

VTA's BART Silicon Valley Phase II Extension Project & Transit Oriented Communities Strategy Study

April 23, 2019

Santa Clara City Hall
City of Santa Clara - City Council Study Session



Agenda

- VTA's BART Phase II Update
- Transit Oriented Communities Strategy Study
 - Purpose of Study
 - Role of Cities
 - Study Update
- Questions and Discussion



VTA's BART Phase II Extension Project Overview



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VTA's BART Silicon Valley

Phase I Extension

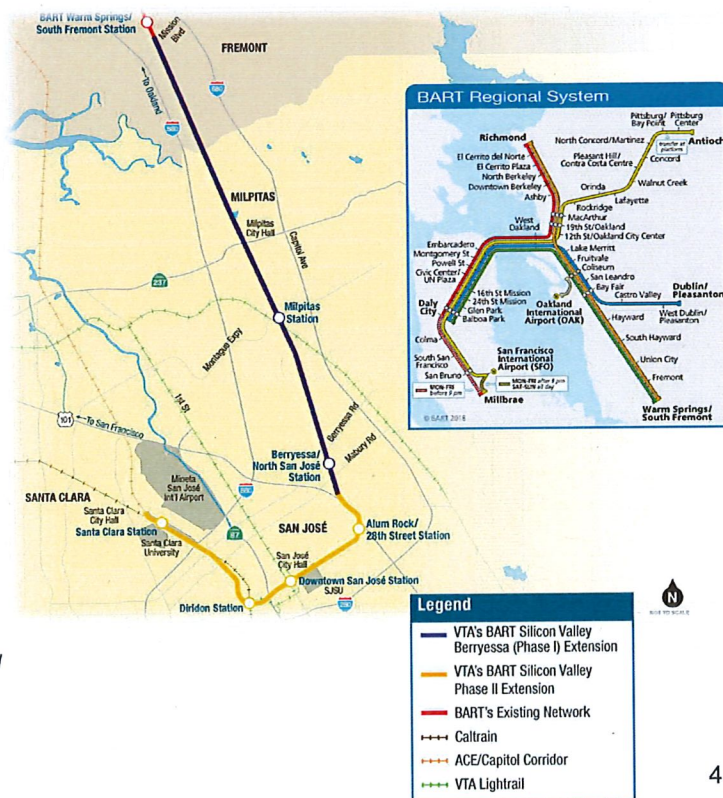
- 10-mile extension
- 2 stations (Milpitas, and Berryessa/North San José)
- Construction essentially complete
- Project Cost: \$2.3 Billion*
- Anticipated opening: Late 2019

* Project cost is in year-of-expenditure dollars and does not include \$100 million for current non-project activities.

Phase II Extension

- 6-mile extension (5-mile tunnel)
- 4 stations (Alum Rock/28th Street, Downtown San José, Diridon, and Santa Clara)
- Newhall Maintenance Facility
- Funding Strategy**: \$5.581 Billion

** Funding strategy to cover project capital costs, unallocated contingency, and financing costs during construction. Will be updated as project advances.



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VTA & BART Partnership

Santa Clara County is not part of the BART district. A Comprehensive Agreement provides a framework for the partnership.

Santa Clara Valley Transportation Authority (VTA) Responsibilities

- 💰 Pay all costs associated with the extension
- 📄 Contracting/Procurement
- 🏗️ Construct to applicable BART/industry standards, codes, and regulations
- 🏠 Retain ownership of infrastructure

Bay Area Rapid Transit (BART) Responsibilities

- 🗣️ Technical assistance
- ⚙️ Operations
- 🔧 Maintenance
- 🕒 Service Planning



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Building on City-VTA Long-standing Partnership


- VTA and the City of Santa Clara have had great success working together.
- Most recently collaborated on an award-winning pedestrian undercrossing to connect the two areas on each side of the Caltrain railroad corridor.
- This connection will be used for access to the Santa Clara BART Station.




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Santa Clara County Residents Support BART Silicon Valley

 **2000 Measure A:** 30-year, half-cent transit sales tax provides funding for 14 transit improvement projects or project areas including the BART Silicon Valley Extension.

 **2008 Measure B:** 30-year, eighth-cent sales tax provides dedicated revenue to fund BART Silicon Valley Extension operations and maintenance costs.

 **2016 Measure B:** 30-year half-cent sales tax to fund program of nine transportation program categories including BART Silicon Valley Phase II Extension.



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VTA's BART Phase II Project Funding Strategy

Projected Local & State Funds:	\$4.186 Billion
<input checked="" type="checkbox"/> 2000 Measure A Sales Tax	\$1.0 Billion
<input checked="" type="checkbox"/> 2016 Measure B Sales Tax	\$1.5 Billion
<input checked="" type="checkbox"/> Local Measures Revenues to fund financing and escalation costs ¹	\$0.4 Billion
<input checked="" type="checkbox"/> Regional Measure 3	\$0.375 Billion
<input checked="" type="checkbox"/> State Transit & Intercity Rail Capital Program	\$0.750 Billion
<input checked="" type="checkbox"/> State Traffic Congestion Relief Program	\$0.161 Billion

Projected Federal Funds:	\$1.395 Billion
<input type="checkbox"/> FTA Expedited Project Delivery	

Projected Funding: **\$5.581 Billion²**

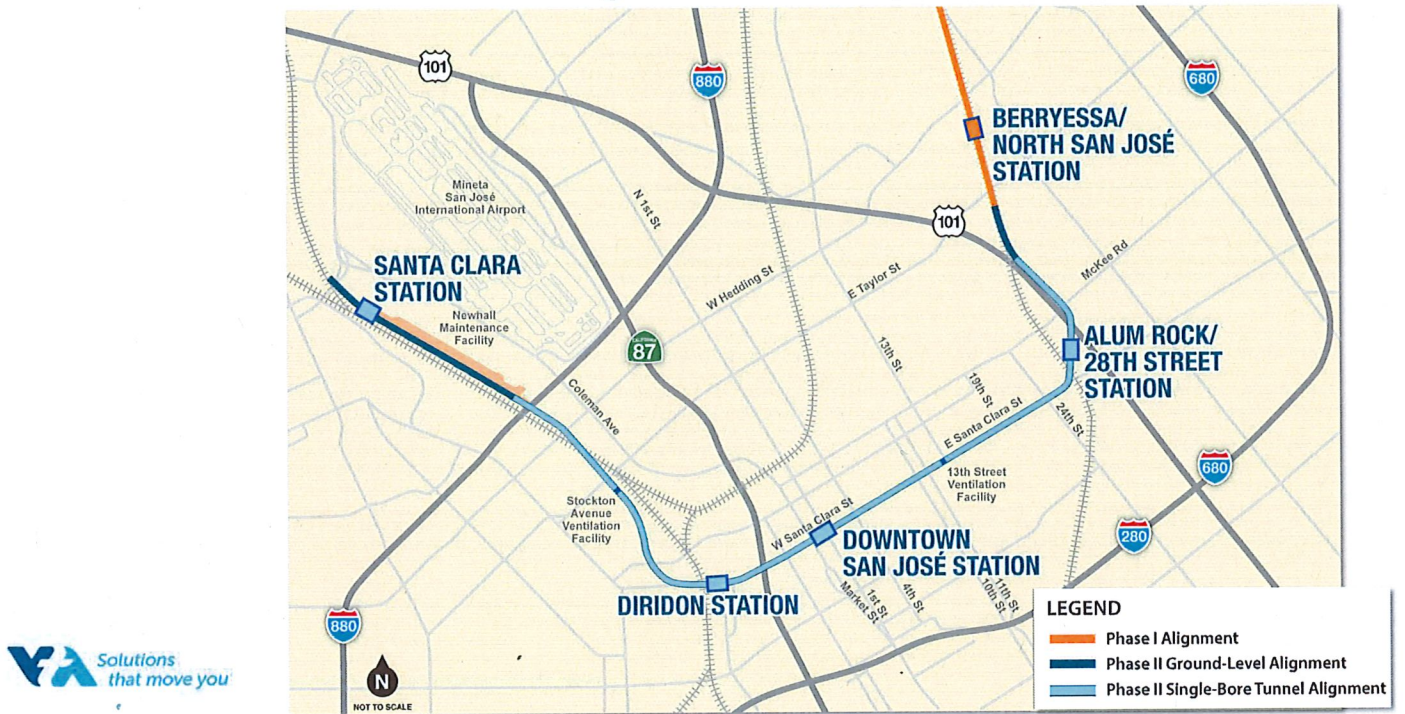
¹ Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.

² Funding strategy to cover project capital costs, unallocated contingency, and financing costs during construction. Funding strategy will be updated as project advances.



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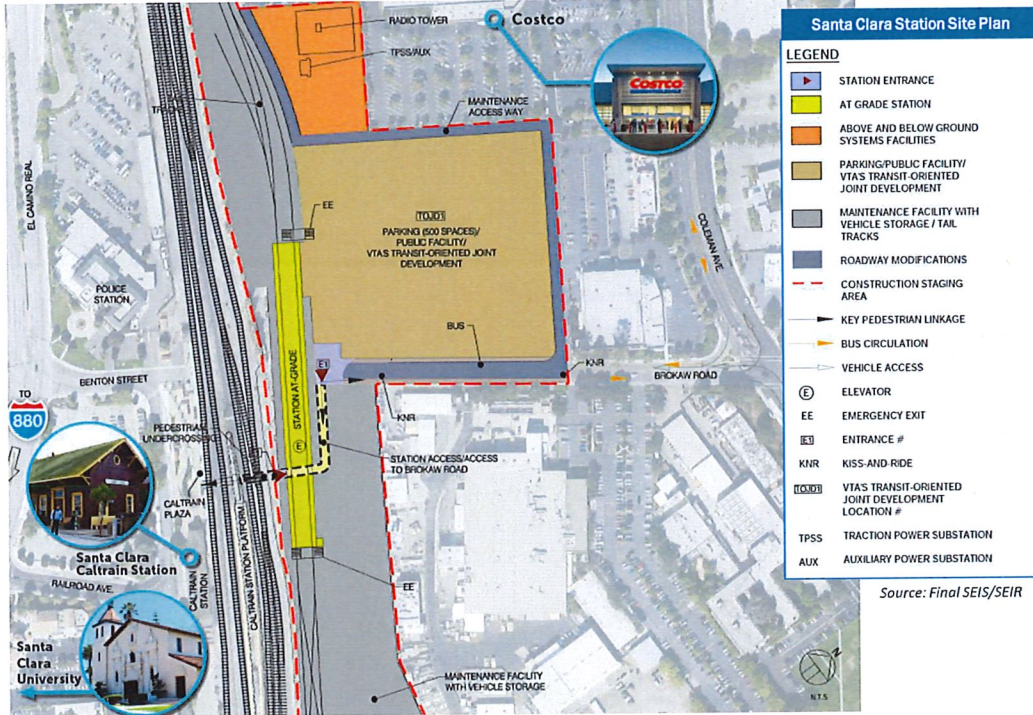
VTA's BART Phase II Alignment Map



Newhall Maintenance Facility



Santa Clara Station Conceptual Plan

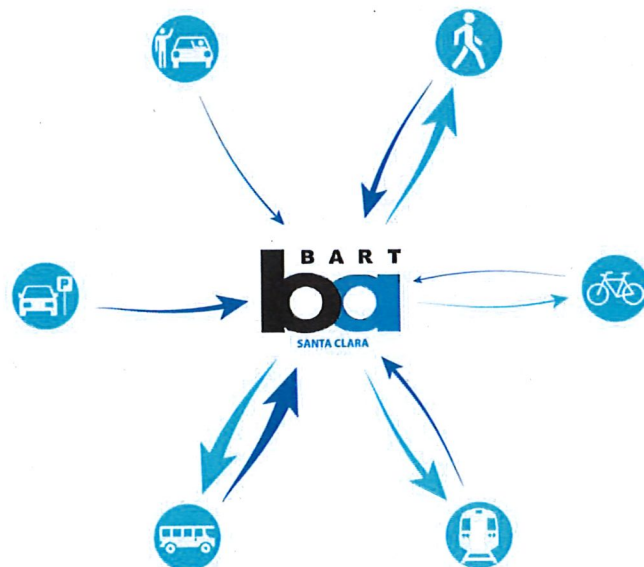


- At-grade station
- Systems facilities
- BART parking (500 spaces)
- Pedestrian connection to Caltrain Station
- TOJD: office, retail, and residential land uses

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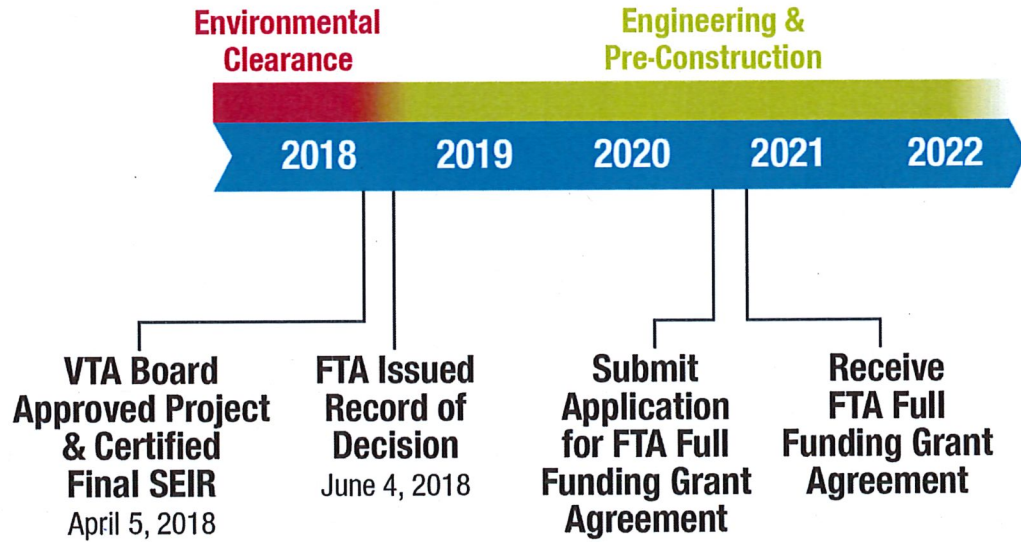
Project Benefits – Intermodal Connections

Regional Transportation Connections:



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Three Year Look Ahead



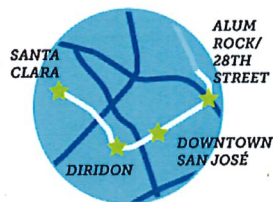
Current planning schedule is based on securing funds through FTA's Expedited Project Delivery Pilot Program.

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General Outreach & Stakeholder Engagement to Date



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Four NEW Stations

Learn about VTA's BART Phase II Project

**Wednesday
April 24, 2019**

6-8 PM
Dr. Martin Luther King, Jr. Library
Works Room, 3rd Floor
150 E. San Fernando St.
San Jose, CA 95112

**Thursday
April 25, 2019**

6-8 PM
Cristo Rey High School, Gym
1389 E. Santa Clara St.
San Jose, CA 95116

**Saturday
May 11, 2019**

10 AM - Noon
Buchser Middle School, Cafeteria
1111 Bellomy St.
Santa Clara, CA 95050



Hear About

- Project Overview
- Project Benefits
- Stations
- Transit Oriented Communities

**Let us know you're
coming at**

ringthebay.eventbrite.com

For more information
on the project visit
vta.org/bart or call
408-321-7575



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Next Steps for VTA's BART Phase II

- Continue coordination with City Staff
- Begin station access planning efforts
- Advance preliminary engineering to inform FTA's Full Funding Grant Agreement submittal requirements
- Begin development of cooperative agreement with City Staff

Transit Oriented Communities Strategy Study Overview



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Why Is VTAs BART Phase II Program Focused on Implementing Transit Oriented Communities (TOCs)?

- Once-in-a-century opportunity to organize growth around the station areas, centered on high-quality transit
- A cohesive transit-oriented development (TOD) strategy is essential to obtaining federal funding
- Increased ridership ensures a return on investment for transit infrastructure and community benefits
- To determine if our station area can accommodate more development than is currently planned



Strategy Study

- **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
- **Partnering with the City of Santa Clara and City of San Jose to:**
 - Evaluate tools to incentivize TOD
 - Examine land use and zoning policies to ensure successful TOD
 - Overcome any barriers that make achieving TOD challenging
- **There are additional opportunities this study can address:**
 - Financing tools to pay for necessary infrastructure and access improvements
 - Strategies for achieving affordable housing goals
 - Recommendations to help protect long-time residents and small businesses



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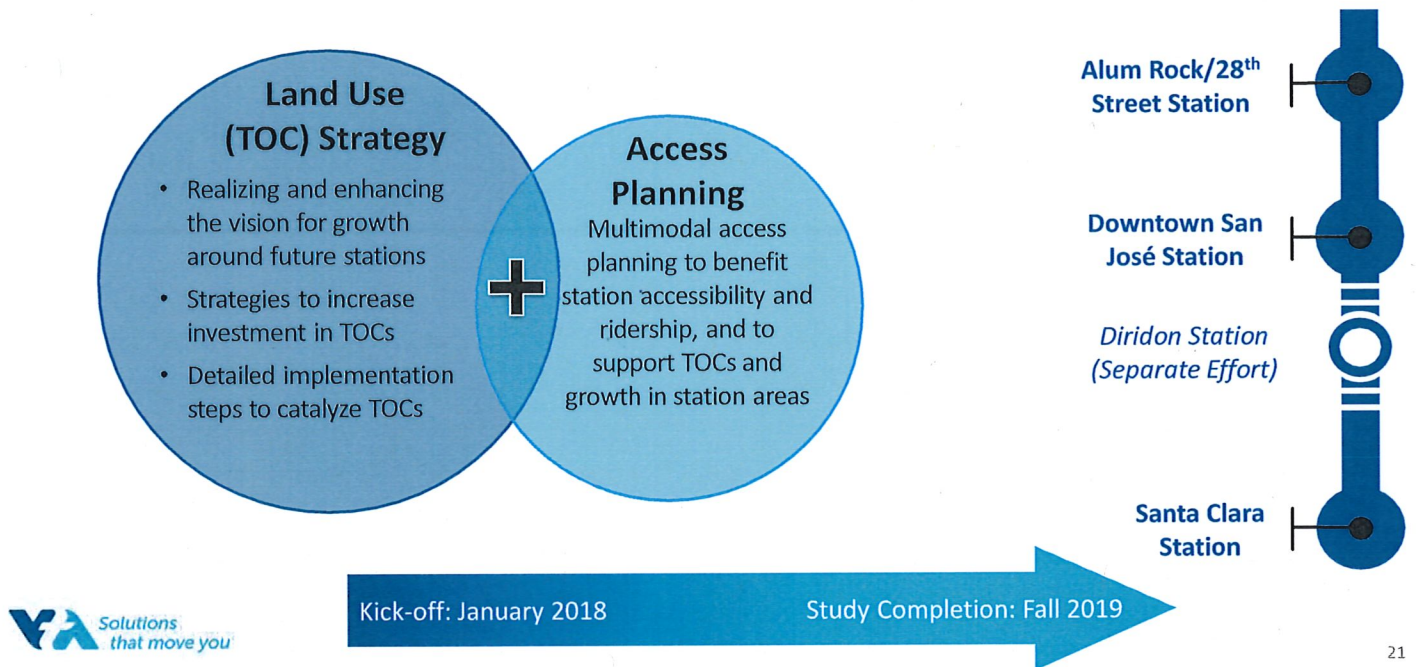
Framework For Success

1. 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.
2. Sustained institutional leadership, staff capacity, and financial support is essential for successful transit oriented communities. A joint implementation strategy focused on the station area itself will be essential for moving across jurisdictional silos.
3. Governments have found that 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.



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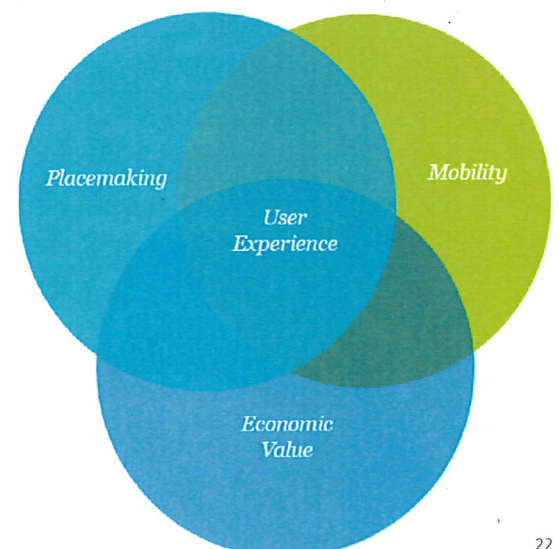
Planning for Transit Oriented Communities



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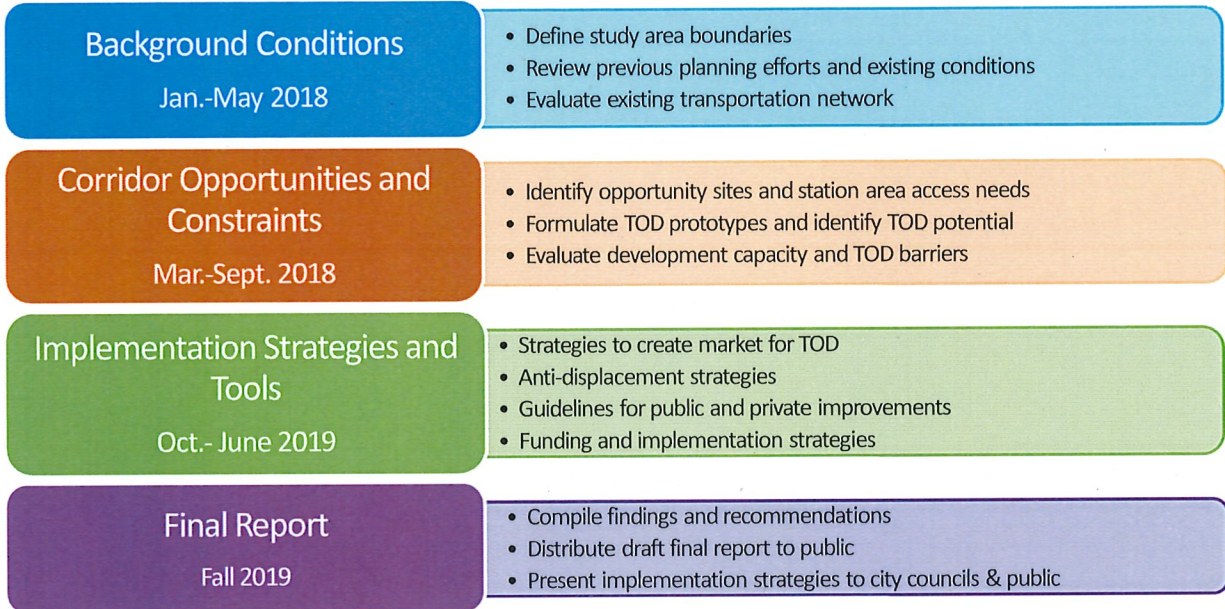
Study Outcome

- Provide a “Path to **TOCs playbook**” that includes guidance for cities to realize Transit Oriented Communities around each BART Station
 - land use and zoning recommendations to support balanced, 24-hour places
 - development guidelines for creating pedestrian-friendly environments
 - prioritized infrastructure and access improvements to serve Transit Oriented Communities
 - policies that facilitate good transit-oriented development
 - financing tools for implementation and community benefits



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Study Phases

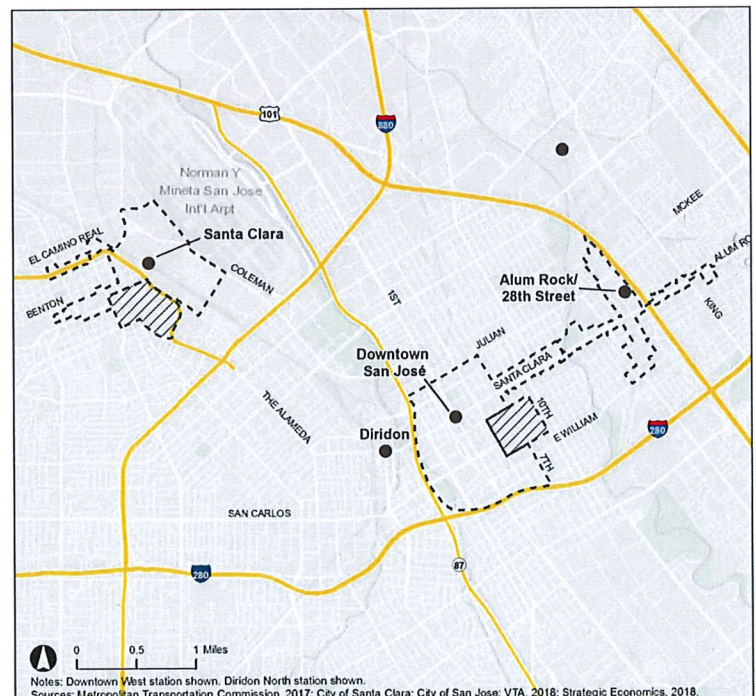
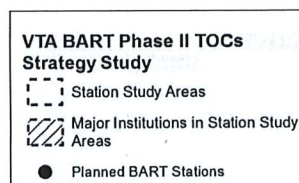


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Study Boundaries

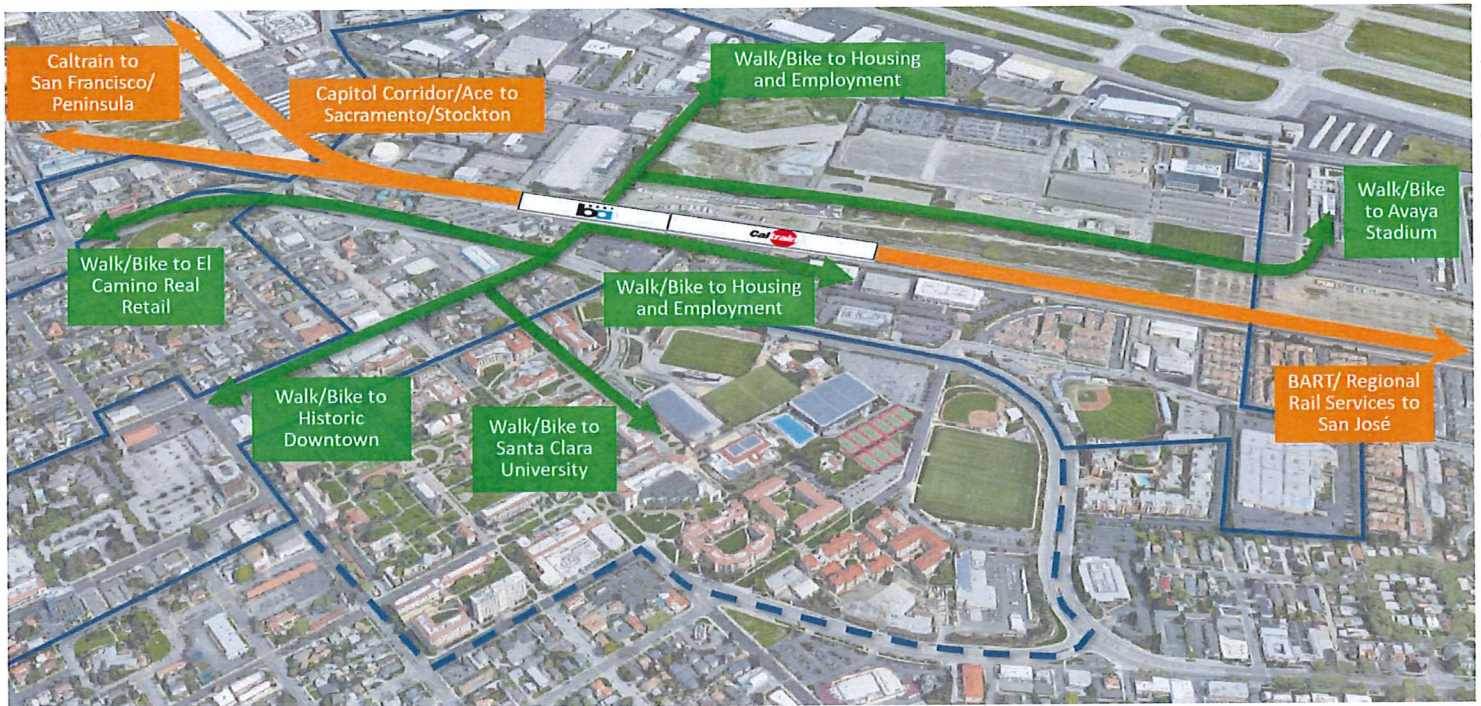
Study area boundaries were established in collaboration with the Cities, with following considerations:

- 10-minute (1/2 mile) walk from Station
- 10-minute (1.5 mile) bike from Station
- Align with existing planning area boundaries (where applicable)



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The Santa Clara Station Area is Ideal for a TOC



City, Agency, and Stakeholder Engagement

City collaboration is essential for Study's success:

- Coordination meetings with City staff
- City, BART, and VTA staff involved in Technical Advisory Group

Stakeholder briefings

- Community organizations, local stakeholders

Public workshops and presentations

- Interactive workshops with Community Working Groups



Key Takeaways from Public Workshops

Height and Density

- Apply **building heights and densities** that are **sensitive to existing neighborhood character**.
- Use a **“step down”** massing approach as new buildings they approach the existing low-rise context
- Allocate taller building typologies between **El Camino Real and the existing rail alignment**
- Participants expressed concerns about on **feasibility of high-rise** residential development and **parcel ownership** fragmentation

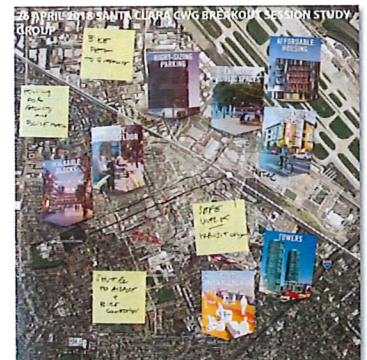


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Key Takeaways from Public Workshops

Uses and Community Character

- Introduce significant **ground floor retail, entertainment uses**, and a **small boutique hotel** in the downtown.
- Introduce **hotels serving the airport, Santa Clara University**, and new businesses
- Introduce new **work-force housing and offices** for the area
- Develop **flexible parking solutions** (e.g. shared parking and parking adaptive reuse) to make development more feasible



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Key Takeaways from Public Workshops

Access and Connectivity

- Introduce **convenient connections** from downtown to the University and the BART station
- Overcome **access and visual barriers** that have a major impact on future development
- Introduce a **bicycle and pedestrian** connection between the existing Guadalupe trail and the future Santa Clara Station
- Introduce **development over the existing rail alignment** in order to improve accessibility and overcome the impact of existing and future transit infrastructures



Next Steps

- Develop strategies in coordination with City partners
- Public engagement
 - community presentations, stakeholder briefings, online postings, etc.
- Present recommended strategies to VTA Board
(Fall 2019)
- Present recommended strategies to City Councils
(Fall 2019)

Questions and Discussion

For more Information on the TOCs Strategy Study, visit our website:

www.vta.org/bart/tocs

Sign up to receive BART Phase II project updates:

www.vta.org/phase2info

