

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group
November 15, 2018



1

Agenda

- Follow-up Items
- Phase II Update
- Construction Education and Outreach Plan
- Real Estate Planning Process
- Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy & Access Planning Studies Update
- 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



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

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Erica Roecks	Technical Lead
Charla Gomez	City of San Jose – Planning Liaison
Jessica Zenk	City of San Jose – DOT Liaison
John Davidson	City of Santa Clara – Planning Liaison



Upcoming Meetings

New CWG Dates

<http://www.vta.org/bart/upcomingmeetings>

- February 7, 2019, 4:00 – 6:00 PM
- April 18, 2019, 4:00 – 5:30 PM
- June 13, 2019, 4:00 – 6:00 PM
- September 12, 2019, 4:00 – 6:00 PM
- November 14, 2019, 4:00 – 6:00 PM

VTA Board of Directors

<http://www.vta.org/get-involved/board-of-directors>

- December 6, 2018 – 5:30 PM
- January 3, 2019 – 5:30 PM

Diridon Station Joint Policy Advisory Board

<http://www.vta.org/get-involved/policy-advisory-board/diridon-station-joint-policy-advisory-board>

- December 2018 or January 2019



Follow-Up Items



Follow-Up Items

- VTA staff are coordinating with Santa Clara University to schedule a presentation.
- VTA staff will provide an update on the FedEx site status when information is available.
- VTA staff will inform CWG members when station naming is on the agenda of VTA Board.
- VTA staff will update CWG members of a new funding plan once more information is available.



Follow-Up Items

- September CWG meeting notes included an update on the R3 lawsuit.
- E Taylor Street has been fixed on all maps.
- September CWG meeting notes contained link to intake form (www.vta.org/phase2info).
- September CWG meeting notes contained links to fact sheets.



Solutions that move you

9

Phase II Update

Jill Gibson, VTA

Mark Ramsey, VTA



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10

- Project Funding Updates
- FTA Process
- On-Going Activities
- Field Investigations



Project Funding Updates

- **Measure B**
 - State Court of Appeals upheld VTA's Measure B on 10/18/2018
 - Plaintiff-Appellant filed a rehearing Nov.1 for the California Supreme Court to review the ruling
- **Prop 6/TIRCP funding**
 - Did not pass last week
 - \$750 million TIRCP funding committed
- **RM3**
 - Bay Area Toll Authority's counsel filed a motion to dismiss Howard Jarvis Taxpayers Association's suit on 10/10/2018
 - Decision on the motion expected mid-November to mid-December



FTA Process – Expedited Project Delivery (EPD) Review

EPD is a FTA pilot program within the Capital Investment Grant (CIG) Program. To be considered for the pilot program, the project must

- Use public-private partnerships (P3)
- Be planned, operated, and maintained by an existing public transit provider
- Have a Federal share not exceeding 25% of its costs

Sponsors will have

- Recently and successfully completed a fixed guideway project
- Achieved budget, cost, and ridership outcomes
- Staff expertise and other resources to implement new project
- To demonstrate project's capabilities in application



Solutions that move you

- Requires an expedited technical capacity review by FTA
- Opportunities for Public-Private Partnership (P3)
- Seeks increased innovation
- Opportunity to seek use of Value Capture



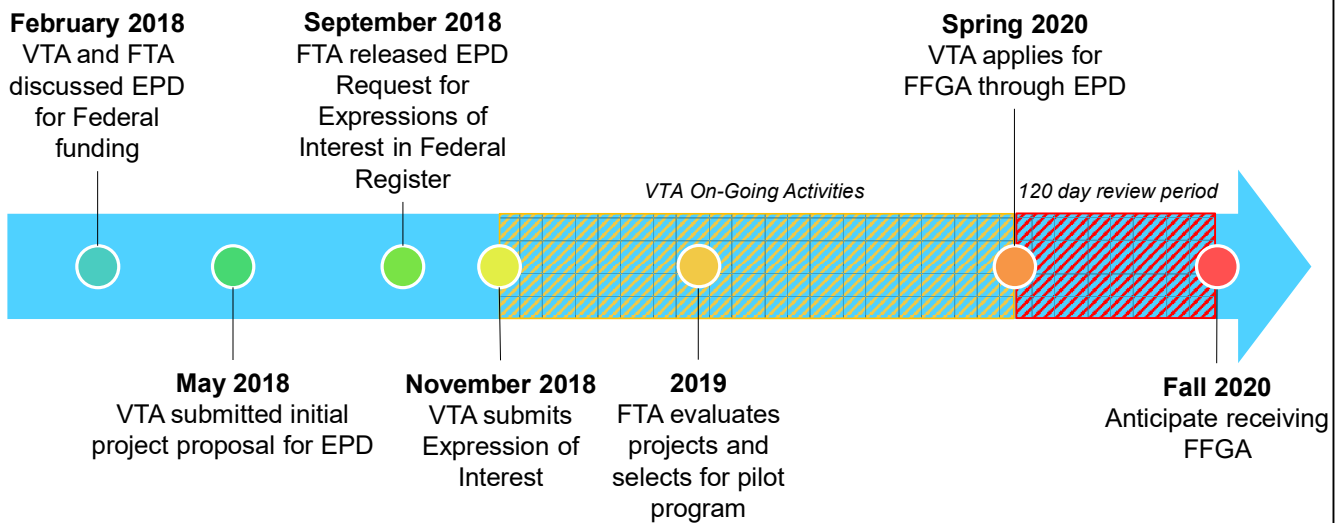
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Why is EPD a Good Fit?



Notice for Request for Expressions of Interest in FTA's Federal Register.

EPD Process to Receive Full Funding Grant Agreement (FFGA)



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15

Next Steps for EPD Application Submittal

- FTA evaluates projects and selects pilot program participants
- VTA advances engineering and updates project cost and schedule estimates
- VTA continues identifying P3 opportunities, implementation strategies, policies, and funding and phasing plans
- VTA submits formal EPD application in spring 2020

16

- VTA Board will award the general engineering consultant (GEC) contract at the January 2019 board meeting
- Coordinating with San José and Santa Clara Planning
- Planning for 3rd Party Agreements
- Right-of-Way Engineering and Real Estate Planning
- Developing Design Parameters & Criteria in Coordination with BART in advance of the General Engineering Consultant (GEC)

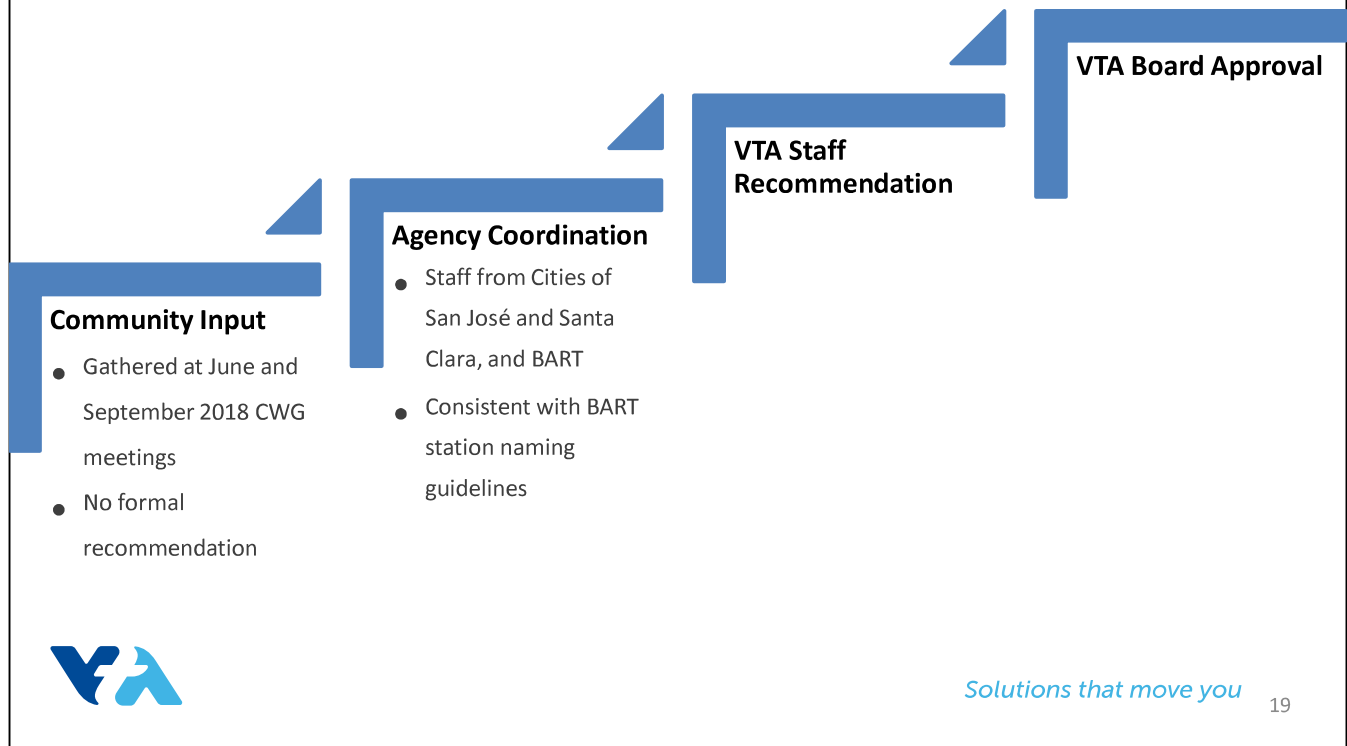


Station Naming Guidelines

- 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



VTA's BART Phase II Station Naming Steps



Station Naming Status

- **Santa Clara Station**
 - No proposed name change to be consistent with Caltrain station
- **Diridon Station**
 - No proposed name change to be consistent with Caltrain station
 - Future renaming opportunity through intermodal planning with agency partners
- **Downtown San José Station**
 - Will revisit renaming after the station design is refined in late 2019/early 2020
- **Alum Rock/28th Street Station**
 - Moving forward with proposed name change

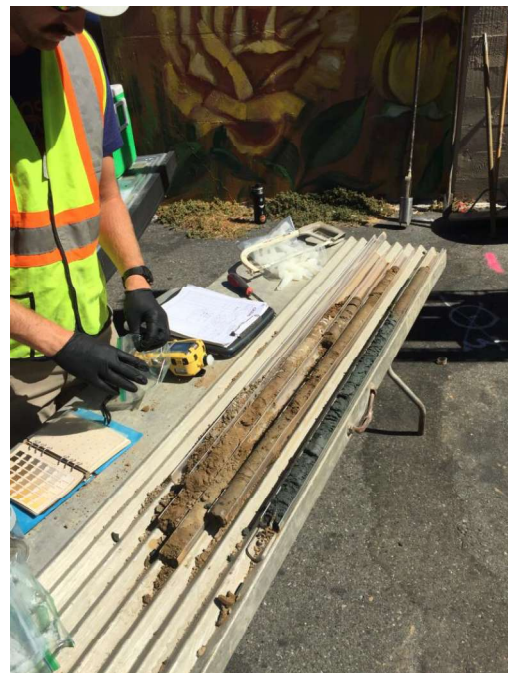


Field Investigations in Major Project Areas



21

Field Investigations



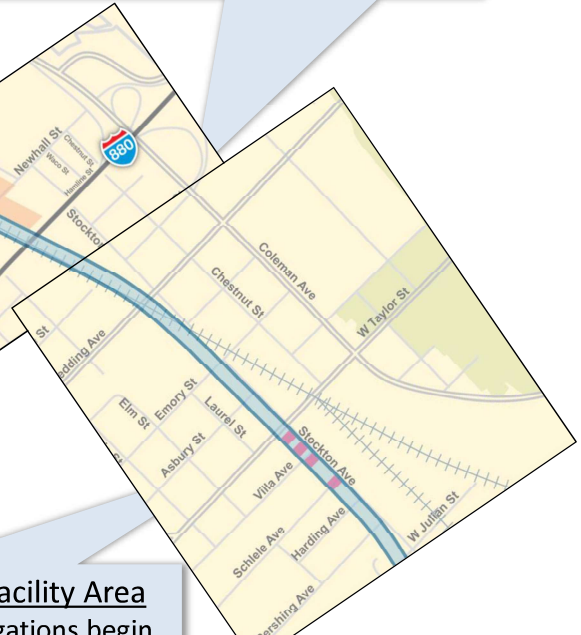
Santa Clara Station & Newhall Yard Area

- Mid-October: Utility investigations began
- Late January: Geotech investigations begin



West Portal Area

- Early December: Utility investigations begin
- Mid-November: Geotech investigations begin



Stockton Avenue Ventilation Facility Area

- Early December: Geotech investigations begin
- Mid-December: Utility investigations begin



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Questions?



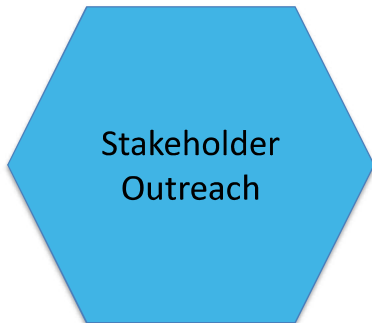
Solutions that move you

Community Education & Outreach Plan

Gretchen Baisa, VTA



25



Field Work Outreach

- Door to door outreach
- Targeted stakeholder outreach
- Community meetings attended:
 - San José Downtown Association
 - Delmas Park Neighborhood Association
 - Shasta Hanchett Park Neighborhood Association
 - East Santa Clara Street Business Association
 - District 6 Leadership Group
 - District 3 Downtown Construction Open House

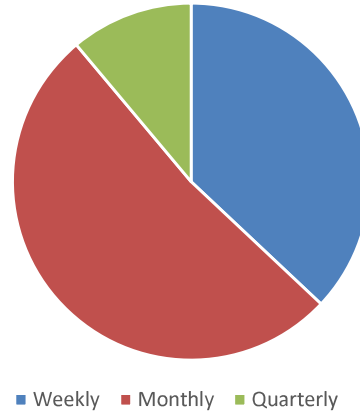


CWG Member Communication Survey

What format do you use to send information to your stakeholders?

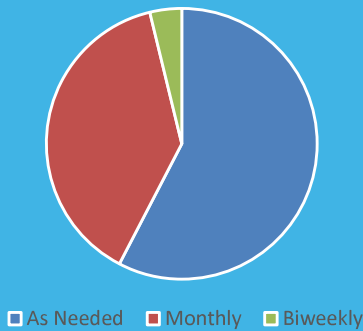
- Email Newsletter – 62.7%
- Presentations at Meetings - 61.5%
- Facebook – 50%
- Twitter – 23.1%
- Print Newsletter – 15.4%
- LinkedIn – 7.7%
- NextDoor – 7.7%

How often do you communicate with the group that you represent at the CWG?

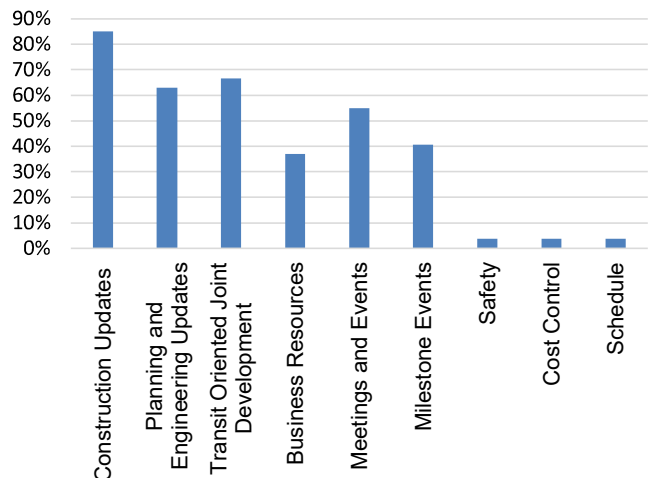


Keeping Stakeholders Informed

How often are you willing, or do you currently, transmit information to your stakeholders about VTA's BART Phase II project?



What area of the project do you feel is most relevant to your stakeholders?



Questions and Feedback



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Real Estate Planning Process

Ron Golem, VTA

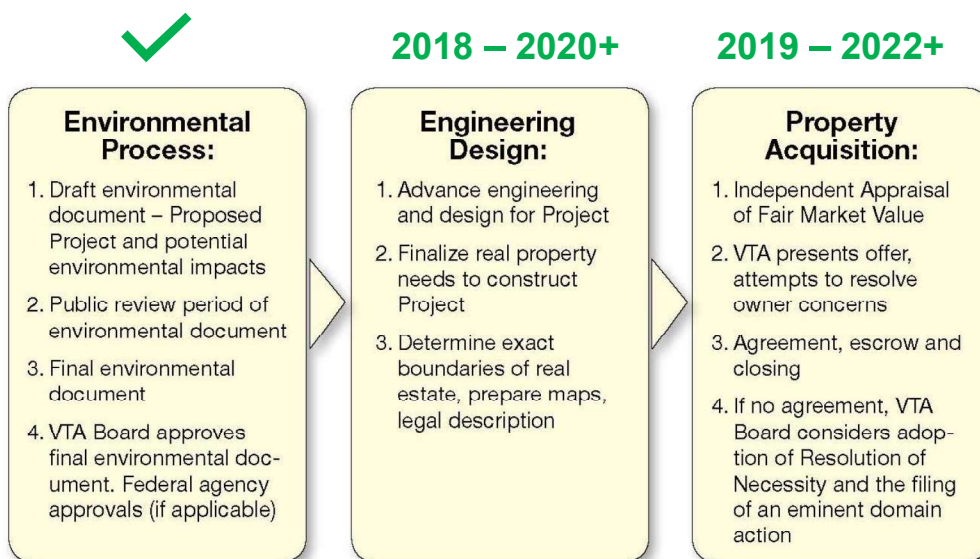


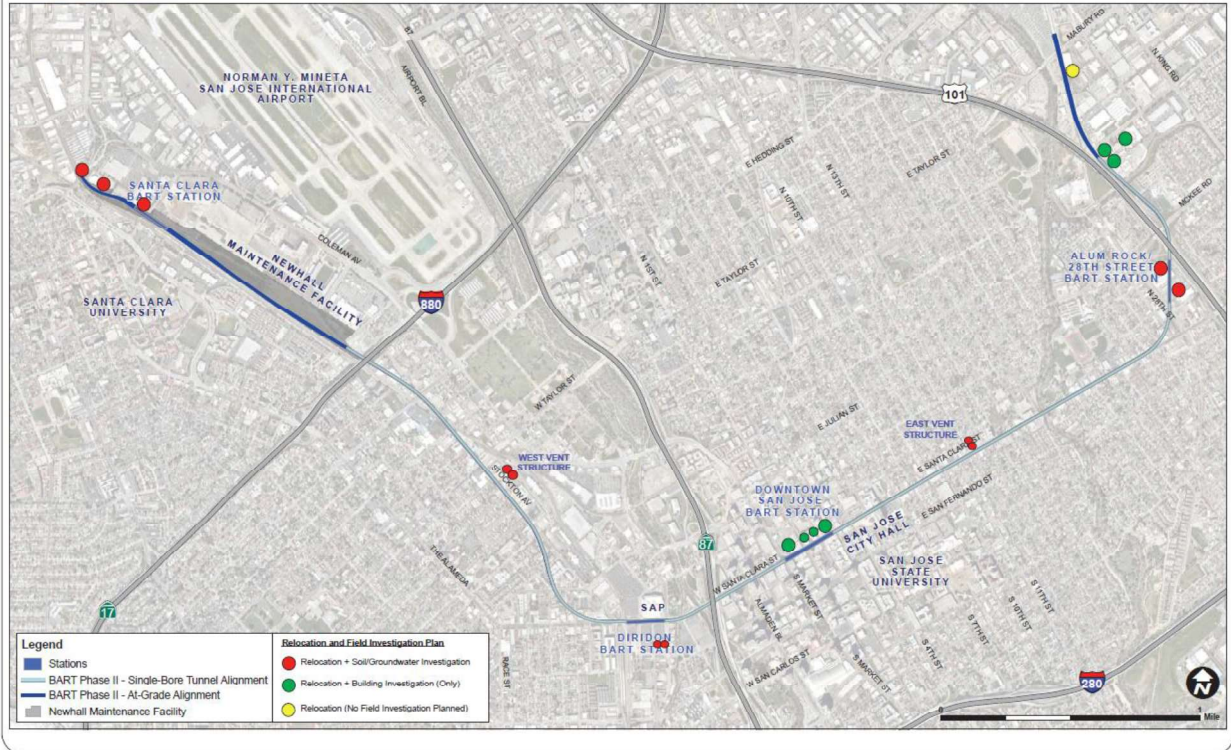
Real Estate Planning Process

- Acquisition Process and Schedule
- Current Work
- Key Elements
- Joint Development / Transit-Oriented Development (TOD)



Real Estate Acquisition Process and Potential Schedule





Santa Clara Station



Key Elements



- Property Interests
 - Fee (ownership)
 - Permanent Easements
 - Temporary Construction Easements
- Tunnel Easements
- Schedule Driven



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35

Joint Development: Transit-Oriented Development

- Construction Staging Areas: future sites for Joint Development (TOD)
- Start with adopted City plans
- Community engagement throughout
- Framework: VTA Board-Adopted Joint Development Policy
- Employment, mixed-use, destinations



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36

Questions?

Ron Golem
Deputy Director,
Real Estate & Joint Development
408.321.5791
ron.golem@vta.org



37

San José Diridon Station Integrated Concept Plan

Dennis Kearney, VTA



38

San José Diridon Station Integrated Concept Plan

Purpose of the Concept Plan is to establish:

- A spatial configuration that provides seamless connections between transportation modes.
- A framework for creating a harmonious relationship between the station and surroundings.
- An effective organizational structure to deliver the vision.



San José Diridon Station Integrated Concept Plan

Project Kickoff: September 2018

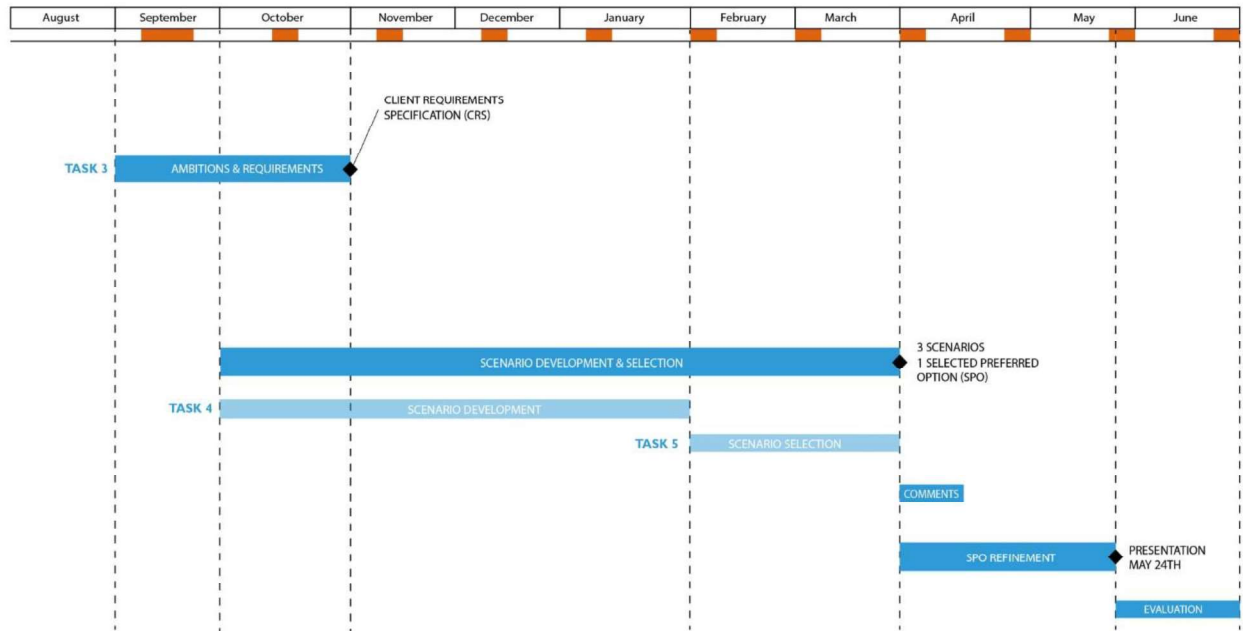
Phase I (10 months)

- Partner Agencies Ambitions & Requirements
- Technical Partner Workshops
- Develop Conceptual Scenarios
- Evaluation of Conceptual Scenarios
- Identify Single Preferred Option (SPO)
- SPO Refinement and Final Evaluation



San José Diridon Station Integrated Concept Plan

Phase I Schedule



San José Diridon Station Integrated Concept Plan

Proposed Engagement Activities

- Community Meetings
- Stakeholder Presentations
- Interviews with Community Leaders
- Outreach to Transit Riders
- Pop-up Booths at/near Diridon Station
- Online/Mobile Feedback Tools
- Advisory Group Meeting (SAAG)
- Policy Body Meetings



San José Diridon Station Integrated Concept Plan

Next Steps

- Joint Policy Advisory Board – *Dec 2018 or Jan 2019*
- Narrow 3 Concept Scenarios to a Single Preferred Option – *April 2019*
- Public Engagement – Consulting the Community – *Ongoing*
- Project Update at February 2019 CWGs



San José Diridon Station Integrated Concept Plan

- [Video of the SAAG meeting on October 18, 2018](#) - including a 30-minute background presentation on the Concept Plan beginning at 2:00
- [Draft Outreach Strategy](#) for the Diridon Integrated Station Concept Plan
- [Diridon Station Area Civic Engagement Report](#) (October 2018) – See the Desired Outcomes for Transportation, Design, Parking, and Environmental Sustainability
- [SJSU Preliminary Community Assessment of the Diridon Station Area](#) (October 2018)
- For questions, comments, or to request a Presentation to your organization contact Lori Severino at: lori.severino@sanjoseca.gov



Questions?



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Transit Oriented Development Strategy & Access Planning Studies Update

Adriano Rothschild, VTA



46

TOD Strategy and Access Planning Studies

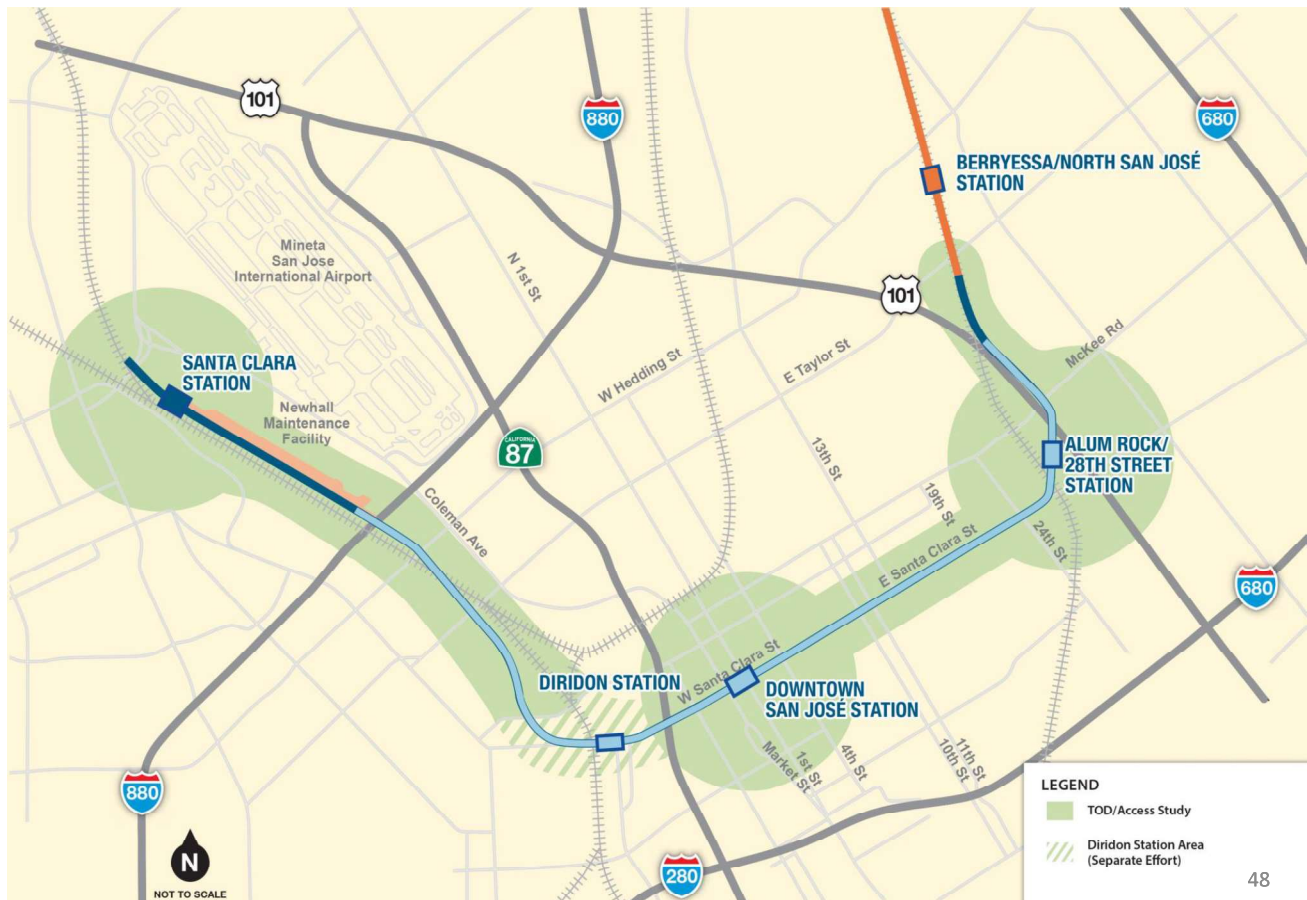
- The TOD/Access Study includes an Access Planning Component
- These are strategies to facilitate access between future TOD and VTA's BART Stations
 - Identify needs for current and future access needs
 - Allow for funding strategy to include future access needs
 - Reserve corridors as priority access routes to stations
- The City of Santa Clara's Downtown Precise Plan study area is included in VTA's TOD Strategy/Access Study study area



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47

TOD/Access Study and Concurrent Planning Efforts



48

Access Planning Update: Santa Clara Station

Tyler Wacker, Kimley-Horn



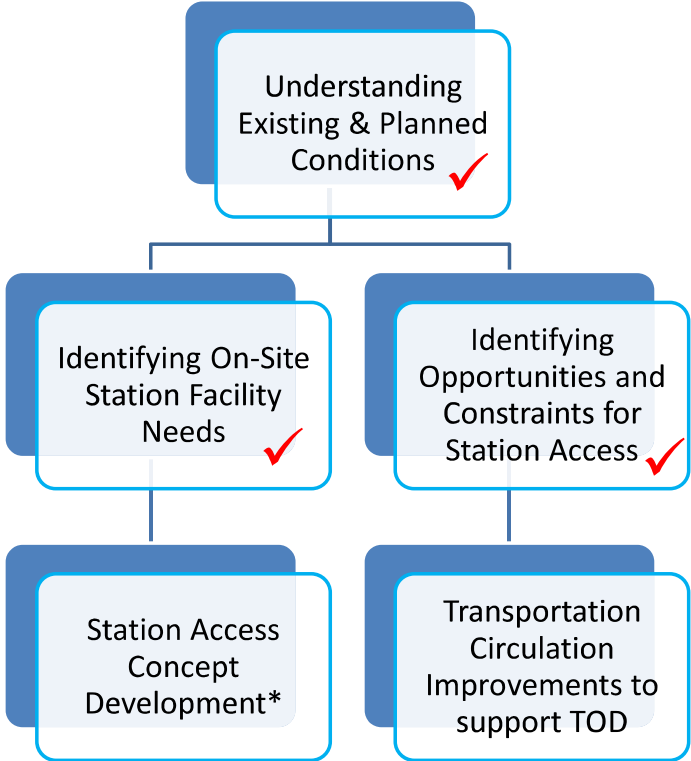
49

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



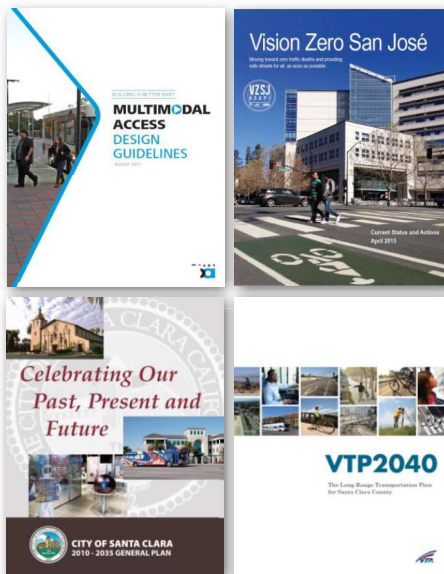
*To Be Completed in Subsequent Efforts

We are here

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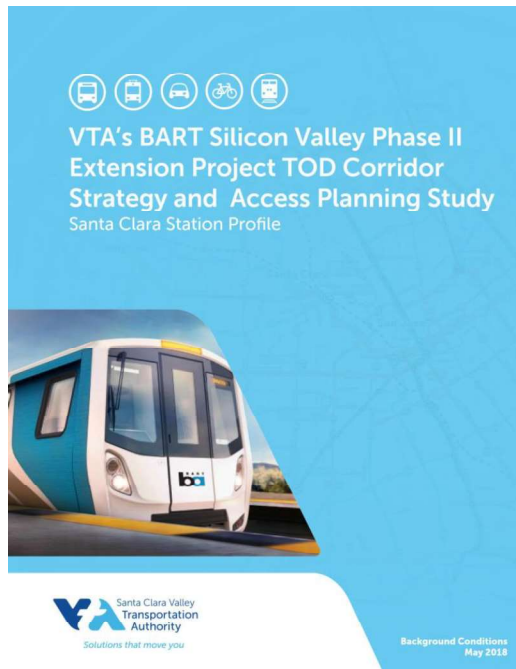
Review of Key Guiding Policies/Documents

- BART Multimodal Access Design Guidelines
- BART Station Access Policy
- Vision Zero San José
- San José 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



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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



Solutions that move you

53

Key Considerations for Santa Clara Station Area

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



Solutions that move you

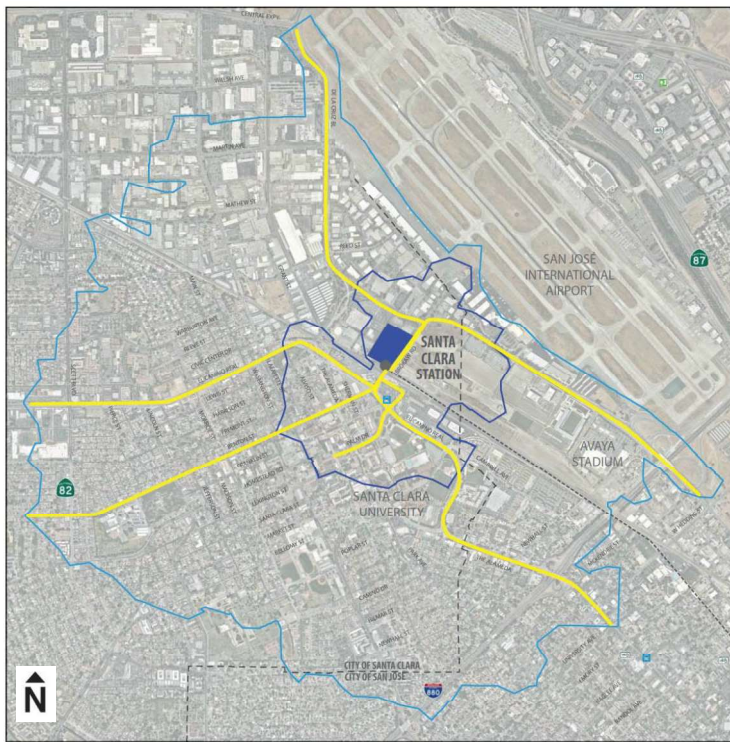
54

Measures to Address Gaps in Transportation Network

6 access routes

LEGEND

-  Santa Clara Station Access Route
-  0.5 mile walkshed (10 min walk)
-  1.5 mile bikeshed (10 min bike ride)
-  VTA's BART Phase II Extension Alignment
-  Existing VTA BRT Stops
-  Existing VTA LRT Stops
-  Existing Ford GoBike Stations












Solutions that move you

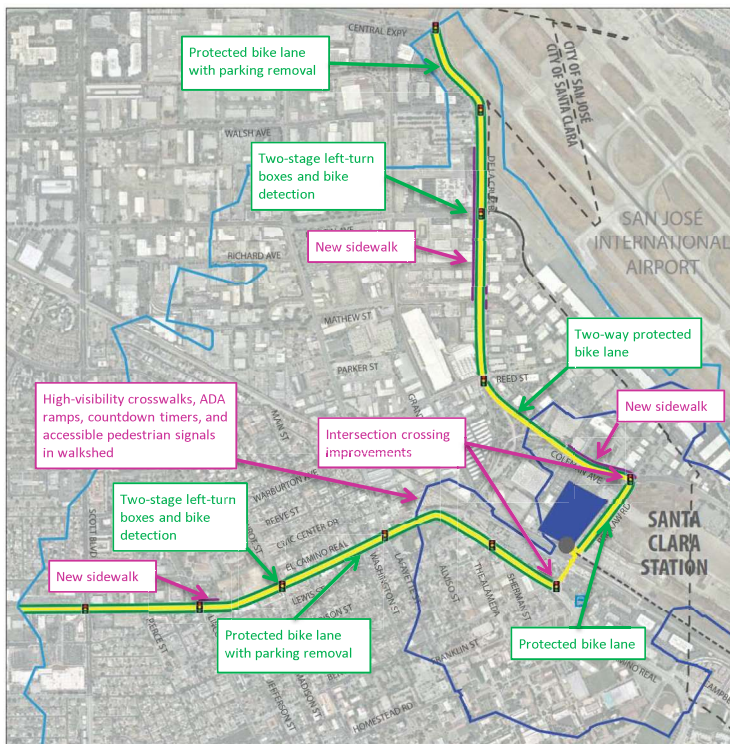
Measures to Address Gaps in Transportation Network - Northwest

Key Map



LEGEND

-  Santa Clara Station Access Route
-  0.5 mile walkshed (10 min walk)
-  1.5 mile bikeshed (10 min bike ride)
-  VTA's BART Phase II Extension Alignment
-  Existing VTA BRT Stops
-  Existing VTA LRT Stops
-  Existing Ford GoBike Stations
-  Pedestrian recommendation
-  Bicycle recommendation



Solutions that move you

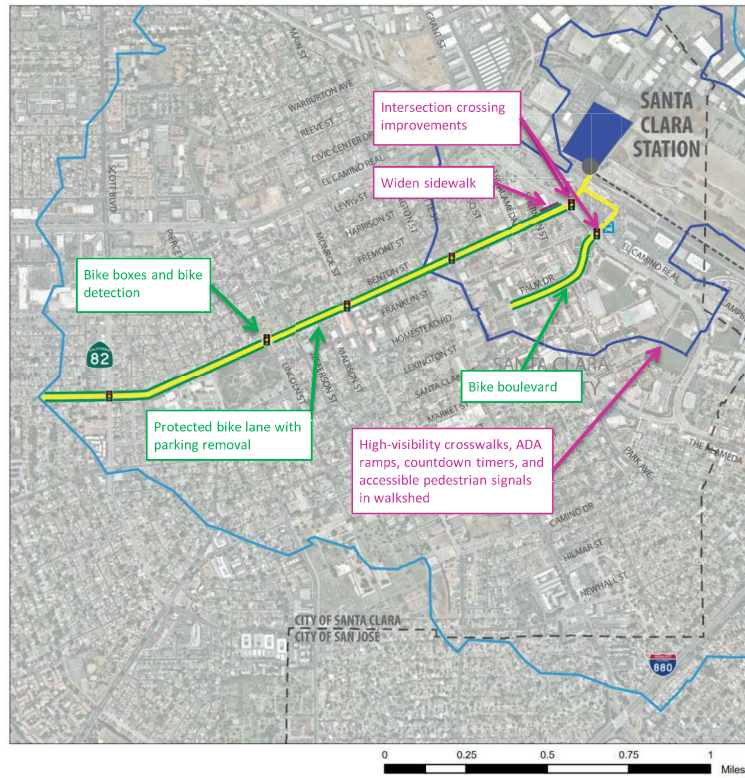
Measures to Address Gaps in Transportation Network - West

Key Map



LEGEND

- Santa Clara Station Access Route
- 0.5 mile walkshed (10 min walk)
- 1.5 mile bikeshed (10 min bike ride)
- VTA's BART Phase II Extension Alignment
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Existing Ford GoBike Stations
- Pedestrian recommendation
- Bicycle recommendation



0 0.25 0.5 0.75 1 Miles

Solutions that move you

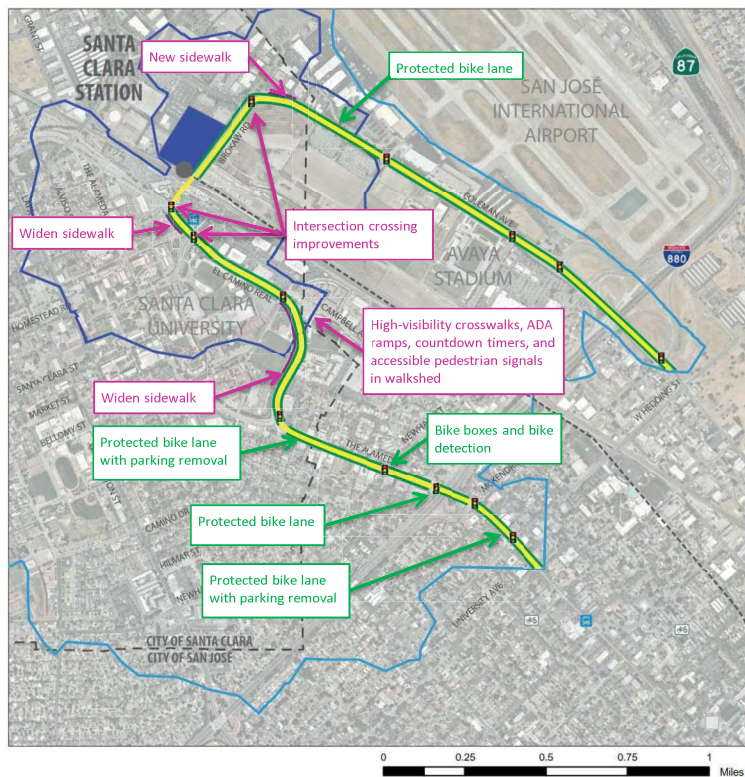
Measures to Address Gaps in Transportation Network - Southeast

Key Map



LEGEND

- Santa Clara Station Access Route
- 0.5 mile walkshed (10 min walk)
- 1.5 mile bikeshed (10 min bike ride)
- VTA's BART Phase II Extension Alignment
- Existing VTA BRT Stops
- Existing VTA LRT Stops
- Existing Ford GoBike Stations
- Pedestrian recommendation
- Bicycle recommendation



0 0.25 0.5 0.75 1 Miles

Solutions that move you

Next Steps

- Update station profiles to include Transportation Capacity Constraints
- Refine concepts for recommended network improvements
- Identify connections between station and TOD sites
- Expand upon recommendations to integrate TOD opportunity sites
- Return to April CWG to present final project recommendations



Questions?





Santa Clara Community Working Group

VTA BART Phase II

City of Santa Clara's Downtown Precise Plan

November 15, 2018



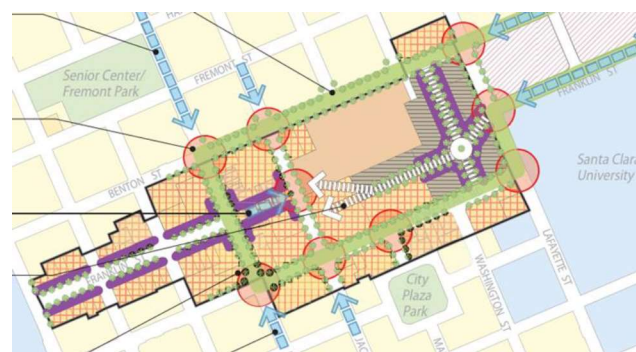
**City of
Santa Clara**
The Center of What's Possible

Downtown Precise Plan

Background

2010-2035 General Plan identifies the Downtown Focus Area to support the development of;

- up to 129,300 square feet of new commercial uses; and
- 396 new residential units.



Legend

Land Uses Within the Focus Area	Urban Design Features	Signature Streetscape
High Density Residential	Focus Area Boundary	Pedestrian Orientation/ Active Street Frontage
Community Mixed Use	Potential Street	Enhanced Intersection
Downtown Core	Pedestrian Connection	Transition Zone
		Downtown / BART Transit Loop

Downtown Precise Plan

Plan Boundary

- Bounded by Benton, Monroe, Lafayette, and Homestead
- Total Size- 21 acres(approx.)
- Privately Owned Property – 15 acres
 - Multiple property owners
 - Mix of older and newer lower-mid density development
 - Housing, retail, and commercial
- City Owned Property – 6 acres
 - Older strip mall development, office building, parking lots



Downtown Precise Plan

Background

Previous Downtown revitalization efforts:

- 2007: Downtown Plan endorsed by City Council.
- 2010: Downtown Revitalization Plan Committee established.
- 2015 – 2017: Downtown/Super Block Project vision and objectives.
- 2018: Preparation of a Downtown Precise Plan in the 2018-2019 FY budget.



Santa Clara Downtown Revitalization Committee Meeting, April 20, 2017

Downtown Precise Plan

Background

The Community's Vision

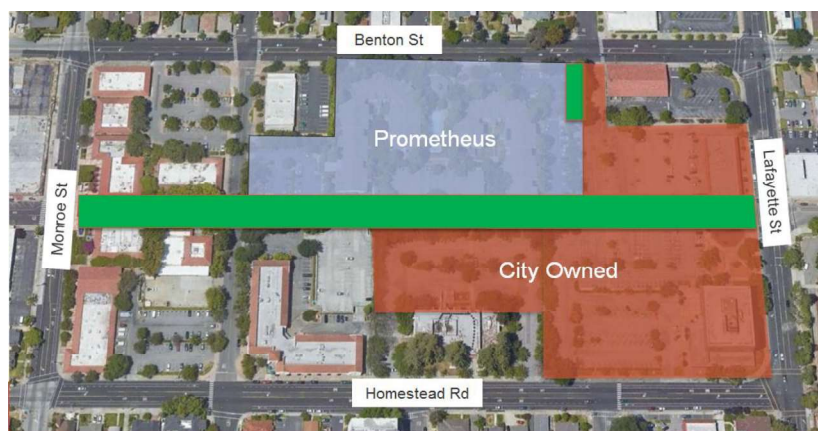
- Reconstructing the grid street system is a priority.



Downtown Precise Plan

Recent City Council Actions

- June 12, 2018: Approval of an Option Agreement with Prometheus to purchase roadway easements.
 - Part of the grid street system.
- July 17, 2018: City commitment to a Precise Plan.
 - Preparation of a Downtown Precise Plan included in the 2018-2019 FY budget.





Downtown Precise Plan

Downtown Precise Plan Scope

The Precise Plan will guide new development through policies, guidelines, and illustrations for:

- Financial Feasibility
- Land Use
- Connectivity / Circulation
- Design Standards:
 - Buildings
 - Streets and Streetscapes
 - Open Space



Downtown Precise Plan

Community Engagement

- Online Engagement Tools
- Establish a Technical Advisory Committee (TAC)
- Establish a Downtown Community Advisory Group (DCAG)
- Public Workshops (3+)

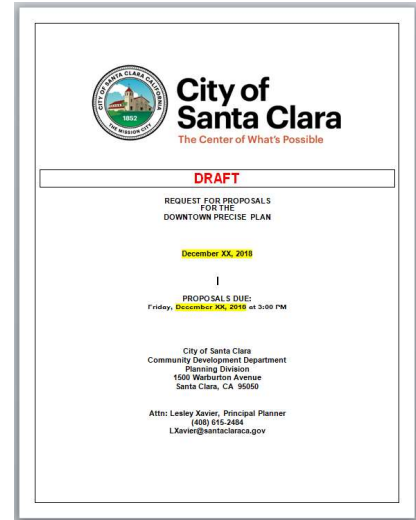


Downtown Precise Plan

Request For Proposals

Proposers shall provide a draft scope of work for the following primary components:

- Community Engagement Expertise/Experience
- Market Demand Analysis – Economic Sustainability
- Land Use Plan
- Connectivity
- Design Standards
- Environmental Review
- Help Develop an RFP for City Owned Properties



Downtown Precise Plan

Schedule

Draft Planning Process Schedule





Santa Clara Community Working Group

VTA BART Phase II

**City of Santa Clara's
Downtown Precise Plan**

November 15, 2018

Next Steps

Eileen Goodwin, Facilitator

Next Steps

- Next CWG meeting:
Thursday, February 7, 2019, 4:00-6:00 PM
Location TBD
 - Government Affairs Update
 - Phase II Update
 - Transit Oriented Development Strategy & Access Planning Studies Update
 - Construction Education & Outreach Plan
 - Diridon Integrated Station Concept Plan
 - VTA's Process for Station Naming
 - Caltrain Electrification Update
- Action Items

