VTA’s BART Silicon Valley

Phase I Extension
• 10-mile extension under construction
• 2 stations
• Anticipated opening year weekday ridership: 23,000

Phase II Extension
• 6-mile extension (5-mile tunnel)
• 4 stations
• Newhall Yard Maintenance Facility
• Anticipated opening year weekday ridership: 33,000
Santa Clara Valley Transportation Authority (VTA) Responsibilities

- Pay all costs associated with the extension
- Contracting/Procurement
- Construct to applicable BART/industry standards, codes, and regulations
- Retain ownership of infrastructure

Bay Area Rapid Transit (BART) Responsibilities

- Technical assistance
- Operations
- Maintenance
- Service Planning

Santa Clara County is not part of the BART districts. A Comprehensive Agreement provides a framework for the partnership.
Project Funding Strategy

Projected Local & State Funds: $4.186 Billion
- 2000 Measure A Sales Tax: $1.0 Billion
- 2016 Measure B Sales Tax: $1.5 Billion
- Local Measures Revenues to fund financing and escalation costs: $0.4 Billion
- Regional Measure 3: $0.375 Billion
- State Transit & Intercity Rail Capital Program: $0.750 Billion
- State Traffic Congestion Relief Program: $0.161 Billion

Projected Federal Funds: $1.395 Billion
- FTA Expedited Project Delivery

Projected Funding: $5.581 Billion

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1. Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.
2. Funding strategy to cover project capital costs, unallocated contingency, and financing costs during construction. Funding strategy will be updated as project advances.
Phase II Extension Project Schedule


- VTA Board Approved Project & Certified Final SEIR
  April 5, 2018
- FTA Issued Record of Decision
  June 4, 2018
- Receive FTA Full Funding Grant Agreement

*Based on preliminary schedule for planning purposes.
Project Benefits – Mode Shift

Reduce dependence on autos through improved transit connectivity
Project Benefits – Intermodal Connections

Regional Transit Connectivity to:

- Valley Transportation Authority
- Caltrain
- ACE
- Capitol Corridor
- Amtrak
- California High-Speed Rail Authority
Project Benefits – Improved Air Quality

Reduced congestion through increased transit ridership and reduced Vehicle Miles Traveled

Weekday riders on VTA’s BART Phase II Extension: 52,000

Reduction of Metric Tons of CO₂ from vehicular emissions: 22,340

Reduction of Annual Vehicle Miles Traveled (compared to if the project were not built): 27 Million
Phase II Project
What will construction look like?

(Construction of MIRO, across from San José City Hall)

Construction of the Downtown San José Station will occur off-street, similar to typical development.

1. Lane closures may be necessary throughout duration of construction.
2. Detours will be provided for pedestrians and bicyclists.
13th Street Ventilation Facility

- Ventilation structures circulate air in and out of the tunnel during emergency situations, system testing, and regular tunnel maintenance.

- Facility includes: fans, dampers, above-ground structure for equipment storage, and below-ground vent shaft that connects tunnel to above-ground facility.
13th Street Ventilation Facility

• Transit-oriented development (TOD) will incorporate ventilation structure into existing neighborhood
• Construction will happen off-street
  • Temporary sidewalk and lane closures possible
Two Year Look Ahead

1. Received Record of Decision from FTA on environmental document
2. Collect soil sample data through field investigations to inform design
3. General Engineering Consultant to advance design to preliminary engineering level
4. Anticipate receiving FTA’s Full-Funding Grant Agreement
5. Contracting and Design Continues
Contracting Strategy: Design-Build

Design-Build (DB)

- Preliminary level of design completed
- Design Build Contractor procured to complete design and build based on their approved means and methods

Proposed DB Project Elements

- Tunnel & Heavy Civil
  - Tunneling, excavation and structural concrete work of portals, stations, and ventilation facilities
- Parking Garages
  - Parking structures at Alum Rock/28th Street and Santa Clara stations
Design-Bid-Build (DBB)
- Design completed to final level
- Bid, evaluation, and award
- Contractor performs work

Proposed DBB Project Elements

- Enabling Works
  - Advanced work to facilitate tunneling and construction activities.

- Station Fit-Out
  - Station finishes including exterior, interior architecture, vertical circulation elements, etc.

- Tracks & Systems
  - Track and systems installation and testing

- Newhall Maintenance Facility/Santa Clara Station
Major Project Areas
Utility & Geotechnical Investigations Equipment

Utility
Truck-mounted high-powered vacuum removes soil around each utility

Geotechnical
Truck-mounted drill rig
- Drills small diameter holes up to 150’ deep to extract soil and groundwater samples
How the Data are Used

- Soil samples are transported to a lab where they are tested for engineering properties including moisture content, shear strength, dry density, compaction, and several others.

- Results of the data assist engineers when designing foundations and other structural elements of the future tunnel and stations.
Current Downtown San José Field Work

• Location: E. Santa Clara, Market St, and N 3rd Street

• Duration: January 21 – end of March

• Work Hours: 7:00 a.m. – 5:00 p.m.

• What to Expect: Work occurs adjacent to street curb/gutter, in parking spaces, on the sidewalk, and in the traffic lane. Equipment generates ambient noise equivalent to a lawn mower.

• Impacts: At least one traffic lane open at all times; work will be restored once work is complete for the day
Transit-Oriented Development (TOD) Strategy Study

**Land Use (TOD) Strategy**
- realizing and enhancing the vision for growth around future stations
- strategies to increase investment in TOD
- detailed implementation steps to catalyze TOD

**Access Planning**
- multimodal access planning to support TOD and growth in station areas

Alum Rock/28th Street Station
Downtown San José Station
Diridon Station (Separate Effort)
Santa Clara Station

Kick-off: January 2018
Estimated Completion: Summer 2019
Study Phases and Public Engagement

**background conditions**
- What facilities and plans exist today?
- “what is good TOD?” – Public workshop (April ‘18)
- “background conditions” – Public workshop (June ‘18)

Jan.-May 2018

**corridor opportunities & constraints**
- What land can be redeveloped? What’s underutilized today?
- What are physical limitations to development?
- “opportunities and constraints” – Public workshop (Sept.)

Mar.-Sept. 2018

**implementation strategies & tools**
- What are policy and market barriers?
- “overcoming TOD barriers” – Public workshop (Nov. ‘18)
- How do we make TODs a reality?
- “TOD strategies and policy recommendations” – Public Workshop (April ‘19)

Oct.-June 2019

**final report**
- Strategies and funding tools for Cities
- “final recommendations” – Public Meeting (June ’19)
- present implementation strategies to city councils

Apr.-June 2019
City and Agency Engagement

- City collaboration is essential for Study’s success
  - monthly coordination meetings with City staff
  - City, BART, and VTA staff involved in Technical Advisory Group
Study Outcome

• provide a “path to TOCs playbook” that includes guidance for cities to realize Transit-Oriented Communities (TOCs) around each BART Station

  o **land use and zoning recommendations** to support balanced, 24-hour places
  o **development guidelines** for creating pedestrian-friendly environments
  o prioritized **infrastructure and access improvements** to serve Transit-Oriented Communities
  o **policies that facilitate** good Transit-Oriented Development
  o **financing tools** for implementation
Join us as we preview strategies and policy recommendations that will guide growth around your station!

**Two Workshops**

- **April 16, 2019, 5:30 – 6:30 PM**
  San José City Hall, Wing 118/119
  200 E. Santa Clara Street, San José

- **April 17, 2019, 5:30 – 6:30 PM**
  Mexican Heritage Plaza
  1700 Alum Rock Avenue, San José
General Outreach & Stakeholder Engagement to Date

- Public Meetings and Tabling Events
- Tours and Site Visits
- Field Work Noticing Door to Door
- Neighborhood and Business Association Presentations
- Mailers, E-Newsletters, Fact Sheets, Webinar
- Community Working Group Workshops
# Small Business Marketing & Assistance Program

## Small Business Marketing and Assistance Program (MAP)

<table>
<thead>
<tr>
<th>Marketing Support</th>
<th>Technical Support</th>
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<tbody>
<tr>
<td>• Support marketing campaigns</td>
<td>• Provide assistance to identify resources, such as Small Business Administration, prior to preconstruction and construction activities</td>
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<tr>
<td>• Provide wayfinding</td>
<td>• Mentorship Program/consulting</td>
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**Business Resources**

![Small Business Marketing & Assistance Program](image)
Get Involved With the Phase II Project

- Public Community Meetings
- Field Offices
- Help name the Tunnel Boring Machine
- Artwork along construction sites
- Support businesses near construction
- Spread the word!
Visit [www.vta.org/bart](http://www.vta.org/bart)

Sign up to receive updates at: [http://www.vta.org/phase2info](http://www.vta.org/phase2info)

Thank you!

Questions?