

# VTA's BART Silicon Valley Phase II Extension Project

Community Working Group Meeting

November 17, 2021



# Agenda

- Welcome and Introductions
- Follow-up Items
- Phase II Project Update & 2021 Review
- Station Access
- Look Ahead to 2022
- CWG Member Report Back
- Next Steps

# Zoom Introduction

## Communication Protocols:

- Meeting participants are on mute until unmuted by Host for Q&A
- There is a Q&A feature at the bottom of the screen for participants to type their questions in advance. You can “raise your hand” to be unmuted to speak.
- If you are calling in on a landline, please press \*9 to “raise your hand” and we will unmute you when it is your turn to speak.
- We will devote up to 2 minutes per question/comment and keep comment related to agenda item.
- Please allow others an opportunity to speak before “raising your hand” again.

*Closed Captioning is enabled for this meeting.*

*To turn it on please press **Live Transcript** > **Show Subtitle** at the bottom of your screen.*



# Upcoming Meetings

- Upcoming CWG Dates
  - February 16, 2022, 4:00 PM
  - May 2022, September 2022, & November 2022 (3 meetings each round)
    - To Be Confirmed (TBC) – no later than 4 weeks in advance of each meeting
- VTA Board of Directors [vta.org/about/board-and-committees](https://vta.org/about/board-and-committees)
  - December 2, 2021, 5:30 PM
  - January 6, 2022, 5:30 PM
- City Council Presentations
  - City of San Jose – December 7th
  - City of Santa Clara – January 5<sup>th</sup> (to be confirmed)
- Kristen will email alerts for other meetings, e.g. Board Workshops



# Follow-Up Items

Joe Clayton, VTA



# Follow-up Items: Downtown-Diridon

- **Determine if penalties are used in contracts if contractors do not perform** – *For the one final contract package at this time (Contract Package 2 Tunnel & Trackwork), there is no penalty language included.*
- **Provide more information on liquidated damages and how they will be used in contacts** – *Liquidated Damages (LDs) are normally assessed when the determination of actual damages is difficult, if not impossible, to calculate. For a project like this, it usually involves missing a turnover date or a substantial completion date, etc. In the case of the CTMP, the Contractor's plan must adhere to the requirements in the CTMP that VTA is providing, and VTA will be reviewing the contract specific plan for acceptance. VTA will determine a mechanism for CTMP compliance. If VTA finds the Contractor not complying with the CTMP, LDs could be used.*
- **Determine who maintains the future Diridon Station plaza** – *For Phase I, related to facilities on VTA property, BART maintains everything inside fare gates and VTA maintains everything outside fare gates. VTA will likely follow the same precedent for Phase II stations.*



# Follow-up Items: 28<sup>th</sup> Street/Little Portugal

- **How is VTA going to reclaim water that is going to be pumped out due to construction?** – *Groundwater is only pumped from within the excavation area; that water will be treated and discharged. The construction process at the 28<sup>th</sup> Street/Little Portugal Station excavation will use deep slurry walls that extend into a layer of soil far below the bottom of the excavation. The depth of the slurry walls is partially determined by the geology. We need the walls to extend into a layer of soil that is relatively water-tight, which is why slurry walls are also called “cut-off walls.” This prevents the construction crews from pumping any additional water outside the excavation area. Once the station area is excavated, a thick concrete slab is placed on the bottom of the shaft to finish the seal. Santa Clara County has a groundwater recharge program through the Santa Clara Valley Water District.*



# Follow-up Items: 28<sup>th</sup> Street/Little Portugal

- **How can design include opportunities for vision impaired persons in terms of wayfinding?** – *We are following Americans with Disabilities Act (ADA) requirements and BART wayfinding guidelines, which keep the wayfinding and signage consistent across all stations. We are also using the architecture to keep the routes to and from the platforms as natural and intuitive as possible, reducing decision-making intersections, and trying to minimize transfers (from one mode of circulation to another) and travel distances as much as possible. The station designs will also be presented to VTA's Committee for Transit Mobility and Access and BART's Accessibility Committee.*





# Follow-up Items: Santa Clara

- **Estimated ridership needed to collect fare revenue to cover operating costs** – *Fare box recovery, the ratio of fares to operational costs, varies from agency to agency. At its highest, BART's fare box recovery has been at 75.6% (2015). VTA and BART have an Operations and Maintenance Agreement which contains very complex formulas related to current and long-term operations, maintenance, and capital improvements of the BART system. Ridership is one of many variables included in the formula. Currently, VTA's Cost Obligations to BART covers Phase I operations and maintenance. When Phase II is in revenue service, VTA Cost Obligations will increase. Because ridership is part of the formula, the payment will correlate to the ridership increases associated with service resulting from the Phase II Project.*
- **Cost of tunnel from Diridon Station to West Portal** – *Discrete cost data based on VTA's Engineer's Estimate is not information that can be shared publicly at this time due to the sensitivity of the in-progress procurement process. VTA will provide project cost estimate updates after the CP2 contract is awarded and the design-build team is underway next year.*
- **Percentage of Contract Package 3 cost between Santa Clara Station and Newhall Maintenance Facility.** – *Due to being at the early phase of the contracting process, this level of specificity is not yet available.*



# Questions



# Phase II Update & 2021 in Review

Bernice Alaniz & Doug Moody, VTA



# Fall Public Meetings

- Four community outreach meetings in Fall 2021 to update the communities adjacent to project elements on the project's engineering, delivery methods, procurement, and early construction activities.
- All meetings were held virtually on Zoom
- Recordings of all meetings are available on YouTube



October 27, 2021, from 6:00-7:30 PM (English)  
October 30, 2021, from 10:00-11:30 AM (Spanish)  
November 3, 2021, from 6:00-7:30 PM (Vietnamese)  
November 4, 2021, from 2:00-3:30 PM (Portuguese)

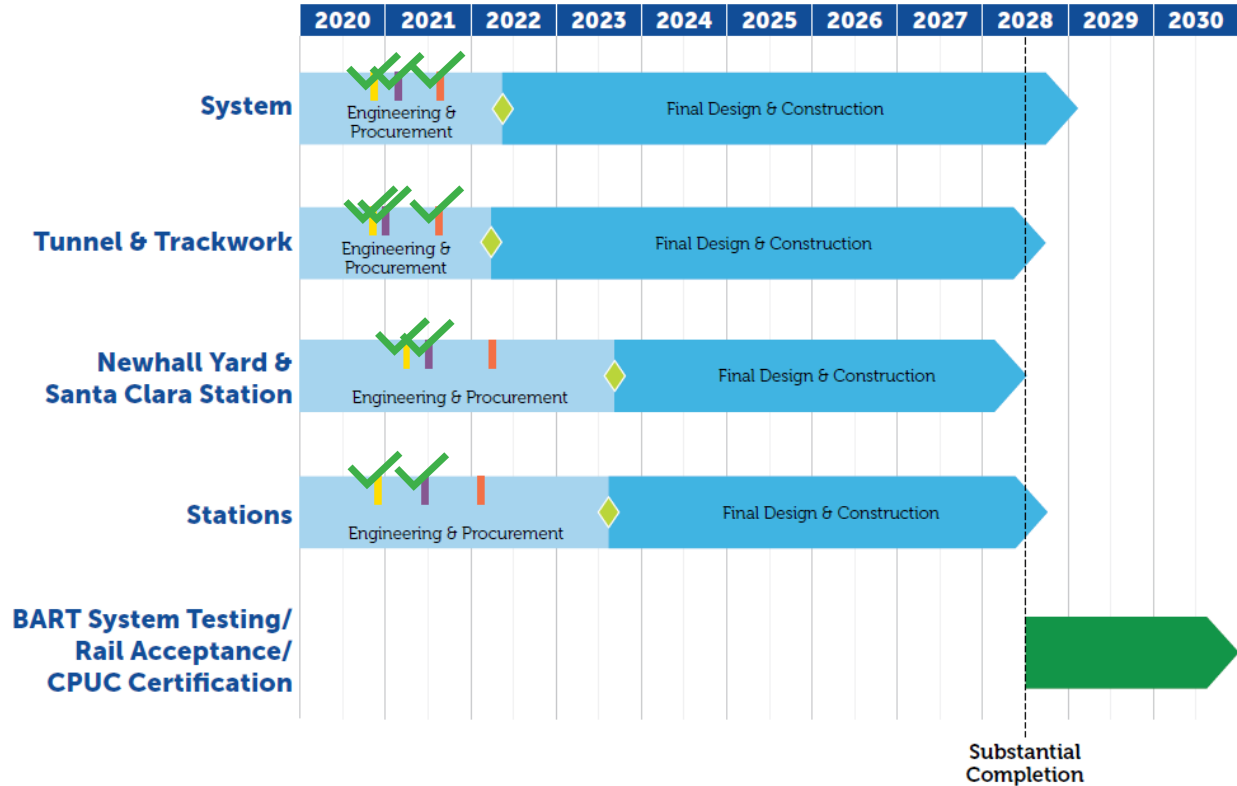


# Federal Funding Update

- VTA received a Letter of Intent for a Full Funding Grant Agreement (FFGA) from FTA on October 25, 2021
- The FTA did a cost estimate that included additional risk and contingency above VTA's \$6.9 billion estimate. The FTA estimate is a ceiling to help determine the maximum Federal contribution (in this case \$2.3 billion; 25% of \$9.1 billion).
- A similar effort was done for VTA's BART Silicon Valley Phase I, and VTA delivered Phase I *under* FTA's cost estimate. Other projects around the country have also been completed under FTA's cost estimate.
- The FTA's estimate is high to ensure there is enough Federal contribution to cover total project costs, especially now when the country is facing the effects of COVID-19 on supply chains and labor costs.



# Contracting Updates



## LEGEND

- Requests for Industry Feedback (RFIF)
- Requests for Qualifications (RFQ)
- Requests for Proposals (RFP)
- ◆ Notice to Proceed

*Subject to change based on industry feedback*

**DRAFT as of 11/17/21 – FOR DISCUSSION ONLY**



# Agreements

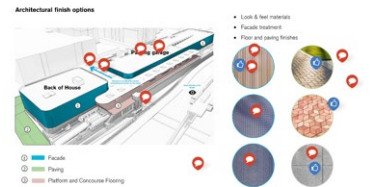
- First round of cooperative agreements with the Cities of San José and Santa Clara have been completed; an agreement the California Department of Transportation (Caltrans) is completed and awaiting signatures.
- Multiple agreements with relevant utility providers
- Second round of cooperative agreements with Cities of San José and Santa Clara under development. VTA to provide update at City of San José and Santa Clara Councils in the coming months.



# Station Look & Feel Community Engagement

Broad engagement shaped the concepts (June through September 2021)

	June 2021	July 2021	August 2021	September 2021
June DRC Kickoff Meeting	June 30			
July DRC Meetings		July 27-30		
August DRC Meetings			August 24-27	
Community Engagement: Online, In-person Pop-ups, CWGs				Sept 3-17
September DRC Meetings				Sept 21-24



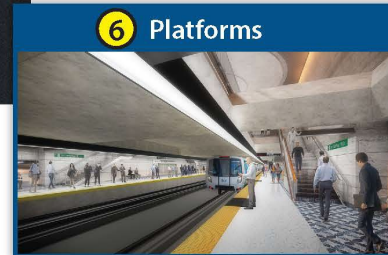
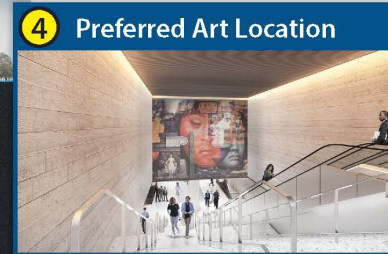
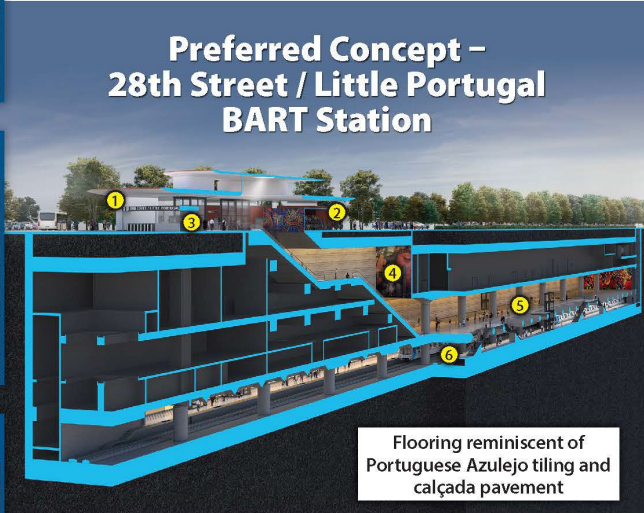
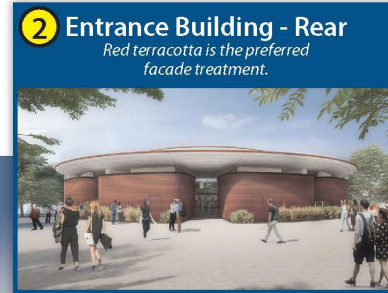


# Preferred Concept – 28<sup>th</sup> Street/ Little Portugal

- Reflect the multicultural communities and heritages of the station area
- Design the station to fit into the aesthetic of the neighborhood and complement the Five Wounds Portuguese National Parish
- Incorporate traditional Portuguese design treatments like a red terracotta exterior and elements reminiscent of Portuguese Azulejo tiling and calçada pavement in the flooring
- Celebrate the round ceiling in the station headhouse and the pillars in the concourse
- Give rider visual cues of what station they are when they arrive via BART



# Preferred Concept – 28<sup>th</sup> Street/ Little Portugal



# Preferred Concept – Downtown San José

- Be a gateway to a modern multicultural destination with special focus on San José State University (SJSU)
- Incorporate contemporary architecture, sustainable materials, and color in ways that make a statement
- Display SJSU campus news and/or student project work in the secondary station
- Celebrate the circular drum structure that will contain the station's escalators



# Preferred Concept – Downtown San José

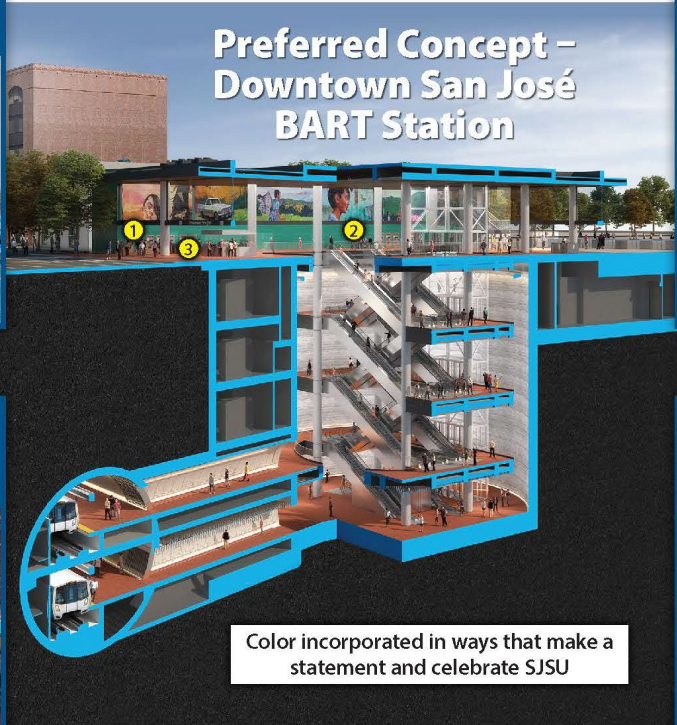
1 Primary Entrance Building



2 Primary Entrance Building - Interior



## Preferred Concept – Downtown San José BART Station



3 Primary Entrance Building - Street View



## Second Station Elevator Lobby

The second station will have look and feel elements similar to the primary station.



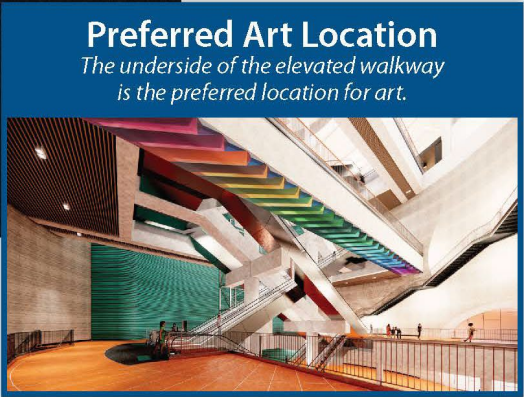
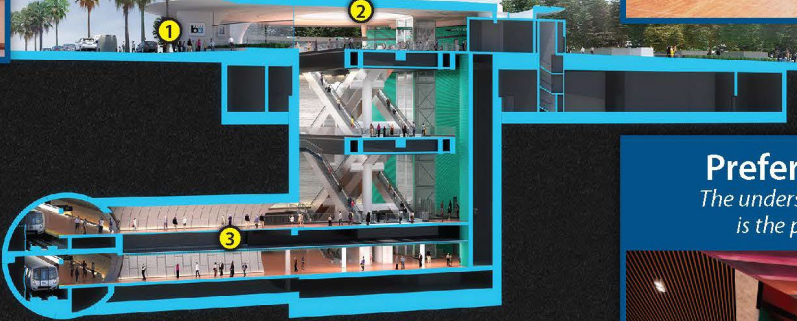
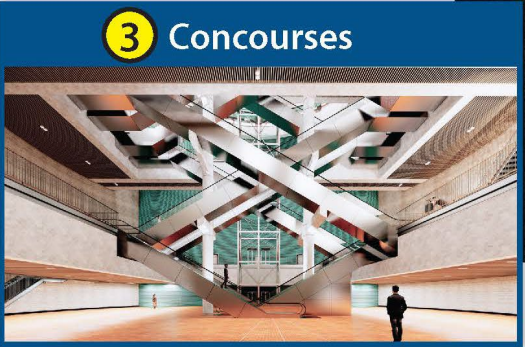
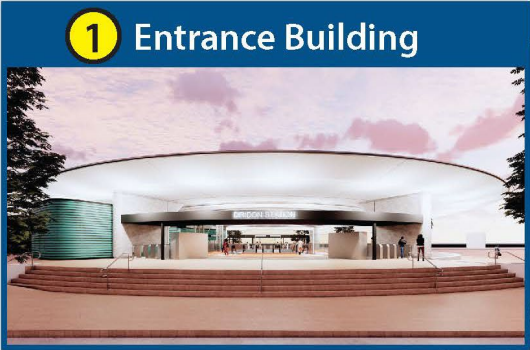


# Preferred Concept – Diridon BART Station

- Integrate with the surroundings
- The station's core wall and back-of-house (employees-only area) exterior should be teal
- Incorporate warm colors that complement exterior



# Preferred Concept - Diridon



To help integrate the station with its surroundings, teal for the station's signature color



# Preferred Concept – Santa Clara BART Station

- It is preferred that the station be an inspiring gateway with a “wow factor” to an innovative and diverse city
- Incorporate dynamic façade treatments that move at different times of the day
- Incorporate wood-like colors and terracotta colored concrete reminiscent of mission architectural themes
- Incorporate color accents into the concourse and platform flooring





# Preferred Concept – Santa Clara

1 Entrance (facing East)



## Preferred Concept – Santa Clara BART Station



Station Cross-section



2 Concourse



3 Kinetic Element Placement



Santa Clara Caltrain Station

A station with a “wow factor” and wood and terracotta inspired design elements reminiscent of mission architectural themes





# Next Steps

- Summarize findings as a reference document for selected design-build contractors
- Posted report highlights on the project website
- Review RFPs with BART and cities of San José and Santa Clara
- Release RFPs in first half of 2022



# Questions

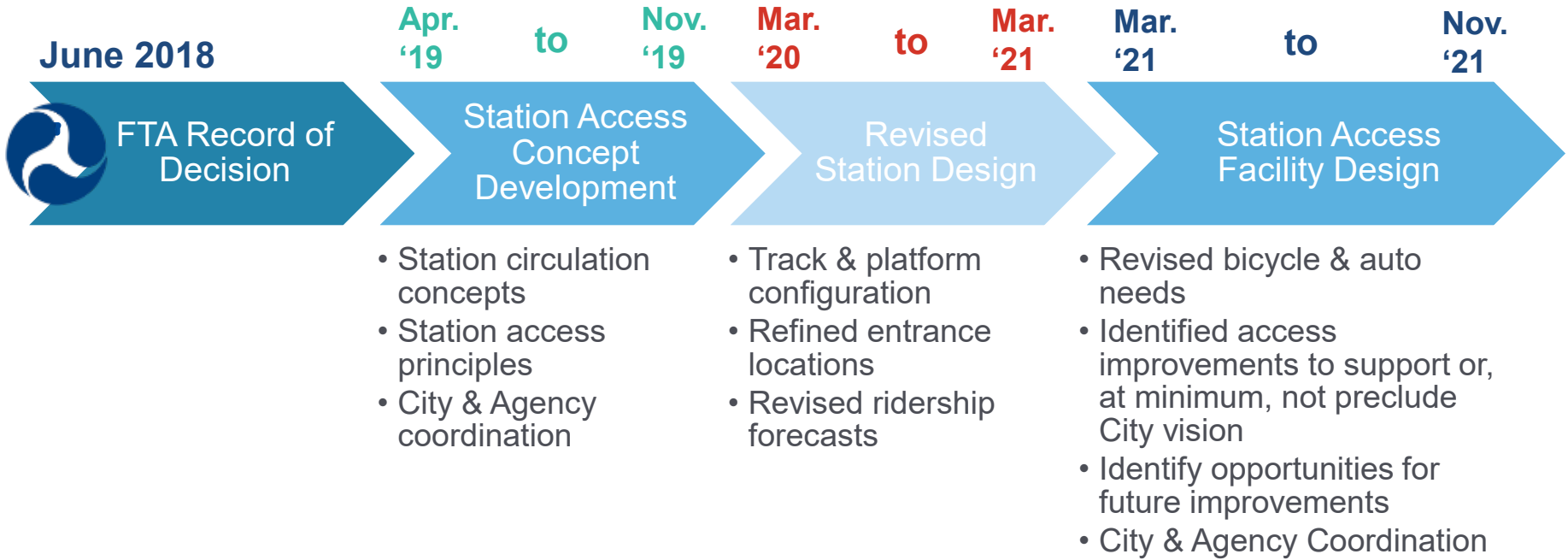


# Station Access

Erica Roecks, VTA



# Station Access Concepts - Process



# Ongoing City Coordination

- June-September: Biweekly City coordination on design of City access facilities to:
  - Establish a shared understanding of basis of design
  - Confirm station area vision and discuss features for possible inclusion in BSVII Project
  - Identify processes for community and public review and feedback into major elements (e.g., 28th Street and Five Wounds Trail Design)
- Documenting access and circulation facilities in Basis of City Facility Design (CFD) memo
  - Will be included in CP3 & CP4 RFPs

Monday	Tuesday	Wednesday	Thursday	Friday
	29 CSI Access & Circulation...	30 CSI Access & Circulation...	1 CSI Access & Circulation...	2
	6 CSI Access & Circulation...	7 CSI Access & Circulation...	8 CSI Access & Circulation... SC Project Wide & Access...	9
	13	14	15	16
	20 CSI Access & Circulation...	21 CSI Access & Circulation...	22 CSI Access & Circulation... SC Project Wide & Access...	23
	27	28	29	30
	3 CSI Access & Circulation...	4 CSI Access & Circulation...	5 CSI Access & Circulation... SC Project Wide & Access...	6

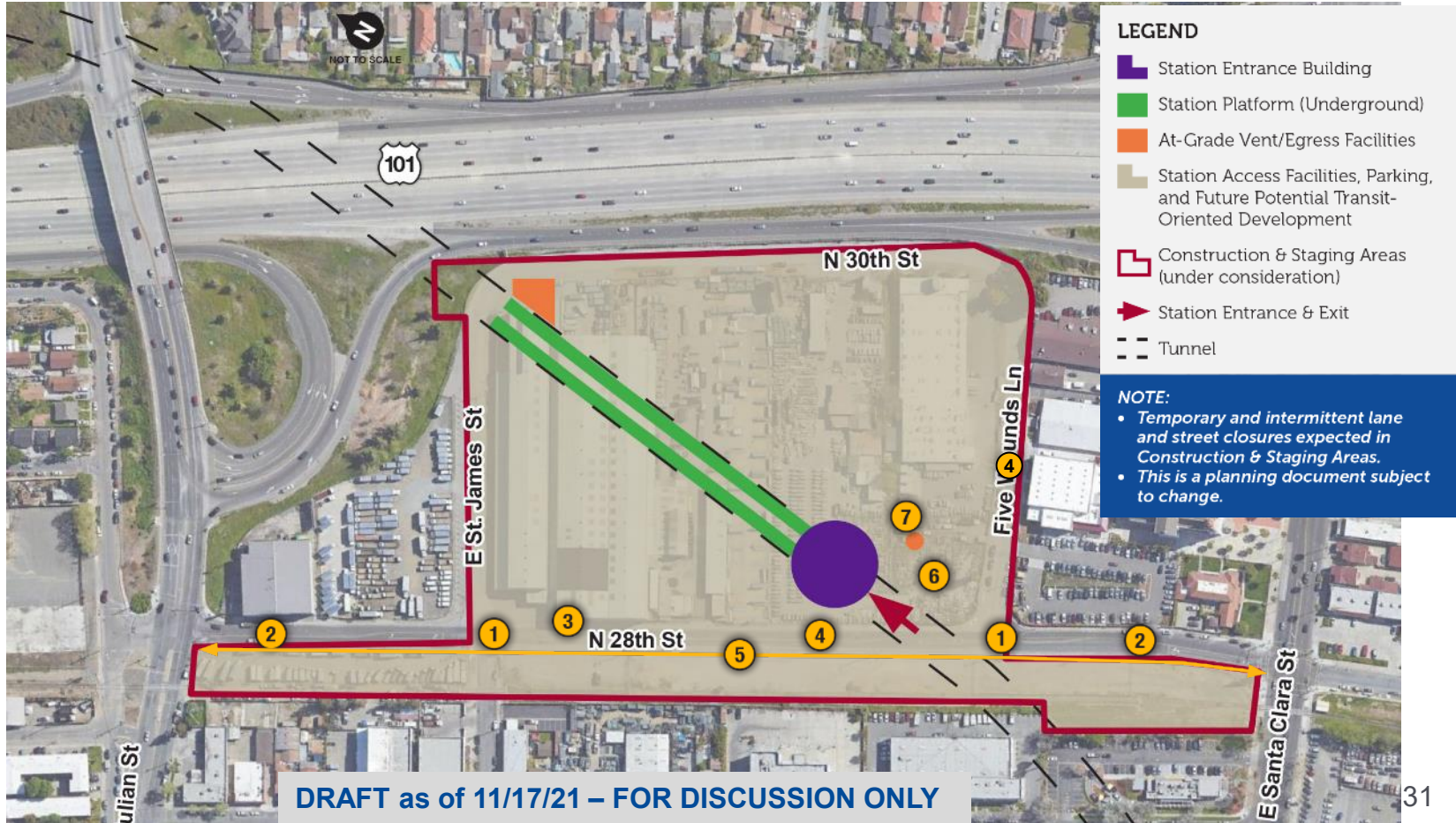


# Station Access – CFD Concepts

- Concepts included in RFP are **presented with an assumed configuration for Contractor bidding purposes** and will be revisited by the Contractor in coordination with the City and VTA for a final configuration.
- CP4 (Stations) RFP will include allowance for DB Contractor for design & construction of further elements to be informed by City Plans
  - For the San Jose Stations, additional public input opportunities will be provided via parallel planning efforts lead by VTA & City of San Jose for each station area



# 28<sup>th</sup> Street/Little Portugal Station

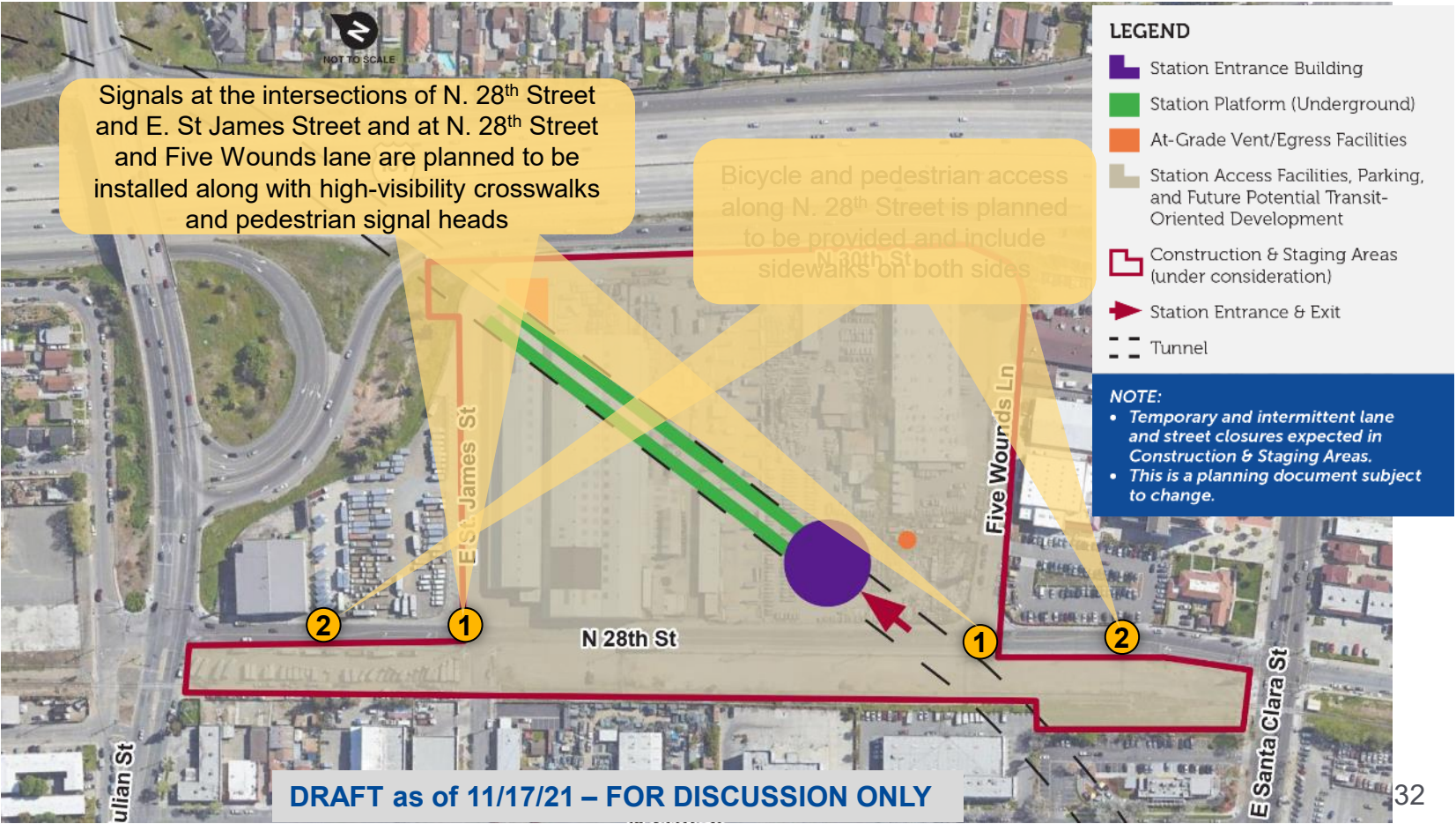


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# 28<sup>th</sup> Street/Little Portugal Station

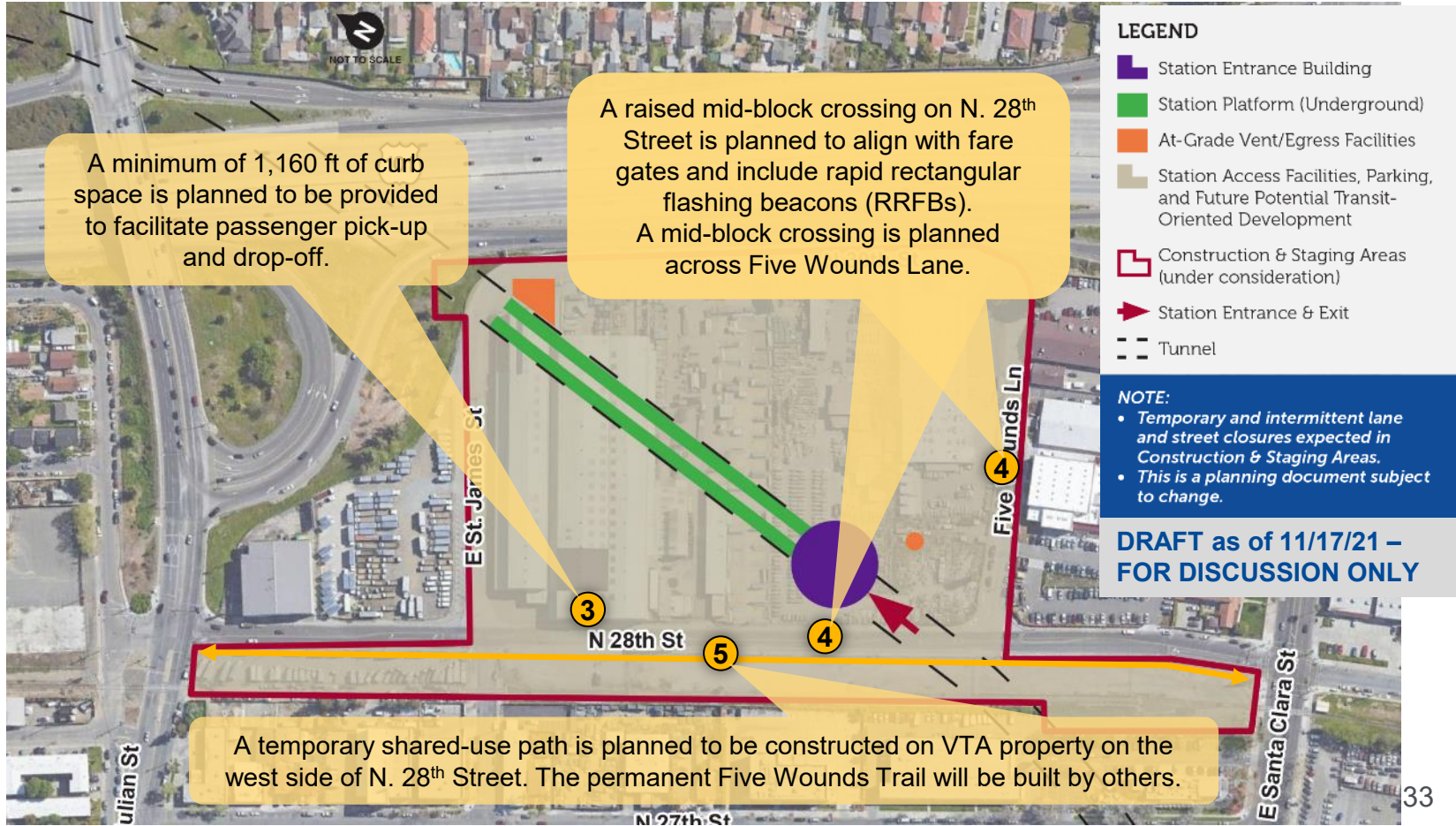


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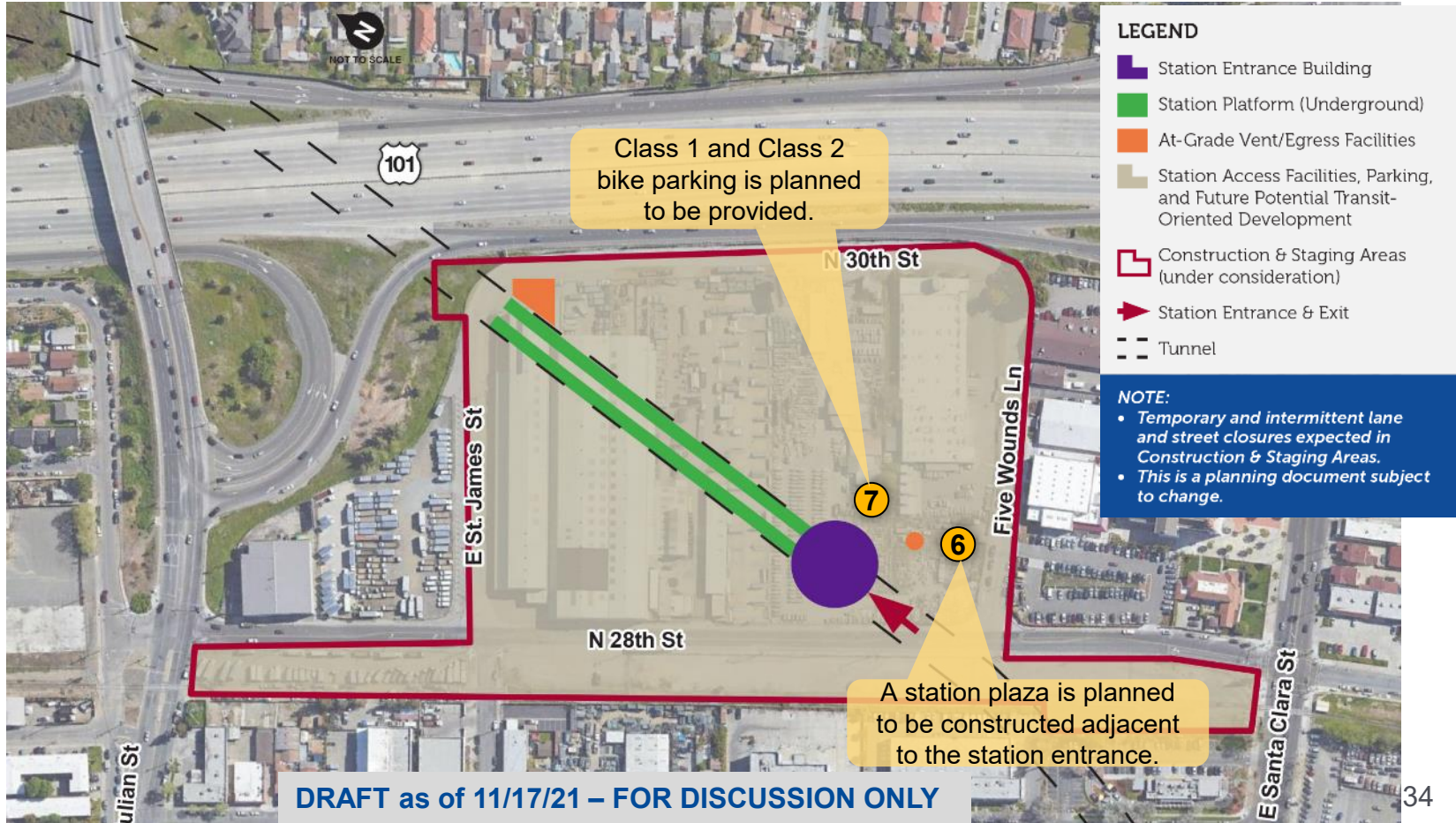




# 28<sup>th</sup> Street/Little Portugal Station

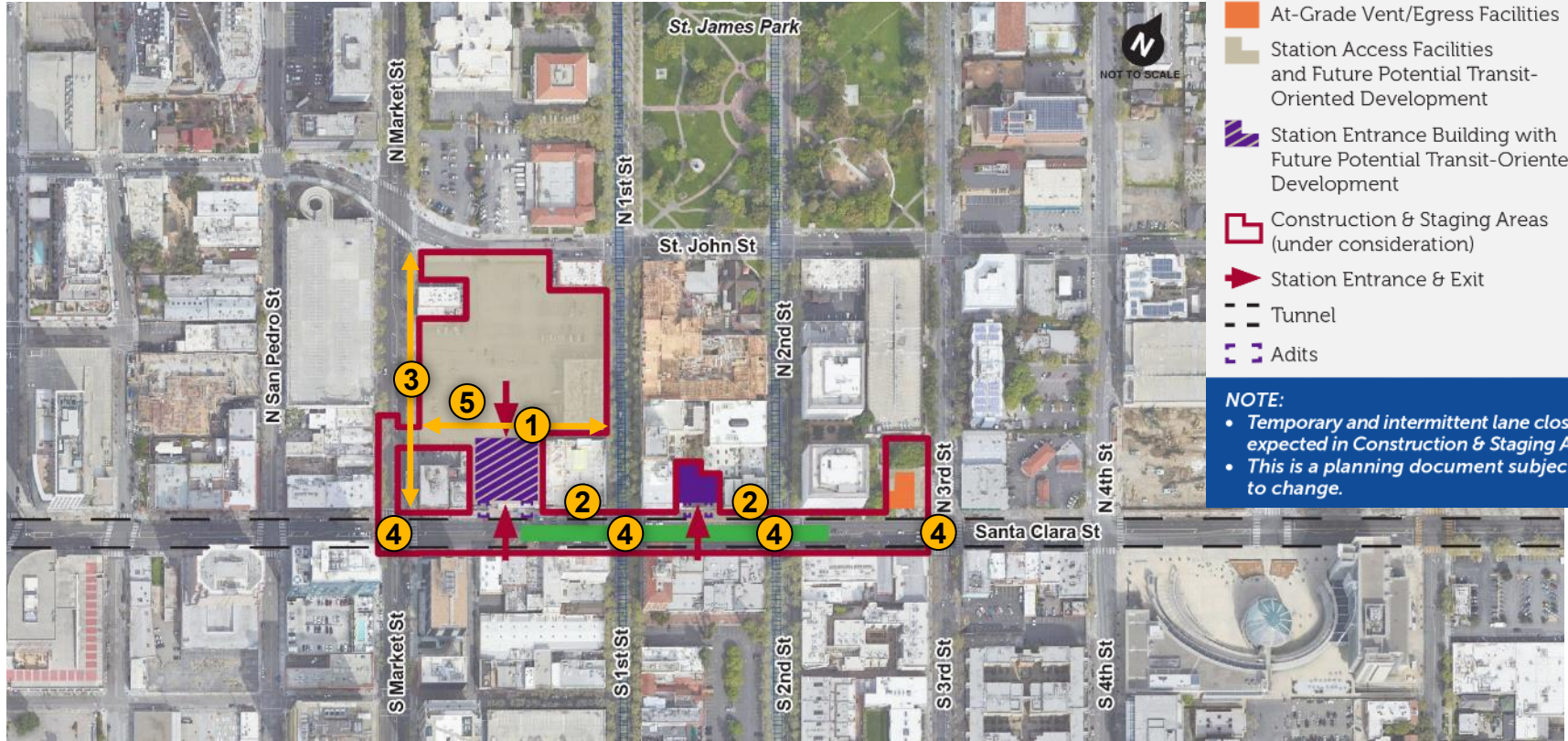


# 28<sup>th</sup> Street/Little Portugal Station














# Downtown San José Station



## LEGEND

-  Station Entrance Building
-  Station Platform (Underground)
-  At-Grade Vent/Egress Facilities
-  Station Access Facilities and Future Potential Transit-Oriented Development
-  Station Entrance Building with Future Potential Transit-Oriented Development
-  Construction & Staging Areas (under consideration)
-  Station Entrance & Exit
-  Tunnel
-  Adits

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.

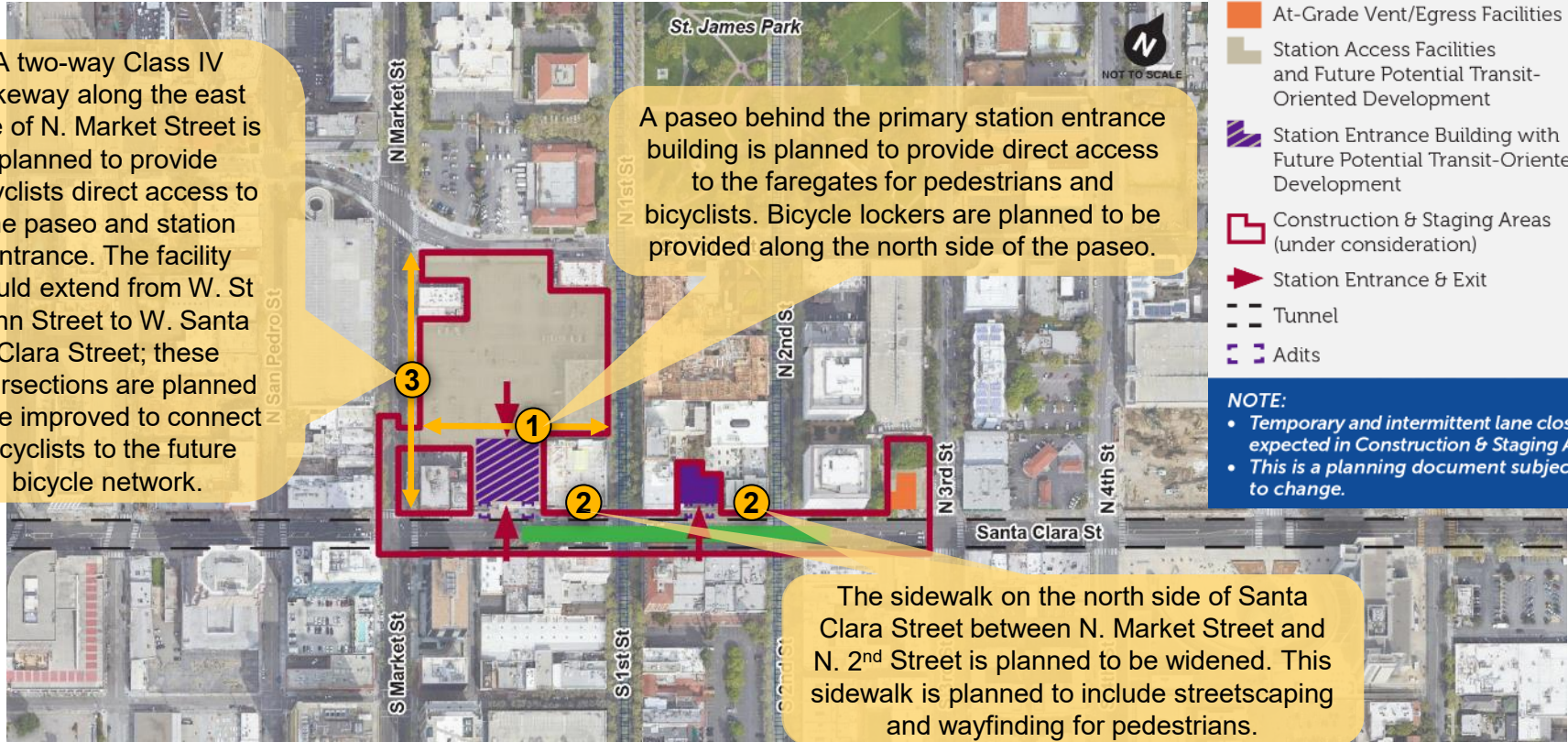


# Downtown San José Station










A two-way Class IV Bikeway along the east side of N. Market Street is planned to provide bicyclists direct access to the paseo and station entrance. The facility would extend from W. St John Street to W. Santa Clara Street; these intersections are planned to be improved to connect bicyclists to the future bicycle network.

A paseo behind the primary station entrance building is planned to provide direct access to the faregates for pedestrians and bicyclists. Bicycle lockers are planned to be provided along the north side of the paseo.

The sidewalk on the north side of Santa Clara Street between N. Market Street and N. 2nd Street is planned to be widened. This sidewalk is planned to include streetscaping and wayfinding for pedestrians.



## LEGEND

-  Station Entrance Building
-  Station Platform (Underground)
-  At-Grade Vent/Egress Facilities
-  Station Access Facilities and Future Potential Transit-Oriented Development
-  Station Entrance Building with Future Potential Transit-Oriented Development
-  Construction & Staging Areas (under consideration)
-  Station Entrance & Exit
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-  Adits

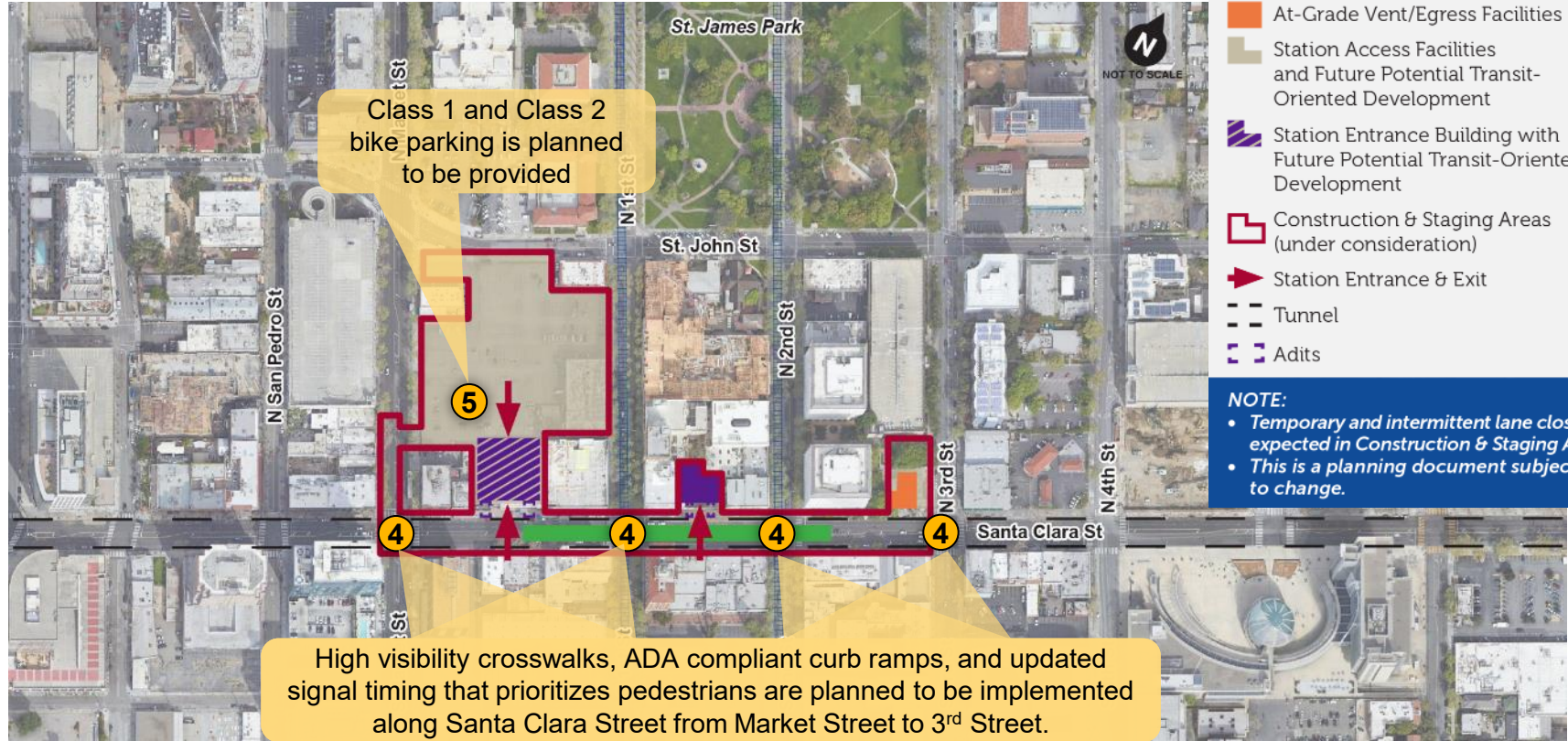
## NOTE:

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# Downtown San José Station



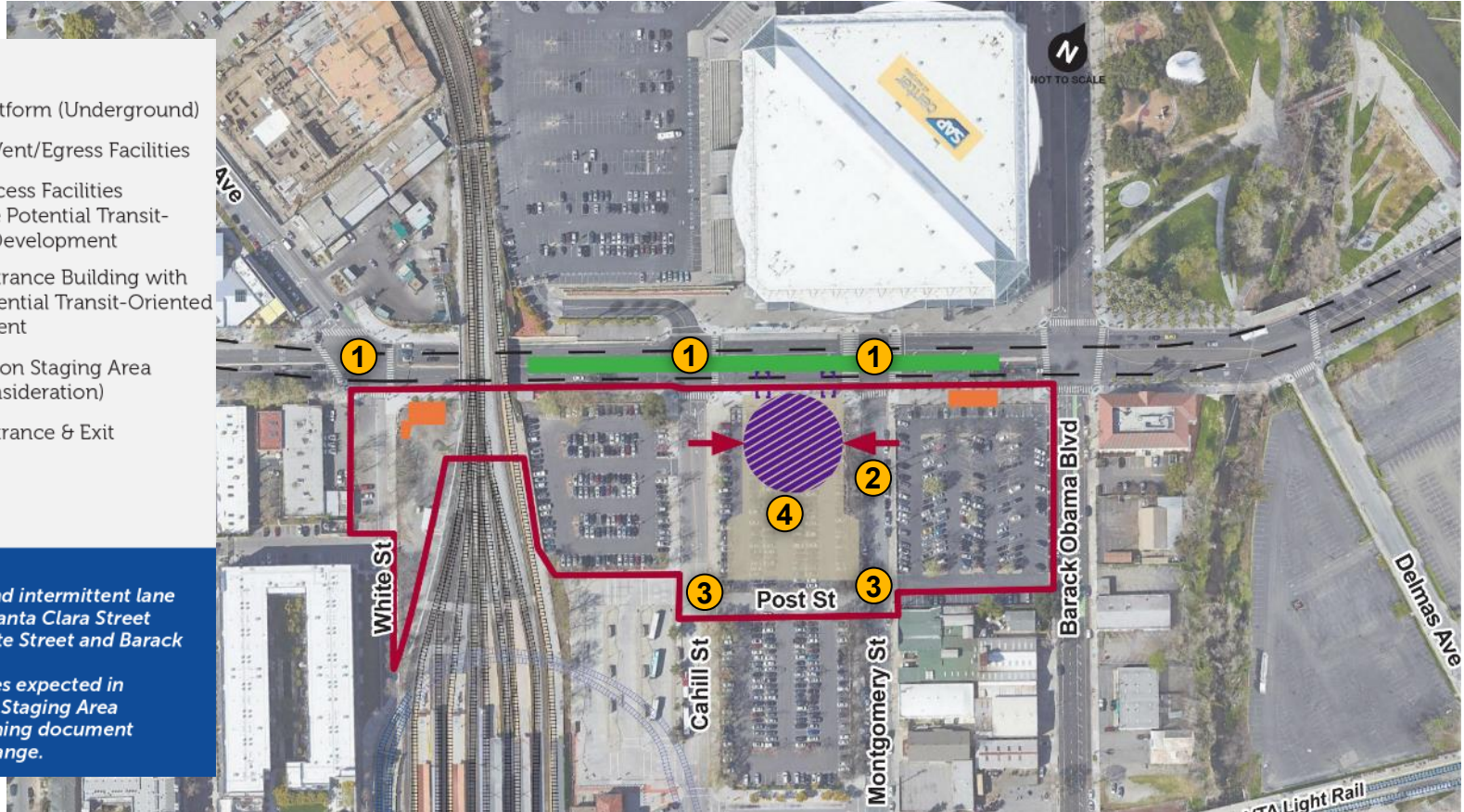
# Diridon Station

## LEGEND

-  Station Platform (Underground)
-  At-Grade Vent/Egress Facilities
-  Station Access Facilities and Future Potential Transit-Oriented Development
-  Station Entrance Building with Future Potential Transit-Oriented Development
-  Construction Staging Area (under consideration)
-  Station Entrance & Exit
-  Tunnel
-  Adits

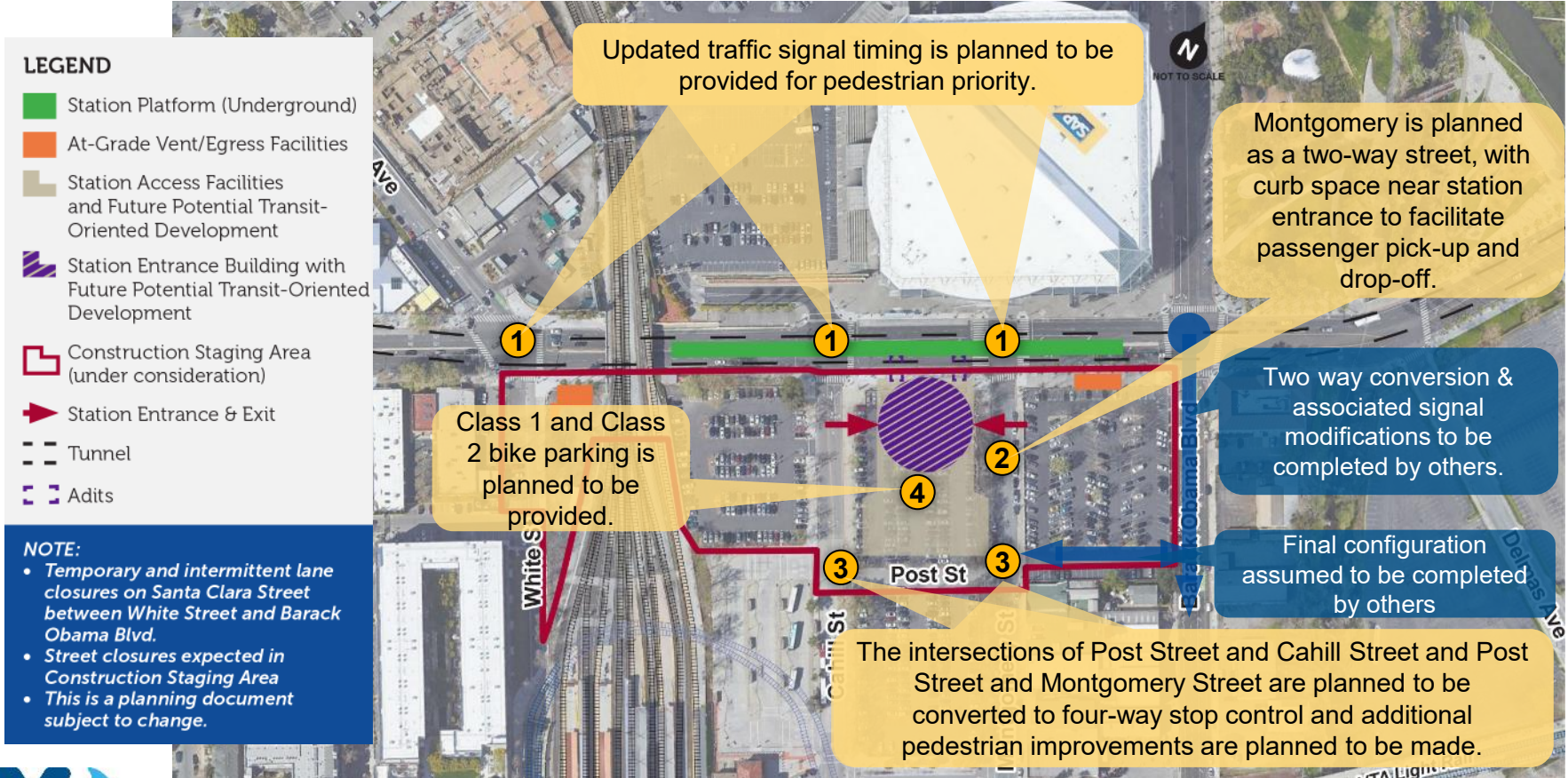
## NOTE:

- Temporary and intermittent lane closures on Santa Clara Street between White Street and Barack Obama Blvd.
- Street closures expected in Construction Staging Area
- This is a planning document subject to change.

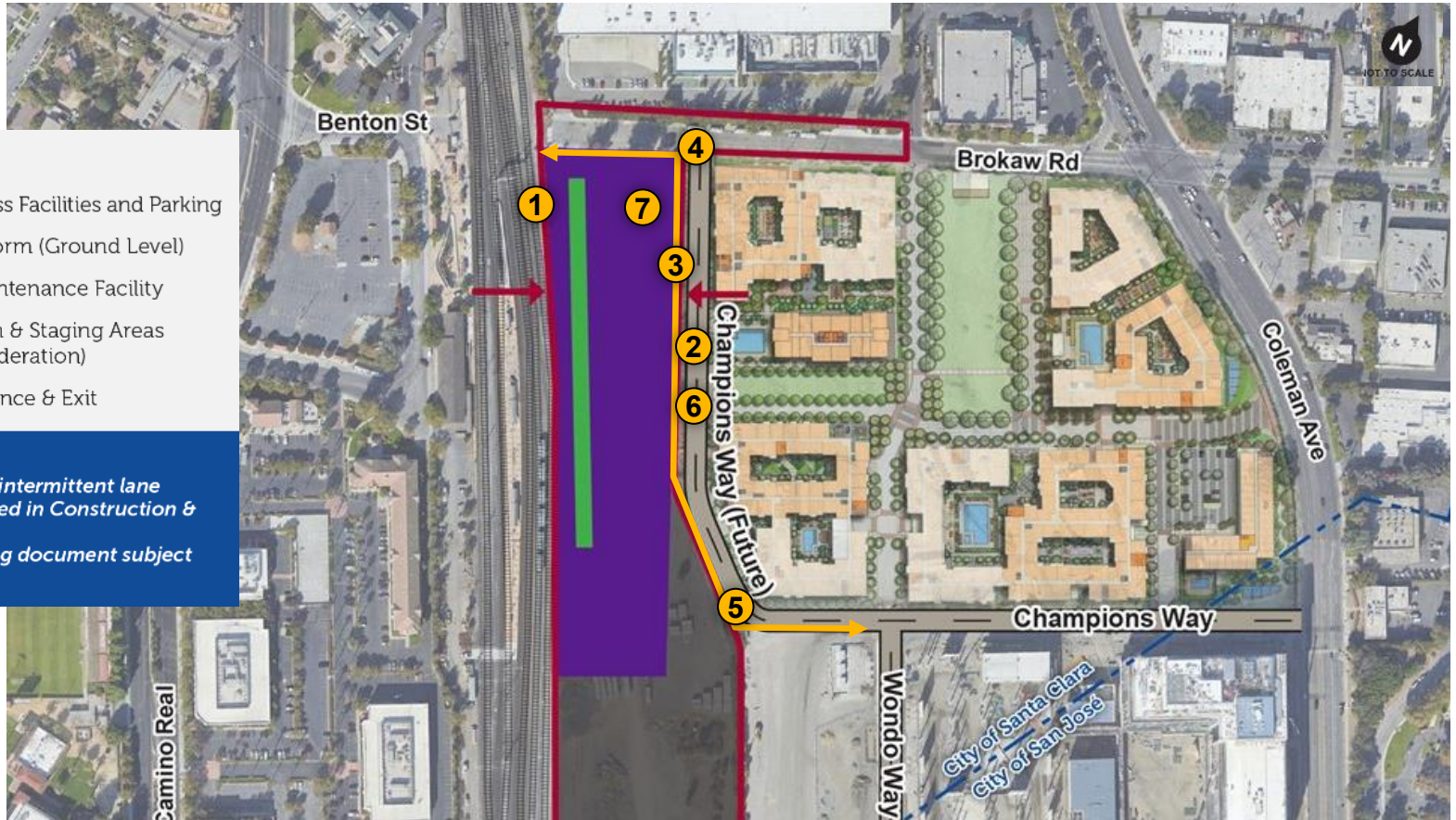




# Diridon Station



# Santa Clara Station



**LEGEND**

- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Newhall Maintenance Facility
- Construction & Staging Areas (under consideration)
- Station Entrance & Exit

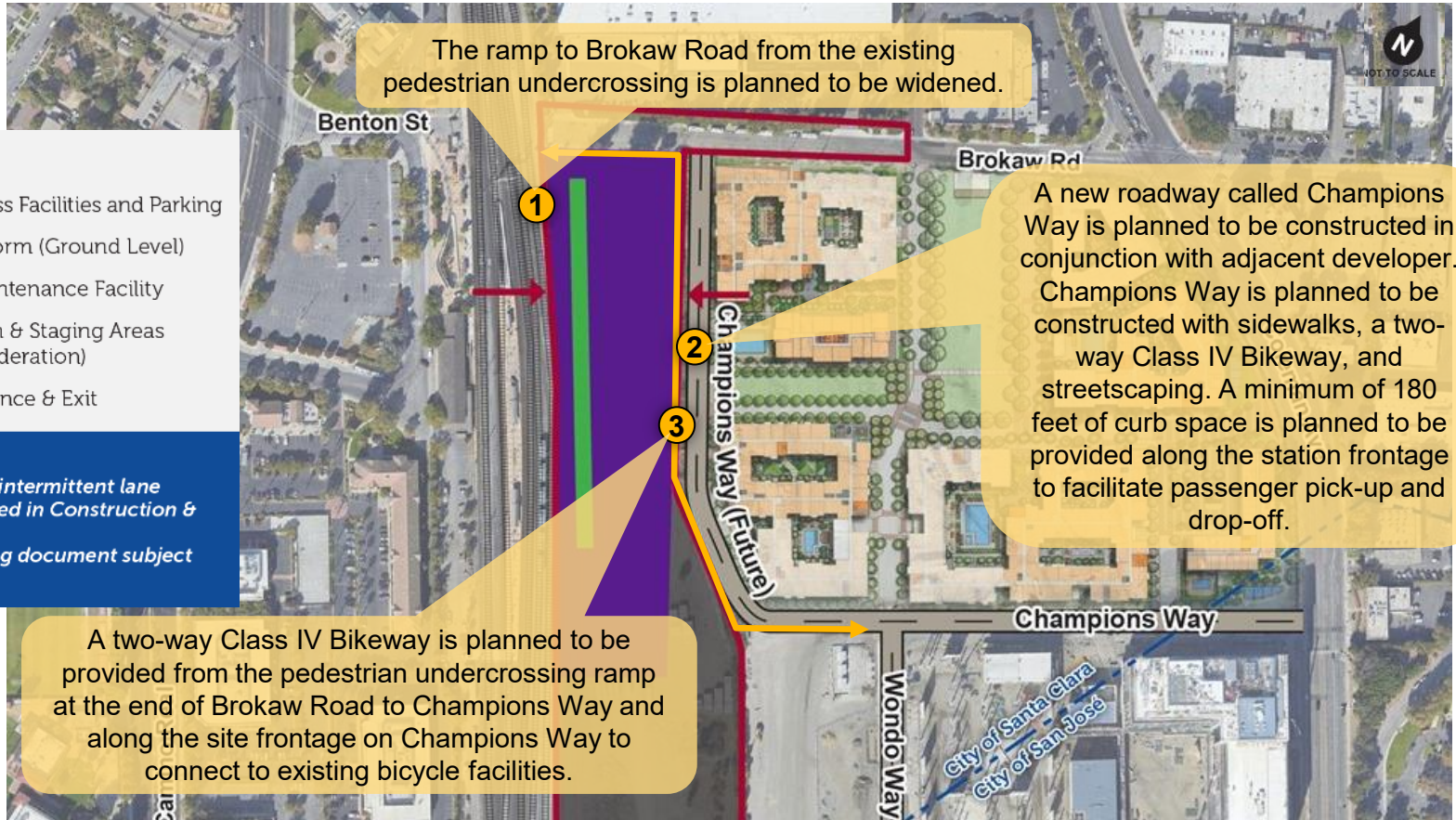
**NOTE:**

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.





# Santa Clara Station



The ramp to Brokaw Road from the existing pedestrian undercrossing is planned to be widened.

A new roadway called Champions Way is planned to be constructed in conjunction with adjacent developer. Champions Way is planned to be constructed with sidewalks, a two-way Class IV Bikeway, and streetscaping. A minimum of 180 feet of curb space is planned to be provided along the station frontage to facilitate passenger pick-up and drop-off.

A two-way Class IV Bikeway is planned to be provided from the pedestrian undercrossing ramp at the end of Brokaw Road to Champions Way and along the site frontage on Champions Way to connect to existing bicycle facilities.

## LEGEND

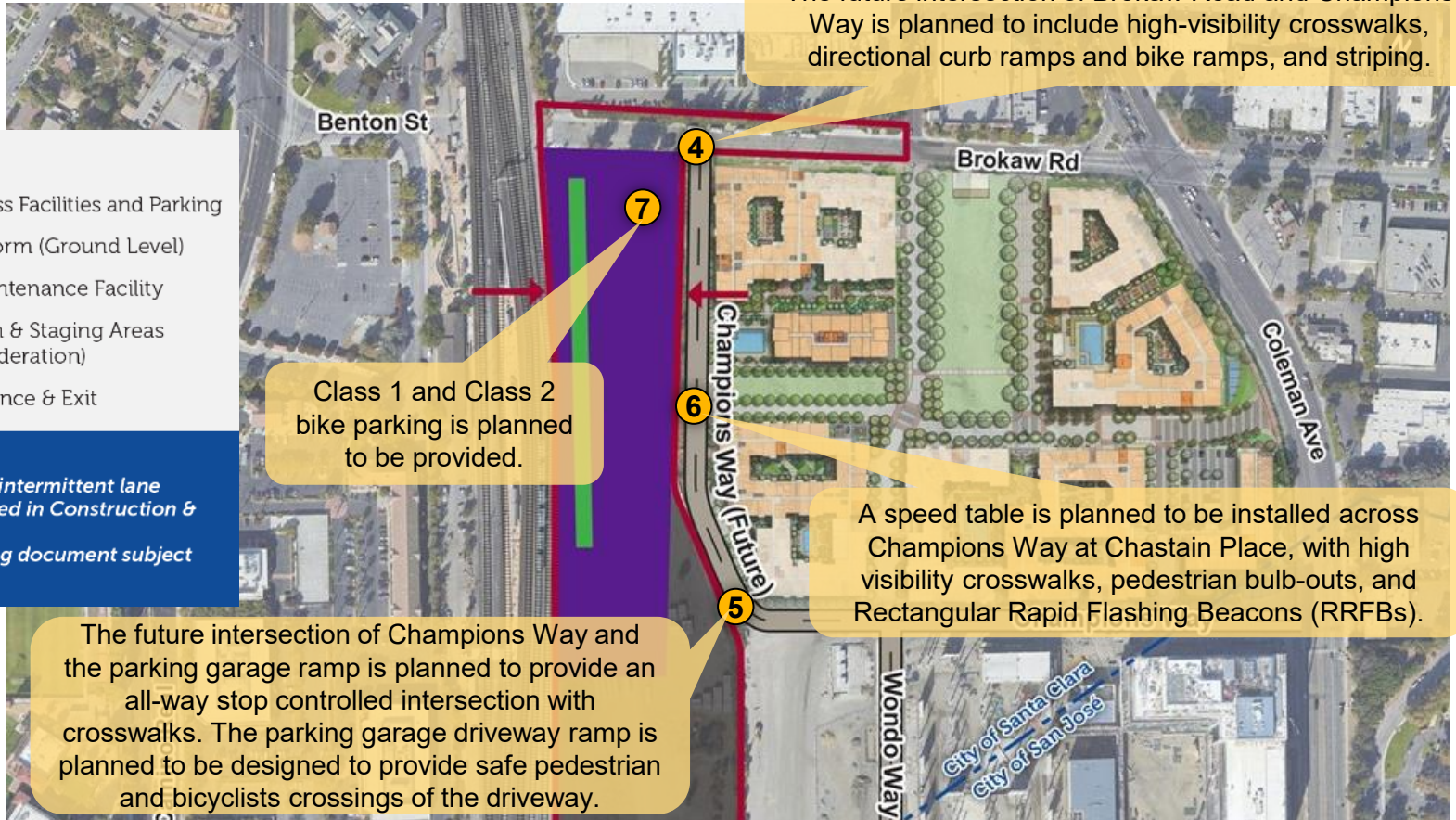
- Station Access Facilities and Parking
- Station Platform (Ground Level)
- Newhall Maintenance Facility
- Construction & Staging Areas (under consideration)
- Station Entrance & Exit

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.



# Santa Clara Station



The future intersection of Brokaw Road and Champions Way is planned to include high-visibility crosswalks, directional curb ramps and bike ramps, and striping.

## LEGEND

-  Station Access Facilities and Parking
-  Station Platform (Ground Level)
-  Newhall Maintenance Facility
-  Construction & Staging Areas (under consideration)
-  Station Entrance & Exit

## NOTE:

- Temporary and intermittent lane closures expected in Construction & Staging Areas.
- This is a planning document subject to change.

Class 1 and Class 2 bike parking is planned to be provided.

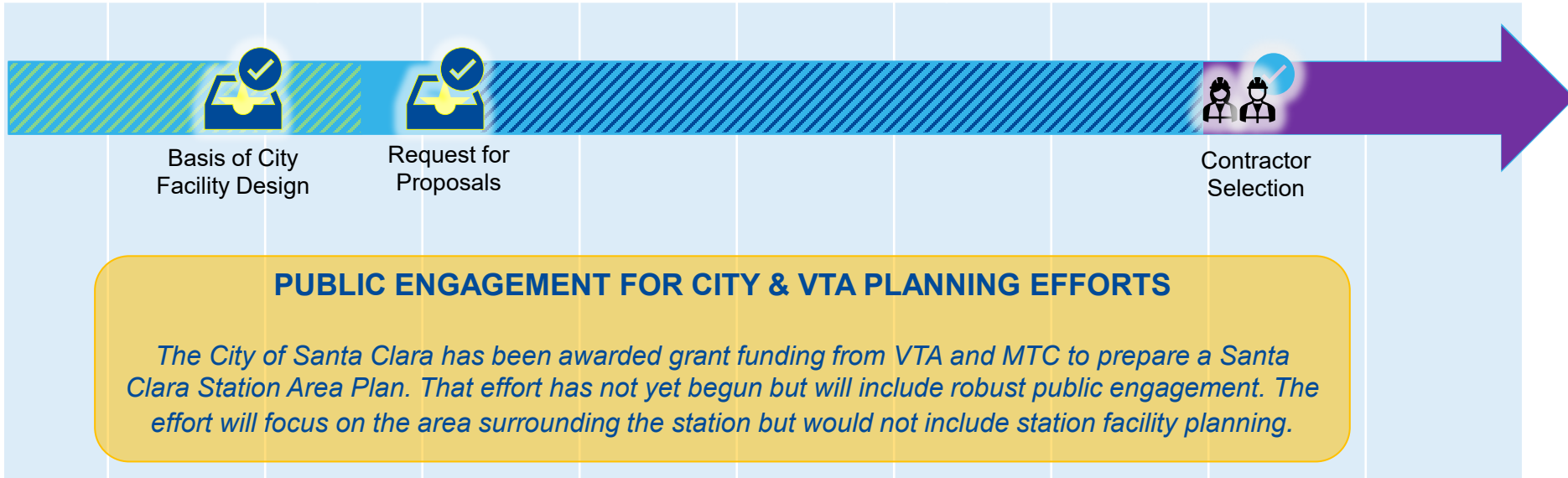
The future intersection of Champions Way and the parking garage ramp is planned to provide an all-way stop controlled intersection with crosswalks. The parking garage driveway ramp is planned to be designed to provide safe pedestrian and bicyclists crossings of the driveway.

A speed table is planned to be installed across Champions Way at Chastain Place, with high visibility crosswalks, pedestrian bulb-outs, and Rectangular Rapid Flashing Beacons (RRFBs).






# Contract Package 3 – City Facility Design Process




## Legend

 BSVII & City & Agency Engagement

 Public Engagement for City/VTA Planning

 Contractor Procurement

 Final Design and Construction  
(Includes City & Agency Engagement)


  
 Project Contracting Milestones



# Contract Package 4 – City Facility Design Process




## Legend

 BSVII & City & Agency Engagement

 Public Engagement for City/VTA Planning

 Contractor Procurement

 Final Design and Construction  
(Includes City & Agency Engagement)

 Project Contracting Milestones



DRAFT as of 11/17/21 – FOR DISCUSSION ONLY

# Questions



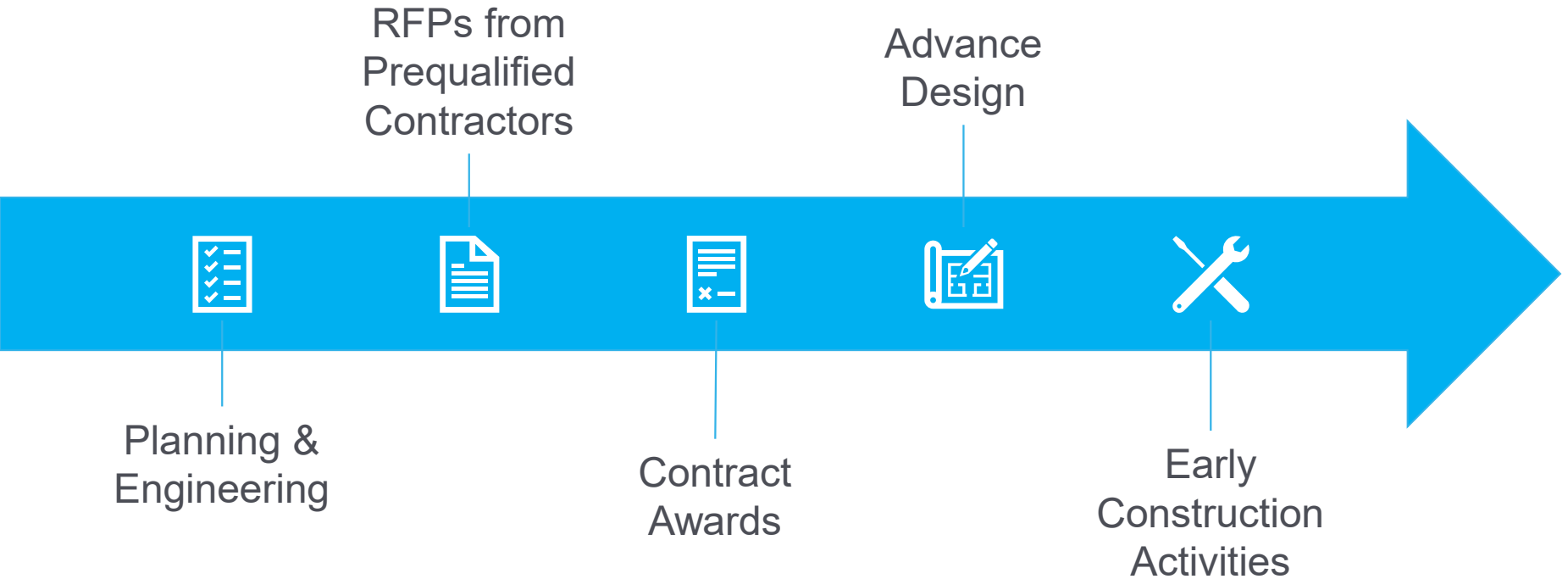
# Look Ahead to 2022

Joe Clayton, VTA











# Early Construction Process





# What to Expect

- Preparatory work will happen at various sites along the alignment
- Preliminary list of work types that are subject to change
- Once the contract is awarded, a more defined schedule will be available

	Type of Work	Location	Activities & Purpose
	Utility Relocations	West Portal, Stockton Avenue Mid-Tunnel Facility	Relocate utilities to provide space for facility footprint
	Building Demolition	Downtown San José Station	Remediate hazardous materials and demolish buildings for station entrances
	Soil Sampling	West Portal, Newhall Yard and Maintenance Facility	Establish amount of soil that require remediation and special handling
	Preliminary Excavation	West Portal	Build Tunnel Boring Machine launch pit at West Portal
	Production & Storage of Tunnel Lining Segments	West Portal	Prepare for tunneling operations with a supply of concrete tunnel segments
	Survey & Instrumentation Installation	Alignment-wide	Establish monitoring and survey baseline measurements along the tunnel alignment



# Building Monitoring Program



*Example of Noise & Vibration monitor*

*Example of Automated Motorized Total Stations (AMTS), which measures ground movement*



- Construction may result in some ground movement or settlement, noise, and vibration.
- In the 2018 environmental document, VTA committed to minimize construction effects on the surrounding community. The Building Monitoring Program is one such commitment.
- Monitoring equipment will need to be installed on some properties adjacent to construction areas to measure ground movements, building/structure movements, ground water pressures, vibration, and noise.
- VTA will start engaging identified property owners in 2022.

# Business Resource Program

- Finalize Business Resource Program recommendations
- Evaluate if additional business support resources are necessary once Progressive Design Build Contractor has determined construction means, methods, and phasing after Notice to Proceed is issued in April 2022.
- Meet with Progressive Design Build Contractor to analyze the intensity and duration of anticipated impacts
- Compile a list of qualified local Community Development Financial Institutions (CDFI)
- Present research and analysis to the VTA Board - Summer 2022



# Questions



# CWG Member Report Back



# Report Back – Downtown & Diridon

- Adina Levin *Friends of Caltrain*
- Alan Williams *Campus Community Association (Naglee Park)*
- Bert Weaver *Delmas Park Neighborhood Association*
- Carol Austen *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas *San José State University*
- Chris Morrissey *Arena Authority*
- Dana Grover *Horace Mann Neighborhood Association*
- Derrick Seaver, *San José Chamber of Commerce*
- Elizabeth Chien-Hale *Downtown Residents Association*
- Fred Buzo *SPUR*
- Jeffrey Buchanan *Working Partnerships USA*
- Jim Goddard *Sharks Sports & Entertainment*
- Larry Clark *The Alameda Business Association*
- Miha Babalai *California Walks*
- Scott Knies *San José Downtown Association*



# Report Back – 28th Street / Little Portugal

- Bill Rankin *Friends of Five Wounds Trail*
- Carlos Diaz *Alum Rock Business Network*
- Chris Patterson-Simmons *East Santa Clara Street Business Association*
- Cobán López *Cristo Rey San José Jesuit High School*
- Connie Alvarez *Alum Rock Santa Clara Street Business Association*
- Danny Garza *Plata-Arroyo Neighborhood Association*
- Davide Vieira *Five Wounds Portuguese National Parish*
- Elma Arredondo *Alum Rock Urban Village Advocates (ARUVA)*
- Eric Thacker *Northside Neighborhood Association*
- Helen Masamori *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Dee Barragan *Roosevelt Park Neighborhood Association*
- Justin Triano *Ride East Side San José (Ride ESSJ)*
- Matt Gustafson *Somos Mayfair*
- Ricardo Agredano *Portuguese Organization for Social Services and Opportunities (POSSO)*
- Terry Christensen *CommUniverCity*



# Report Back – Santa Clara

- Ana Vargas-Smith *Reclaiming Our Downtown*
- Christian Malesic *Silicon Valley Central Chamber of Commerce*
- Curtis Leigh *Hunter Storm*
- David Cajigas *Santa Clara University*
- Jack Morash *South Bay Historic Railroad Society*
- John Urban *Newhall Neighborhood Association*
- Jonathon Evans *Old Quad Residents Association*
- Luke De Vogelaere *San José Earthquakes*
- Ron Miller *Bellarmino College Preparatory*





# Next Steps

- Next CWG meeting:  
February 16, 4:00 PM, Virtual Meeting
  - CWG Member Report Back
  - Phase II Update
  - Business Resource Program Update
  - Community Engagement
  - Government Affairs
- Action Items