phase I Process & Outreach Rounds

1. Ambitions/Objectives - Fall 2018
2. Options for Key Elements - Winter 2019
3. Possible Layouts - Spring 2019
4. Optimizing Layouts - Summer 2019
Direction from Partner Agency Boards on Draft Vision - Fall 2019
BIG MOVES & THE KIT OF PARTS
Big Moves

Vertical Platform Position
- At grade
- Elevated

Station Location
- San Fernando Street
- Santa Clara Street
- Stover Street

North Alignment
- Existing Northern Corridor
- New Northern Corridor

South Alignment
- Existing Southern Corridor
- I-280 & Existing Southern Corridor
The Kit of Parts

- Pedestrian & bikes
- Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Parking
LAYOUT 1: SAN FERNANDO STREET
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

Legend:
- Red: Station Building
- Black: Heavy Rail
- Orange: VTA Buses
- Blue: Light Rail
- Purple: Intercity Buses
- Yellow: Taxis, TNC, Company Shuttles Pick Up and Drop Off
- Pink: BART

Notes:
- Station at San Fernando
- Receded Entrance
- Curb for Taxis, TNC, Company Shuttles Pick Up and Drop Off
LAYOUT 2: SANTA CLARA STREET
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

2nd Entrance

Light Rail Alignment Elevated

Curbspaces for Taxis, TNC, Company Shuttles: Pick Up and Drop Off

BART Facilities

Goode Earth
LAYOUT 3: STOVER STREET
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
## Comparing Layouts

<table>
<thead>
<tr>
<th></th>
<th>Layout 1: San Fernando St.</th>
<th>Layout 2: Santa Clara St.</th>
<th>Layout 3: Stover St.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vertical Platform Position</strong></td>
<td>At Grade</td>
<td>Elevated</td>
<td>Elevated</td>
</tr>
<tr>
<td><strong>North Alignment</strong></td>
<td>Existing corridor</td>
<td>Northern corridor</td>
<td>Northern corridor</td>
</tr>
<tr>
<td><strong>South Alignment</strong></td>
<td>Existing corridor</td>
<td>I-280 &amp; existing</td>
<td>Existing corridor</td>
</tr>
<tr>
<td><strong>Concourse</strong></td>
<td>In tunnel</td>
<td>At grade</td>
<td>At grade</td>
</tr>
<tr>
<td><strong>City Bus</strong></td>
<td></td>
<td>Under building at Autumn St.</td>
<td>Under tracks and building at W Santa Clara St.</td>
</tr>
<tr>
<td><strong>Intercity buses</strong></td>
<td></td>
<td>On platforms on Cahill St.</td>
<td></td>
</tr>
<tr>
<td><strong>Taxis</strong></td>
<td></td>
<td>At curbs on Autumn St</td>
<td>On flyover in between San Carlos / Julian</td>
</tr>
<tr>
<td><strong>TNC and AV</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pick up/drop off</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
IN PROGRESS: OPTIMIZING LAYOUTS
The Optimization Process

- 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
**MIXING AND MATCHING**

### Example

<table>
<thead>
<tr>
<th>Vertical Platform Position</th>
<th>Station Location</th>
<th>North Alignment</th>
<th>South Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Platform At Grade</td>
<td>San Fernando</td>
<td>Existing Northern corridor</td>
<td>Existing Southern corridor</td>
</tr>
<tr>
<td>Platform Elevated</td>
<td>Santa Clara</td>
<td>New Northern corridor</td>
<td>L-280 &amp; Existing Southern corridor</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VTA Bus</th>
<th>Intercity Bus</th>
<th>Taxis, TNC/AV, Pick up/Drop off</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus platform on Cahill St.</td>
<td>Bus platform on Cahill St.</td>
<td>Platform on Cahill St.</td>
</tr>
<tr>
<td>Under building at Autumn St.</td>
<td>At curbs on Autumn St.</td>
<td>At curbs on Autumn St.</td>
</tr>
<tr>
<td>On Santa Clara St.</td>
<td>North of Santa Clara under tracks</td>
<td>On flyover and inside adjacent building</td>
</tr>
<tr>
<td>Under building at Santa Clara St.</td>
<td>On flyover and inside adjacent building</td>
<td>In tunnel and inside building</td>
</tr>
</tbody>
</table>

- **BART**
  - Entrance on Santa Clara St.
  - Entrance in station hall
  - Entrance in other building

- **Light Rail**
  - Platforms on level -1
  - Platforms at grade
  - Platforms on level +1

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Mix and Match Round 1
OPTIMIZED: ELEVATED DUAL CONCOURSE

- **STATION BUILDING**
- **HEAVY RAIL**
- **VTA BUSES**
- **LIGHT RAIL**
- **INTERCITY BUSES**
- **TAXIS, TNC, COMPANY SHUTTLES**
  - Pick up and drop off
- **BART**
- **AIRPORT CONNECTOR**

**Curb Spaces for Pick up-Drop off**

**Curb Space for Intercity Buses**

**Entrance**

**Curb Spaces for Pick up-Drop off**

**Light Rail Platforms Underground**

**Station**

**VTA Buses**

**BART, Facilities Underground**

**Airport Connector**

**SAP Center**

**Julian St.**

**Google Earth**

Image Source: Mapbox
IN PROGRESS: COMMUNITY OUTREACH
Upcoming Outreach Round #4

Viva Calle – September 22
• Raising awareness for community workshop and input opportunities

Big Moves Workshops – September 23
• Exploring big spatial moves in depth, especially the impacts of the rail corridor expansion

Draft Vision Community Open House – Fall 2019
• Sharing the draft vision direction designed during the DISC Concept Plan Phase I

Boards & Council Meetings – Fall 2019
• Sharing the progress made during the DISC Concept Plan Phase I
• Seeking direction on the draft vision
QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc
FTA Visit and Announcement

• In June, FTA selected VTA as the first participant in its Expedited Project Delivery (EPD) Pilot Program.
• FTA Acting Administrator K. Jane Williams visited VTA on August 28, 2019. She announced that FTA allocated VTA $125 million to the Phase II Project, the first project to receive a funding allocation under the EPD Pilot Program.
FTA’s Expedited Project Delivery

• The $125 million allocation is the first allocation of VTA’s requested Full-Funding Grant Agreement from FTA

• Possible Fund Uses:
  – Design and engineering
  – Utility relocations
  – Property acquisition
  – Procurement packages
  – Long lead procurement items
Single-Bore: Center Platform Configuration

Elements Summary:

- Approximately 55 ft. diameter tunnel with side-by-side tracks
- 24 ft. center platform with concourse above inside tunnel
- A minimum of one station building with a minimum of two entrances/exits
- Reconsider need for mid-tunnel ventilation facilities
- Potential for station ventilation and traction power facilities to be located in tunnel
- Newhall Yard & Santa Clara Station contained within VTA owned property
- Multi-track stub station at Santa Clara Station
VTA Board Workshop

- Sept. 20, 2019 at 9:00 AM
  VTA’s River Oaks Auditorium, 3331 N First St, San José

- Open to the public

Workshop will cover:

- Project Configuration Details
- Station Concepts
- Project Funding & EPD Schedule
- Transit Oriented Communities
- Design Development Framework
- Community Engagement
## Historic Buildings and Structures

VTA is implementing measures from the 2018 Final SEIS/SEIR and the Programmatic Agreement for historic buildings and structures.

<table>
<thead>
<tr>
<th>Historic Preservation</th>
<th>Pre-Construction</th>
<th>Construction</th>
<th>Post-Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Hire a historic buildings expert to review designs and advise the project team</td>
<td>• Conduct pre-construction building surveys</td>
<td>• Monitor noise, vibration, and settlement</td>
<td>• Conduct post-construction surveys</td>
</tr>
</tbody>
</table>
Questions?
GATEWAY CROSSINGS PROJECT
Gateway Crossings Project

21.4 acre project site
• 20.4 acres in City of Santa Clara
• 1.0 acre in City of San José

Previously developed with 272,840 sq.ft. of industrial and office/R&D uses

Buildings and site improvements demolished in 2016-2017
Gateway Crossings Project

Santa Clara Station Focus Area

- 244 acre Phase 1 Focus Area
- Gateway into the City
- Pedestrian and transit oriented
- 1,650 residential units
- 2,000,000 sq. ft. non-residential uses
## Gateway Crossings Project

### Site General Plan Designations

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Commercial sq.ft.</th>
<th>Dwelling Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Density Residential</td>
<td>3.95</td>
<td>0</td>
<td>531 – 1,042</td>
</tr>
<tr>
<td>Very High Density Residential</td>
<td>10.42</td>
<td>0</td>
<td>146 – 198</td>
</tr>
<tr>
<td>Regional Commercial</td>
<td>7.03</td>
<td>918,678</td>
<td>0</td>
</tr>
</tbody>
</table>

- **Santa Clara Station High Density Residential (37-50 du/ac)**
- **Santa Clara Station Very High Density Residential (51-90 du/ac)**
- **Santa Clara Station Regional Commercial (up to 3.0 FAR)** (with an emphasis on office and hotel uses)
Gateway Crossings Project

July 9, 2019 City Council

- 1,565 multi-family dwelling units
- 45,000 sq.ft. ground floor retail
- 152,000 sq.ft. full service hotel
  - 225 rooms
  - 5,500 sq. ft. food & beverage uses
  - 10,900 sq. ft. amenity space
  - 8,000 sq. ft. conference space
- 2.6 acre park
- 2,332 parking spaces
- Street network
Gateway Crossings Project

Land Use Approvals

- General Plan Amendment to Santa Clara Station Very High Density Residential (51-120 du/acre) with a minimum commercial FAR of 0.2
- Zoning Code Amendment to add a new zoning designation of Very High Density Mixed-Use (VHDMU)
- Rezone project site from Light Industrial (ML) to VHDMU zoning district
- Vesting Tentative Subdivision Map
- Development Agreement
Gateway Crossings Project

Pedestrian Connectivity Diagram

Coleman Highline Project

- Phased development
  - Phase 1 complete
  - Phase 2 under construction
  - Phases 3 & 4 construction 2021
- 1,500,000 sq.ft. of office, retail, hotel uses, Avaya Stadium, & street network
- 4 – 7 story buildings
- City of San Jose practice soccer fields
Gateway Crossings Project

Transit Facilities

Existing Santa Clara Transit Center

- VTA bus service
  
  (routes 10, 22, 32, 60, 81, 522)

- Caltrain, ACE, Capitol Corridor

- Pedestrian undercrossing

Future BART Station

- Station concourse

- 5-level 500 space parking structure

- Drop-off, bus & shuttle loading
Gateway Crossings Project

Development Agreement

- Hotel construction in Phase 1
- Maintenance of two public parks totaling 2.6 acres
- Payment of Local Transportation Fees ($250/bedroom; $2.50/com. sq. ft.)
- Payment of Regional Transportation Fees ($250/bedroom, $400/hotel room, $2.50/com. sq. ft.)
- Fair Share Traffic Fees of $1,680,194
- Bicycle and Pedestrian Improvement Fees of $825,000
- Brokaw Road street improvements
- 10% Affordable Housing Contribution (5% at 80% AMI; 5% at 100% AMI)
- LEED Silver or better
Gateway Crossings Project

Approved Project Components

• 20% VMT reduction increases to 30% when BART is operational
• Additional TDM measures (increased bicycle parking, electric outlets in bicycle garages, bike and car share programs, electric scooter parking)
• Provide 6% of parking spaces with electric vehicle charging and pre-wire an additional 9%
Gateway Crossings Project

Project Phasing
Questions?
The Vision for Transit Oriented Communities

Transit Oriented Communities (TOCs) are walkable, diverse, mixed-use communities closely integrated with transit. TOCs provide diverse employment and economic opportunities, and housing types for all – including affordable housing choices.
Framework for Success

- Creating successful transit oriented communities is a long-term undertaking, typically spanning decades. It’s critical that we start now in order to create a foundation for long-term success.

- A joint implementation strategy will be essential for moving across jurisdictional silos. Sustained institutional leadership, staff capacity, and financial support is essential for successful transit oriented communities.

- Providing robust regulatory and financial incentives are essential for creating successful transit oriented communities. Specialized TOD zoning and early capital investments can enhance walkability, add open space, and provide financial and regulatory incentives for affordable housing.
TOCs Strategy Study Overview

• Funded by the Federal Transit Administration to promote integration of transit and land use

• Builds on previous planning efforts and provides implementation and financing tools

• Develops tailored strategies for each of the three Station Areas:
  • *Diridon Station is studied through a separate effort*

• Combines land use strategy and multimodal access planning to develop a holistic approach that maximizes the benefits of TOCs and recommends financing and implementation tools to make the vision a reality
The need to implement the TOCs Strategy

- VTA’s BART Phase II is a **once in a century opportunity** to organize growth around the station areas and advance the goals of the Cities of San José and Santa Clara through transit oriented communities (TOCs)
- A cohesive transit-oriented development **strategy is essential to obtaining federal funding**
- Transit oriented communities will lead to **increased BART and other transit ridership**
- Increased ridership **ensures a return on investment** for transit infrastructure **and community benefits**
- **Our station areas can accommodate more development than is currently planned**
TOCs are essential to FTA Funding

“… project sponsors requesting a construction grant under the Pilot Program must […] submit […] innovative financing arrangement.”

“… submission must include documents related to the […] economic development effects derived as a result of the project.”

“Part of FTA’s consideration includes, but is not limited to, an analysis of the private contributions […] and other strategies included in the public-private partnership.”

“FTA is particularly interested in receiving expressions of interest from project sponsors who are considering pursuing Value Capture techniques as part of their innovative project financing arrangements.”
Study Background and Development

January 2018

- "What is good TOD?"  April ’18 CWG workshop
- "Background Conditions"  June ’18 CWG workshop

Summer 2018

- "Opportunities & Constraints"  September ’18 CWG workshop
- "Overcoming TOD Barriers"  November ’18 CWG workshop

Fall 2018

- "Plan for Strategy Implementation"  February ‘19 CWG presentation
- "TOD Strategies & Policy Recommendations"  April ’19 CWG workshop
- "Final Recommendations"  June ‘19 CWG presentation
The Playbooks

• Provide a *Path to TOCs Playbook* that includes guidance for cities to realize Transit Oriented Communities around each BART Station

• Playbooks are prefaced by “A Call to Action” that describes the vision for TOCs, and builds the case for the need to act now.

• **The Playbooks** give a high-level overview of the recommendations. **Recommendations are detailed and actionable.**

• Details of analysis and supporting documentation are provided in numerous **technical documents** that are referenced as appendices.
Phase II Project Development Potential

The entire corridor has the potential for approximately **60 Million Square Feet** of new development.

- **ALUM ROCK / 28TH ST STATION**
  New Development: 8.5 Million sf.

- **DOWNTOWN SAN JOSÉ STATION**
  New Development: 23.8 Million sf.

- **DIRIDON STATION**
  New Development: 15 Million sf.

- **SANTA CLARA STATION**
  New Development: 12.7 Million sf.
The Opportunity for Growth is Transformative

Existing City Plans Compared to TOCs Development Scenario* (2040)

<table>
<thead>
<tr>
<th></th>
<th>Existing City Plans</th>
<th>TOCs Strategy Study Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Space</td>
<td>17.2</td>
<td>24.7</td>
</tr>
<tr>
<td>Residential Space</td>
<td>10.7</td>
<td>35.4</td>
</tr>
<tr>
<td>Total Space</td>
<td>27.9</td>
<td>60.1</td>
</tr>
</tbody>
</table>

*Includes proposed Google Mixed-Use Development and other development around Diridon Station

Sources: City of Santa Clara General Plan (2035); Downtown Strategy 2040; City of San José Urban Villages plans; Strategic Economics, 2019.
Santa Clara Station

VTA plans to develop over the northernmost 1.4 acres of the Newhall Maintenance Facility site.

Station site could accommodate Transit-Oriented Joint Development on top of the station and maintenance facility:

- **195k sq. ft.** of office development
- **15k sq. ft.** of retail space
Recommended “Big Moves”

Prioritize Funding and Implementation

Update Land Use to Ensure Good Transit Oriented Communities

Improve Access and Establish a Shared Mobility District

Focus Employment, Support Small Business, & Enhance Commercial Areas

Create Great Places and Destinations

Protect and Produce Workforce and Affordable Housing

Keys to Creating Transit Oriented Communities
Update Land Use to Ensure Good TOCs

- Establish minimum residential and commercial densities
- Prioritize office development adjacent to stations
- Update existing plans to increase housing allocation
- Rezone industrial sites to ensure transit-supportive commercial and industrial uses
Focus Employment & Support Small Businesses

- Ensure space for small and local businesses
- Expand capacity of existing business associations/chambers
- Continue and expand city programs to retain and support businesses
- Continue to market Opportunity Zone investments
- Provide targeted assistance to small businesses that are displaced by new development
- Incentivize retaining long-standing businesses

Average shop size: 1,000-1,500 sq.ft. 
Modular, flexible ground floor spaces to support local small businesses
Preserve, Protect, & Produce Affordable Housing

- Implement more robust policies to preserve existing affordable housing
- Expand existing policies to protect tenants and homeowners
- Make it easier for low-income tenants to access affordable housing
- Increase local funding for deed-restricted affordable housing production
- Partner for affordable housing production and funding
- Facilitate production and development of accessible dwelling units (ADUs)

All development on VTA-owned property will be required to meet VTA’s Affordable Housing Policy 20% affordable units
Create Great Public Spaces and Destinations

- Create a tailored approach to streetscape improvements
- Define specific areas and promote cultural identities
- Branding, design, and programming for public spaces
- Establish block size and open space requirements
- Limit ground floor retail to targeted locations

Concentrate retail uses to maximize pedestrian activity
Convert underutilized lots into spaces for community events
Improve Access & Establish Shared Mobility Districts

- Invest in a pedestrian friendly environment
- Enhance pedestrian, bicycle, and transit connections
- Emphasize use of sustainable modes through transportation demand management (TDM) strategies
- Right-size parking requirements for new development
- Manage parking as a district within the station area

- Create a pedestrian environment and improve access for all users within ½ mile walk-shed (10-minute walk) of BART stations.
- Improve bicycle connectivity along key access corridors within 1½ mile bike-shed (10-minute bike) of BART stations.
- Improve transit operations within 1½ mile of BART stations.
Establish TOC Funding Mechanisms

- Establish Value Creation/Value Capture Districts to help:
  - Fund station area improvements that allow for increased TOD yield and increased transit ridership
  - Fund public benefits desired by cities and regional partners
  - Create a dedicated funding stream for infrastructure & access improvements, affordable housing, VTA transit, and/or repayment of potential bond issuance

TOCs Value Creation District Potential Revenues*

- 2020-2025: $4.5 M
- 2026-2030: $39.6 M
- 2030-2035: $96.1 M
- 2036-2040: $180.7 M

* Excludes Diridon Station
Prioritize Funding and Implementation

- Identify and implement mechanisms for long-term funding over the next 20+ years
  - Establish a community facilities district (CFD) to leverage contributions from new development
  - Explore implementation of tax increment financing districts such as Enhanced Infrastructure Financing Districts (EIFDs) and consider sharing revenues across station areas

$751M estimated for access, streetscaping, and infrastructure across three station areas

Local funding needed for 6,500 new affordable units required to achieve inclusionary housing goals for all three station areas

$1.1B
Prioritize Funding and Implementation

- **Short-term improvements** are necessary to maximize mobility benefits of BART and facilitate creation of TOCs
- Need to identify funding for these improvements now

$78M in short-term access improvements identified across three station areas

- Establish a framework for ongoing collaboration between the cities and VTA
- Work together to identify grants and other funding sources
- Engage with local partners to expand community and economic development activities
The time to act is now...

- Now is the time for VTA and the City to **collaboratively determine sequencing and implementation framework** for recommendations.

- Now is the time to **start updating land use and zoning** so we can begin to facilitate the type of development that is most appropriate for our station areas.

- Now is the time to **implement financing mechanisms to obtain FTA funding** and maximize funding opportunities for investment in TOCs.
Implementing TOCs at BART Phase II Stations

- Engage public and technical stakeholders to foster support for implementation of TOCs
- Work with City staff to identify grant funding and implementation approach/needs
VTA will ask Cities to take action to ready station areas for TOCs

- **Endorse a holistic approach to creating TOCs** in Santa Clara County and accept the Strategy Study as the appropriate beginning point.

- **Direct staff to prioritize implementation** of land use, infrastructure, and funding programs.

- **Review implementation progress** on a regular basis, in collaboration with VTA and other stakeholders.
VTA is asking public to...

- **Attend VTA’s public presentations** and voice their opinions

- **Sign-up for regular updates** from VTA on the progress of TOCs and related special events: [www.vta.org/bart/tocs](http://www.vta.org/bart/tocs)

- **Take our online survey** to let us know what TOC elements are most important to them: [www.vta.org/bart/tocs](http://www.vta.org/bart/tocs)

- **Share their ideas** on creating walkable places to live, work, shop, and play in their station area: vtabart@vtabsv.com
TOC Video

Check out our TOCs video:
https://www.youtube.com/watch?v=AAxepwsjjn8&t=1s
Discussion
Next Steps

• Next CWG meeting:
  Thursday, November 14, 2019, 4:00-6:00 PM, Mission Library, Community Room
  - CWG Member Report Backs
  - Phase I Update
  - Government Affairs
  - Phase II Update
  - Construction Education & Outreach Plan
    • Small Business Plan
  - Diridon Station Integrated Concept Plan
  - Station Access Concepts

• Action Items