Agenda

• Today’s Format
• Follow-up Items
• CWG Member Report Back
• Phase I Update
• Phase II Update
• Next Steps
Quick GoToWebinar Guide

- Mute/Unmute
- ‘Raise Hand’
- Meeting
- Handouts
- Ask a Question
Today’s Meeting Format

• Gretchen is facilitating
• Joe is managing the Go to Webinar app
• Microphones will be muted during each agenda item / presentation
• At the end of each agenda item there will be a question round. Joe will unmute members one-by-one during the question round.
  • You can also write in questions using the Questions box on the Go to Webinar app
• Please contact Gretchen after if you have any additional comments or questions.
Upcoming Meetings – 28th Street / Little Portugal

• Upcoming 28th Street / Little Portugal CWG Dates
  - July 2020 – Date TBD, 4:00 PM
  - September 15, 2020, 4:00 PM
  - November 17, 2020, 4:00 PM

• VTA Board of Directors vta.org/about/board-and-committees
  - June 4, 2020, 5:30 PM

- Gretchen / Kate will email alerts for other meetings, e.g. Board Workshops
Follow-Up Items
Gretchen Baisa, VTA
Follow-up Items – 28th Street / Little Portugal

- Send link to BART Phase II video – ✔
- Send link to playbook once finalized – Noted
- Send date for Santa Clara Council Meeting TOC Workshop Presentation – ✔
- Send the small business survey link to Small Business Task Force for beta testing – ✔
- Provide link to Airport RFQ responses in meeting summary – ✔
CWG Member
Report Back
Report Back

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

• Major Milestones:
  – BART started pre-revenue operations on April 20
  – Next Step: CPUC Certification

• BART Service During Shelter in Place Orders:
  – With service reduced during the shelter in place order, trains will run every 30 minutes on weekdays and every 24 minutes on weekends

• Revenue Service Date – To Be Announced
### Framework to Passenger Service

- **Discrepancies Resolution**
- **Traction Power Changes**
- **Train Control Changes**
- **Remove Train Control Restrictions**
- **Remaining Testing**
- **BART Labor Bidding Process for Operations**
- **Pre-Revenue Training, Operations**
- **CPUC Safety Certification Review**
- **VTA-BART Assemble and Submit Safety Certification Report to CPUC**

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- Significant progress made in System Safety Certification
- Systems Safety Certification Verification Report will be submitted 21 days prior to revenue service
- Green diamonds ♦️ represent completed milestones; red diamond 🡕 is the upcoming milestone
New BART Map

Before

After
Questions
Phase II Update
Bernice Alaniz, Ronak Naik, VTA
• Concurrent to pursuing Federal funding, VTA and BART explored a larger single-bore tunnel with side-by-side tracks and center platform

• Engineering on the larger single bore with center platform was advanced to 10% design and showed higher projected costs and risks, thus prompting consideration of alternatives
Criteria for Evaluation of Tunnel Configurations

1. Funding constraints
2. Federal funding process
3. Environmental clearance
4. Construction impacts
5. Contracting risk
6. Innovation opportunities
7. Consistency with BART system
BART’s Operational Concerns for Stacked Configuration

**Emergency Egress**
Enclosed stairwells in the tunnel sections as a means for emergency evacuation is not considered intuitive for passengers.

**Operations**
Challenges with train operations due to ramps/transitions and associated emergency egress.

**Ventilation**
Proposed designs differ from typical BART underground system and would require specialized training of employees.
Addressing BART’s Operational Concerns

• Use 13th Street and Stockton Avenue mid-tunnel facilities to optimize ventilation, emergency evacuation, and provide operational flexibility
  • Limit transitions (ramps) between stacked and side-by-side track configurations to two locations (at ventilation facilities)
  • Provide emergency evacuation platforms at ventilation facilities
  • Provide crossovers (switches) for operational flexibility
Project Alignment

LEGEND
- Phase I Alignment
- Phase II Ground-Level Alignment
- Phase II Single-Bore Tunnel Alignment
- Ventilation Facility
Summary

- Two optimized concepts presented at the April 17 Board of Directors Special Meeting

- Concepts address BART’s main operational concerns for single-bore stacked configuration

- Staff reviewed both concepts through the lens of public and Board feedback including minimizing street level impacts, business/community disruptions, and pre-established criteria (cost, schedule, risks, etc.)
Optimized Single-Bore Tunnel Concept

- Provides the most opportunity to minimize street-level impacts
- Provides opportunity for further optimization
- Addresses BART’s operational concerns related to emergency egress, operations, and ventilation
Optimized Single-Bore Tunnel Concept
Optimized Single-Bore Tunnel

- Single-bore tunnel with stacked track and platform configuration through downtown segment (13th Street to Stockton Avenue)
- Construction of emergency egress center platform adjacent to the ventilation facilities on either end of the Downtown/Diridon segment
- Cut-and-cover construction of 28th Street/Little Portugal Station and emergency egress platforms at 13th Street and at Stockton Avenue facilities
Track Configuration

- One single-bore tunnel for entire 5-mile tunnel alignment
- Stacked configuration between 13th Street and Stockton Avenue Facilities
- Side-by-side running track configuration east of 13th Street and north/west of Taylor Street (along Stockton Avenue)
Emergency Egress/Ventilation Facilities

13th Street Site
- Begin transition to stacked arrangement
- Single crossover

Stockton Avenue Site
- Side-by-side track arrangement
- Double crossover

Site identified for exhibit purposes only. Final location TBD
Next Steps

• Advance design of Optimized Single-Bore concept including assessment of any potential environmental, right-of-way, and utility considerations

• Develop cost estimate, schedule, and risk register

• Prepare documents to submit for FTA’s Expedited Project Delivery Pilot Program
Next Steps

• Next CWG meeting:
  July (TBD), 4:00 PM, Virtual Meeting
  - CWG Member Report Backs
  - Diridon Integrated Station Concept Plan
  - Phase II Update
  - Construction Education & Outreach Plan
  - Related Transportation Planning Efforts

• Action Items