



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>8 June 2018</i> <i>Rbat M. Pown</i>		GENERAL MANAGER ACTION REQ'D: No		
DATE: 6/1/2018		BOARD INITIATED ITEM: Yes		
Originator/Prepared by: Abigail Thorne-Lyman Dept: Systems Development	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary	BARC <i>[Signature]</i>
Signature/Date: <i>[Signature]</i> 6/6/18 []				

Resolution in Support of Advocating for BART's Transit-Oriented Development and Station Access Policies at Santa Clara County BART Stations

PURPOSE: To obtain Board approval of a Resolution in Support of Advocating for BART's Transit-Oriented Development and Station Access Policies at Santa Clara County BART Stations.

DISCUSSION: In 2016, the BART Board adopted new Station Access and Transit-Oriented Development (TOD) policies. These Board-adopted policies provide BART staff with guidance on how to prioritize station access investments across a range of different station types. The policies were designed to address statewide and regional goals of reducing greenhouse gas emissions through coordinated transportation and land use investments, build upon a notable shift in how BART patrons access stations towards active access modes, and help alleviate the region's housing crisis through dense, mixed-income development.

April 26, 2018, the BART Board approved the Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley Phase II Extension Project (SVSX), following a series of hearings from BART and VTA staff on details regarding the proposed alignment, environmental documents, and land use and station access planning efforts that are currently underway. During these hearings, the Board requested that staff return with a resolution directing staff to advocate for VTA and the Cities of San Jose and Santa Clara to apply BART's Station Access and TOD policies to SVSX as these agencies advance their planning efforts.

FISCAL IMPACT: None. BART staff are already working with VTA and the Cities at the

Santa Clara County stations, and BART staff costs will be covered by VTA.

ALTERNATIVES: Do not adopt the Board resolution. Allow planning at the Santa Clara County stations, and supportive access and TOD plans to continue with no formal direction from BART.

RECOMMENDATION: Staff recommends that the Board adopt the attached resolution. This resolution would then be shared with VTA and the Cities of San Jose and Santa Clara.

MOTION: Adopt the resolution, which:

- 1) Directs staff to support and work with VTA and Cities of San Jose and Santa Clara, and to apply the BART Board adopted TOD and Station Access policies in the planning, design and implementation of the SVSX stations and station areas.
- 2) Encourages VTA and the Cities of San Jose and Santa Clara to take advantage of BART's TOD and Station Access lessons learned from stations within the BART Core System over the last 45 years.

**BEFORE THE BOARD OF DIRECTORS OF THE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

**In the Matter of Directing the
General Manager to Advocate for
BART's Transit-Oriented Development
and Station Access Policies at
Santa Clara County BART Stations**

Resolution No. _____

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) brings to this partnership an established 121-mile, 48-station regional rail system that efficiently and effectively serves residents and employers in four Bay Area counties, including the region's second (San Francisco), third (Oakland), fourth (Fremont), sixth (Hayward) and eighth (Concord) largest cities; and

WHEREAS, Santa Clara County is the center of Silicon Valley and a driving force for the California economy, and location of the region's first (San Jose) and ninth (Santa Clara) largest cities; and

WHEREAS, the state and region have expressed strong interest in the success of the Silicon Valley extension to advance greenhouse gas emissions reduction and economic vitality goals; and

WHEREAS, MTC's Plan Bay Area 2040 identified the BART to Silicon Valley, Phase II (SVSX) project as one of the Bay Area's highest ranked transit expansion projects; and

WHEREAS, Plan Bay Area 2040 projects that over 45 percent of regional household growth, and nearly 45 percent of regional employment growth between 2010-2040 will be located in San Jose, San Francisco and Oakland; and

WHEREAS, BART supports a sustainable and prosperous Bay Area by connecting communities with seamless mobility; and

WHEREAS, the Comprehensive Agreement executed by Santa Clara County Valley Transportation Authority (VTA) and BART in 2001 sets forth in Section IX the following General Agreements as they relate to Alignment, Stations, Land Use and Development:

1. Transit-oriented land use around rail stations is essential to maximizing ridership and revenue, strengthening the financial health of both BART and VTA, and realizing the full value of the public's investment in the SVRT Project.
2. Integrating transportation and land use will be an on-going, mutual effort involving coordination with local and regional jurisdictions.

3. Each agency has a vital interest in ensuring that the issues of alignment and stations, land use, system access and development are addressed through the cooperative efforts of the two agencies and affected local jurisdictions.
4. This transportation and land use planning effort will embrace those philosophies designed to enhance ridership through use of effective station area planning and development, as referenced in the policies of both agencies and local jurisdictions.
5. To that end, when appropriate, transportation and land use policies related to the SVRT Project will involve both agencies, and both agencies will collaboratively work together to enhance development opportunities.

WHEREAS, the BART Board approved VTA's BART Silicon Valley Phase II Extension Project (SVSX) on April 26, 2018; and

WHEREAS, both system design and land use planning for four SVSX stations are underway; and

WHEREAS, the BART Board adopted Transit Oriented Development (TOD) and Station Access Policies on June 9, 2016;

NOW, THEREFORE, BE IT RESOLVED that the BART Board of Directors,

- 1) Directs staff to support and work with VTA and Cities of San Jose and Santa Clara, and to apply the BART Board adopted TOD and Station Access policies in the planning, design and implementation of the SVSX stations and station areas.
- 2) Encourages VTA and the Cities of San Jose and Santa Clara to take advantage of BART's TOD and Station Access lessons learned from stations within the BART Core System over the last 45 years.



Transit-Oriented Development Policy

Adopted June 9, 2016

VISION

The San Francisco Bay Area Rapid Transit District (BART) is a steward of a large scale public investment. This includes real estate assets essential to BART's transit operations, and real estate assets that can be used to catalyze transit-oriented development in furtherance of BART's purpose and goals. BART leverages these opportunities by working in partnership with the communities it serves in order to implement the regional land use vision and achieve local and regional economic development goals. Strengthening the connections between people, places, and services enhances BART's value as a regional resource.

GOALS

- A. Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.
- B. Sustainable Communities Strategy.** Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- C. Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.
- E. Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- F. Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

STRATEGIES

- A. Manage Resources Strategically to Support Transit-Oriented Development**
 - 1. Develop a 4-Year Work Plan to assess how staff and financial activities toward TOD will be most fruitful. Identify BART staffing priorities and assignments to promote TOD on and around District property, including contributions to efforts such as planning and development, community engagement, funding and financing strategies.
 - 2. Favor long-term ground leases of no more than 66 years, rather than sale of property, as the standard disposition strategy for joint development projects, except in cases where alternative approaches are required to achieve specific development objectives or where other strategies would generate greater financial return to the District.
 - 3. Solicit proposals for transit-oriented development in localities that have an adopted plan allowing for transit-supportive land uses as defined in the TOD Guidelines. Utilize a competitive selection process, but ensure the solicitation process considers property assembly with adjacent land owners for optimal TOD.
 - 4. Revisit the Transit-Oriented Development Policy every 10 years.

B. Support Transit-Oriented Districts

1. Proactively support local jurisdictions in creating station area plans and land use policies that: a) encourage transit-supportive, mixed-use development on and around station properties, b) enhance the value of BART land, and c) enhance the performance of the BART system as a whole.
2. Form partnerships with public agencies, developers and landowners, community development organizations, finance entities, and consider strategic land acquisition to help build TOD both on and off BART property.
3. For BART system expansion, ensure that transit-oriented development and value capture opportunities are explicitly accounted for in major investments such as the location of new station sites, design and construction of station facilities, and acquisition of new properties.

C. Increase Sustainable Transportation Choices using Best Practices in Land Use and Urban Design

1. Utilize BART's TOD Guidelines to ensure future development and investments seamlessly connect BART stations with surrounding communities.
2. Ensure that combined TOD/parking/access improvements on and around each BART station encourage net new BART ridership, utilizing corridor-level, shared, and off-site approaches to parking replacement as appropriate. Following the aspirational Station Access Policy place types, use the following guidelines to replace current BART parking as follows when developing BART property with TOD: strive for no or limited parking replacement at "Urban with Parking" Stations; and use the access model to maximize revenue to BART from development and ridership when determining a parking replacement strategy at all station types.
3. Utilize strategies including mixed-use development, transportation demand management, and pedestrian-friendly urban design to encourage reverse-commute, off-peak, and non-work trips on BART and other modes of non-auto transportation, thereby reducing greenhouse gas emissions.

D. Enhance Benefits of TOD through Investment in the Program

1. Evaluate the financial performance of proposed projects based on sound financial parameters and the ability to generate transit ridership, fare revenue, lease payments, parking revenues, grant resources, other financial participation, and/or cost savings. Consider the opportunity cost to the District of delaying or accelerating development opportunities.
2. Use a variety of financing and governance mechanisms, including joint powers authorities, assessment districts, improvement districts, and lease credits to achieve station area TOD objectives.
3. As appropriate, and in consideration of District-wide financial needs, reinvest revenues from the sale and lease of BART land into the TOD Program, informed by the priorities identified in the 4-Year Work Plan.

E. Invest Equitably

1. Increase scale of development at and near BART stations through catalytic investments in TOD, to help address the regional shortfall in meeting housing and other sustainable growth needs.
2. Implement BART's adopted Affordable Housing Policy, and aim for a District-wide target of 30 percent of all units to be affordable, with a priority to very low (<50% AMI), low (51-80% AMI) and/or transit-dependent populations.
3. Ensure the 4-Year Work Plan addresses how BART will achieve its affordable housing goals.



BART STATION ACCESS POLICY

Adopted June 9, 2016

VISION

For more than 40 years, the San Francisco Bay Area Rapid Transit District (BART) has been a steward of major public investment to connect people and places. The BART Station Access Policy is designed to support the broader livability goals of the Bay Area, reinforce sustainable communities, and enable riders to get to and from stations safely, comfortably, affordably, and cost-effectively.

GOALS

A. Safer, Healthier, Greener. Advance the region's safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.

1. Ensure safe access for all users of the BART system, including users with disabilities.
2. Promote and invest in active transportation access modes to improve public health.
3. Prioritize the most sustainable access modes, with a focus on the lowest greenhouse gas and pollutant emissions per trip.
4. Reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers.
5. Develop station-level designs that are consistent with the Station Design Access Hierarchy (Figure 1).

B. More Riders. Invest in station access to connect more riders cost-effectively, especially where and when BART has available capacity.

1. As ridership grows, invest in and manage access resources so as not to exacerbate peak period – peak direction crowding, including by ensuring users can find parking spaces at all times of day.
2. Develop access solutions that promote reverse-peak and off-peak ridership to optimize use of the BART system.

C. More Productive and Efficient. Manage access investments, programs, and current assets to achieve goals at the least cost.

1. Consider life-cycle costs, including capital and operating budget implications, using best asset management practices.
2. Factor land value in decision-making, prioritizing access that generates the most riders with the least space.
3. Consider the Station Access Investment Framework (Figure 2) in identifying contextual access investments at each station, and seek to move stations from their existing to their aspirational types.

D. Better Experience. Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.

1. Expand station access choices for all riders.

BART STATION ACCESS POLICY

2. Promote Transit-Oriented Development (TOD) on and off of BART property as a powerful access tool, putting more riders within walking distance of stations, connecting communities.
3. Collaborate with local jurisdictions to improve station access and create more sustainable communities, including by promoting access improvements off BART property.
4. Ensure high quality design for access improvements, with careful consideration of the local context and the quality of the environment accessing BART.

E. Equitable Services. Invest in access choices for all riders, particularly those with the fewest choices.

1. Ensure that disadvantaged communities share in the benefits of BART accessibility.
2. Strive to be a partner to reduce the cost of living (i.e., transportation and housing) in the Bay Area for low-income communities by increasing access and housing options (i.e. TOD), providing greater access to opportunity.
3. Use Universal Design principles to improve safety and ensure access is available for everyone at all times.

F. Innovation and Partnerships. Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

1. Involve BART riders in station access decision-making.
2. Develop partnerships with municipalities, transit operators, developers, technology providers, corporate shuttle providers, Transportation Network Companies, bike share operators, advocacy groups and other entities to best meet access goals.
3. Continue to research and pilot emerging technologies and new forms of access services to keep up with the rapidly-changing transportation ecosystem.
4. Remain technology- and operator-agnostic; make long-term investments in the access technologies and services that best meet the needs of BART riders.
5. Prioritize projects that leverage other fund sources and local matches both to further build partnerships and to capture more value from BART investments.

STRATEGIES

Plan, Innovate and Partner

1. Plan for systemwide access mode shift to reduce drive alone rates.
2. Partner with interested stakeholders to improve access to the BART system.
3. Plan all BART facilities to be accessible to all users, including users with disabilities.

Invest and Implement

1. Invest in the pedestrian and bicycle assets with a focus on BART property, and partner to advance projects off BART property, including partnering on local initiatives, such as Vision Zero, Safe Routes to School, and Safe Routes to Transit.

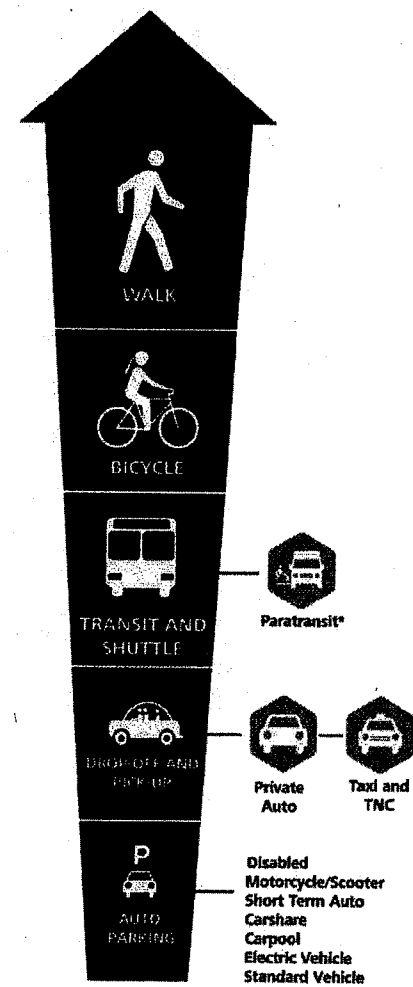
BART STATION ACCESS POLICY

2. Invest in transit connections, including investments that improve passenger experience in transit transfers (shelters, real-time information); seek to reduce barriers to transit connections; and partner with local transit service providers on last mile improvements.
3. Prioritize station access investments that support ridership growth where and when the system has capacity.
4. Improve management of existing parking resources, and invest in or partner on strategic parking resources; including shared parking, on-street parking, programs to maximize existing parking assets, and locating new parking resources only where other approaches are not sufficient, consistent with the station typology investment matrix.

Manage and Assess

1. Manage resources we have.
2. Regularly collect and analyze station access data, and consider emerging data sources.
3. Develop a 4-year work plan to identify projects BART staff will advance in the near-term.
4. Revisit the Station Access Policy every ten years.


















FIGURE 1: STATION ACCESS DESIGN HIERARCHY



*All Stations must be paratransit accessible

Note: All stations must always remain readily accessible to and usable by persons with disabilities

FIGURE 2: STATION ACCESS INVESTMENT FRAMEWORK

STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	 Pedestrian, Bicyclist, Wheelchair User	 Transit Vehicle	 Transit Vehicle, Taxi, Bicyclist	 Auto Parking
URBAN WITH PARKING	 Pedestrian, Bicyclist, Wheelchair User	 Transit Vehicle	 Transit Vehicle, Taxi, Bicyclist	 Auto Parking
BALANCED INTERMODAL	 Pedestrian, Bicyclist, Wheelchair User	 Transit Vehicle, Taxi, Bicyclist	 Transit Vehicle, Taxi, Bicyclist	
INTERMODAL/AUTO RELIANT	 Pedestrian, Wheelchair User	 Bicyclist, Taxi, Bicyclist	 Taxi, Bicyclist	
AUTO DEPENDENT	 Wheelchair User	 Bicyclist, Taxi, Bicyclist	 Taxi	

Primary Investment:
BART will prioritize investments of funds and staff time on and off of BART property, consistent with access goals; priority projects best achieve policy goals, focus on safety and sustainability.

Secondary Investment:
BART will invest funds and staff time on and off of BART property, consistent with policy goals; secondary investments balance policy goals.

Accommodated:
BART will maintain and manage existing assets, and partner with other access providers as needed.

Not Encouraged:
BART will not invest in construction of parking expansion.

Note: TNC is for Transportation Network Company (shared use mobility)

*Parking Management is a secondary investment at all stations with parking.
*Parking replacement for transit-oriented development to be determined by BART's Transit-Oriented Development Policy.