VTA’s BART Silicon Valley Phase II Extension

Downtown-Diridon Community Working Group

April 12, 2016

Agenda

• Follow-up Items and Work Plan
• Project Updates
• Environmental Process
• Envision Project Update
• Financial Update of BART Phase II
• Economic Analysis Surrounding BART Stations Update
• Construction Outreach Best Practices Research Summary 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>
</tr>
</thead>
<tbody>
<tr>
<td>Eileen Goodwin</td>
<td>Facilitator</td>
</tr>
<tr>
<td>Brent Pearse</td>
<td>Primary Outreach Contact</td>
</tr>
<tr>
<td>Leyla Hedayat</td>
<td>Phase II Project Manager</td>
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<tr>
<td>Kevin Kurimoto</td>
<td>Technical Lead</td>
</tr>
<tr>
<td>Michael Brilliot</td>
<td>City of San Jose – Planning Liaison</td>
</tr>
<tr>
<td>Rosalynn Hughey</td>
<td>City of San Jose – Planning Liaison</td>
</tr>
<tr>
<td>Ray Salvano</td>
<td>City of San Jose – DOT Liaison</td>
</tr>
<tr>
<td>Jessica Zenk</td>
<td>City of San Jose – DOT Liaison</td>
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</table>

Upcoming Meetings

Public Hearings for Draft Environment Document
- Late May 2016

VTA Board of Directors
- April 22, 2016 (Workshop Meeting)
- May 5, 2016
- June 2, 2016
- June 24, 2016

BART Silicon Valley Program Working Committee
- May 2, 2016
- August 8, 2016

Diridon Joint Policy Advisory Board
- June 17, 2016 at 3:00PM

Public meetings on specific technical topics - TBD
Follow-up Items (1 of 2)

- Various questions on CSJ’s Economic Impact Study
  - see attached responses from Rosalynn Hughey

- CSJ to ask economic consultants to interview Downtown/Diridon CWG members
  - Please inform Rosalynn Hughey today of your interest in being interviewed

- CSJ Station Access Report
  - to be posted when available

- Add Diridon Intermodal Effort to the CWG work plan
  - Initial updates will be provided to the CWG as it begins. Expect an update today.

Follow-up Items (2 of 2)

- Discuss access planning efforts at the April CWG meeting. Who is the lead entity?
  - No updates at this time. VTA/Leyla Hedayat is responsible for coordinating the efforts.

- Discuss Station Naming at the April CWG meeting.
  - Leyla will provide updates on BART Station Naming today.
Work Plan Shifts and Project Updates

Leyla Hedayat, Phase II Project Manager

Process for Evaluating the Proposed East and West Station Options

Leyla Hedayat, Phase II Project Manager
**Determination of Options**

- East and west station location options to be included in draft environmental document
- Option selection will be based on key considerations
- City will provide a letter to VTA with preferred option
- Once an option is selected, VTA and City will coordinate efforts to determine station entrances during the Phase II multimodal circulation study.

**Considerations**

- Constructability
- Cost
- Construction Impacts
- Impacts to VTA Infrastructure
- Construction Staging Areas
- Connectivity
- Project Ridership
- Long-term Economic Development
Other Project Updates:

Diridon Intermodal Study

Project Development Phase for New Starts

BART’s Station Naming Policy

Leyla Hedayat,
Phase II Project Manager

Environmental Process

Tom Fitzwater, VTA
Environmental Process

Administrative Draft SEIS/SEIR
- Working with FTA/BART to finalize

Draft SEIS/SEIR
- Requires FTA approval to circulate
- Public agency review
  - Notifications of availability
  - Opportunity to comment on concerns

Final SEIS/SEIR
- All comments and responses
- Edits required to clarify information
- Recommended Project

Approvals
- VTA Board of Directors: Certify Final SEIS/SEIR and Approve Project
- FTA: Record of Decision published in Federal Register
Envision Project Update

John Ristow, VTA
Envision Silicon Valley

- 2014: VTA and its partners consider possible new tax measure.

- Need for transportation improvements is far greater than money currently available.

- When VTA decides not to go forward, it becomes an opportunity to step back and re-evaluate.

- As a result, VTA creates Envision Silicon Valley, a program to encourage residents to participate in prioritizing transportation solutions.

Envision Silicon Valley Process

VTA is engaging community leaders in a dynamic visioning process to:

- Discuss current and future transportation needs
- Identify solutions
- Craft funding priorities
Variety of Channels and Opportunities

- Formal Stakeholder Groups
- VTA Advisory Groups
- Public Meetings
- Smaller Group meetings such as service clubs
- Website
- Social media

Envision Silicon Valley Mileposts

- Establish goals for the program (June 2015).
- Criteria to measure how well potential projects meet the goals (Sept. 2015).
- Project Evaluation (March 2016).
Evaluation Review

- Call for projects
- Screening process
- Board adopted goals and criteria
- 28 goals, 32 evaluation criteria
- Evaluations look at the selected projects and programs performance related to the goals
- One of several things to consider

Sample Report Card

Draft Envision Evaluation Card

<table>
<thead>
<tr>
<th>Evaluation Category</th>
<th>Rating</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>Sustainability</td>
<td>2</td>
<td>Good</td>
</tr>
<tr>
<td>Energy Efficiency</td>
<td>2</td>
<td>Mixed</td>
</tr>
<tr>
<td>Economic Development</td>
<td>3</td>
<td>Strong</td>
</tr>
<tr>
<td>Social Equity</td>
<td>2</td>
<td>Mixed</td>
</tr>
<tr>
<td>Environmental Impact</td>
<td>2</td>
<td>Good</td>
</tr>
</tbody>
</table>

Composite Score: 2

Possible Funding Sources:
- Local Government, Federal and State Grants
- Private Sector
- Nonprofit Organizations

*Note: The rating is based on the project's impact according to the Envision criteria.
Next Steps

- Continue to take input from public.
- Review and seek any additional input from advisory committees in April.
- Present staff recommendation at April 22 Board Workshop.
- Public meetings in May.
- Board adoption in either June or August.

Financial Update of BART Phase II

Mike Smith, VTA
Financial Update

Community Working Group Meeting
April 12, 2016

Since Last Update

• We are continuing to pursue the Core Funding Sources
• Phase II Project was recently accepted into the Federal New Starts Project Development phase
• Working with Ernst & Young and San Jose to identify potential CFD(EIFDs around station locations
• The Project needs the proposed sales tax to provide $1.5 billion of project funding, plus financing costs
• Any reductions of funding from the proposed sales tax or Cap & Trade may have dual effect of:
  • Directly reducing project funding
  • Reducing the New Starts Grant amount as a result of reduced local match
Interdependence of Core Funding Sources Warrants a Coordinated, Multi-Track Approach

- Federal New Starts allocation depends on securing state and local funding commitments.
- State Cap and Trade allocation depends on securing Federal and Local Funds.
- City and County support for EIFD/CFD depends on showing that Federal/State/sales tax sources maximized.
- Voter support for sales tax measure increased if all other sources maximized.

Revenue Forecast for Proposed Sales Tax

- UCLA Anderson Forecast retained to provide VTA’s long-term sales tax forecast for the proposed 2016 sales tax measure.
- UCLA Anderson Forecast
  - Long history of providing economic and revenue forecasts
  - Other forecast clients include:
    - Bay Area Economic Council
    - Orange County Transportation Authority
    - Los Angeles County Transportation Authority
    - Los Angeles Department Water and Power
Forecast Methodology

- UCLA uses top-down forecasting process
  - Looks at economic factors at each level
    - National
    - State
    - Regional/local

- Major factors affecting taxable sales including, among others
  - Personal income
  - Inflation expectations
  - Employment trends by industry
  - Construction activity
  - Shifts in demographics

Forecasted Revenues

- Growth Rate
  - Average over 30 years
    - Nominal Growth Rate of 3.1%
      - CPI (inflation) rate of 2.2%
    - Real Growth Rate (without inflation) of 0.9%

- Nominal (year of receipt) dollars projected
  - $11.2 Billion available over 30 years for projects, financing costs, etc.

- Present Value (2017) dollars projected
  - Base Forecast $6.5 Billion
  - Conservative Forecast $6.0 Billion

- Deep recession in early years of tax could materially reduce the projected total revenue
2000 Measure A Sales Tax

The Measure A tax will generate less funding than originally anticipated.

Phase II Project Funding Goals

- $2.0 billion gap remaining to fund Phase II Project
- A wide range of potential funding sources were evaluated to close the funding gap
Toolbox of Potential Funding Sources

### Grant Funding Programs
- Capital Investment Grant (CIG) Program: New Starts
- Capital Investment Grant (CIG) Program: Core Capacity
- Congestion Mitigation Air Quality Grant (CMAQ)
- Transp Investment Generating Economic Recovery (TIGER)
- Cap & Trade – Transit and Intercity Rail Capital Program (TIRCP)
- High-Speed Passenger Train Bond Program (Prop 1A)
- Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act (Prop 1B)
- State Highway Account (SHA)
- One Bay Area Grant (OBAG)
- Regional Measure 1 Toll Bridge Program (RM1)
- Regional Measure 2 Toll Increase (Regional Traffic Relief Plan) (RM2)
- Regional Measure 3 (RM3)

### Long-Term Revenues
- Sales Tax Measures
- Off-Street Parking Pricing Strategies
- Commercial Parking Tax
- Vehicle Registration Fee (VRF)

### Private Funding
- Event Tax/Fee
- Station Naming Rights
- Vehicle Impact Mitigation Fee
- Enhanced Infrastructure Financing District (EIFD)
- Mello-Roos Community Facilities District (CFD)
- Special Benefit Assessment District (SBAD)
- Parcel Tax
- Development Impact Fees
- Real Estate Joint Development Revenues

Prioritization of Funding Sources

The existing and potential funding sources were prioritized into the following 3 categories:

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of Sources</th>
<th>Potential Value Range*</th>
<th>Description / Purpose of these Tools</th>
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<tbody>
<tr>
<td>Core Funding Sources</td>
<td>5 sources</td>
<td>$1.74B – $6.50B</td>
<td>VTA may pursue aggressively and immediately to help fund the project.</td>
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<tr>
<td>Complementary Funding Sources</td>
<td>13 sources</td>
<td>$260M – $1.42B</td>
<td>These sources take longer and/or are more complex to develop and implement. VTA may investigate further and/or pursue to provide backup sources of funding.</td>
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<tr>
<td>Other Funding Sources</td>
<td>15 sources</td>
<td>$50M - $572M</td>
<td>VTA may pursue some of these sources in the normal course of business but not rely on these to provide any meaningful funding for the project.</td>
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*Excludes estimated funding from sources which are anticipated to be available only after construction
Core Funding Sources

- VTA is aggressively pursuing the Core Funding Sources; however uncertainty will remain for some time
- The Target Values for the Additional Core Funding are aggressive. Any shortfall below a Target Value will need to be made up by increases above the Target Value for other sources

<table>
<thead>
<tr>
<th>Funding Status</th>
<th>Source</th>
<th>Target Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spent</td>
<td>Measure A Sales Tax and TCRP</td>
<td>$160M</td>
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<tr>
<td>Anticipated</td>
<td>Existing 2000 Measure A Sales Tax</td>
<td>$1.00B</td>
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<tr>
<td>Anticipated</td>
<td>FTA New Starts (anticipated)</td>
<td>$1.50B</td>
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<tr>
<td>Subtotal</td>
<td>Already Expended + Anticipated Funding</td>
<td>$2.66B</td>
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<tr>
<td>Pursue (New)</td>
<td>Sales Tax 2016 Measure X (excludes financing costs)</td>
<td>$1.50B</td>
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<tr>
<td>Pursue (New)</td>
<td>Cap &amp; Trade Program (TICRP)</td>
<td>$750M</td>
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<td>Pursue (New)</td>
<td>Mello Roos Community Facilities Districts (DFD)</td>
<td>$170M</td>
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<td>Pursue (New)</td>
<td>Enhanced Infrastructure Financing Districts (EIFD)</td>
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<tr>
<td>Subtotal</td>
<td>Additional Core Funding</td>
<td>$2.49B</td>
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<tr>
<td>Total Core</td>
<td>Funding Sources</td>
<td>$5.15B</td>
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(Compare to $4.69B estimated Project Cost)

Economic Analysis Surrounding BART Stations Update

Rosalynn Hughey, City of San Jose
BART Phase II Development Impact Study- Update

- Draft Station Area Profiles under review
  - Land Use
  - Demographics
  - Market Overview – housing, office, retail
  - Development Opportunity
  - Implementation Strategies

- Station Area Profiles finalized – May/June
Construction Outreach Best Practices Research Summary Update

Brent Pearse, VTA  
Angela Sipp, VTA

Outreach Tactics Research

- Overview of four programs:  
  - LA Metro: Purple Line Extension  
  - SFMTA: Central Subway  
  - Valley Metro: Northwest Corridor  
  - MTA: 2nd Ave Subway
- How have other projects performed outreach?
- What tactics did your agencies use?
- How was the community involved?
- What innovative practices did you implement?
Los Angeles METRO – Purple Line Extension

From the current terminus at Wilshire/Western, the Purple Line Extension will extend westward for about 9 miles with seven new stations.

Travel between downtown Los Angeles and Westwood in just 25 minutes and will be built in three phases.

Total Project Cost: $6.3 billion

¾ Funds generated from local sales tax

Purple Line - Outreach Tactics

- Community post-construction meetings (weekly)
- Business profiles established to understand each business affected
- Social media engagement on project started early
- Artwork Campaign (web, stations)
- Construction Sound Walls
- Animated video tour of extension
Purple Line - Innovative Practices

EAT, SHOP, PLAY Webpage highlights the ways the community can Eat at local restaurants, Shop at local retail stores and Play at local destinations. Eat, Shop, Play will provide access to exclusive offers and information about participating local businesses. The community will be asked to take a pledge to support local businesses during and after construction of the project.

- Encourages the community to “Pledge to Participate” and support businesses around construction.
- Prizes awarded to participants that support businesses ($250 to $1000 awarded quarterly)
- Participating businesses are listed and featured on a custom, interactive website.

SFMTA - Central Subway Project

The Central Subway Project is the second phase of the San Francisco Municipal Transportation Agency’s (SFMTA) Third Street Light Rail Transit Project.

Four New Stations at:

- 4th and Brannan Station
- Yerba Buena/Moscone Station
- Union Square/Market Street Station
- Chinatown Station

Phase 2, the Central Subway Project, will extend the T Third Line 1.7 miles from the 4th Street Caltrain Station to Chinatown, providing a direct, rapid transit link from the Bayshore and Mission Bay areas to SoMa, Union Square and downtown.

Budget: $1.6 Billion (Funding by FTA New Starts and other Federal, state and local sources)
Central Subway – Outreach Tactics

- Community Advisory Groups
  The purpose of the Central Subway Community Advisory Group (CAG) is to engage with the local community and to receive input and feedback at key milestones throughout the project.

Social Media Engagement
- Project Website
- Project Blog
- Project Twitter page
- Project Facebook page

Central Subway – Innovative Practices

- Construction Detour Engagement – Electronic media
  - Construction Google Map
    - Includes up-to-date information on detours and other road closures
    - Other tools
Valley Metro – Northwest Extension Project

- 3.2-mile project extends light rail, includes three stations and park and ride
- Construction occurred in central business district
- Total Project Cost: $320 million
- 3 years of construction
- New stations detail significant art
- Expected extension ridership: 5000

Northwest Valley Ex – Outreach Tactics

- Monthly Project Report Card
  - Detailed project station and budget
  - Reported and public meetings or stakeholder engagements
  - Relevant schedule updates
- 24 – Hour Hotline for residents and businesses
- METRO MAX Rewards Program
  - Monthly discount program
  - Marketing and advertising to support businesses
  - Videos and social media campaign
  - 4000 followers, 500,000+ monthly views
- Direct Mail Promotions to corridor
Northwest Valley Ex– Innovative Practices

- Dedicated Business and Construction Outreach Staffing
- Community Fairs
  - Significant agency investment and promotion
  - Supported by businesses and residents
  - Themed events for children and families
  - Businesses promote themselves
- Business Utility Rebate Program
- Community Advisory Board
  - Voice of community during construction
  - Comprised of residents and businesses
  - Evaluates Valley Metro contractor
  - Makes recommendations to award quarterly incentives
  - Is contractor ‘Above and Beyond’ specifications

New York MTA – 2nd Ave Subway

- 8.5 mile extension delivered over four phases
- Goal: Relieve north/south congestion along Lexington Ave
- Phase 1 cost: $4.5 billion, 3.1 billion local and 1.4 federal funding
- Phase 1: 2 miles and 4 subway stations
- Expected ridership: 1.3 million riders
- 20 years in the making, first environmental work began in 1995
2nd Ave Subway – Outreach Tactics

• Contextual Outreach delivered by neighborhood
• 3 week advance construction newsletters
• Visual and noise barriers for construction equipment
• Public workshops “Ask the Experts”
• Task force meetings – involved contractor/agency
• Shop 2nd Ave marketing campaign
  – Daily specials
  – Attract foot traffic to corridor
  – Partnership with Chamber of Commerce
  – Enhance branding of 2nd Ave
  – Development of mobile app

Example: Fence Screening
2nd Ave Subway – Outreach Tactics

Example: Business Signage

2nd Ave Subway – Innovative Practices

- Good Neighbor Initiative
  - Weekly construction updates for each station
  - Address cleanliness and sanitation of construction site
- Community Tours
  - Attended by over 1000 individuals
  - Hosted by MTA Capitol Construction CEO
- Community Information Center
  - Hands on custom innovative displays (iPads)
  - Museum quality interpretation and visuals
  - Revolving exhibits, current through Spring 2016:
    - “The People Behind the Project”
  - Staffed five days a week, one Saturday a month
Example: Interactive iPad displays and LCD screens

Example: Interpretive Signage / Construction Updates
Outreach Tactics Next Steps

• June CWG Meetings:
  – Collective poll of tactics
  – Feedback on outreach tactics
  – Questions: Does everyone have a cell phone with texting ability?
• Finalize Outreach Tactics Matrix
  – Create Report
• Distribute

Discussion

Eileen Goodwin, Facilitator
Next Steps

- Next meeting: Tuesday, June 14, 2016 ~ 4:00-6:00 PM,
  San Jose/SV Chamber of Commerce ~ BYOB
  - Economic Analysis Surrounding BART Stations (City to present)
  - Construction Outreach Best Practices Research Summary Update
  - Environmental Process (how to comment)
  - Joint Development
  - FTA Process: MAP-21
  - New Starts Project Development

- Parking Validation

- Action Items