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

2001 Major Investment Study

2004 16-mile Project Environmental Document

2009 Project split
Phase I advanced
Phase II on-hold

2010 10- and 16-mile Project Environmental Document

2012 Phase I construction began

2014 Phase II planning efforts renewed

2016 Draft Phase II Environmental Document

2018 VTA Board & FTA Approved the Environmental Document
# Phase II Funding Strategy

<table>
<thead>
<tr>
<th>Projected Local &amp; State Funds:</th>
<th>$4.186 Billion</th>
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<tbody>
<tr>
<td>✓ 2000 Measure A Sales Tax</td>
<td>$1.0 Billion</td>
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<tr>
<td>✓ 2016 Measure B Sales Tax</td>
<td>$1.5 Billion</td>
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<tr>
<td>✓ Local Measures Revenues to fund financing and escalation costs&lt;sup&gt;1&lt;/sup&gt;</td>
<td>$0.4 Billion</td>
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<tr>
<td>✓ Regional Measure 3</td>
<td>$0.375 Billion</td>
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<tr>
<td>✓ State Transit &amp; Intercity Rail Capital Program</td>
<td>0.750 Billion</td>
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<tr>
<td>✓ State Traffic Congestion Relief Program</td>
<td>$0.161 Billion</td>
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<table>
<thead>
<tr>
<th>Projected Federal Funds:</th>
<th>$1.395 Billion</th>
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<tr>
<td>❑ FTA Expedited Project Delivery</td>
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## Projected Funding: $5.581 Billion<sup>2</sup>

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<sup>1</sup> Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.

<sup>2</sup> 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

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:
Phase II Project
Tunneling Methodology

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:

<table>
<thead>
<tr>
<th>Historic Preservation</th>
<th>Pre-Construction</th>
<th>Construction Monitoring</th>
<th>Post-Construction</th>
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</table>
| • Hire a historic buildings expert to review design and work with the project team to ensure historic properties are protected | • Conduct pre-construction surveys  
• Measure ambient noise and vibration  
• Install noise and vibration monitors  
• Install settlement monitors | • Monitor ambient noise and vibration  
• Monitor settlement | • Conduct post-construction surveys  
• Compare pre- and post-construction surveys |
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

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 benefit station accessibility/ridership and to support TOD and growth in station areas

Kick-off: January 2018
Estimated Study Completion: Fall 2019

Locations:
- Alum Rock/28th Street Station
- Downtown San José Station
- Diridon Station (Separate Effort)
- Santa Clara Station
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
- Neighborhood and Business Association Presentations
- Field Work Noticing Door to Door
- Tours and Site Visits
- 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](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

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Thank you!