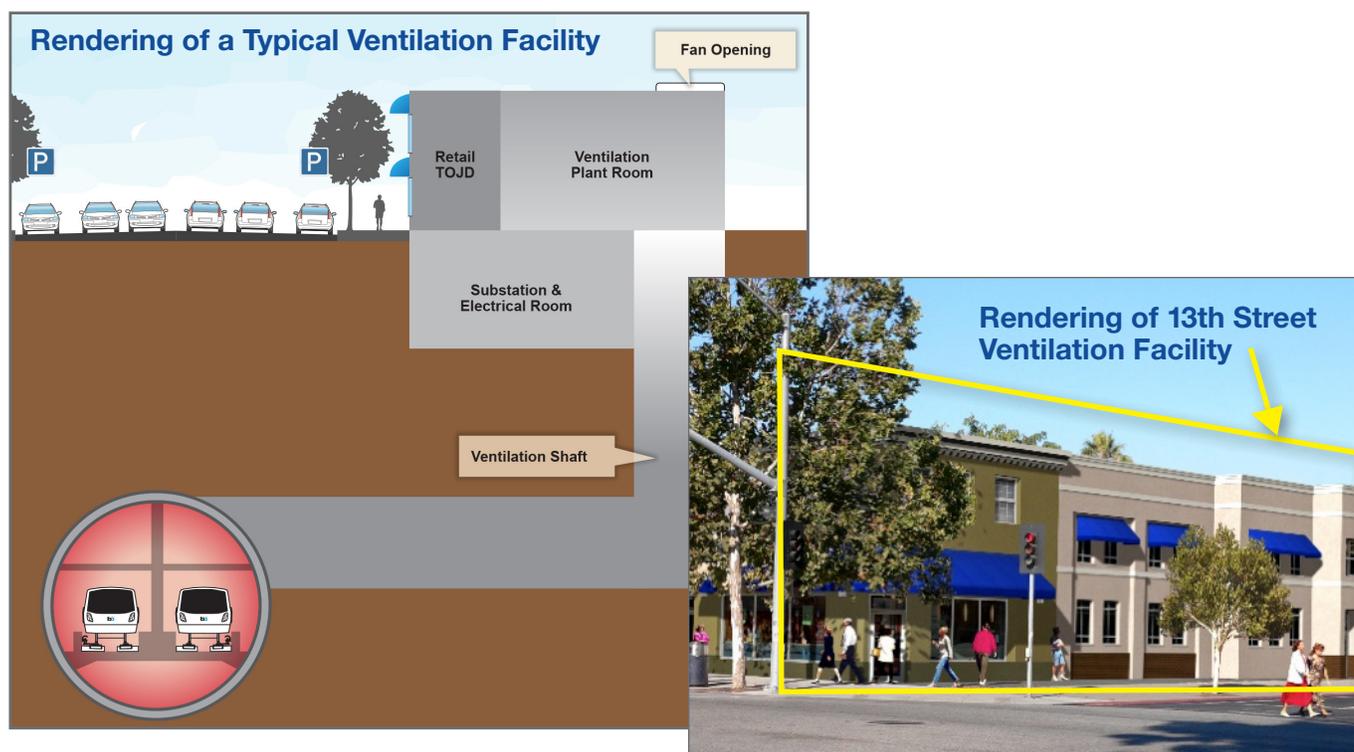




FACT SHEET: VTA's BART Silicon Valley Phase II Extension Project

Ventilation Facility

VTA's BART Silicon Valley Phase II Project is a six-mile, four-station extension that will bring BART train service from Berryessa/North San José through downtown San José to the City of Santa Clara. Phase II will include an approximately five-mile tunnel, two mid-tunnel ventilation facilities, a maintenance facility and storage yard, three underground stations (Alum Rock/28th Street, Downtown San José, Diridon), and one ground-level station (Santa Clara).



What is a ventilation facility?

Ventilation facilities will be located along the tunnel alignment roughly half way between the underground stations. The facilities operate primarily to circulate air in and out of the tunnel during an emergency situation and for ventilation during maintenance. Features include fans, dampers, vent shafts, and associated facilities. Ventilation facilities include an above ground structure that houses equipment and an underground ventilation shaft that connects the facilities to the tunnel.

Ventilation facilities will be constructed outside the public right-of-way, with a shaft connecting to the subway tracks. During construction, including utility relocations, there could be sidewalk and lane closures as well as contained impacts. VTA will continue to work with the cities of San Jose and Santa Clara, the construction contractors, the public, residents, property owners, and businesses to minimize impacts.

What can be seen from the street?

The area required to accommodate a facility is approximately 110 by 210 feet with the equipment housed in a structure approximately 90 by 140 feet in size and 25 feet in height. The fan opening would be located on the roof of the structure. Proposed Transit-Oriented Joint Development (TOJD) will incorporate the ventilation facilities into the existing neighborhood characteristics and include commercial, residential, or mixed-use development.

When will the ventilation facilities be operational?

The ventilation facilities will function during regular tunnel maintenance, system testing and in emergency situations. In the case of an emergency, ventilation fans will be supplying air to tunnels or ventilating the tunnel of smoke or fumes.

Operation	Frequency	Duration	Hours
Tunnel Maintenance	One to two times per month	Two to four hours at a time	Between 2 a.m. and 4 a.m., while trains are not in service
System Testing	Once every four to six months	Five minutes at a time	During daytime hours

The predicted noise levels that will be emitted from ventilation activities are based on distance from the facility. Trains will not be running directly below the ventilation shaft, so sounds from an operating train may not be heard near the facility.

Distance from the Facility	Maximum Noise Level (fans at full force)	Comparison Noise Level
Less than a block (Within 40 feet)	64 decibels	Normal voice
About a block (250 feet)	47 decibels (heard from outdoors)	Running refrigerator
More than a block (Beyond 250 feet)	Ventilation facility noise level would be lost in background noise	

Where will the ventilation facilities be located?

Ventilation facilities will be located on the northwest corner of Santa Clara and 13th Streets and east of Stockton Avenue south of Taylor Street. The 13th Street Ventilation Facility is roughly half way between the Alum Rock/28th Street and Downtown San José stations. The Stockton Avenue Facility is roughly half way between the Diridon Station and the west end of the tunnel (near Santa Clara). A ventilation facility between the Downtown San José and the Diridon stations is not required, due to the short distance between the two stations.



Community Involvement

VTA conducted an extensive community engagement process to determine the location of the 13th Street Ventilation Facility in 2007. A similar community engagement process about the architectural characteristics for the Stockton Avenue Ventilation Facility is anticipated in 2019.

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