

# VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

September 14, 2017



1

## Agenda

- Follow-up Items
- CWG Workplan
- BART Fare Setting Process & Background
- Future Intermodal Downtown San Jose Update & Study Tour Recap
- Phase I Update
- VTA's Environmental Project Description Decision Making Process
- 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



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## 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



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## Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Alex Shoor	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
John Davidson	City of Santa Clara – Planning 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



## Follow-Up Items

- Are CWG members interested in a tour of the Concord Maintenance Facility?



# BART Fare Setting Process & Background

Pamela Herhold, BART



9



## BART Fare Setting Process and Background

BART Financial Planning 10



## Introduction

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



## 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





## 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


13



## 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

14




## 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>
<b>Fare the rider pays, rounded to the nearest nickel</b>	<b>\$6.60</b>	<b>\$6.75</b>

15



## 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

16





## 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

17



## 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

18



## 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

19



## 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

20



## 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



## BART Fares

- Questions?

# Future Intermodal Downtown San Jose Update & Study Tour Update

Jill Gibson, VTA



23

## 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



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## Diridon Station Area Plan 240 Acres

**North:** Innovation District

**Central:** Destination Diridon

**South:** Mixed-use Residential



## City and SARA Sites



# 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

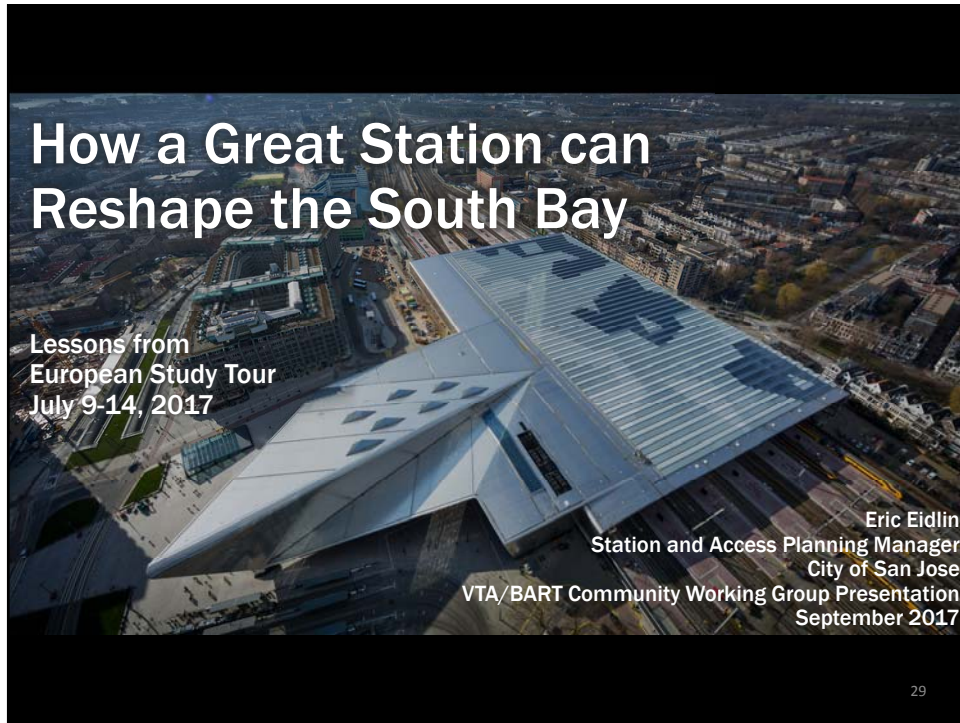
Legal document to sell land and define elements of project

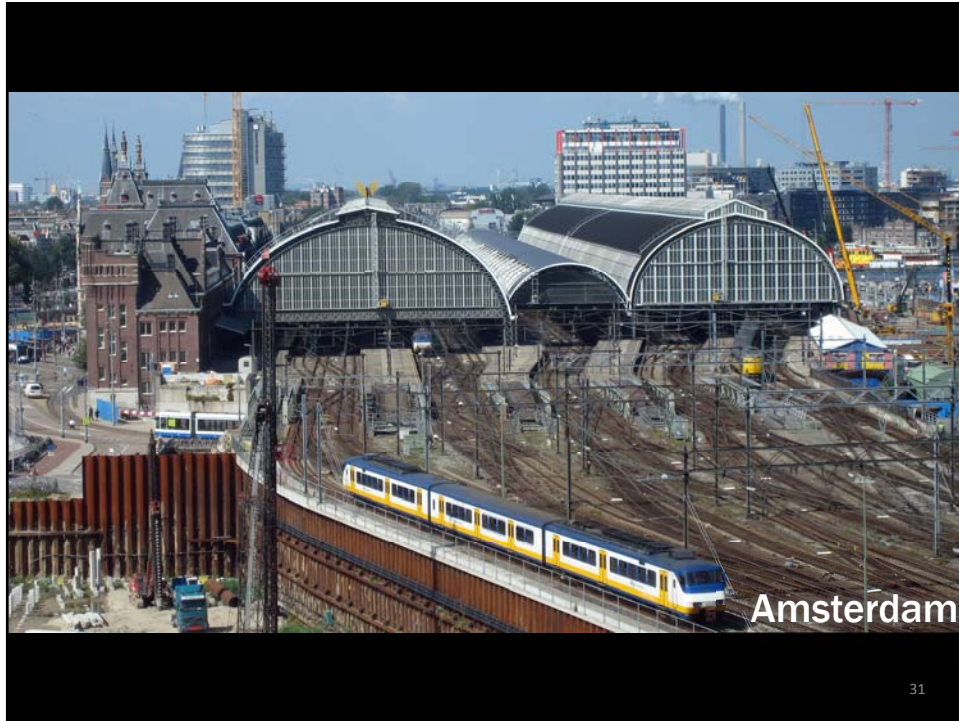
-----Community Engagement-----

# II. Development Approval



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



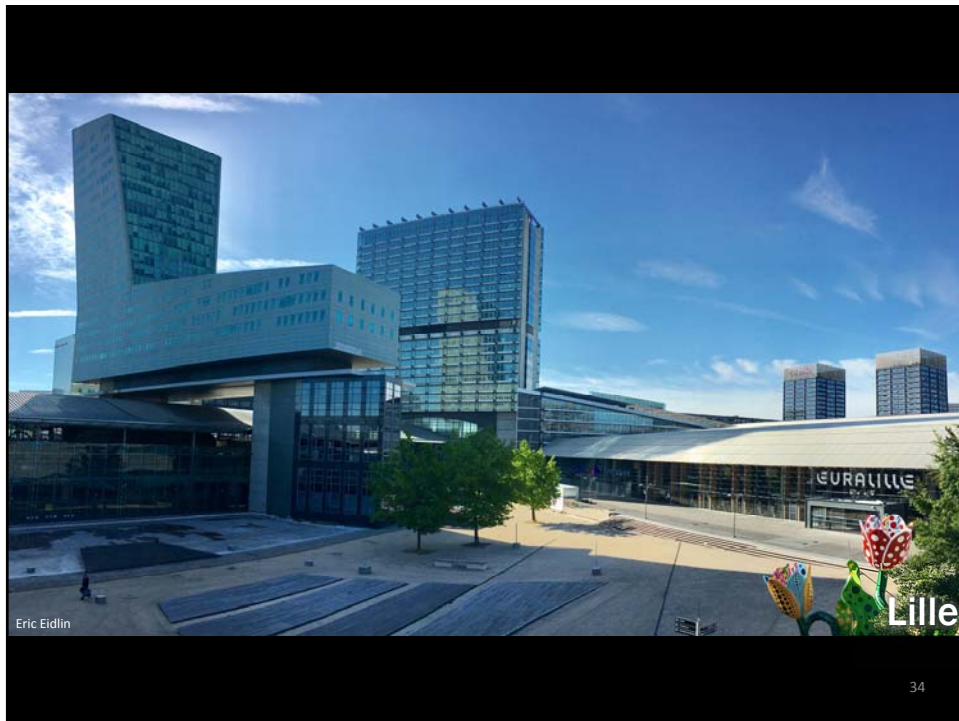
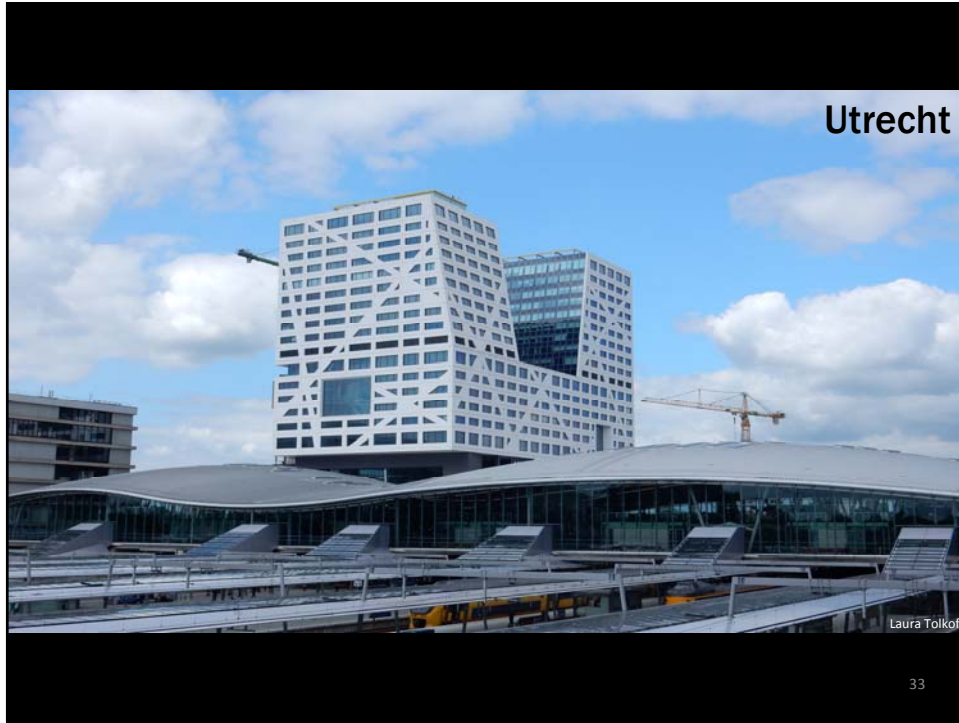


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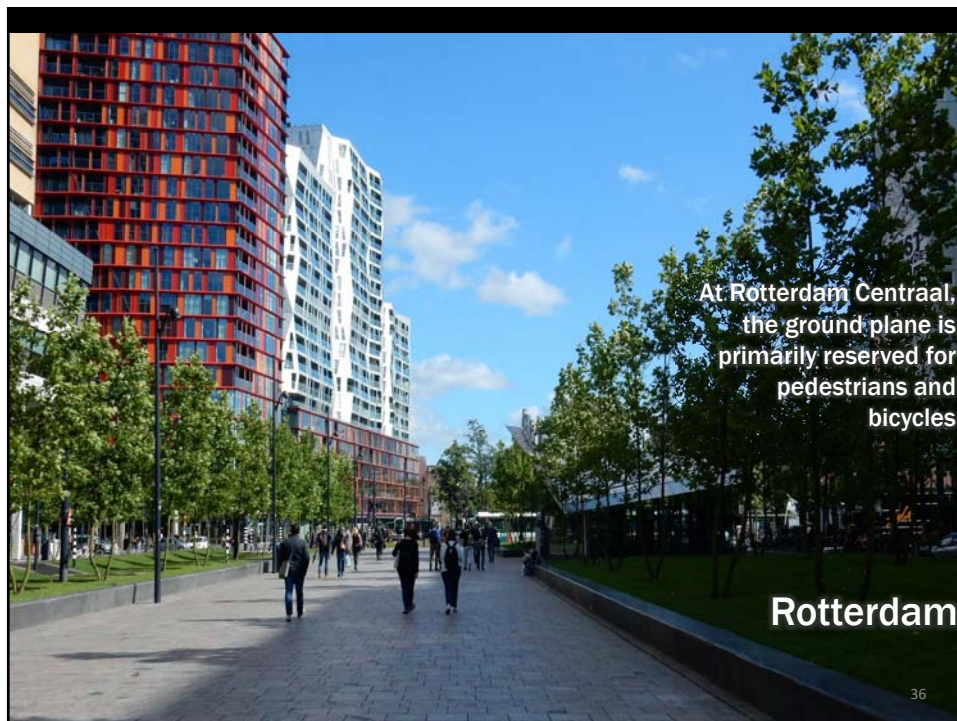


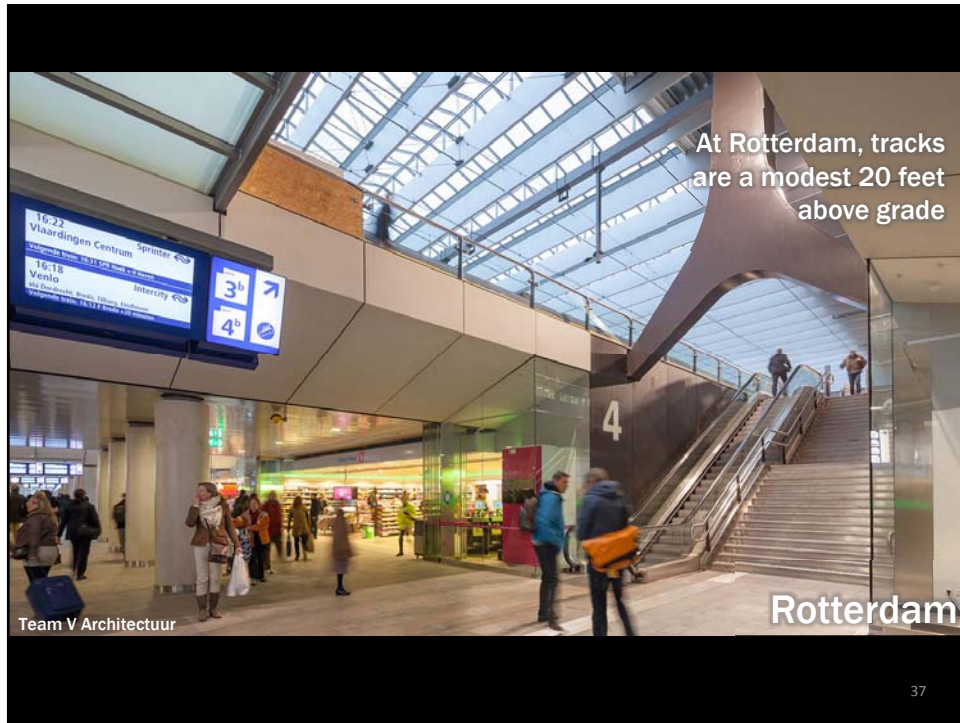


## GOALS OF THE STUDY TOUR

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.

35





Level differences must be handled with extreme care



39

Bicycles and pedestrians are prioritized at Amsterdam Centraal as well



40

At Amsterdam Centraal, primary bus and car access to and through the site is concentrated in this area east of the station that is inaccessible to pedestrians and bicyclists



41

Stations should be designed to connect rather than divide neighborhoods



42

The residential side of Rotterdam Centraal has a smaller-scale façade to blend in with those areas.

It was intentionally designed so as not to be the “back side” of the station.



Rotterdam

43

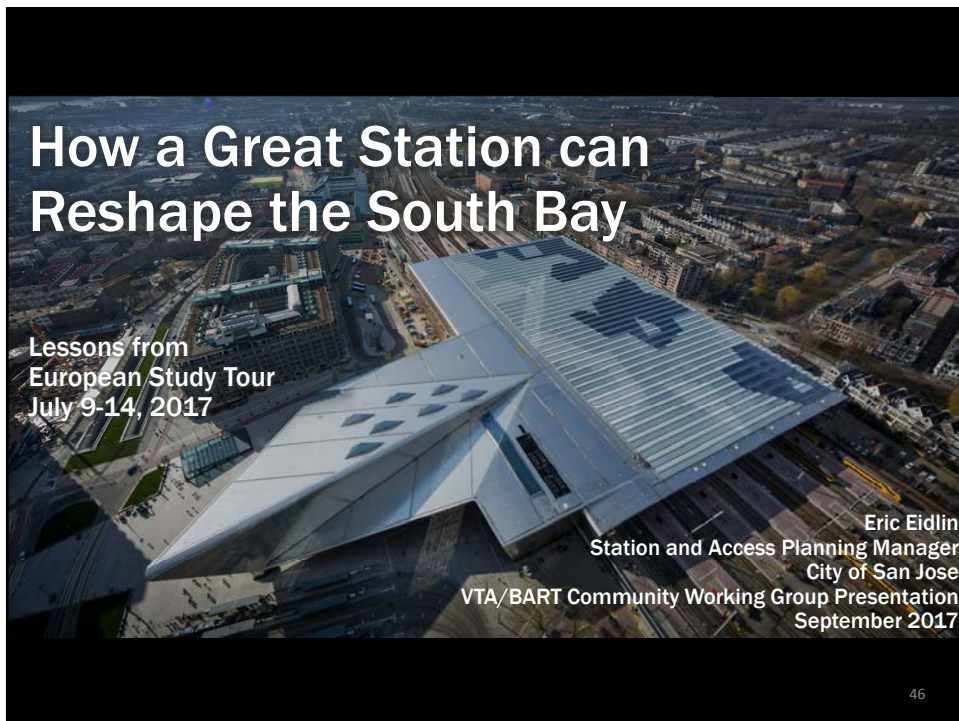
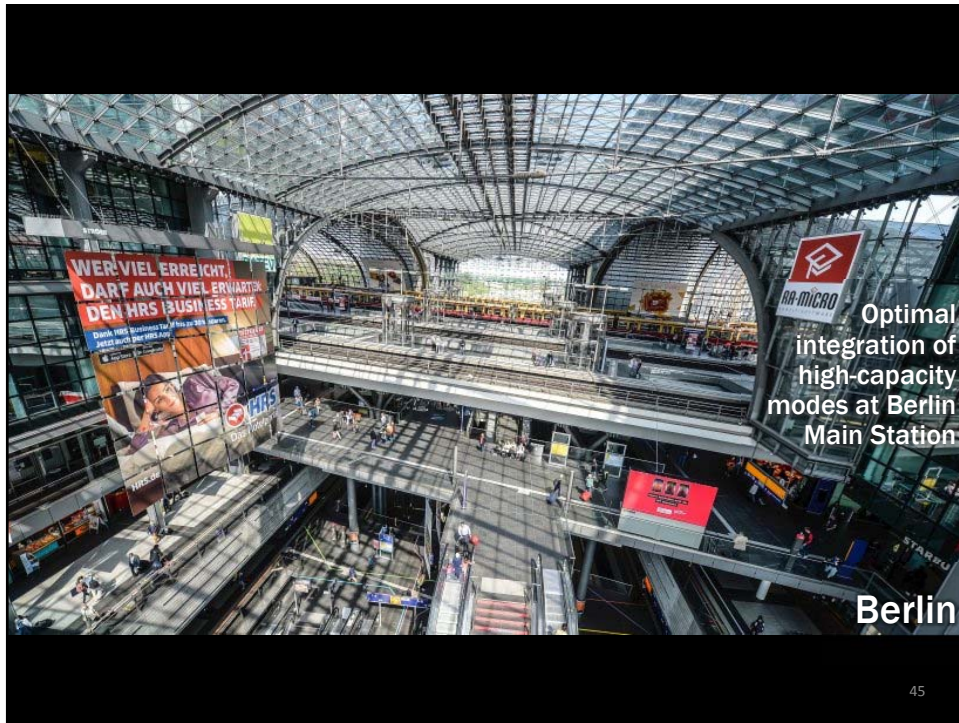
Maximizing natural light is essential



Rotterdam

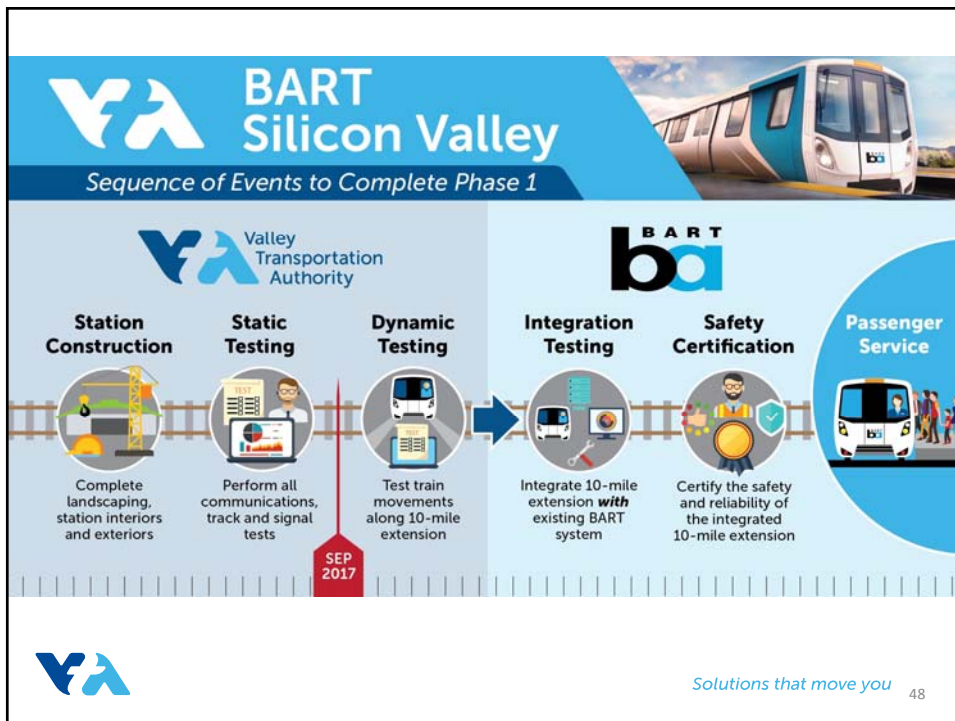
Paris St. Lazare

44



# Phase I Update

Nicole Franklin, VTA





Questions?



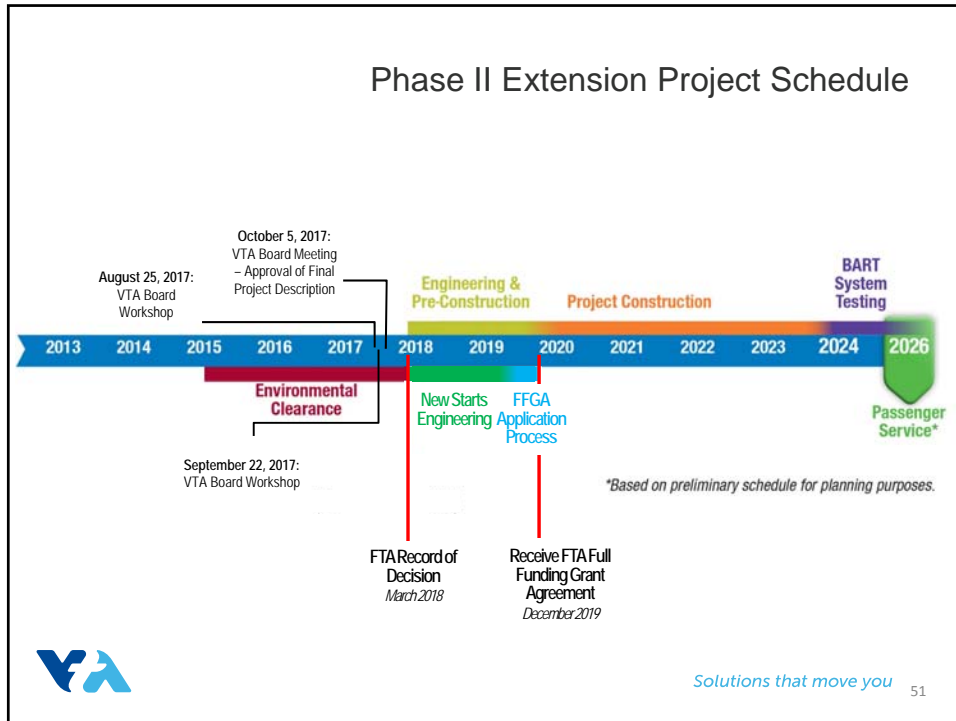
Solutions that move you 49

# VTA's Environmental Project Description Decision Making Process

Jill Gibson, VTA



50



### 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
<b>VTA Board Meeting – Select Final Project Description</b>	<b>October 5, 2017</b>
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 52

## BART Phase II Decision Making Process

### August 25th 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

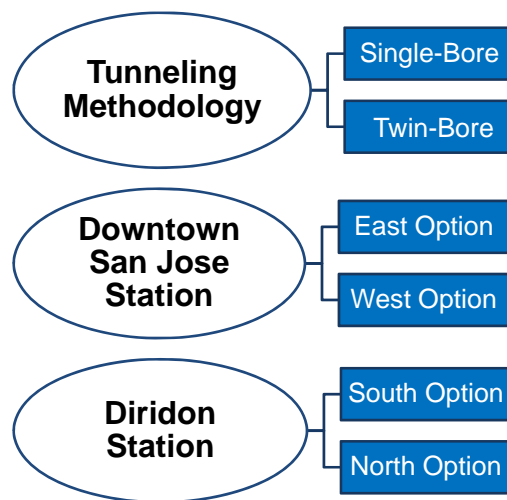
- Findings of Final Tunneling Options Comparative Analysis
- Environmental Draft Final Project Description
  - Evaluation of options

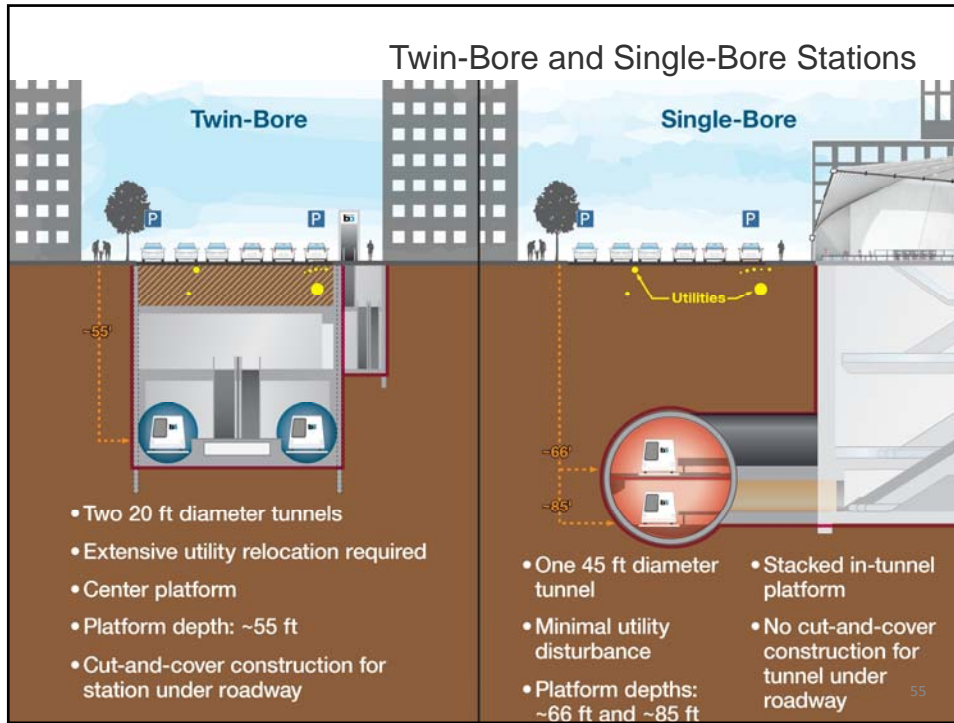
### October 5th Board of Directors Meeting

- 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



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## 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



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Questions?



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# Transit Oriented Development Strategy & Access Planning Studies Update

Erica Roecks, VTA



60

### Planning Areas Along BART Phase II Alignment



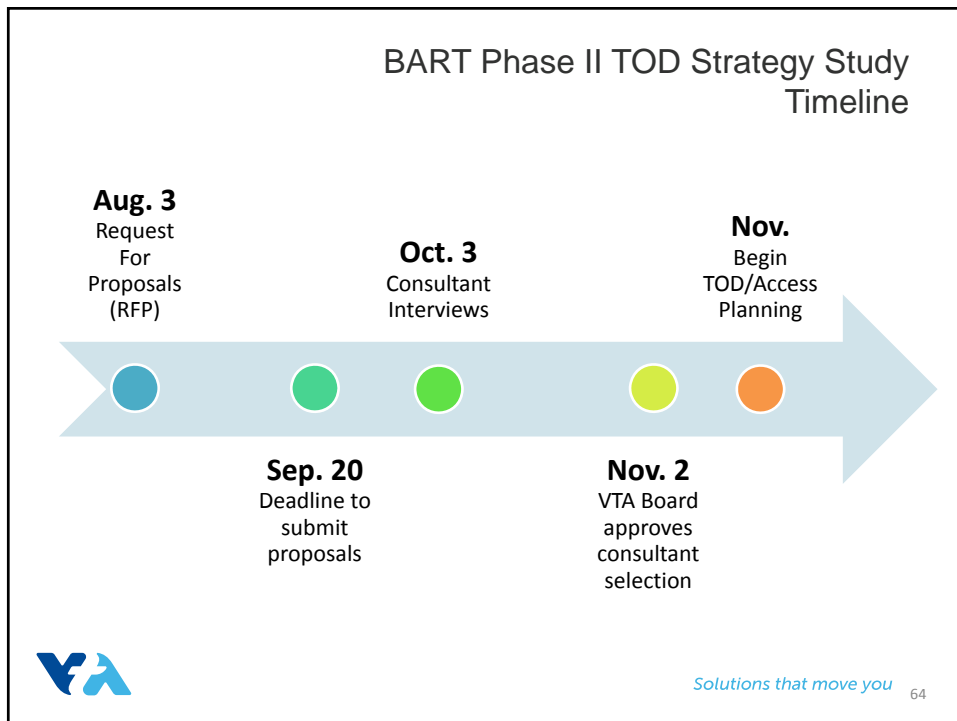
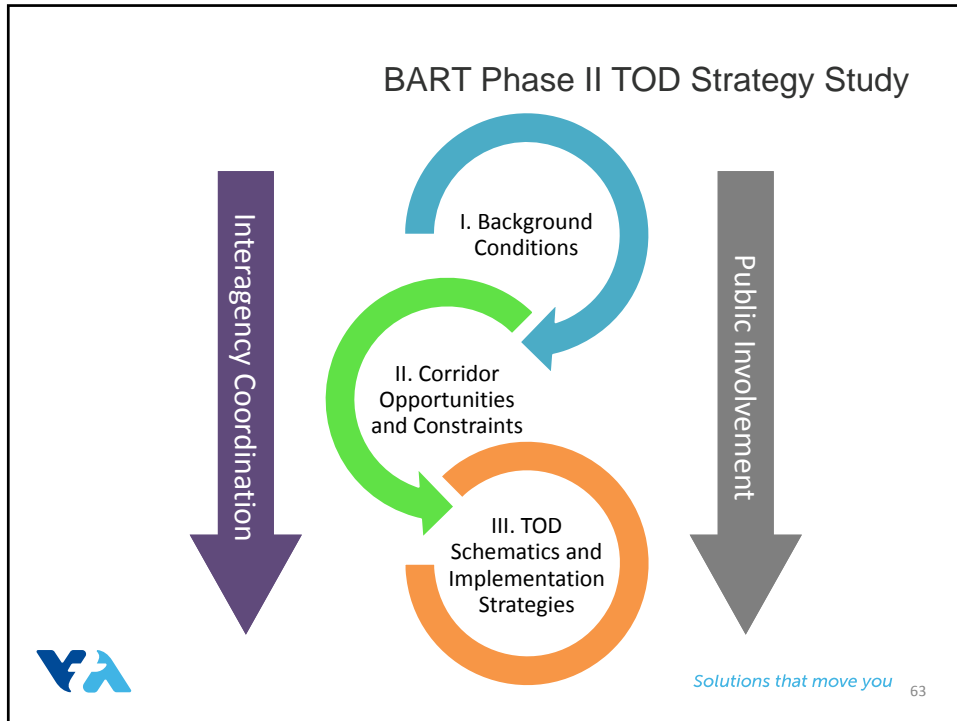
Solutions that move you 61

### BART Construction & Station District Planning Schedules

	Fiscal Year 2017/18				FY 2018/19				FY 2019/20				FY 2020/21			
	J	A	S	O	N	O	V	A	D	E	C	E	M	A	M	J
<b>Community Engagement</b>	[Gantt chart bars]															
<b>BART Phase II Corridor &amp; Station Construction</b>	[Gantt chart bars]															
Environmental Clearance	[Gantt chart bars]															
Engineering & Pre-construction	[Gantt chart bars]															
Construction	[Gantt chart bars]															
<b>BART Phase II TOD Strategy Study and Access Planning</b>	[Gantt chart bars]															
Background Conditions	[Gantt chart bars]															
Opportunities & Constraints	[Gantt chart bars]															
Access Guidelines, TOD Schematic, Implementation Strategies	[Gantt chart bars]															
Station District Access Plan	[Gantt chart bars]															
<b>East San Jose Multimodal Transportation Improvement Plan (ESJ MTIP)</b>	[Gantt chart bars]															
Existing Conditions & Background Research	[Gantt chart bars]															
Preliminary Plan	[Gantt chart bars]															
Plan Improvement & Project and Program Prioritization	[Gantt chart bars]															
Final Plan & Intergovernmental Acceptance	[Gantt chart bars]															
<b>Downtown San Jose Mobility, Streetscape, and Public Life Plan (as included in the grant application; may be updated after award)</b>	[Gantt chart bars]															
Existing Conditions & Background Research	[Gantt chart bars]															
Preliminary Plan	[Gantt chart bars]															
Plan Improvement & Project and Program Prioritization	[Gantt chart bars]															
Final Plan & Intergovernmental Acceptance	[Gantt chart bars]															



Solutions that move you 62



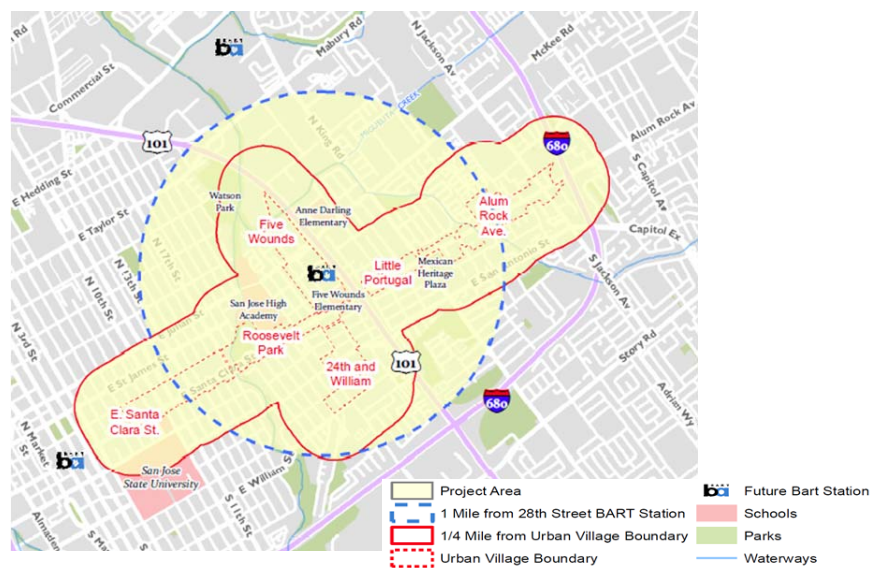


## East San Jose Multimodal Transportation Improvement Plan (ESJ MTIP) & Downtown San Jose Mobility, Streetscape, and Public Life Plan

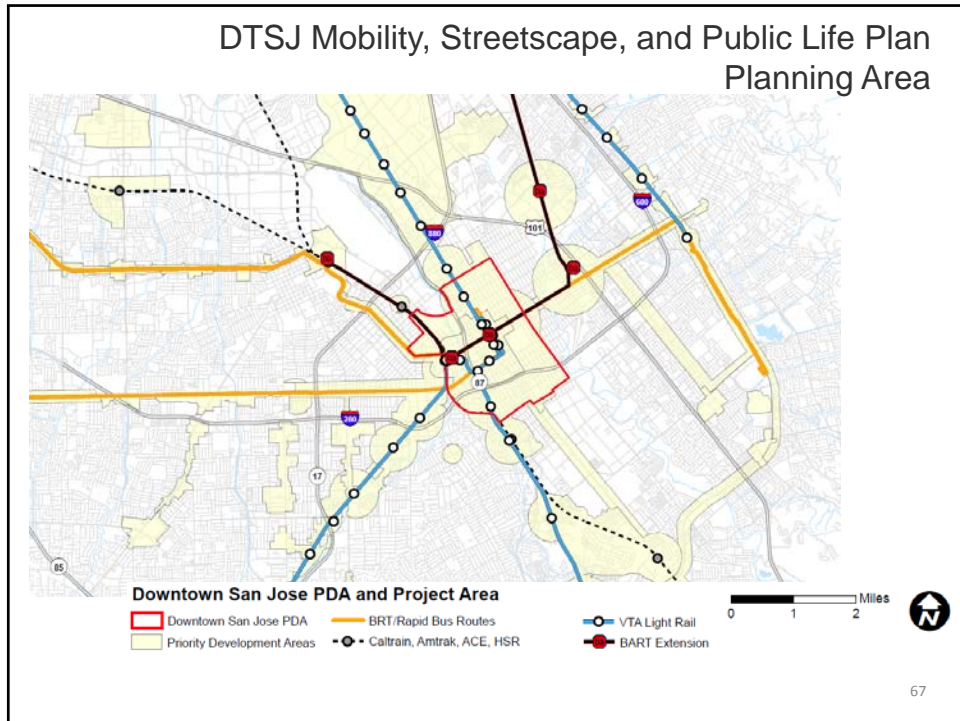
- Community-based transportation planning efforts
- Synthesize, align, and advance past and ongoing planning efforts
- Result in unified, comprehensive, prioritized, and implementable plans

65

### ESJ MTIP Planning Area



66



# Questions?



*Solutions that move you* 68

# Next Steps

Eileen Goodwin, Facilitator



69

## Next Steps

- Next CWG meeting: Tuesday, November 16, 2017 ~ 4:00-6:00 PM, Santa Clara City Hall~ 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



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