

MEMORANDUM

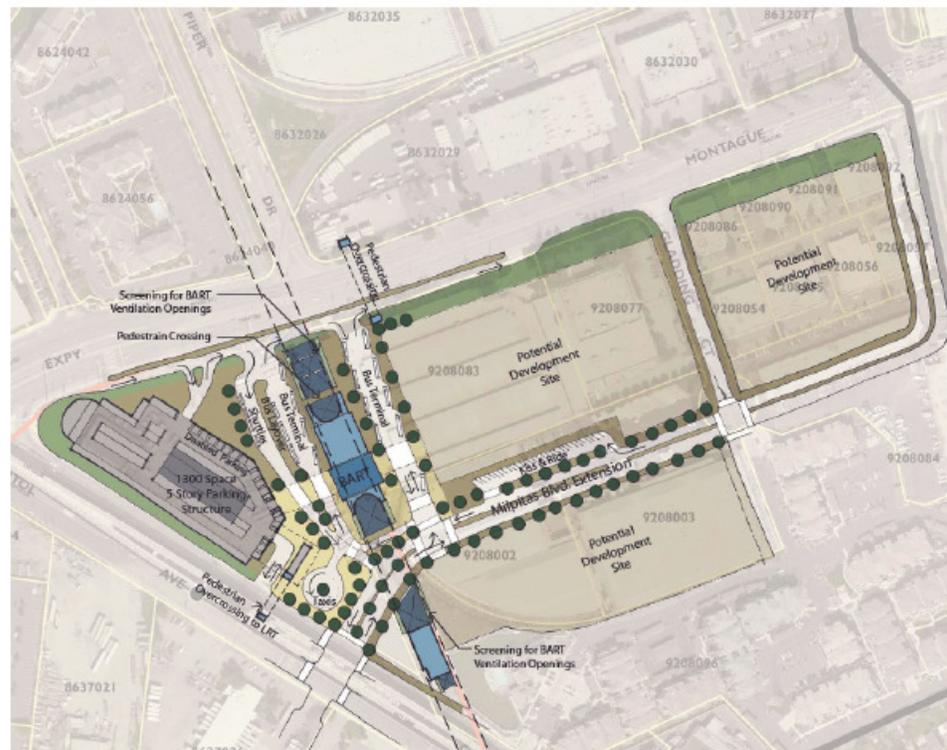
Department of Planning & Neighborhood Services



To: Transportation & Land Use Subcommittee
Through: Thomas C. Williams, City Manager
From: James Lindsay, Planning & Neighborhood Services Director
Subject: **BART Update – Transit Center / Parking Structure Location**
Date: January 6, 2010

The City and the VTA have been working closely over the past several years on the size and location of the Transit Center and parking that would support the future Milpitas BART station at Montague Expressway. The guiding principals for these discussions have been the vision established in the Transit Area Specific Plan for an urban mixed use neighborhood around the station and to maximize private development opportunities. Figure 4-7 from the specific plan, shown below, represents the original City preferred size and location of the Transit Center and parking areas.

Figure 4-7
**City-Preferred Layout
of BART Station Area**

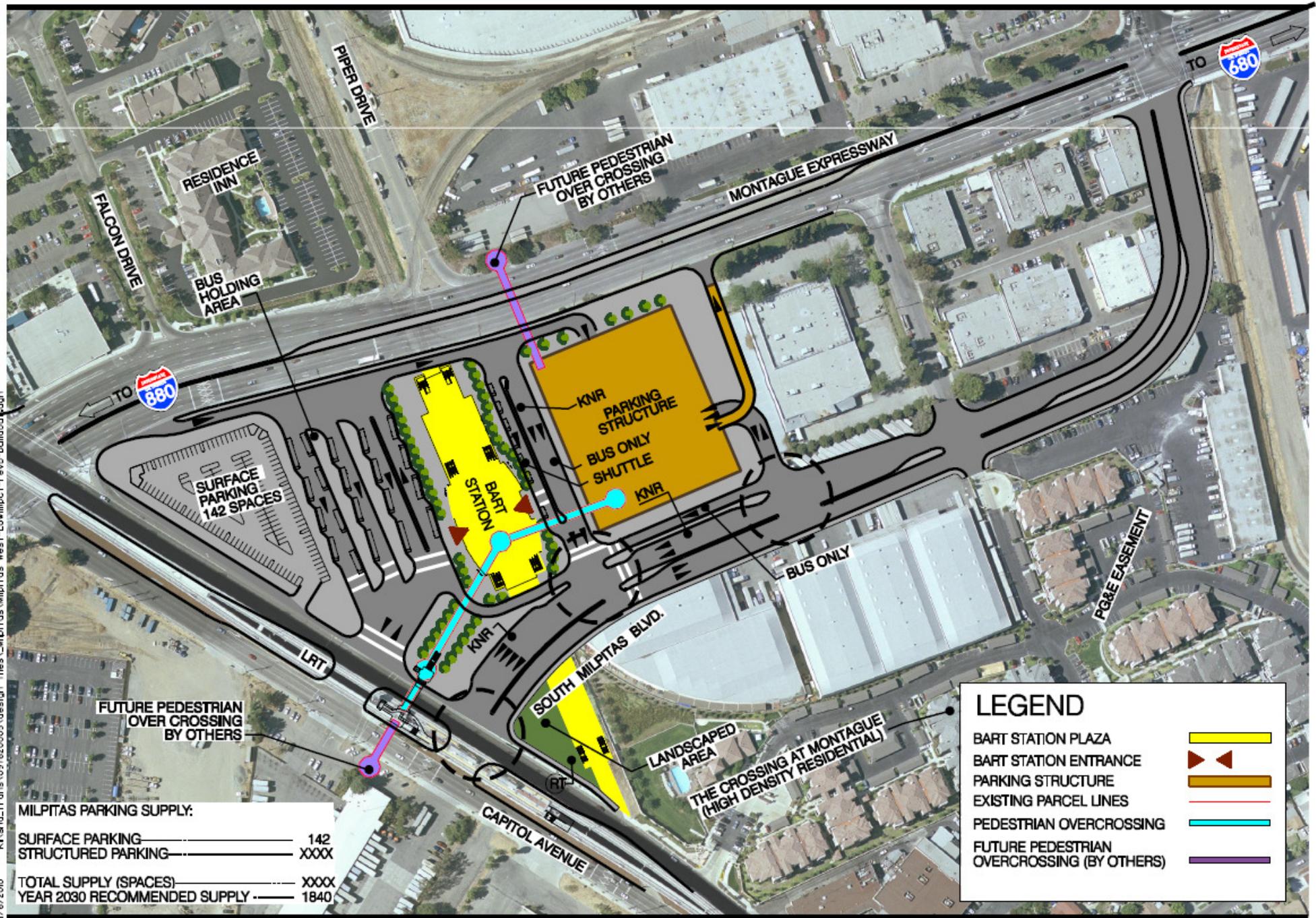


VTA is now projecting a much higher demand for parking and for BART riders needing connections to buses and shuttles since the specific plan was adopted in 2008. This has resulted in a larger footprint for the Transit Center and parking facilities than originally envisioned. A contributing factor to the increased demand is the BART Silicon Valley Extension is now being viewed as an interim two station project, with the two stations being at Montague & Berryessa. The Montague station has always been viewed as a key intermodal station given its adjacency to the Capitol light rail station. This connection is even more vital given it will be the only BART / LRT connection until the downtown San Jose station can be constructed.

Attached is the new layout of the Montague Transit Center proposed by VTA. This layout has a larger footprint than the original City preferred plan and encroaches on parcels originally identified for private development. However, this layout is an improvement over previous VTA versions which were much larger and showed considerably more surface parking. The attached layout is also consistent with the Transit Area Specific Plan policies that call for a separation of the Transit Center from future residential uses. The VTA has requested a letter of support from the City for the new layout to submit with their Federal Transportation Agency New Starts submittal.

Recommendation

Consider the revised layout and provide comments to staff.



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MEMORANDUM

TO: City of Milpitas City Council

THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Milpitas BART Station - Revised West Transit Center Option

INFORMATION ITEM

BACKGROUND:

The BART Silicon Valley Project is an extension of the BART system from the future Warm Springs BART Station in the City of Fremont, through the cities of Milpitas and San Jose, to the planned end-of-line station in the City of Santa Clara. VTA is committed to building the full 16-mile extension. However, the current state of the economy requires that the project be built with a phased-construction approach. The first phase of the project is a 10-mile segment which includes stations in Milpitas and the Berryessa area of north San Jose. The project's first phase has been accepted into the Federal Transit Administration's New Starts Funding Program, making it eligible to compete for federal dollars.

Major project milestones completed to date include:

- **2001:** VTA Board approved the BART Silicon Valley Project based on the Major Investment Study (MIS) analysis of transportation alternatives.
- **2004:** VTA Board of Directors certified the Final Environmental Impact Report (EIR).
- **2007:** VTA Board of Directors certified the Final Supplemental EIR.
- **2008:** Santa Clara County voters approved Measure B, a 1/8th cent sales tax for operations and maintenance of BART Silicon Valley
- **2008:** The Project's 65 percent engineering completed
- **2009:** Entered into federal New Starts Preliminary Engineering process
- **2010:** Anticipated approval of final federal environmental document (EIS).

Projected future major milestones include:

- **2010:** Receive EIS Record of Decision and begin right-of-way acquisition
- **2011:** Execute Full Funding Grant Agreement and begin utility relocation
- **2012:** Begin project construction
- **2016:** Project ready for system testing
- **2018:** Begin revenue service

Although the project has currently completed the 65 percent design phase, this designation refers to the general engineering level that the project has obtained. While many project facilities and systems are designed to this level, campus areas and roadways (which include features such as the Milpitas Station bus transit center) are not at this level. The station campus areas needed to be further refined and engineered to ensure convenient access for BART and VTA patrons, maximize ridership potential, balance the preferences and planning objectives of the City of Milpitas and County of Santa Clara and meet the operational needs of VTA's transit operations. All design phases have included city involvement and review of design packages issued for record.

In preparing for the completion of subsequent design phases for station roadways and campus areas, VTA recently completed a Station Campus Access Study to re-evaluate access based on circulation, land-use, transit routing, and updated ridership/mode-splits and parking management. This evaluation has provided valuable input for future design phases, ensuring that the station campuses are conducive to attracting ridership from all modes of access. Throughout the study process, project staff met with city staff on several occasions to discuss and evaluate station area alternatives. Additionally, an internal technical advisory committee (TAC) consisting of staff from VTA Operations, Real Estate, and Planning; BART; and technical consultants was formed to objectively evaluate study alternatives and deliverables. This input and work completed by the TAC has been used to inform the refinements to station campuses and address any outstanding station campus issues. Project staff continues to work with city staff, informing them of the resulting refinements to station campuses.

DISCUSSION:

It has always been anticipated that the Milpitas BART Station would be a key transfer station for the BART Extension to Silicon Valley. The most recent Year 2030 mode access data included in the Draft Environmental Impact Statement (DEIS) supports this, indicating that passengers transferring from BART to light rail and bus services could reach as high as 3,200 transfers for each mode during the morning and evening commute periods.

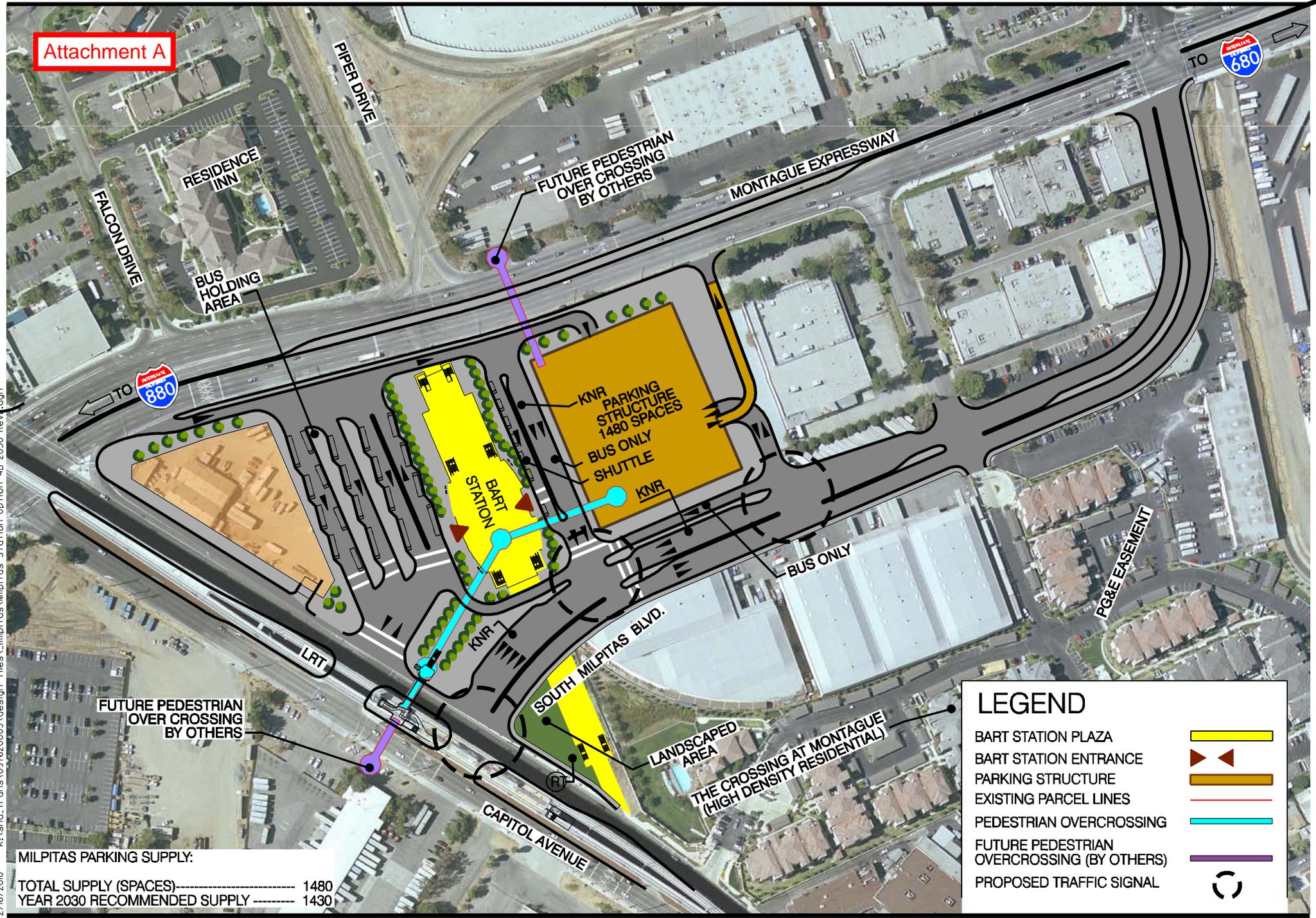
The DEIS included two design options for the station's bus transit center, locating it to either the east or west side of the station box. Neither option is in conflict with Milpitas' Transit Area Specific Plan (TASP), as the TASP includes an east and west option. However, a west transit center, which is the city's preferred option, shows a transit center and all station parking facilities on the west side of the station adjacent to the intersection of Montague Expressway and Capitol Avenue. Technical analysis indicates that due to the expansion of bus transit requirements and parking needs of the project, it is not feasible to locate all of the station's parking on the west side of the station in addition to a bus transit center.

As a result of the above-mentioned Station Campus Access Study and continued dialogue with city staff, VTA has developed an alternative west transit center option, which meets the parking, access and circulation needs of the project, while addressing the desires of the city to have the station's transit center located outside of the view corridor of future

residential development. While it is not feasible to locate all transit facilities on the west side of the SVRT station, this compromise meets a key objective of the TASP, and provides an opportunity for the remaining portion of this “gateway” parcel to potentially be redeveloped with attractive and supportive land uses that would draw residents and visitors to the area. Attachment A illustrates the option derived from the Station Campus Access Study and coordination with Milpitas city staff. As the SVRT Project moves towards the next design phase and prepares for the next New Starts Program submittal, VTA is requesting city support for the attached campus layout.

Attachment A: Milpitas West Transit Center – Option 4B

Attachment A



MILPITAS PARKING SUPPLY:

TOTAL SUPPLY (SPACES)	1480
YEAR 2030 RECOMMENDED SUPPLY	1430

LEGEND

BART STATION PLAZA	
BART STATION ENTRANCE	
PARKING STRUCTURE	
EXISTING PARCEL LINES	
PEDESTRIAN OVERCROSSING	
FUTURE PEDESTRIAN OVERCROSSING (BY OTHERS)	
PROPOSED TRAFFIC SIGNAL	

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