VTA’s BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

June 14, 2018

Agenda

• Follow-up Items
• Phase II Update
• VTA’s Process for Station Naming
• Construction Education and Outreach Plan
• San Jose Diridon Integrated Station Concept Plan
• Transit Oriented Development Strategy & Access Planning Studies Update
• 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
- 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>
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<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
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<td>Karen Gauss</td>
<td>Primary Outreach Contact</td>
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<td>Jill Gibson</td>
<td>Phase II Planning Manager</td>
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<td>Erica Roecks</td>
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<td>John Davidson</td>
<td>City of Santa Clara – Planning Liaison</td>
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<td>Ahmad Qayoumi</td>
<td>City of San Jose – DOT Liaison</td>
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## Upcoming Meetings

### New CWG Dates - [http://www.vta.org/bart/upcomingmeetings](http://www.vta.org/bart/upcomingmeetings)

- June 15, 2018 – 8:00 AM – 3:00 PM (BART Concord Maintenance Facility Tour)
- August 22, 2018 – New Member Orientation
- September 13, 2018, 4:00 – 5:30 PM
- November 15, 2018, 4:00 – 5:30 PM
- February 7, 2019, 4:00 – 6:00 PM
- April 18, 2019, 4:00 – 6:00 PM

### VTA Board of Directors - [http://www.vta.org/get-involved/board-of-directors](http://www.vta.org/get-involved/board-of-directors)

- June 22, 2018 – 9:00 AM
- August 2, 2018 – 5:30 PM
- September 6, 2018 – 5:30 PM
Follow-Up Items

- Naming and renaming BART stations after enterprises, private or commercial in nature is not desirable given the changing nature of commercial names and the noted desire for continuity. However, VTA is exploring a potential advertising and sponsorship program that could identity specific opportunities at transit facilities.
Phase II Update

Jill Gibson, VTA

In the News…

**VTA goes with single-bore subway and BART signals acceptance**  
*Silicon Valley Business Journal, March 30, 2018*

**Silicon Valley transit projects land nearly $1.7 billion for highway, rail and bus improvements**  
*Silicon Valley Business Journal, April 27, 2018*

**San Jose's subway gets environmental approval, invitation to federal funding**  
*Silicon Valley Business Journal, June 5, 2018*

**San Jose Sharks Sue Vta Over South Bay Extension Project**  
*San Francisco Chronicle, May 4, 2018*

**Bay Area voters back transit, highway funding**  
*SFBAY.ca, June 6, 2016*
Phase II Extension Project Funding Strategy

2017 Project Cost Estimate: $4.78 Billion

- Projected Local & State Funds: $3.41 Billion
  - Existing Measure A Sales Tax
  - 2016 Sales Tax Measure B
  - State Transit & Intercity Rail Capital Program

- Projected Federal Funds: $1.5 Billion
  - FTA New Starts

Projected Funding: $4.91 Billion

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1 Project estimate and funding strategy will be updated as project advances and after further coordination with FTA on assessment of project risks.

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Phase II Extension Project Schedule

*Based on preliminary schedule for planning purposes.*
Functional Organization

Santa Clara Valley Transportation Authority
General Manager/CEO

Engineering & Transportation Infrastructure Development
Director
BART Silicon Valley Program
BSV Program Director

Agency Relations  BART Relations  Communications  Contracts  Environmental
Grantee Relations  Program Controls  Program Planning  Quality Assurance  Real Estate

BSV Phase II Program Management

Document Management  Engineering Management  Engineering Reviews  Procurement Documents  Project Reporting  Risk Management

Schedule Management  System Safety  Turnover Management  Value Engineering  Utility Coordination

General Engineering

Design Development
Design Support During Construction
Plans & Specifications
Safety Certification

Construction Management

Inspection & Testing
Progress & Measurement
Pre-Turnover Acceptance

Solutions that move you
General Engineering Consultant (GEC) Request for Proposals

Procurement Schedule

| Information Forum | May 15, 2018 |
| Advertise RFP     | June 2018    |
| Selection         | Fall 2018    |

- Over 300 industry representatives registered
- GEC responsibilities to support final contracting:
  - Advance design
  - Integrate construction contracts

http://www.vta.org/bart/financial/contractingopportunities

Expedited Project Delivery (EPD) Pilot Program

- VTA/FTA met in early May to discuss deliverables necessary for a Full Funding Grant Agreement (FFGA)
- FTA has granted VTA’s New Starts process an extension for as long as progress in EPD continues
- Anticipate submitting an FFGA application in late 2019
- FTA to respond to the application within 120 days
- Receipt of FFGA sooner
- FTA funding capped at 25 percent of project cost
Questions?

VTA’s Process for Station Naming

Jill Gibson, VTA
Phase II Station Naming Overview

- Best Practices for Station Naming
- VTA timeline and process for potential station name
- Discussion on Suggested Names

Station Naming Guidelines

- Rider’s Perspective
  - Assist passenger in use of system
  - Location within the context of the transit system
- Simplicity
  - For quick recognition and retention
  - Brief and distinctive
  - Easy to pronounce and understand
- Station Area Context
  - Historical basis
  - Geographically significant
  - Withstand the test of time
MTA Canal Street Station

VTA's BART Phase II Station Naming Timeline

**June 12-14, 2018**
- CWG Update

**Summer 2018**
- Cities/VTA/BART Coordination

**Late Summer 2018**
- VTA's Board (Approval)

**Fall/Winter 2018**
- VTA’s Board (Approval)
Discussion

• Santa Clara Station

• Diridon Station

• Downtown San Jose Station

• Alum Rock/28th Street Station

Questions?
Construction Education and Outreach Plan

Gretchen Baisa, VTA

CEOP Part A: Collateral Overview

CWG Members Role: Collateral

- Determine what else, if anything, might be needed to inform general public
- Review finished pieces; give feedback

- Phase II Fact Sheet
- Single-Bore Tunneling
- TOD Strategy Study
- Newhall Maintenance Facility
- Phase II Benefits
- Alum Rock/28th Street Station
- Downtown San Jose Station
- Diridon Station
- Santa Clara Station
- Ventilation Structures
- Noise and Vibration*
- General Construction*
- Real Estate*
- Business Resources*

*Coming Soon
Outreach Recap

- Development of CEOP
- Stakeholder Intake Campaign
- Project Milestones Publicized
- Establishment of General Outreach Materials Needs and Priorities
- Establishment of stakeholder intake technology
- Mailchimp Newsletter
- Phase II Webinar
- Scheduled participation in community events and meetings June – September

https://youtu.be/pFfoc5tppkg

Questions?
Concept Plan – Purpose

1. Harmonize transportation and land-use goals to expand the benefits for all stakeholders.
   - Create a spatial arrangement for the station and its surroundings that offers seamless transportation connections.
   - Integrate the station facility into surrounding land uses to attract private development and create a sense of place and destination.

2. Establish an effective organization that can deliver the vision.
**Partnership is Key**

*The whole is greater than the sum of the parts*

- Collaboration of Team
- Larger Project offers more solutions
- Local Support and Champions
- Alignment of Goals & Priorities
- Harmonize on Project Design & Schedules
- Combine Technical Requirements
- Physical & Financial Stake in Project

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**Concept Plan - Progress**

- March 2018 - Issued Letter of Intent of Award to Arcadis/Benthem Crouwel (ABC)
- June 2018 - VTA & Partners’ Board/Council Authorization to Execute Cooperative and Funding Agreements and Master Services Agreement with Arcadis-Benthem-Crouwel (ABC)
- Summer/Fall 2018 – Begin study efforts
Concept Plan – Team

Arcadis/Bentham Crouwel (ABC)

- Arcadis
  - A global consultancy providing urban planning, design, engineering, and project management
  - 27,000 employees in over 70 countries
  - Offices in San Jose

Benthem Crouwel

- Urban Planning, Architecture, Public buildings, infrastructural projects, and urban master plans
- Rotterdam Central Station
- Amsterdam, Netherlands

Project Approach – The 3 Pillars

Urban Planning and Design

- “What” - Captures ambitions, refines functional requirements, and develops scenarios

Engineering

- “How” - Evaluate scenarios and translate the Partner’s vision into a constructible and operational reality

Organization

- “By Whom” - Defines how the Partners need to organize and operate the Station
Concept Plan Process

Phase I (10 months):
• Develop Spatial & Organizational Scenarios
• Evaluation
• Identify Preferred Scenario

Phase II (8 months):
• Advance Preferred Scenario
• Roadmap to Delivery
• Final Report

Plan Features – Existing Conditions
• Existing Historic Station
• Caltrain, Amtrak, ACE, Capitol Corridor, & Freight
• VTA Light Rail
• Taxis, TNCs, Drop-offs
• Bikes & Scooters
• Buses (VTA, Regional, Private Shuttles)
• Car Access & Parking
Concept Plan Next Steps

- Execute Master Services Agreement
- Execute Task Order #1 for Phase I
- Coordination between Consultant and VTA’s BART Phase II Design Team
Transit Oriented Development Strategy & Access Planning Studies Update

Dennis Kearney, VTA
TOD and Access Study

**Land Use (TOD) Strategy**
- Strategies to increase investment in TOD
- Detailed implementation strategy to catalyze TOD

**Access Planning**
- Multimodal access planning around stations
- Designed to meet needs of future TOD

Kick-off: January 2018  
Estimated Completion: Spring 2019

Solutions that move you

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**TOD and Access Study - What Will it do?**

- Builds Upon Existing Land Use Plans and Policies
- Develops a Strategy for Implementation
- Provides a Roadmap for “How to Get There”
  - Develop *specific* recommendations to enhance access to the stations and TODs
  - Develop *feasible and implementable* land use strategies and financing tools
TOD and Access Strategy Study: Access Update

Adam Dankberg, P.E., Kimley-Horn

Access Study Objectives

- Identify transportation improvements, guidelines, and policies to support and encourage TOD in and around the station areas
- Provide for station access that promotes ridership, supports a cohesive transportation network, and integrates with surrounding neighborhoods
Access Study Process

Understanding Existing & Planned Conditions

Identifying On-Site Station Facility Needs

Identifying Opportunities and Constraints for Station Access

Station Concept Development*

Transportation Circulation Improvements to support TOD

*To Be Completed in Subsequent Efforts

Review of Key Guiding Policies/Documents

- BART Station Access Planning Final Report
- BART Station Access Policy
- BART Multimodal Access Design Guidelines
- Vision Zero San Jose
- San Jose Complete Streets Guidelines
- Envision 2040 General Plan
- Santa Clara General Plan
- Santa Clara Station Area Plan
- VTA Complete Streets Policy
- VTA Countywide Bike Plan
- VTA Pedestrian Access to Transit Plan
- Valley Transportation Plan 2040
Station Profile

- Report that summarizes the transportation characteristics of each station area
- Summarize existing and planned:
  - Pedestrian network
  - Bicycle network
  - Auto network
  - Transit network
  - Curb management
- Identification of key access considerations
  - Interaction of modes
  - Gaps in connectivity
  - Primary access pathways

Santa Clara Station Activity

2035 AM Period
Santa Clara Station Activity
2035 AM Period

MODE OF ACCESS (TO BART)

- Walk: 17%
- Bike: 2%
- Bus: 49%
- Rail: 12%
- Park & Ride: 16%
- Pick-Up/Drop-Off: 4%

Total AM BART Boardings: 2,659

MODE OF EGRESS (FROM BART)

- Walk: 19%
- Rail: 31%
- Bike: 4%
- Bus: 46%

Total AM BART Alightings: 2,941

Auto Pathways & Opportunities

Legend
- Interstate, freeway, expressway
- Other principal arterial
- Minor arterial
- Collector
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- City Boundary
- Access pathway
- Interchange to be used to access station
Transit Pathways & Opportunities

LEGEND

- VTA BRT
- VTA Local, Core, Community Bus (direct service to station)
- VTA and Other Express Bus (direct service to station)
- Shuttle: ACE, Caltrain
- Commuter Rail
- Local Bus Stops
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- City Boundary

Solutions that move you

Bike Pathways & Opportunities

LEGEND

Planned Bikeways, San Jose
- Class I
- Class II
- Class III

Planned Bikeways, VTA*
- All Classes

Existing Bikeways
- Class I
- Class II
- Class III

1 mile bikeshed (10 min bike ride)
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- Access pathway

Solutions that move you
Pedestrian Pathways & Opportunities

Key Considerations for Santa Clara

- Focus on pedestrian and bicycle connections
- Create new roadway connections in coordination with planned development
- Promote a range of access options
Next Steps

- Complete Background Conditions Station Profiles
- Identification of opportunities and gaps within the transportation network
- Identification of on-site transportation facilities
- Identification of off-site transportation improvements and connections
**SCHEDULE**

**VTG’S BART PHASE II TOD Consilium**
**Strategies and Access Planning Study**

<table>
<thead>
<tr>
<th>CMS MEETINGS</th>
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<tr>
<td>CHG 20, July 2018</td>
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<td>CHG 612, October 2018</td>
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**BACKGROUND CONDITIONS**
- Data collection and station area boundaries
- Background Conditions Report

**CORRIDOR OPPORTUNITIES AND CONSTRAINTS**
- Define opportunities and constraints
- Analysis and Recommendations Report

**TOD SCHEMATICS, IMPLEMENTATION STRATEGIES**
- Strategies, guidelines and recommendations
- Study Area Strategies Report

**CONTRACT FINAL REPORT**
- Final Report Submitted

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**PREVIOUS MEETING**

**SANTA CLARA STATION**

**APRIL 2018 TOD WORKSHOPS:**
**KEY TAKEAWAYS**

- better access + connectivity to surroundings
- proximity to university + downtown
- engaging pedestrian experience
- multiple housing & solutions for range of affordability
- focus transit west of tracks, parking east of tracks
ELEMENTS OF TOD

- Placemaking
- Mobility
- User Experience
- Economic Value

Placemaking
Respond to the existing context

- Support a diverse community
- Establish an engaging and vibrant public realm
- Promote more compact and walkable urban environment
DIVERSE MIX OF USES

LAND USE

Santa Clara Station Area is mostly industrial operations, low-intensity development, underutilized land, and vacant parcels. Planned uses include mixed use, commercial, and higher-intensity residential.
ENGAGING & ACTIVE PUBLIC REALM

ACTIVE GROUND FLOOR

A higher level of ground floor active uses are located in downtown Santa Clara and along The Alameda.
ANCHOR DESTINATIONS

CULTURE & IDENTITY
COMPACT & WALKABLE URBAN ENVIRONMENT

Solutions that move you

PEDESTRIAN ENVIRONMENT

Coleman St and El Camino Real both have pedestrian infrastructure but 6-lane streets provide challenges to the pedestrian environment.

Solutions that move you
OPEN SPACE

Santa Clara has few significant public open spaces other than Santa Clara University. Online user data shows high levels of activity around the University.

*Online user data compiled from Strava
Economic Value
Transit as an economic catalyst

- Existing household and employment concentrations
- Planned growth and development
- Affordable housing

EXISTING HOUSEHOLD & EMPLOYMENT CONCENTRATIONS
EXISTING HOUSEHOLD DENSITIES

EXISTING EMPLOYMENT DENSITIES
PLANNED GROWTH & DEVELOPMENT

PLANNED GROWTH AREAS

Santa Clara General Plan identifies:

- Santa Clara Station Focus Area
- El Camino Real Focus Area
- Downtown Focus Area
RECENT AND PLANNED DEVELOPMENT

Planned and proposed development projects near the station include:

- Gateway Crossings
- Coleman Highline
- 575 Benton St
- Caltrain Parking Lot Joint Development Project

Significant development also occurring along El Camino Real

AFFORDABLE HOUSING
EXISTING AFFORDABLE HOUSING

Corridor includes a significant concentration of income-restricted housing.

EXISTING AFFORDABLE HOUSING IN THE 0.5 MILE RADIUS AROUND THE STATIONS

- Moderate income (60-130% AMI)
- Low income (30-80% AMI)
- Very low income (30-50% AMI)
- Extremely low income (<150% AMI)

*Includes Completed, Under Construction, and Committed projects.
Source: City of San Jose, CA 2017, City of Santa Clara, 2019.

SANTA CLARA’S EXISTING AFFORDABLE HOUSING POLICIES

EXPANDING SUPPLY
1. Inclusionary housing policy
2. Jobs-housing linkage fee
3. Residential density bonus
4. Accessory dwelling unit ordinance

TENANT SERVICES AND PROTECTIONS
1. Project Sentinel
2. Community ownership conversion tenant protection
SAN JOSE’S EXISTING AFFORDABLE HOUSING POLICIES

EXPANDING SUPPLY
1. Inclusionary housing policy
2. Reduced park impact fees for affordable housing
3. Density bonus ordinance
4. Accessory dwelling unit ordinance

RENT STABILIZATION AND EVICTION PROTECTIONS
1. Apartment rent ordinance
2. Mobilehome rent ordinance
3. Tenant protection ordinance

VTA’S AFFORDABLE HOUSING POLICY

35% of total new residential units built on VTA properties will be affordable to very low income and low income households. Individual projects must provide a minimum of 20% affordable housing.

Source: VTA TOD Joint Development Policy (2016)
NEXT STEPS

- Complete background conditions report
- Develop opportunities + constraints analysis
- Next CWG Meeting-September 2018: TOD Potential and Barriers
Questions?

Next Steps

Eileen Goodwin, Facilitator
Next Steps

• Next CWG meeting:
  Thursday, September 13, 2018~4:00-5:30 PM,
  Santa Clara Police Department,
  601 El Camino Real, Santa Clara, CA 95050

  o Phase II Update
  o Phase II 2-Year Look Ahead
  o Engineering Update
  o Real Estate Planning Process
  o Construction Education Outreach Plan
  o Transit Oriented Development Strategy & Access Planning

  o Studies Update
  o Government Affairs Update

• Action Items