TECHNICAL ADVISORY COMMITTEE

Wednesday, February 7, 2018
1:30 PM
VTA Conference Room B-106
3331 North First Street
San Jose, CA

**REVISED AGENDA**

COMMITTEE MISSION STATEMENT:

The VTA Technical Advisory Committee (TAC) provides in-depth analysis, technical expertise and timely recommendations to the VTA Board of Directors regarding projects, programs, funding and other policy matters while giving voice to and reconciling local and regional perspectives.

CALL TO ORDER

1. ROLL CALL
2. ORDERS OF THE DAY
3. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are limited to 2 minutes. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. Receive Committee Staff Report. (Verbal Report) (Rensi)
5. Receive Chairperson's Report. (Verbal Report) (Morley)

** Change from previous version: (Changes are in red font)

Revised recommendation language for Agenda Item #8 - City of Saratoga - Prospect Road Complete Streets, to remove programming of federal Surface Transportation Program (STP) funds to the San Jose Diridon Transportation Facilities Master Plan.
   - Capital Improvement Program (CIP)
   - Systems Operations & Management (SOM)
   - Land Use/Transportation Integration (LUTI)

CONSENT AGENDA

7. ACTION ITEM - Approve the Regular Meeting Minutes of January 10, 2018.

REGULAR AGENDA

8. ACTION ITEM - Recommend that the VTA Board of Directors reprogram $1,070,000 in One Bay Area Grant Cycle 2 funds to the City of Saratoga’s Prospect Road Complete Streets Project.

9. INFORMATION ITEM - Receive an update on 2016 Measure B. (Verbal Report)

10. INFORMATION ITEM - Receive information on future framework for replacement parking policy.

OTHER

11. Receive an update on MTC Activities and Initiatives. (Verbal Report) (MTC)

12. Receive an update on Caltrans Activities and Initiatives. (Verbal Report) (Caltrans)

13. Receive an update on SCVWD Activities and Initiatives. (Verbal Report) (SCVWD)

14. Review the TAC Committee Work Plan. (Rensi)

15. ANNOUNCEMENTS

16. ADJOURN

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary’s Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary’s Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at board.secretary@vta.org or (408) 321-5680 (TTY only). VTA’s home page is www.vta.org or visit us on www.facebook.com/scvta. (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

All reports for items on the open meeting agenda are available for review in the Board Secretary’s Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on VTA’s website at http://www.vta.org and also at the meeting.
VTA Ad Hoc Financial Stability Committee Stakeholder Groups

- VTA Citizens Advisory Committee (CAC)
- VTA Committee for Transportation Mobility and Accessibility (CTMA)
- VTA Policy Advisory Committee (PAC)
- Santa Clara County City Managers Association
- Santa Clara County Chambers of Commerce Coalition
- Silicon Valley Leadership Group (SVLG)
- Transit Justice Alliance
- SPUR
- Amalgamated Transit Union Local 265 (ATU)
- Service Employees International Union Local 521 (SEIU)
- Transportation Authority Engineers & Architects Association Local 21 (TAEA)
- American Federation of State, County, and Municipal Employees Local 101 (AFSCME)
- South Bay AFL-CIO Labor Council
Women’s March – January 20, 2018
Switch and Signal Work Photos
Technical Advisory Committee

Wednesday, January 10, 2018

MINUTES

CALL TO ORDER

The Regular Meeting of the Technical Advisory Committee (TAC) was called to order at 1:30 p.m. by Chairperson Morley in Conference Room B-106, Santa Clara Valley Transportation Authority (VTA), 3331 North First Street, San José, California.

1. ROLL CALL

<table>
<thead>
<tr>
<th>Attendee Name</th>
<th>Title</th>
<th>Representing</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td>Todd Capurso</td>
<td>Member</td>
<td>City of Campbell</td>
<td>Present</td>
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<tr>
<td>Amy Olay</td>
<td>Alternate Member</td>
<td>City of Campbell</td>
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<tr>
<td>Timm Borden</td>
<td>Member</td>
<td>City of Cupertino</td>
<td>Present</td>
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<tr>
<td>David Stillman</td>
<td>Alternate Member</td>
<td>City of Cupertino</td>
<td>N/A</td>
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<tr>
<td>Girum Awoke</td>
<td>Member</td>
<td>City of Gilroy</td>
<td>Absent</td>
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<tr>
<td>Gary Heap</td>
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<td>City of Gilroy</td>
<td>Present</td>
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<tr>
<td>Susanna Chan</td>
<td>Member</td>
<td>City of Los Altos</td>
<td>Present</td>
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<tr>
<td>Aruna Bodduna</td>
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<tr>
<td>Steve Erickson</td>
<td>Member</td>
<td>City of Milpitas</td>
<td>Absent</td>
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<tr>
<td>Steve Chan</td>
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<td>Absent</td>
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<tr>
<td>Jeannie Hamilton</td>
<td>Member</td>
<td>City of Monte Sereno</td>
<td>Absent</td>
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<tr>
<td>VACANT</td>
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<td>City of Monte Sereno</td>
<td>-</td>
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<tr>
<td>Scott Creer</td>
<td>Member</td>
<td>City of Morgan Hill</td>
<td>Absent</td>
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<tr>
<td>David Gittleson</td>
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<tr>
<td>Helen Kim</td>
<td>Member</td>
<td>City of Mountain View</td>
<td>Present</td>
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<tr>
<td>Dawn Cameron</td>
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<td>City of Mountain View</td>
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<tr>
<td>Joshua Mello</td>
<td>Vice Chairperson</td>
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<td>Present</td>
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<tr>
<td>Philip Kamhi</td>
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<td>John Ristow</td>
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<td>Present</td>
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<td>Jessica Zenk</td>
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<td>Dennis Ng</td>
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<tr>
<td>John Cherbone</td>
<td>Member</td>
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<tr>
<td>Macedonio Nunez</td>
<td>Alternate Member</td>
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<td>Shahid Abbas</td>
<td>Member</td>
<td>City of Sunnyvale</td>
<td>Present</td>
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<td>Lillian Tsang</td>
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<td>Town of Los Altos Hills</td>
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<td>-</td>
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<tr>
<td>Matt Morley</td>
<td>Chairperson</td>
<td>Town of Los Gatos</td>
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<tr>
<td>Lisa Petersen</td>
<td>Alternate Member</td>
<td>Town of Los Gatos</td>
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A quorum was present.

2. **ORDERS OF THE DAY**

   There were no Orders of the Day.

3. **PUBLIC PRESENTATIONS**

   There were no Public Presentations

4. **Committee Staff Report**

   - General Manager’s Report


   Member Freitas arrived at the meeting and took his seat at 1:36 p.m.

   Member Abbas arrived at the meeting and took his seat at 1:39 p.m.

   **Public Comment**

   Roland Lebrun, Interested Citizen, made suggestions on organizational structure, light rail service modification, and paratransit outreach.

   Chairperson Morley expressed appreciation to Ms. Fernandez for her presentation and commended VTA on its 2018 priorities.

   Chris Augenstein, Deputy Director of Planning and Programming, provided a brief report, noting: 1) summary of actions the VTA Board of Directors (Board) took at their January 4, 2018, meeting; and 2) overview of fare and service changes for 2018.

   **On order of Chairperson Morley**, and there being no objection, the Committee received the Committee Staff Report.

5. **Chairperson's Report**

   There was no Chairperson’s Report.

6. **Reports from TAC Working Groups**

   There were no reports from the Capital Improvement Program (CIP), Systems Operations and Management (SOM), and Land Use/Transportation Integration (LUTI) Working Groups.
CONSENT AGENDA

7. Regular Meeting Minutes of December 13, 2017

M/S/C (Abbas/Ng) to approve the Regular Meeting Minutes of December 13, 2017.

RESULT: APPROVED [UNANIMOUS] – Consent Agenda Item # 7
MOVER: Shahid Abbas, Member
SECONDER: Dennis Ng, Alternate Member
AYES: Abbas, Borden, Capurso, Susanna Chan, Chen, Cherbone, Freitas, Gittleson (Alt.), Heap (Alt.), Kim, Mello, Morley, Ng (Alt.), Ristow
NOES: None
ABSENT: Awoke, Creer, Steve Chan (Alt.), Erickson, Hamilton

REGULAR AGENDA

8. Core Connectivity Program Update

Aiko Cuenco, Transportation Planner, provided a brief background and overview of the staff report, highlighting: 1) key findings from the study; 2) summary of microtransit pilot outcomes from other transit agencies; 3) Core Connectivity Program implementation, including planned demonstration projects; 4) grant program for community-based mobility projects through 2016 Measure B; 5) overview of Mobility Toolkit; and 6) next steps.

Members of the Committee made the following comments: 1) consider transportation for seniors and school service as part of the program; 2) there should be a feasibility study before initiating a pilot program; 3) projects with demonstrated success should be eligible for ongoing funding; and 4) consider impact to local congestion relief in the project evaluation process.

On order of Chairperson Morley, and there being no objection, the Committee received an update on VTA's Core Connectivity Program and related implementation efforts.

9. Update on SB 743 and LOS-to-VMT Transition

Robert Swierk, Principal Transportation Planner, provided background and overview of the staff report, highlighting: 1) the "three-legged stool" of transportation analysis in development projects; 2) overview of Senate Bill (SB) 743 impacts to the California Environmental Quality Act (CEQA), Congestion Management Programs (CMP), and local policies; 3) summary of SB 743 key benefits from VTA perspective; 4) VTA activities to date on SB 743; 5) VTA's goals and objectives for LOS-to-VMT transition; and 6) schedule and next steps

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.
Public Comment

Mr. Lebrun noted the development around Cottle Road in South San Jose and its congestion impacts to adjacent freeways. He urged for better pedestrian access to transit, faster light rail travel speeds, and to maintain parking at Tamien Station.

Members of the Committee and staff briefly discussed Infill Opportunity Zone designation and correlation of VTA’s travel demand model and local transportation analysis.

On order of Chairperson Morley, and there being no objection, the Committee received presentation on the latest milestones in the implementation of Senate Bill 743 and the transition from Level of Service (LOS) to Vehicle-Miles-Traveled (VMT) in transportation impact analysis.

OTHER

10. Update on Metropolitan Transportation Commission (MTC) Activities and Initiatives

Ex-Officio Member Trivedi provided a report, highlighting: 1) MTC and Association of Bay Area Governments (ABAG) planning staff merger; 2) proposed Santa Clara County projects under SB 1; 3) ongoing discussion to place the Regional Measure 3 on the June 2018 ballot; 4) Priority Development Areas (PDA) planning grant opportunities due in March 2018, noting informational workshop scheduled at VTA; and 5) Caltrans planning grant opportunities due on February 23, 2018.

On order of Chairperson Morley, and there being no objection, the Committee received an update on MTC Activities and Initiatives.

11. Update on Caltrans Activities and Initiatives

Ex-Officio Member Saleh expressed appreciation of the Committee for their feedback at last month’s meeting and distributed iTEAM contact information and their roles. He provided a brief update, noting: 1) change to striping standards to accommodate autonomous vehicles in the future, beginning with segments of US-101 and SR-85; 2) announced Fariba Zohoury, Regional Project Manager, will be assisting the iTEAM in Dina El-Tawansy’s absence, projected until June 2018; and 3) forthcoming SB 1 grant opportunities.

On order of Chairperson Morley, and there being no objection, the Committee received an update on Caltrans Activities and Initiatives.

12. Update on Santa Clara Valley Water District (SCVWD) Activities and Initiatives

Alternate Ex-Officio Member Hakes noted the SCVWD Board approved its preliminary capital improvement program at their January 9, 2018, meeting, and highlighted next steps.

On order of Chairperson Morley, and there being no objection, the Committee received an update on SCVWD Activities and Initiatives.
13. **TAC Committee Work Plan**

Chairperson Morley directed attention to the revised Committee Work Plan at their places.

*On order of Chairperson Morley* and there being no objection, the Committee reviewed the TAC Committee Work Plan.

14. **ANNOUNCEMENTS**

There were no Announcements.

15. **ADJOURN**

*On order of Chairperson Morley*, and there being no objection, the meeting was adjourned at 2:53 p.m.

Respectfully submitted,

Michelle Oblena, Board Assistant  
VTA Office of the Board Secretary
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Technical Advisory Committee
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director - Planning & Programming, Chris Augenstein

SUBJECT: City of Saratoga - Prospect Road Complete Streets

Policy-Related Action: No  Government Code Section 84308 Applies: No

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors reprogram $1,070,000 in One Bay Area Grant Cycle 2 funds to the City of Saratoga’s Prospect Road Complete Streets Project.

BACKGROUND:

At its June 6, 2013 meeting, the VTA Board of Directors approved the first cycle of projects for the One Bay Area Grant (OBAG) Program. This action provided $4,205,000 for construction of the City of Saratoga’s Prospect Road Complete Streets project.

The City of Saratoga funded all pre-construction phases with local money, and provided additional non-Federal matching funds for the construction phase. The original project scope included reduction of road widths to calm traffic and accommodate sidewalks and bike lanes, and the installation of raised, landscaped pedestrian refuge medians as traffic calming and pedestrian safety measures. The project will also close sidewalk gaps with wide sidewalks, upgrade signalized intersections, restripe bike lanes, install bicycle detector loops, and significantly upgrade the existing bus stops and shelters. No vehicle travel lanes will be removed.

In May 2017, Saratoga released the bid for the construction phase. However, bids came in significantly higher than anticipated. Saratoga staff contacted VTA staff for financial assistance;
however, no additional funds were available at that time. Without full funding the City of Saratoga was forced to reduce the original project scope by removing one partial and six full medians. Subsequently, in December 2017, funding has become available to cover the shortfall through shifts in other fund programs as discussed below.

**DISCUSSION:**

In January, 2017, the VTA Board of Directors approved the OBAG Cycle 2 Program of Projects which provided partial funding for the City of San Jose's West San Carlos Urban Village Streetscape project. And on November 2, 2017, the VTA Board of Directors approved $3.3 million of 2018 State Transportation Improvement Program (STIP) funds to the West San Carlos Urban Village Streetscape project. In December 2017, VTA was notified by the Metropolitan Transportation Commission (MTC) that VTA was required to program an additional $1,070,000 from the 2016 STIP to bicycle, pedestrian and/or livable communities projects to cover an obligation that was created by the State's deletion of $4,350,000 programmed to the City of Palo Alto's Adobe Creek Bicycle bridge in 2016. VTA Staff exercised discretion provided by the VTA Board of Directors to shift $1,070,000 in STIP funds to the West San Carlos Streetscape project from the US 101 Express Lanes Phase 5 project. This action leaves the West San Carlos Streetscape project over funded by $1,070,000 from OBAG 2.

City of Saratoga staff contacted VTA staff immediately after the December 2017 VTA Technical Advisory Committee (TAC) meeting to request the funding made available by the above actions for the Prospect Road Complete Streets project scope that was deleted over the summer. VTA staff believes that this is an appropriate use of the excess OBAG 2 funding currently programmed to the West San Carlos Streetscape project, and recommends that the VTA Board reprogram $1,070,000 in OBAG Cycle 2 funds to the City of Saratoga’s Prospect Road Complete Streets project.

**ALTERNATIVES:**

The VTA Board may consider other programming alternatives.

**FISCAL IMPACT:**

There is no fiscal impact to VTA as a result of programming funds to the City of Saratoga's Prospect Road Complete Streets project.

Prepared by: Celeste Fiore
Memo No. 6401

**ATTACHMENTS:**

- 6401_Attachment A (PDF)
Attachment A
City of Saratoga - Prospect Road Complete Streets Project Limits
2016 Measure B Update
February Advisory Committees
February 2018
Status of Lawsuit – February 2018 Update

- Currently awaiting Plaintiff to file brief – March 2018
- VTA has 30 days to respond
- Plaintiff has 20 days to respond
- Working through appeals process – 6-12 months before resolution
Sales Tax Receipts –
February 2018 Update

• Approximately $117 Million – on a cash basis*
• Interest earned - $155k*

*As of December 31, 2017
Local Streets & Roads – February 2018 Update

- Definition, Eligible Use of Funds, Design Standards, and Distribution through TAC and CIPWG

- Draft Master Agreement circulating internally

- Advance amount, as approved by BOD, is in addition to FY18 and FY19 allocation amount

- Local Agency allocation amounts do not expire and will carry-forward
• No 2016 Measure B action
• Draft Master Agreement for Education & Encourage in development

• Capital projects competitive grant program in development

• Planning projects competitive grant program initial development
• VTA, Caltrain and Cities staff have met throughout 2017

• Recent meeting: VTA, Caltrain and Cities staff – January 2018

• Implementation Plan on hold pending resolution of lawsuit
Caltrain Corridor Capacity Improvements – February 2018 Update

- VTA and Caltrain staff have met regularly through 2017

- South County Rail Service Study being scoped
• Discussions to clarify non-2016 Measure B contributions
County Expressways – February 2018 Update

• VTA and County staff meetings to discuss implementation of Program Category
• Transit Guideway Study Task 1 - Travel Market Analysis & Corridor Constraints Analysis: Underway with other funding

• Task 2 – Alternatives Development

• Study will pause in March 2018 unless additional funding is identified for Task 2
Transit Operations – February 2018 Update

- Innovative Mobility Solutions Competitive Grant Program in development
Complete Streets Reporting Requirements – February 2018 Update

- June 1, 2017 Board Approval
- Working with Member Agencies to ensure Council approval of Complete Streets Resolutions
Questions?
BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
   Technical Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Chief Financial Officer, Raj Srinath

SUBJECT: Formulation of a Joint Development Replacement Parking Policy

FOR INFORMATION ONLY

BACKGROUND:

VTA’s Joint Development (JD) Portfolio contains 25 properties that the VTA Board has designated as priority sites for Transit-Oriented Development (TOD) projects with the goal of generating revenues, increasing ridership, and catalyzing transit-oriented communities. All of these sites, except for two, consist of Park and Ride lots, and it is envisioned that JD projects would be built on a portion of each of these lots, consistent with local plans and zoning.

Parking is a significantly underutilized resource at VTA. VTA has a total of 7,525 parking stalls located at JD Park and Ride lots. Less than 3,800 of those spaces are actively used as of October 2017. (Attachment A contains a breakdown by station.)

Transit agency experience throughout the US has shown that the cost of 100% replacement of parking spaces used for JD projects is one of the largest impediments to the feasibility of JD projects, with the potential to prevent projects and eliminate revenue generation.

Previous committee discussions have highlighted the need for further evaluation of how to create optimal JD projects that reduce the need for replacement parking, while at the same time ensuring that VTA maintains sufficient parking to accommodate current and future transit riders. This includes ensuring that VTA can accommodate future desired growth in rail transit riders.

A VTA replacement parking policy would provide guidance for County residents, local agencies, developers, transportation planners, and others on how to best manage the dual objectives of creating JD projects, including affordable housing, while supporting future ridership growth.
DISCUSSION:

Staff, working with a multi-disciplinary development and transportation planning consultant team has conducted research to assess both opportunities and constraints to developing JD sites on a portfolio wide and individual site basis. This includes evaluation of current and future parking demand and supply. Parking demand is dynamic, and varies by station location, as well as transit service (e.g. stations where there is both VTA light rail and Caltrain service). Riders of commuter shuttles are increasingly utilizing VTA Park and Ride lots, which is a consideration pursuant to the Commuter Shuttle Policy recently adopted by the Board of Directors.

Given these considerations, any replacement parking policy should provide flexibility to accommodate unique conditions on a site-by-site basis, while at the same time establishing a consistent process for evaluating parking demand and the parking supply that need to be provided for transit riders and residents and workers in JD projects.

Another consideration is a generational and cultural shift already underway in individual car usage, and the impact of Transportation Network Companies (Uber, Lyft, etc.); car sharing services; and increased uses of other modes of transportation. For example, garage operators in San Francisco report a decrease of 10% to 25% in parking demand over the past few years due to these factors.

Research on other agency practices for JD replacement parking and Transportation Demand Management (TDM), including BART; Portland TriMet; LA Metro; Washington, DC WMATA; and King County, WA Metro has highlighted a range of best practices and strategies for replacement parking. These include:

- Developing clear station access goals and priorities for all modes of transportation (pedestrian, bicycle, carpool, private vehicle, etc.);
- Shared parking for use by transit riders and occupants of JD projects;
- Use of paid parking and parking pricing to shift demand;
- Coordination with Transportation Network Company (TNC’s) and car share solutions to address first and last mile challenges;
- Station specific analysis, coordinated with local jurisdictions, to address the specific station area context, transit ridership goals, and provide cost-benefit analysis;
- Encouragement of no parking minimums by local jurisdictions; and
- Replacement parking standards established on a site by site basis, with evaluation of ridership gains from JD projects as well as excess parking capacity, to determine project-specific replacement parking requirements.

The chart on the following page summarizes how various agencies use different replacement parking and TDM tools:
Staff will provide a presentation at the meeting that provides additional examples and insight into considerations related to replacement parking, TDM, and provision of parking to meet future transit needs. Some of the topics for discussion could include:

- Station area access priorities (pedestrian, bicycle, carpool, private vehicle, etc.);
- Framework for analyzing tradeoffs between JD replacement parking and transit ridership;
- Considerations for implementation of paid parking; and
- Other policy or local factors that will need to be addressed.

Discussion with the Advisory Committees will be used to inform and shape staff’s preparation of a draft JD replacement parking policy to be added to VTA’s Joint Development Policy. Such a draft policy would be presented as an action item to the Advisory and Standing Committees prior to final consideration by the Board of Directors.

Prepared By: Ron Golem & Jessie O'Malley Solis
Memo No. 6406
### ATTACHMENT A:
**PARK & RIDE UTILIZATION**

#### Joint Development Portfolio
**Park and Ride Lot Usage October 2017**

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<td><strong>Total</strong></td>
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* Caltrain Station
**Caltrain and Light Rail Station

**Note:** limited additional parking surveys indicate that parking by riders of commuter shuttles usage is a factor at some VTA Park and Ride lots. For example, 10% of the occupied parking at Tamien Station is utilized by commuter shuttle riders; at Ohlone/Chynoweth commuter shuttle riders represent approximately 30% of Park and Ride lot usage.
Joint Development Replacement Parking

Advisory Committees
February 2018
Agenda

• Background on Parking and Joint Development
• Considerations for Replacement Parking Policy
• Policy recommendations
Park & Ride Utilization

October 2017 Park & Ride Supply/Occupancy

Occupancy at JD Park & Ride 3,751
Supply at JD Park & Ride 7,525
Benefits of Transit-Oriented Development

• TOD residents use transit more regularly:
  • Bay Area: 42% of residents who live and work within ½ mile of rail and ferry stops commute by transit
    • Only 4% of those living further away\(^1\)
  • 30% less Vehicle Miles Traveled (VMT) per day than those living further away\(^2\)


Benefits of Transit-Oriented Development (cont.)

- Joint development ground lease revenue
- Increased ridership and farebox revenue
- Fiscal revenues
- Catalyst for additional TOD around stations

Example of TOD promoting multi-modal lifestyle at River View adjacent to VTA’s River Oaks Station
Study Analysis

- Team Introduction:
  - Strategic Economics and Nelson/Nygaard

- Best practices related to parking and TDM at light rail stations based on review of peer agencies (BART, TriMet, LA METRO, WMATA, King County Metro)

- Estimate the potential impacts and fiscal benefits of joint development on ridership and revenues

- Examine approaches to replacement parking
Ridership and Revenue Impacts

• Prototype: Mixed Use Residential Medium Density
  • Podium mid-rise apartments
  • 70 – 100 du/acre
  • 10,000 – 20,000 sq. ft retail
  • Nearby examples:
    • LINQ Apartment Homes, The Verdant, Fruitdale Station, The Pierce
Estimated Transit Ridership by Replacement Parking Scenario

Prototype 2: Mixed Use Residential Mid-High Density

- Park and Ride Scenario (No JD)
- JD + No Replacement Parking
- JD + Replace Utilized Parking Only
- JD + Replace 75% of Parking Supply
- JD + Replace 100% of Parking Supply
Estimated Net Annual Revenue to VTA, by Replacement Parking Scenario

Prototype 2: Mixed Use Residential Mid-High Density

- Park and Ride Scenario (No JD)
- JD + No Replacement Parking
- JD + Replace Utilized Parking Only
- JD + Replace 75% of Parking Supply
- JD + Replace 100% of Parking Supply
Replacement Parking Policy Considerations

- Model current and future transit parking demand
- Establish access priorities
- Evaluate Transportation Demand Management (TDM) tools
Parking Demand Forecast

Current Parking Supply

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<th>Occupancy, Oct 2017</th>
<th>2018 Demand (Free)</th>
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*Paid parking assumes $2.50 at LRT, $5.50 at Caltrain + 3% growth/year.

**Estimated demand net of shuttle parking
Best Practice Transportation Demand Management (TDM)

- Multi-modal access policy
- Do not require 1:1 replacement parking
- No minimum parking ratios
- Shared use parking agreements

BART Station Access Policy, 2016
Best Practice TDM (cont.)

• Demand shift: High Demand Lots → Lower Demand Lots
• Paid parking
• Local permitting
• Unbundled parking
• Support for bike and car share programs
Station-Level Replacement Parking Analysis

• Parking demand (current and future)
• Station access planning/TDM measures
• Ridership impacts of parking and TOD
• Opportunities for shared parking
Discussion

• What are the most important considerations for preparing a JD Replacement Parking Policy?

• What is needed to set multi-modal station area access priorities?

• What TDM tools are most important?
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