

Chapter 1 : WC BART Transit Village | City of Walnut Creek

ANNOUNCEMENTS! The Muni platform and the eastside walkway are completed and open to our customers. The next phase of the project will be to deck the east side of station in the paid area that will allow BART to replace the existing glass canopy with a new headhouse.

Image courtesy of Sergio Ruiz. In Silicon Valley “ heart of the global innovation economy ” it makes sense to have ambitions for both world-class transit and great urban places. Their dream is being realized, and two extension projects are now under construction. Service to these stations will begin in But getting the next phase of the project funded has stirred up strong feelings ” and provided a reminder of all we need to keep in mind when making decisions about long-term transit infrastructure investments. A 5-mile long subway tunnel would serve the first three of these stations. This past fall, VTA was preparing to seek federal funding for the Phase II extension, hoping to build on the momentum of a successful application for the Phase I project, as well as a supportive administration at the Federal Transit Administration. To make the project competitive for funding from the New Starts program, VTA presented a two-station project alternative, with stations in downtown San Jose and at Diridon Station only. But the possible removal of the Alum Rock station met with strong community opposition. Decisions made today will be a legacy for generations to come. The route alignment, station locations, station designs, surrounding land uses and sources of financing both capital for the project and ongoing funding for the operations will determine whether or not BART Silicon Valley actually achieves its promise. BART offered a promise of rail commutes and the strengthening of the traditional centers, downtown Oakland and downtown San Francisco. Since BART began service in , our expectations have evolved. The former suburbs that BART largely serves have become employment and commercial centers in their own right. The BART system is now valued as a tool for building great cities and neighborhoods, for addressing climate change and for improving social equity. Some stations in the urban core saw little to no new development e. In other instances, BART may have helped fuel outward growth particularly in Contra Costa County since it enabled people to live farther from their jobs without increasing their travel time. There is no doubt that downtown San Francisco would not have doubled in office square footage between and from 26 million to 55 million square feet without BART. What began as an approach to solve traffic on congested highways in job-rich Santa Clara County is now viewed by many as a way to develop thriving neighborhoods and job centers, enabling people to live a lifestyle where transit is a viable travel option. But after San Mateo County opted out, Santa Clara lost its proximity and its ability to join the system. The final BART district included only three counties: San Francisco, Alameda and Contra Costa. The reasoning was that the Southern Pacific commuter line now Caltrain provided adequate rail transit for the peninsula and South Bay. In the s and s, enough South Bay planners and leaders were interested in connecting to BART that early corridor studies were done for some type of rail connection. Later, the focus shifted to a complete San Jose extension, which became more of a reality in , when Santa Clara County voters approved Measure A , a half-cent year sales tax for BART and other transit projects. But because BART is heavy rail and is not off-the-shelf transit technology, it costs substantially more to build and operate compared to other options considered. A lot has changed since the sales tax and the original BART studies: In , the City of San Jose adopted Envision , a general plan that aims to fundamentally change neighborhoods and transportation to support walking and biking and significantly increase transit use. In fact, the plan calls for San Jose to reduce driving from 80 percent of all trips to only 40 percent. However, with the closure of state redevelopment agencies and the fiscal challenges of the Great Recession, the city has fewer staff and fewer resources to jumpstart achieving Envision A revolution in urban transportation. Urban transportation is going through the biggest paradigm shift since the automobile. In the s and the s, a multi-modal or car-light lifestyle seemed out of reach ” especially in more suburban areas. Today, autonomous vehicles are being developed right here in Silicon Valley and could significantly affect the way we plan transportation. The urbanization of tech. Silicon Valley, and the innovation economy itself, is quickly urbanizing and becoming transit-oriented. The highest rents in the region are in transit-accessible places like downtown Palo Alto and San Francisco. Many tech

companies are relocating to urban places to attract talent that wants to live and work in dense environments. New development is being built at higher densities, and companies are relying more on commute alternatives, including transit. However, little of this development is currently happening near future BART stations. A changed role for transit. Our view of transit has shifted. It is now seen as key to reducing the annual number of vehicle miles traveled, and hence traffic congestion, and it has an important role in greenhouse-gas reduction projects. Reducing vehicle miles traveled is likely to be central to environmental impact analysis in the future. The slow decline in federal funding. Federal transportation funding is increasingly competitive and less stable. FTA New Starts funding, commonly used for large transit projects, has been extended through June. The demand for federal transit capital funding far exceeds supply. Key Questions We need to decide what we value when we make decisions about investing in a BART project or any transportation project. VTA expects that its board will decide on a preferred project in early. We know that the agency will be focusing on finding the best number and location of stations for a Phase II project before that time. But SPUR is exploring four other very important questions: What makes a good BART station location? Ridership largely depends on providing access to destinations with jobs. More stations means more destinations – but it also means more costs. In anticipation of BART, increases in jobs and housing are planned around the proposed stations, but there is a question about whether it will be enough and when it would happen. Three of the station areas have recently adopted plans: Today, not enough people live and work within walking distance to the planned BART Silicon Valley stations to fill up the train cars. This is why 4, dedicated parking spaces are planned along the extension. But there is an important tradeoff between the cost of parking and the potential for neighborhood-based ridership. Some of the highest ridership BART stations in the region have no designated parking. People arrive and depart from these stations using other transit, walking, cycling, taxis and shuttles. The FTA does not require parking, but it does fund it if needed for ridership. Together, an estimated 30, people or more could arrive in downtown San Jose on transit. Based on SPUR analysis that assumes peak-hour capacities of 3, per hour on light rail, 1, per hour on bus or bus rapid transit, 3, per hour on Caltrain and 8, per hour on BART. For comparison, there are about 36, jobs in downtown San Jose today. Based on SPUR analysis. There will be a lot of transit running to and from downtown San Jose; substantial job and housing growth will be key to filling transit seats. The sooner that development happens, the sooner BART would have the ridership it hopes for. SPUR suggests cities, VTA and public and private land owners evaluate all the ways we can facilitate development in station areas. Precise station locations and portal locations for underground stations would also impact ridership and land use outcomes, and they deserve careful planning. How can we create seamless intermodal connections to BART? That would give travelers going to peninsula towns from the east side of Santa Clara Valley a strong incentive to use BART, while making it easy for Caltrain and future high-speed rail riders to access destinations in the East Bay. Easy local connections to light rail, buses and shuttles are also going to matter in delivering on the promise of BART. This is not a minor problem: Measure A was passed at the height of the dot-com boom and has not pulled in as much money as expected. Completing the planned project will require substantial additional funding. One approach to make BART construction affordable is to cut costs by reducing the size or complexity of the project. The danger of value engineering is a transportation project that does not deliver as many benefits over its lifetime. The possibility of phasing stations or parts of the service in over time has also been floated. Another strategy used occasionally to fund rail projects is value capture, which captures some of the increase in land value around BART stations. Given the market dynamics and generally low densities around most future BART stations in the South Bay, it is unlikely that value capture could produce significant funding. But it is still a tool that should be considered, particularly for Diridon Station. Another source of funding for BART is simply shifting funding. Finally, the costs of using debt financing for a project of this size are also substantial and need to be better understood. Transit service will need to grow throughout the county and effectively integrate with BART. We need to make sure there are enough resources for all of that. For comparison, the 5. Farebox revenue will help pay for BART operations, as will a second sales tax, which passed in. Learning and Deciding VTA has elected to take another year before applying to the FTA New Starts program for funding and will begin the federal and state environmental process in. We have a bit of time to ensure that BART is

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both a great transportation project and a great city-building project. BART is expensive to build, and deciding on the set of stations to fund will not be straightforward. But there is so much more to get right than just the number of stations. SPUR looks forward to learning more and addressing the difficult questions ahead.

Chapter 2 : Bay Area Rapid Transit (BART) Air Freight

Phase II Extension Project (Phase II Project) Area Map. 2. 3. Project Description – 6-mile extension of the BART system through downtown San Jose – Four stations.

Chapter 3 : Montague station - Wikipedia

Phase II of the project, is a six-mile, four-station extension that will expand BART operations from Berryessa/North San Jose through downtown San Jose to the City of Santa Clara.

Chapter 4 : MacArthur Transit Village

Adopted the Recommended Project Description and approved the Phase II Project that consists of the BART Extension with Transit-Oriented Joint Development (TOJD) Alternative. Adopted the Recommended Project Description, which included the following options: Downtown San Jose Station - West Option, the Diridon Station - North Option, and the.

Chapter 5 : What We Need to Get Right on VTA's BART Extension to Silicon Valley | SPUR

VTA'S BART Silicon Valley – Phase II Extension Project Project Description and Location The Phase II Project would be constructed in the cities of San Jose.

Chapter 6 : Bay Area Rapid Transit expansion - Wikipedia

Fruitvale Transit Village (Phase 2) 4 Description of Site Pedestrian access from the project site across 35th Avenue to the BART station shall be enhanced for.

Chapter 7 : Transbay Transit Center Program Phase 2 (DTX) | Permitting Dashboard

The biggest infrastructure project in Santa Clara County, VTA's BART Phase II will expand BART service, build five miles of subway, four stations, join at the planned 'Grand Central Station' of the west and ring the bay with rapid rail.

Chapter 8 : VTA BART Silicon Valley - Environmental Phase II

Page 14 Project Funding Goals \$ billion gap remaining to fund Phase II Project (could increase/decrease with cost increases/savings) A wide range and number of potential funding sources to help fill the funding.

Chapter 9 : VTA's BART Silicon Valley Extension - Stations Phase II

The Fruitvale Transit Village Phase 2 project site is located in the City of Oakland adjacent to the Fruitvale Bay Area Rapid Transit (BART) station and bounded by the elevated BART tracks to the south.