

VTA's BART Silicon Valley Phase II Extension Project

Community Meeting

May 11, 2019



VTA's BART Silicon Valley

Phase I Extension

- 10-mile extension
- 2 stations
- Construction essentially complete
- Anticipated opening: Late 2019

Phase II Extension

- 6-mile extension (5-mile tunnel)
- 4 stations
- Newhall Yard Maintenance Facility



VTA & BART Partnership

Santa Clara County is not part of the BART district. A Comprehensive Agreement provides a framework for the partnership.

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



VTA's BART Silicon Valley Program History



Phase II Funding Strategy

Projected Local & State Funds:

\$4.186 Billion

- 2000 Measure A Sales Tax
- 2016 Measure B Sales Tax
- Local Measures Revenues to fund financing and escalation costs¹
- Regional Measure 3
- State Transit & Intercity Rail Capital Program
- State Traffic Congestion Relief Program

\$1.0 Billion

\$1.5 Billion

\$0.4 Billion

\$0.375 Billion

0.750 Billion

\$0.161 Billion

Projected Federal Funds:

\$1.395 Billion

- FTA Expedited Project Delivery

Projected Funding:

\$5.581 Billion²

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.

FTA's Expedited Project Delivery Pilot Program

EPD is a FTA pilot program within the Capital Investment Grant (CIG) Program.

To be considered for the pilot program, the project must

- Use public-private partnerships (P3)
- Be planned, operated, and maintained by an existing public transit provider
- Have a Federal share not exceeding 25% of its costs

Sponsors (VTA) will have

- Recently and successfully completed a fixed guideway project
- Achieved budget, cost, and ridership outcomes
- Staff expertise and other resources to implement new project
- To demonstrate project's capabilities in application

Federal Register / Vol. 83, No. 177 / Wednesday, September 12, 2018 / Notices **46251**

<https://www.fra.dot.gov/eLib/Details/L19057>

3. Reporting

a. Progress Reporting on Grant Activity
Each applicant selected for a grant will be required to comply with all standard FRA reporting requirements, including quarterly progress reports, quarterly Federal financial reports, and interim and final performance reports, as well as all applicable auditing, monitoring and close out requirements. Reports may be submitted electronically.

b. Performance Reporting
Each applicant selected for funding must collect information and report on the project's performance using measures mutually agreed upon by FRA and the recipient to assess progress in achieving strategic goals and objectives.

G. Federal Awarding Agency Contacts
For further information regarding this notice and the grants program, please contact Ms. Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36-412, Washington, DC 20590; email: amy.houser@dot.gov; phone: 202-493-0303.

H. Other Information
All information submitted as part of or in support of any application shall use publicly available data or data that can be made public and methodologies that is accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions.
DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.
Issued in Washington, DC.
Ronald Louis Batory,
Administrator.
[FR Doc. 2018-19740 Filed 9-11-18; 8:45 am]
BILLING CODE 4910-06-P

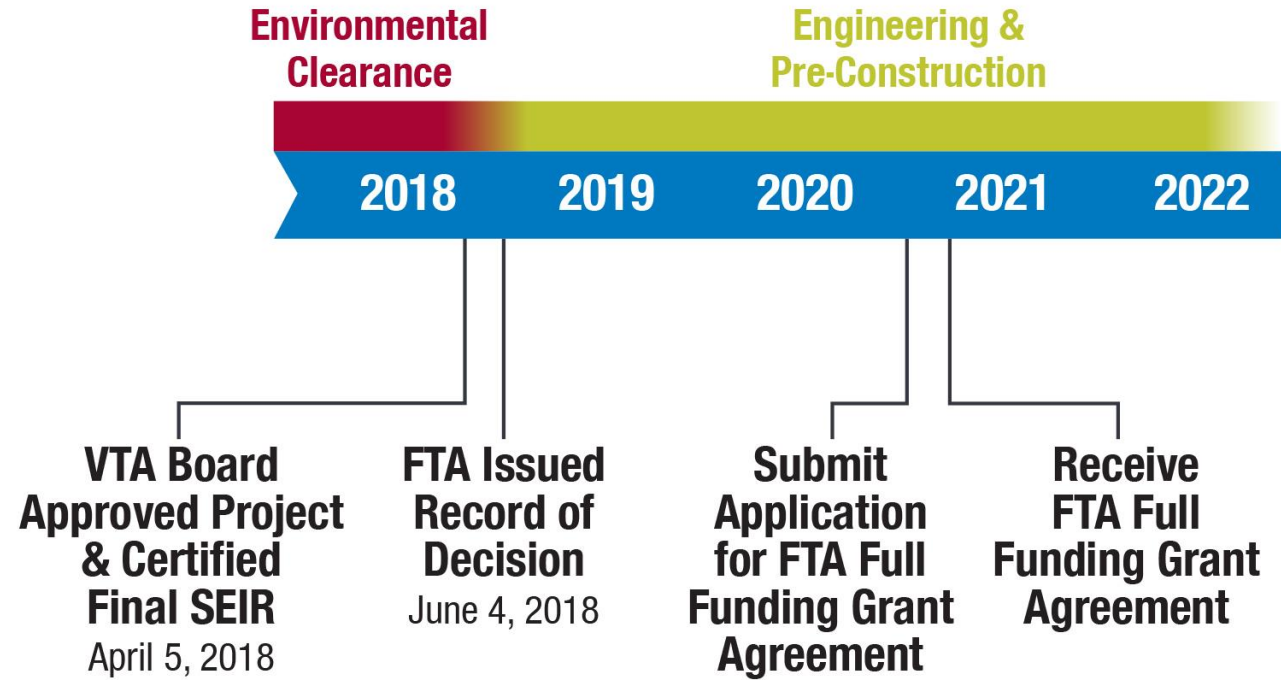
**DEPARTMENT OF TRANSPORTATION
Federal Transit Administration**

Pilot Program for Expedited Project Delivery
AGENCY: Federal Transit Administration, DOT.
ACTION: Notice; request for expressions of interest to participate.
SUMMARY: The Federal Transit Administration (FTA) is soliciting expressions of interest for the Expedited Project Delivery Pilot Program (Pilot Program) authorized by the Fixing America's Surface Transportation Act (FAST). The Pilot Program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships, are planned to be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. It is also aimed at increasing innovation, improving efficiency and timeliness of project implementation, and encouraging new revenue streams. The law specifies that not more than eight projects can be awarded grants under the Pilot Program. FTA intends to work with selected project sponsors to further define the steps that must be completed before a construction grant can be awarded under the Pilot Program, including expedited FTA reviews of technical capacity, local financial commitment, and project justification. This announcement is available on the FTA's website at: www.transit.dot.gov/funding/grants/expedited-project-delivery-capital-investment-grants-pilot-3005b.
DATES: Expressions of interest to become one of the participants in the Pilot Program for Expedited Project Delivery must be submitted to FTA by mail, email or facsimile by 11:59 p.m. EDT November 13, 2018.
ADDRESSES: Mail submission must be addressed to the Office of Planning and Environment, Federal Transit Administration, 1200 New Jersey Avenue SE, Room E45-119, Washington, DC 20590 and postmarked no later than November 13, 2018. Email submissions must be sent to ExpeditedProjectDelivery@dot.gov by 11:59 p.m. EDT on November 13, 2018. Facsimile submissions must be submitted to the attention of Expedited Project Delivery Pilot Program at 202-493-2478 by 11:59 p.m. EDT ON November 13, 2018. If there are insufficient candidate projects that FTA

determines meet the requirements of the Pilot Program, FTA may conduct additional requests for expressions of interest in the future.
FOR FURTHER INFORMATION CONTACT: Susan Eddy, FTA Office of Planning and Environment, telephone (202) 366-5499 or email Susan.Eddy@dot.gov.
SUPPLEMENTARY INFORMATION:
1. Background
FTA, together with its transit industry partners, invests billions of dollars in capital projects designed to improve public transportation by reinvesting in existing assets to expand capacity or by increasing the extent and quality of public transportation service by making new investments. These projects take considerable time to plan, develop, design, approve, and deploy. While it is important for FTA to ensure that it selects only well-conceived projects that are implemented in the most efficient and effective manner, a lengthy process delays the delivery of the intended benefits to the riding public.
2. Pilot Program
Section 3005(b) of the FAST Act, Public Law 114-94 (December 4, 2015), authorizes the Pilot Program for FTA to make not more than eight grants for new fixed guideway capital projects, small starts projects, or core capacity improvement projects that have not yet entered a construction grant agreement with the FTA. The law defines these types of eligible projects for the Pilot Program in a manner similar to, but not entirely the same as, the CIG program. Thus, FTA encourages project sponsors to review closely the definitions found in Section 3005(b) to ensure the project's eligibility.
Eligible applicants to the Pilot Program are state or local government authorities. Proposed projects must utilize public-private partnerships; be operated and maintained by employees of an existing provider of fixed guideway or bus rapid transit public transportation in the service area of the project, or if none exists, by employees of an existing public transportation provider in the service area; and have a Federal share not exceeding 25 percent of the net capital project cost. Project sponsors also must have financial advisors providing guidance to them on the terms and structure of the project that are independent from investors in the project. Sponsors must further certify that the existing public transportation system is in a state of good repair as defined by law. (See Pub. L. 114-94, 129 STAT. 1458; 49 U.S.C. 5302; 49 U.S.C. 5326(b)(1); 49 CFR 625.5.)

Notice for Request for Expressions of Interest in FTA's Federal Register.

Phase II Three Year Look Ahead



Current planning schedule is based on securing funds through FTA's Expedited Project Delivery Pilot Program.

Project Benefits – Ring the Bay

- Connect the counties of San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara with rail service

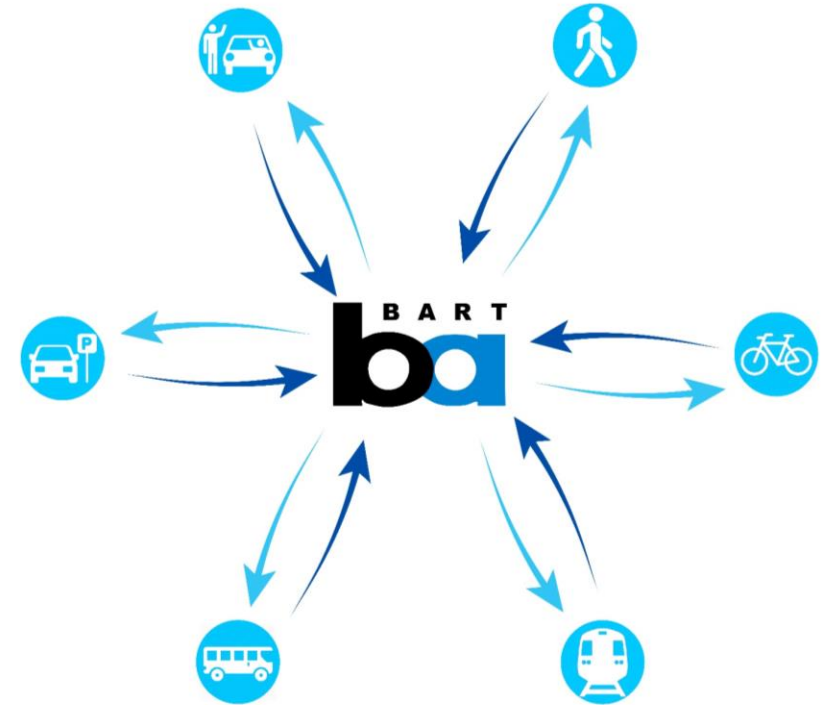


Project Benefits – Intermodal Connections

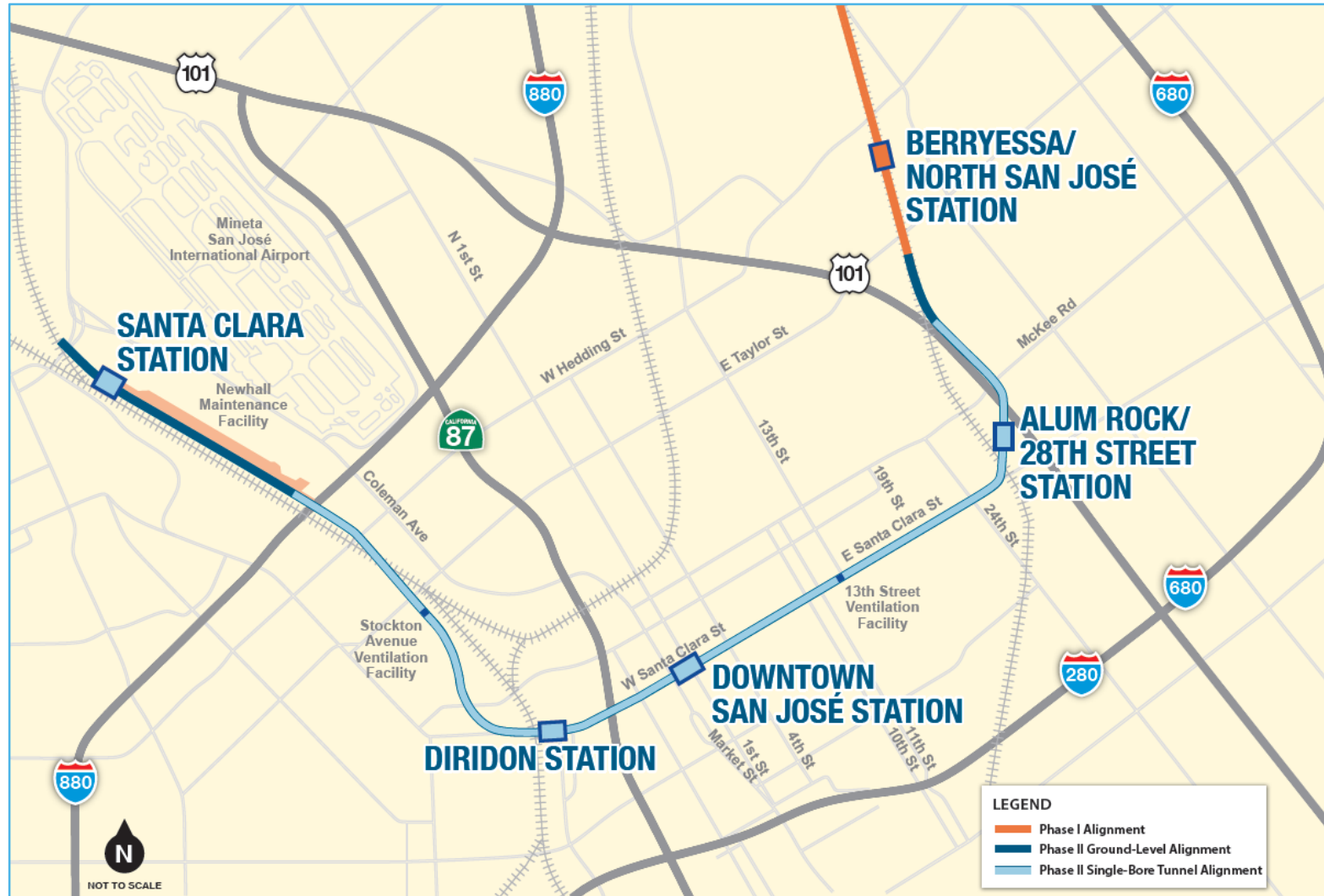
Regional Transit Connectivity to:



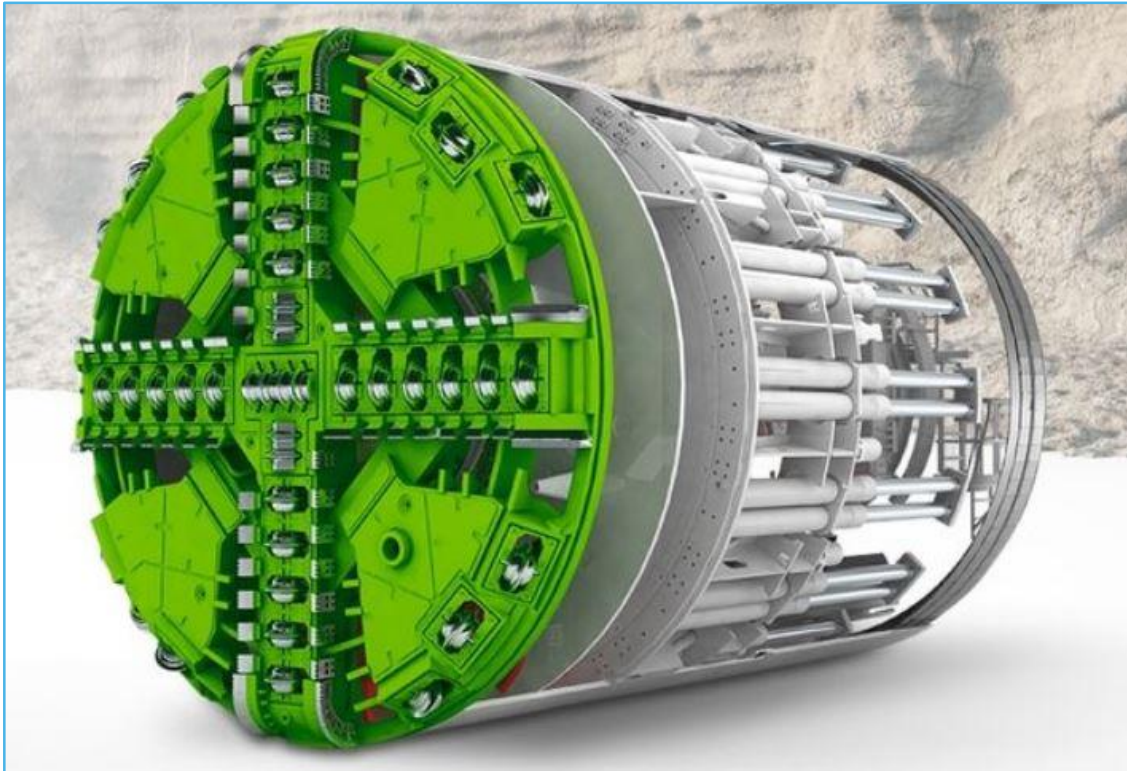
CALIFORNIA
High-Speed Rail Authority



Phase II Project



Tunneling Methodology



Example Tunnel Boring Machine
Photo Credit: Herrenknecht

Single-Bore Tunnel

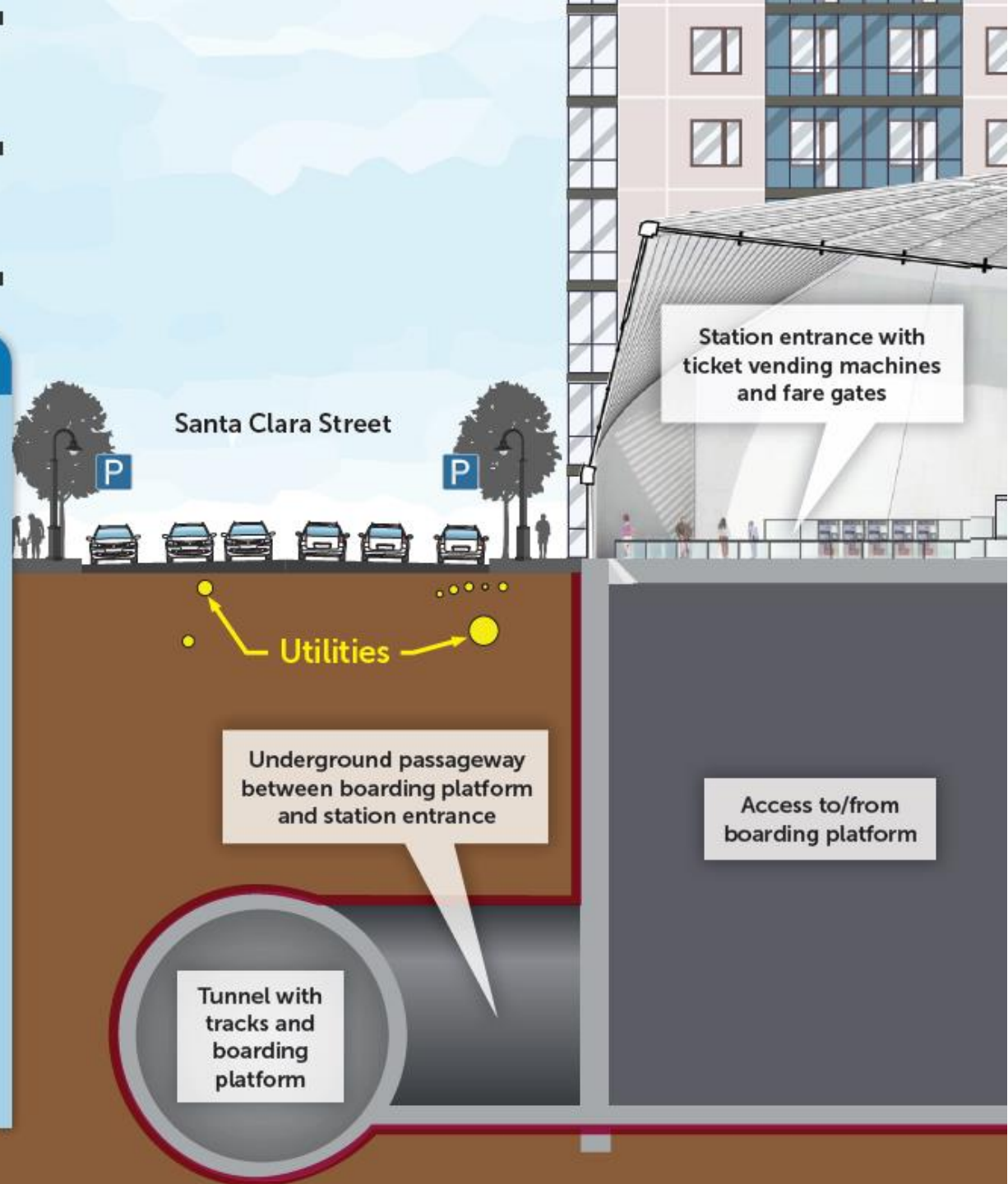
- Single, large diameter tunnel that accommodates two rail tracks (one per direction)
- Constructed by tunnel boring machine
 - A large drill that excavates and installs tunnel lining

What will construction look like?



Construction of Downtown San José Station will occur off-street, similar to general building construction:

- 1 Intermittent lane closures throughout construction
- 2 Detours and directional signage for pedestrians/bicyclists



Commitment to Protect Historic Properties

To protect the Five Wounds Portuguese National Parish and historic properties in Downtown San José, VTA commits to do the following:

Historic Preservation

- Hire a historic buildings expert to review design and work with the project team to ensure historic properties are protected

Pre-Construction

- Conduct pre-construction surveys
- Measure ambient noise and vibration
- Install noise and vibration monitors
- Install settlement monitors

Construction Monitoring





















- Monitor ambient noise and vibration
- Monitor settlement

Post-Construction

- Conduct post-construction surveys
- Compare pre- and post-construction surveys

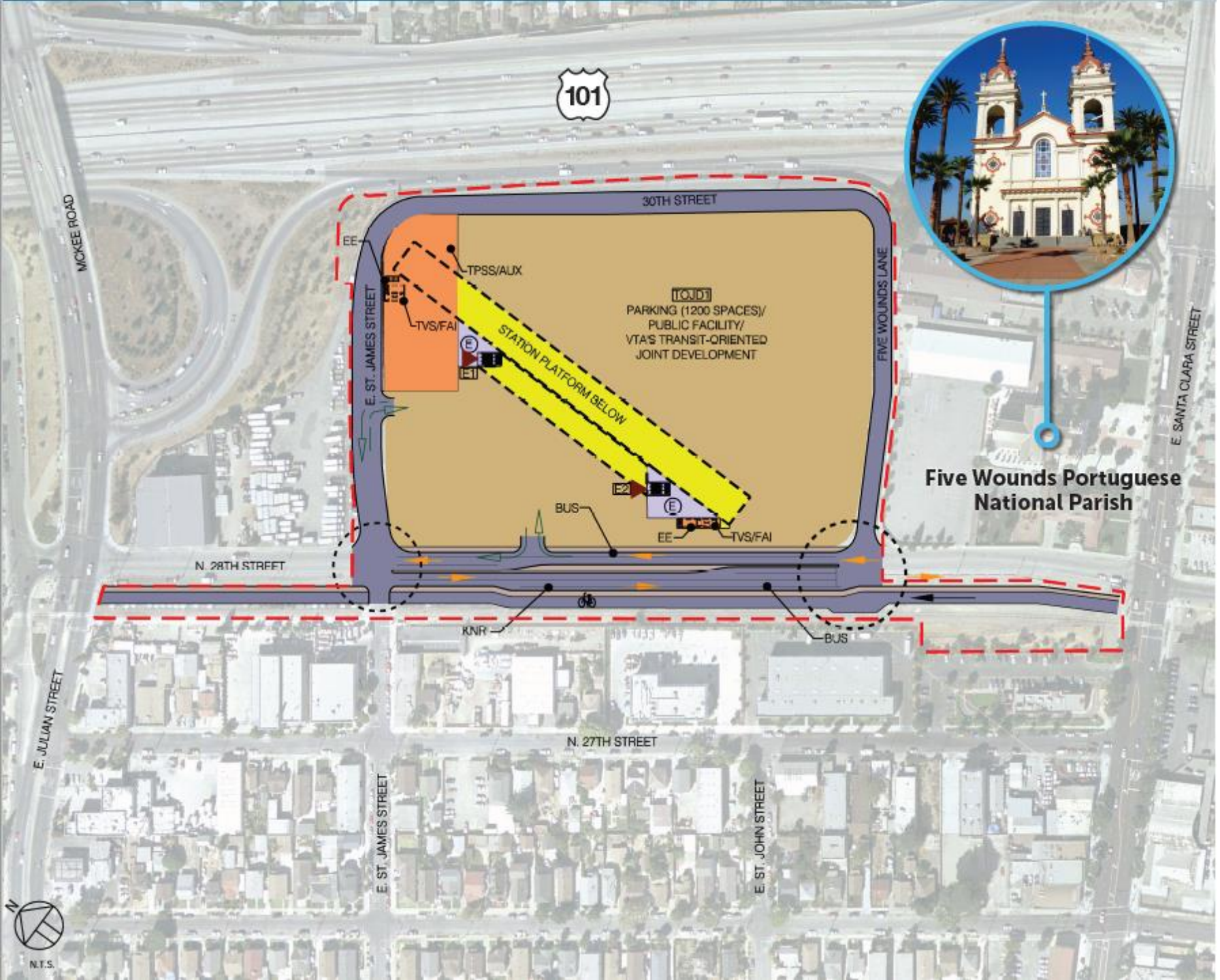
Alum Rock/28th Street Station Site Plan

LEGEND

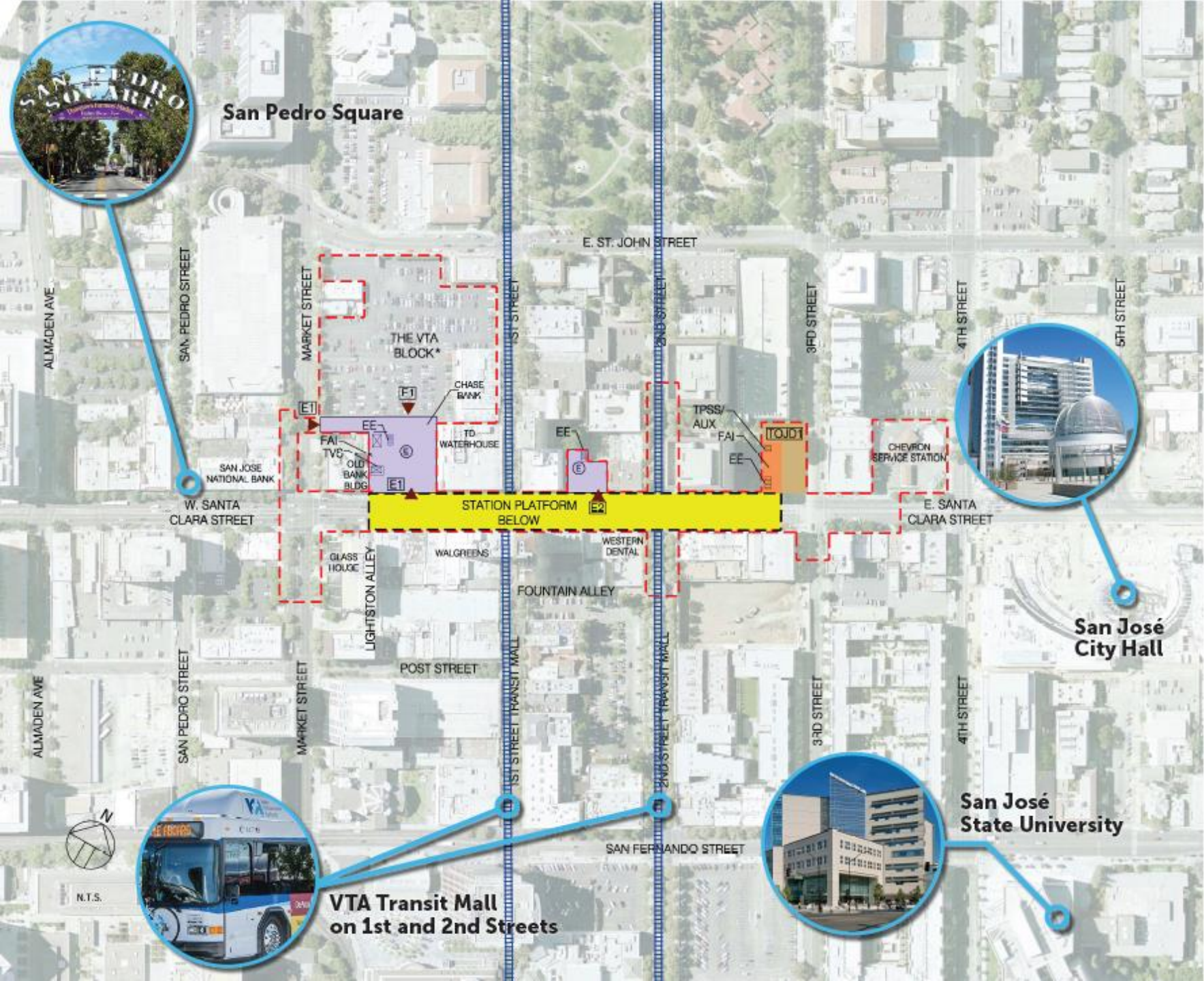
-  STATION ENTRANCE OPTIONS
-  UNDERGROUND STATION, CONCOURSE, & SYSTEM FACILITIES
-  ABOVE AND BELOW GROUND SYSTEMS FACILITIES
-  PARKING/PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
-  ROADWAY MODIFICATIONS
-  CONSTRUCTION STAGING AREA
-  KEY PEDESTRIAN LINKAGE
-  BUS CIRCULATION
-  VEHICLE ACCESS
-  NEW SIGNALIZED INTERSECTION
-  BIKE FACILITY
-  ELEVATOR
-  EMERGENCY EXIT (PASSENGER; SERVICE ENTRY)
-  ENTRANCE #
-  FRESH AIR INTAKE
-  KISS-AND-RIDE
-  VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
-  TRACTION POWER SUBSTATION
-  TUNNEL VENTILATION SHAFT
-  AUXILIARY POWER SUBSTATION



Five Wounds Portuguese National Parish



Source: Final SEIS/SEIR



Downtown San José Station Site Plan

LEGEND

- STATION ENTRANCE
- UNDERGROUND STATION & SYSTEM FACILITIES
- ABOVE AND BELOW GROUND SYSTEMS FACILITIES
- PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
- CONSTRUCTION STAGING AREA
- ELEVATOR
- EMERGENCY EXIT (PASSENGER SERVICE ENTRY)
- ENTRANCE #
- FRESH AIR INTAKE
- VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
- TRACTION POWER SUBSTATION
- TUNNEL VENTILATION SHAFT
- AUXILIARY POWER SUBSTATION
- PROPERTY OWNED BY VTA

Source: Final SEIS/SEIR



Diridon Station Site Plan

LEGEND

	STATION ENTRANCE
	UNDERGROUND STATION, CONCOURSE, & SYSTEM FACILITIES
	ABOVE AND BELOW GROUND SYSTEMS FACILITIES
	PUBLIC FACILITY/ VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT
	TRANSIT FACILITY
	CONSTRUCTION STAGING AREA
	KEY PEDESTRIAN LINKAGE
	BUS CIRCULATION
	VEHICLE ACCESS
	ELEVATOR
	EMERGENCY EXIT (PASSENGER; SERVICE ENTRY)
	ENTRANCE #
	FRESH AIR INTAKE
	KISS-AND-RIDE
	VTA'S TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
	TRACTION POWER SUBSTATION
	TUNNEL VENTILATION SHAFT
	AUXILIARY POWER SUBSTATION

Source: Final SEIS/SEIR



Santa Clara Station Site Plan

LEGEND

	STATION ENTRANCE
	AT GRADE STATION
	ABOVE AND BELOW GROUND SYSTEMS FACILITIES
	PARKING/PUBLIC FACILITY/ VTAS TRANSIT-ORIENTED JOINT DEVELOPMENT
	MAINTENANCE FACILITY WITH VEHICLE STORAGE / TAIL TRACKS
	ROADWAY MODIFICATIONS
	CONSTRUCTION STAGING AREA
	KEY PEDESTRIAN LINKAGE
	BUS CIRCULATION
	VEHICLE ACCESS
	ELEVATOR
	EMERGENCY EXIT
	ENTRANCE #
	KISS-AND-RIDE
	VTAS TRANSIT-ORIENTED JOINT DEVELOPMENT LOCATION #
	TRACTION POWER SUBSTATION
	AUXILIARY POWER SUBSTATION

Source: Final SEIS/SEIR

Newhall Maintenance Facility

- Roughly 40 acre facility that includes:
 - Storage for BART vehicles
 - Train car washer
 - Inspection Pit
 - Maintenance shop
 - And various train control, power, and communications facilities



Field Investigations in Major Project Areas



Utility & Geotechnical Investigations Equipment

Utility

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



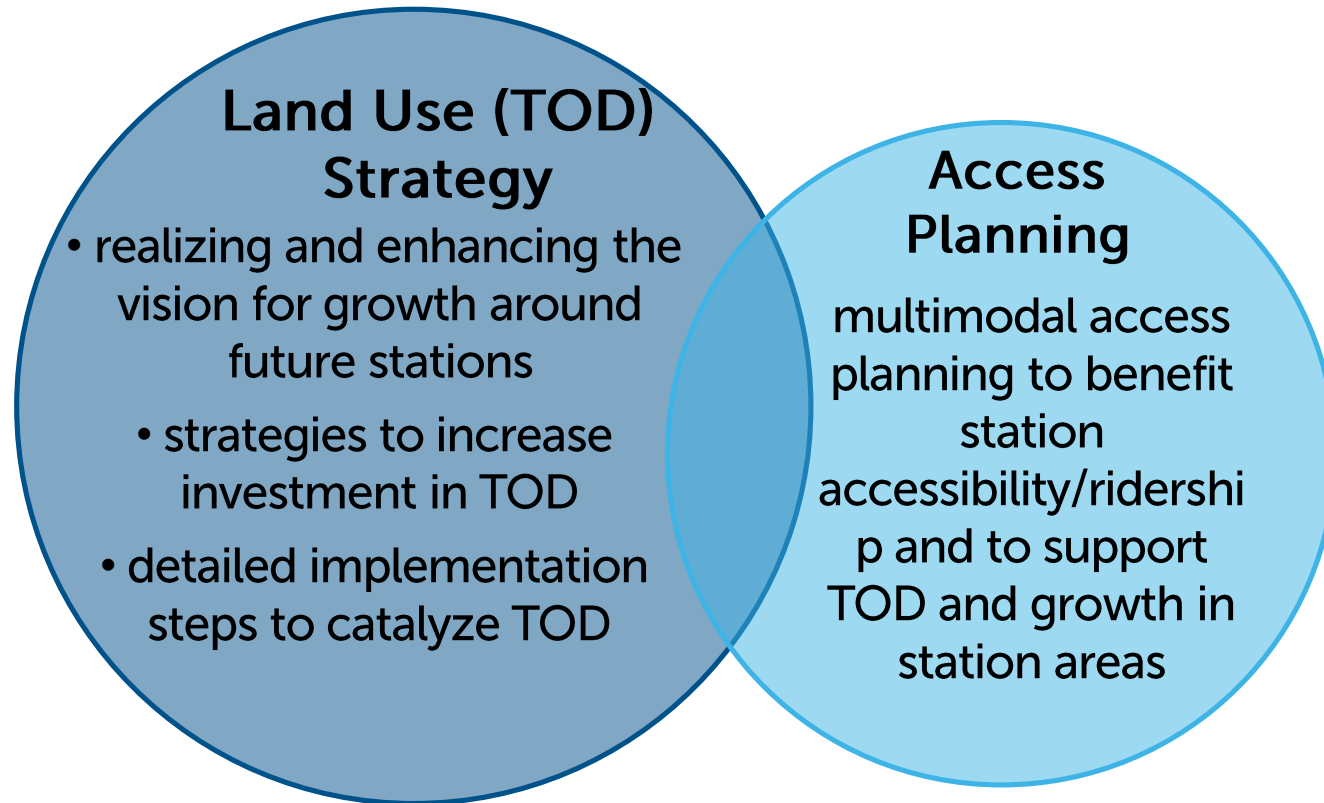
Geotechnical

Truck-mounted drill rig

- Drills small diameter holes up to 150' deep to extract soil and groundwater samples



Planning for Transit Oriented Communities

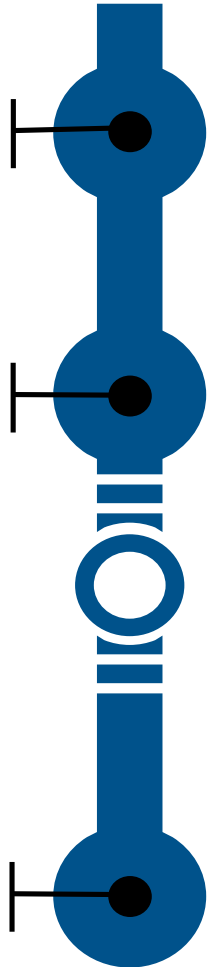


Alum Rock/28th Street Station

Downtown San José Station

Diridon Station (Separate Effort)

Santa Clara Station



Kick-off: January 2018

Estimated Study Completion: Fall 2019

Transit Oriented Communities and VTA's BART Phase II Project

- Once in a century opportunity to organize growth around the station areas, centered on high-quality transit
- A cohesive transit-oriented development strategy is essential to obtaining federal funding
- Increased ridership ensures a return on investment for transit infrastructure and community benefits
- Our station areas can accommodate more development than is currently planned



Construction Education & Outreach Plan (CEOP)



- **General Outreach** – Raise visibility along the alignment and beyond
- **Stakeholder Engagement** – Build relationships with stakeholders
- **Business Resources** – Support during construction
- **Placemaking** – Enhance access and awareness during construction
- **On the Radar** – Coordinate with other projects in area on messaging and communications

General Outreach & Stakeholder Engagement to Date



Public Meetings and Tabling Events

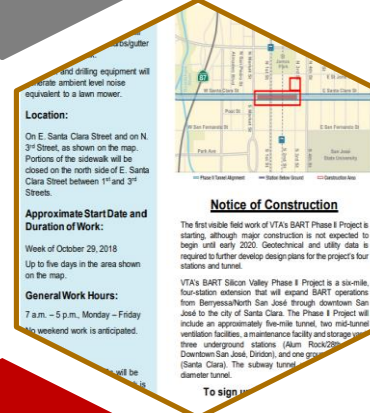


Tours and Site Visits

Neighborhood and Business Association Presentations



Field Work Noticing Door to Door



Mailers, E-Newsletters, Fact Sheets, Webinar



Community Working Group Workshops

Business Resources

- Engage small businesses to learn business operations and needs
- Collect best practices and lessons learned from other mega-projects through Small Business Assistance Study
- Develop strategies with small businesses, County, Cities, Chambers of Commerce, CWGs, and many other stakeholders
- Support small business during construction with signage, visibility, and access support



"Eat, Shop, Play" marketing campaign during Crenshaw/LAX light rail construction in Los Angeles



"Open for Business" signage during construction of 2nd Avenue Subway in New York



Get Involved with the Phase II Project!

- Public Community Meetings
- Field Offices
- Name the Tunnel Boring Machine
- Artwork along Construction Sites
- Support Businesses near Construction
- Spread the Word!
- Visit us online and on social media



Sign up to receive updates at: <http://www.vta.org/phase2info>

Open House

- Visit the following tables and ask questions to VTA staff:
 - General Project Information
 - Project Elements
 - Construction
 - Transit-Oriented Communities
- Regroup and staff will report out on themes of questions

Report Out on Themes of Questions

Visit www.vta.org/bart

Sign up to receive updates at: <http://www.vta.org/phase2info>

Thank you!