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 – Santa Clara

• Upcoming Santa Clara CWG Dates
  - July 2020, Date TBD
  - September 17, 2020, 4:00 – 6:00 PM
  - November 19, 2020, 4:00 – 6:00 PM

• VTA Board of Directors vta.org/about/board-and-committees
  - May 7, 2020, 5:30 PM
  - 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 – Santa Clara

• 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 Downtown Precise Plan - Community Meeting information to CWG members to distribute to their networks – ✔
• Provide link to Airport RFQ responses in meeting summary – ✔
Questions
CWG Member
Report Back
Report Back

- Ron Miller *Bellarine College Preparatory*
- Curtis Leigh *Hunter Storm*
- John Urban *Newhall Neighborhood Association*
- Sudhanshu Jain *Old Quad Residents Association*
- Ana Vargas-Smith *Reclaiming Our Downtown*

- Luke De Vogelaere *San José Earthquakes*
- Nick Kaspar *Santa Clara Chamber of Commerce*
- Chris Shay *Santa Clara University*
- Eddie Truong *The Silicon Valley Organization*
- Jack Morash *South Bay Historic Railroad Society*
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

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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
Single-Bore with Center Platform

• 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
- Orange: Phase I Alignment
- Green: Phase II Ground-Level Alignment
- Blue: Phase II Single-Bore Tunnel Alignment
- Purple: Ventilation Facility

SANTA CLARA STATION
- Newhall Maintenance Facility

DIRIDON STATION
- Stockton Avenue Ventilation Facility

DOWN TOWN SAN JOSÉ STATION
- 3rd Street Ventilation Facility

BERRYESSA/NORTH SAN JOSE STATION

28TH STREET/LITTLE PORTUGAL STATION
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

SANTA CLARA STATION

Newhall Maintenance Facility

International Airport

Ventilation Facility

DOWNTOWN SAN JOSÉ STATION

DIRIDON STATION

28TH STREET/ LITTLE PORTUGAL STATION

Berryessa/North San José Station

Side-by-Side Single-Bore

Stacked Single-Bore
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

Expected Limits of Cut & Cover

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