

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

September 23, 2021



Agenda

- Welcome and Introductions
- Follow-up Items
- Phase II Project Update
- Phase II Project Delivery Methods
- Look & Feel of the Stations
- Santa Clara Station Access
- Community Engagement
- CWG Member Report Back
- Next Steps

Zoom Introduction

Communication Protocols:

- Meeting participants are on mute until unmuted by Host for Q&A
- There is a Q&A feature at the bottom of the screen for participants to type their questions in advance. You can “raise your hand” to be unmuted to speak.
- If you are calling in on a landline, please press *9 to “raise your hand” and we will unmute you when it is your turn to speak.
- We will devote up to 2 minutes per question/comment and keep comment related to agenda item.
- Please allow others an opportunity to speak before “raising your hand” again.



Upcoming Meetings – Santa Clara

- Upcoming Santa Clara CWG Dates
 - November 18, 2021, 4:00 PM
- VTA Board of Directors vta.org/about/board-and-committees
 - October 7, 2021, 5:30 PM
 - November 4, 2021, 5:30 PM
- Kate will email alerts for other meetings, e.g. Board Workshops



Follow-Up Items

Kate Christopherson, VTA



Follow-up Items: Santa Clara

- Share if micro-mobility is being considered in station access and parking
 - *VTA is planning for space for micro-mobility access and parking at Santa Clara Station.*



Questions



Phase II Update

Erica Roecks, VTA



Light Rail is Back!



- Orange Line service restarted on August 29
- Limited Green and Blue Line service restarted on September 4
- Blue Line service fully restored on September 12
- VTA employees working nearly around the clock to ensure the system is safe and in good working conditions
- Remember, please obey all warning signs, signals, and crossing gates!



Project Highlights

- Real estate acquisition process continues with negotiations underway for key properties required for project elements and field offices
- VTA and BART working together to finalize sign-off on Design Criteria/Requirement Manuals to be included in final procurement documents
- Cooperative Agreement #1 with Cities of San José, Santa Clara and Caltrans now executed
- VTA, FTA, and Project Management Oversight Contractor continue weekly coordination meetings



FTA's Expedited Project Delivery Update

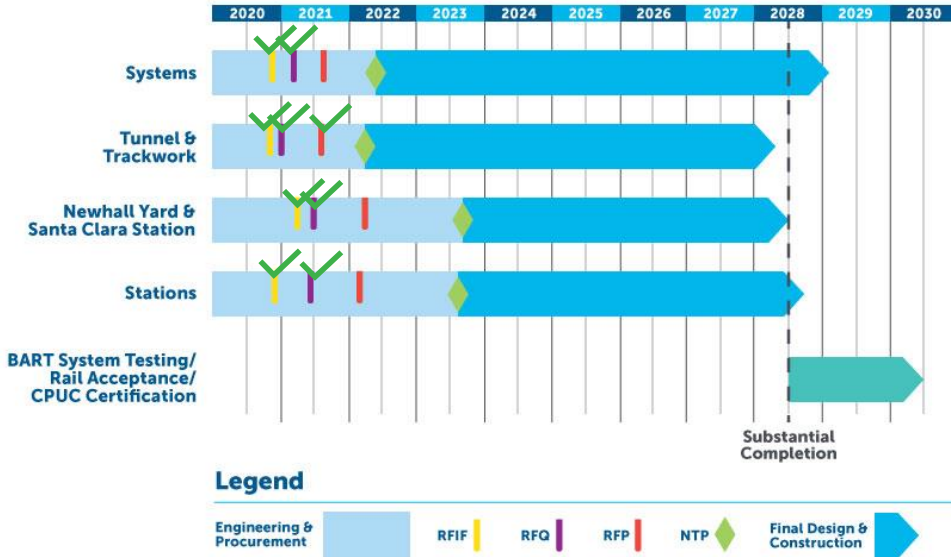
On July 28, 2021, the FTA's Executive Director advised VTA's GM/CEO on the following:

- VTA and Congress to concurrently receive FTA notification by September 2021 regarding project's application selection
- With project selection, VTA will receive full pre-award authority
- If FTA recommends a Letter of Intent, Congress will have a 30-day review period. If approved, VTA anticipates receiving a Letter of Intent from FTA by October



Contracting Updates

Framework to Completion



Requests for Qualifications (RFQ)

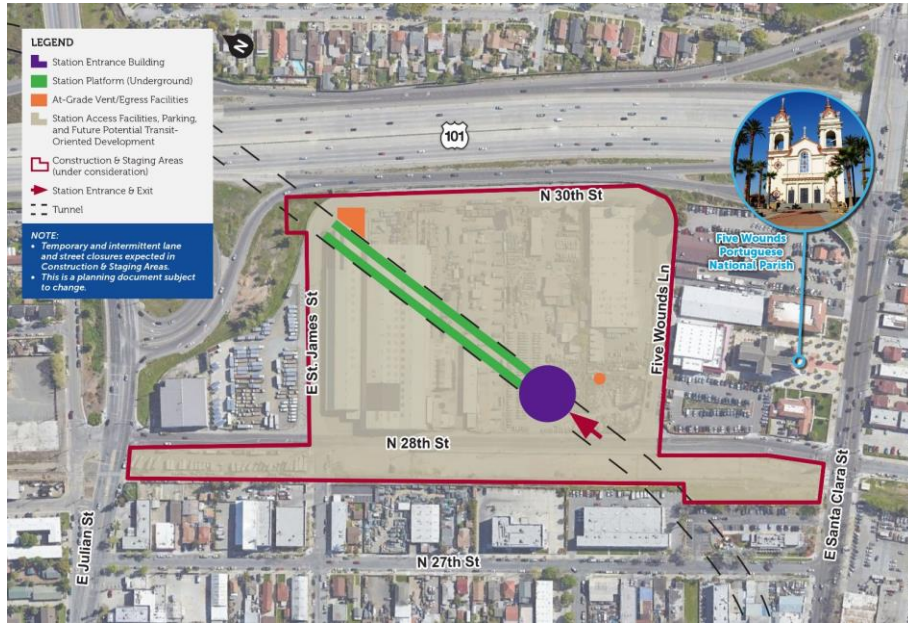
- Released **Tunnel RFQ** on Dec. 29, 2020
- Released **Systems RFQ** on Feb. 26, 2021
- Released **Stations RFQ** on June 29, 2021
- Released **Santa Clara & Newhall Yard RFQ** on Sept. 13, 2021

Requests for Proposals (RFP)

- Released **Tunnel Draft RFP** on July 28, 2021; **Final RFP** to be released in *September*
- Systems RFP** to be released *Oct. 2021*
- Stations RFP** to be released *February 2022*
- Santa Clara & Newhall Yard RFP** to be released *March 2022*



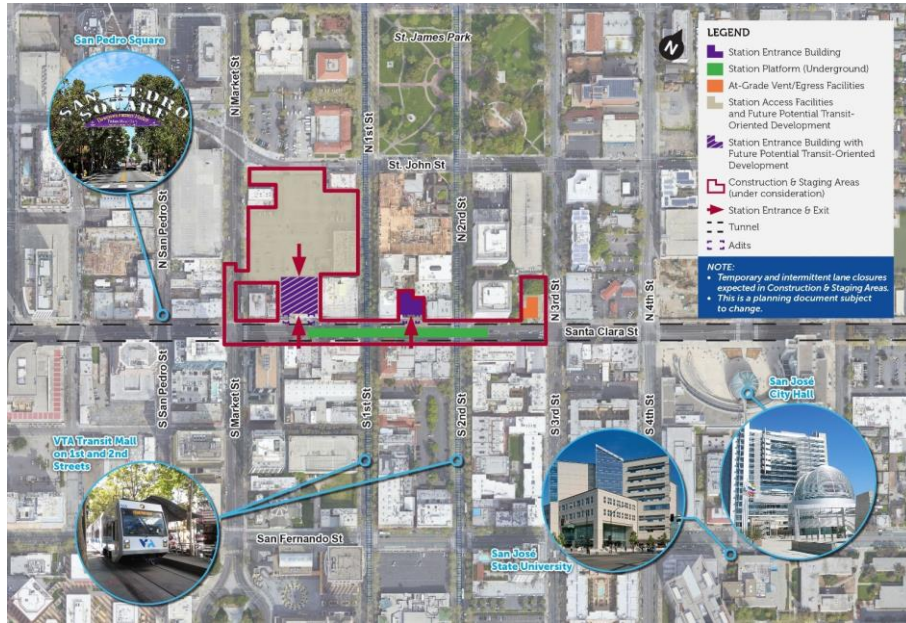
28th Street/Little Portugal Station



- 6,700 weekday riders anticipated by 2040
- Future connection to Five Wounds Trail
- Bike and vehicle parking will be provided



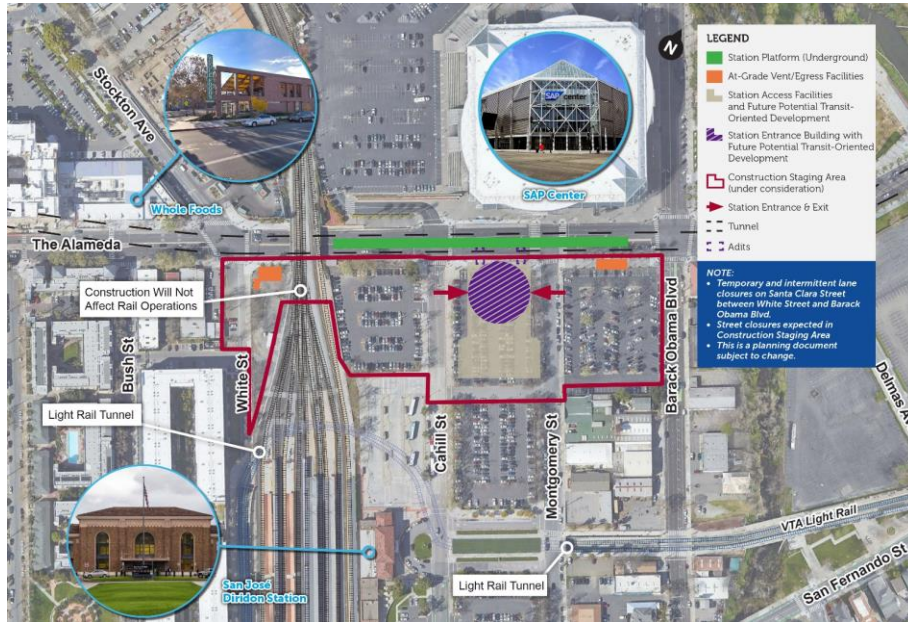
Downtown San José Station



- 27,900 weekday riders anticipated by 2040
- Bike parking will be provided and easy connections to VTA bus and light rail
- Within walking distance to SJSU and numerous restaurants and venues



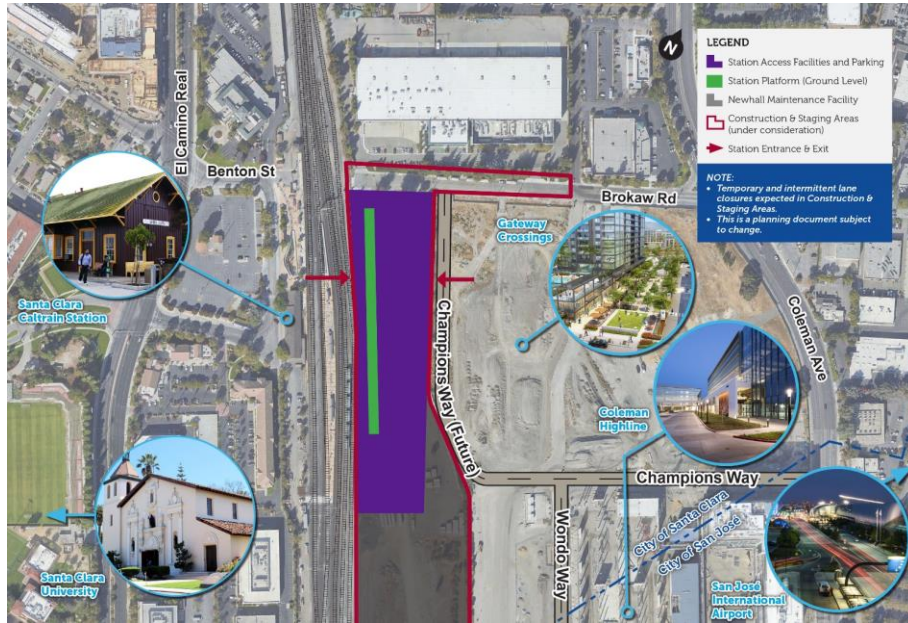
Diridon Station



- 9,900 weekday riders anticipated by 2040
- Bicycle parking will be provided
- Adjacent to SAP Center, Downtown West, and the future Diridon intermodal station



Santa Clara Station



- 10,100 weekday riders anticipated by 2040
- Will have connection to Gateway Crossings and Santa Clara Caltrain Station
- Will include bike and vehicle parking
- Within walking distance to Santa Clara University, PayPal Park



Questions



Project Delivery Methods

R. John Caulfield, PE, GE
VTA's Contract Package 2 Project Manager



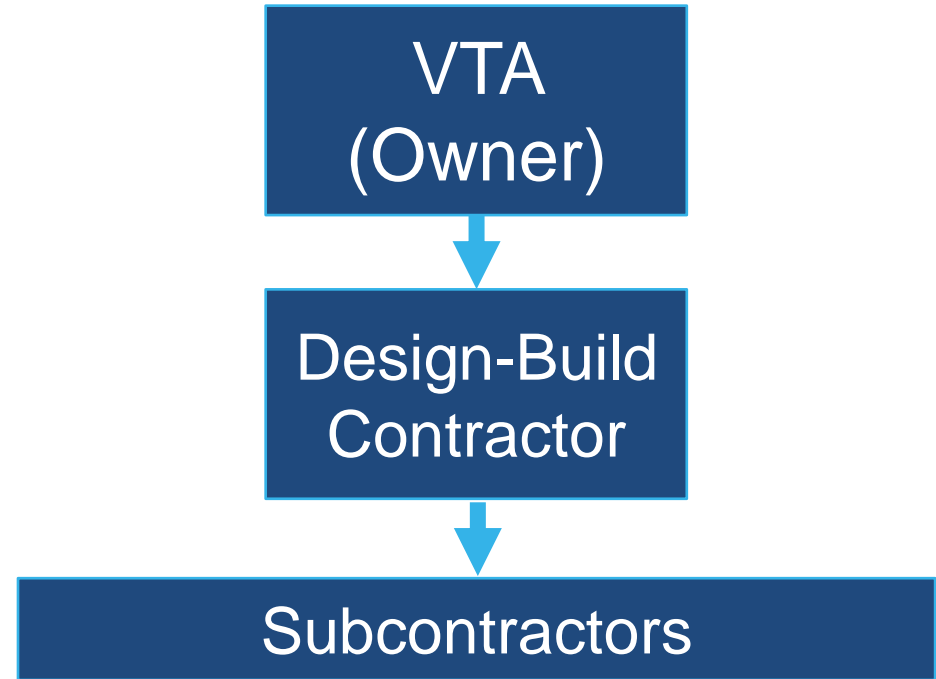
BSV Phase II Contracting Plan

Contract Package	Title	Delivery Method	General Scope*
CP1	Systems (Approx. contract value \$500M)	Design-Build (DB)	<ul style="list-style-type: none"> All rail system elements
CP2	Tunnel & Trackwork (Approx. contract value \$2,500M)	Progressive Design-Build (PDB)	<ul style="list-style-type: none"> Tunnel & trackwork Mid-tunnel facilities 28th Street/Little Portugal support of excavation Utility relocations as required Stations Support of Excavation & Connecting Adits
CP3	Newhall Yard & Santa Clara Station (Approx. contract value \$500M)	Design-Build (DB)	<ul style="list-style-type: none"> Yard & Maintenance Facility Line & track Santa Clara Station 500 space parking garage Utility relocations as required
CP4	Stations (Approx. contract value \$500M)	Design-Build (DB)	<ul style="list-style-type: none"> 28th Street/Little Portugal, Downtown and Diridon stations 1,200 spaces parking (28th Street/Little Portugal Station) Utility relocations as required
*Final scope elements under evaluation.			



Design-Build

- Combines architectural, design, and construction services into one contract:
 - Single-point of management
 - Simplified procurement but requires detailed scope of work, specification and performance criteria
- Cost competitive but driver is usually schedule as opposed to price
- Not a risk transfer tool
- Cost known for provided scope of work at contract award
- VTA involvement minimal after selection



Progressive Design-Build

- Similar to Design-Build but incorporates contractor involvement earlier. Ability to mobilize design efforts earlier
- Contractor selection primarily qualifications based
- VTA provides preliminary design and works with the contractor in collaborative process through the initial design phase and then construction
 - Avoids creating a design that is less feasible and/or more expensive to construct. Offers opportunities for design to cost
 - Cost is evaluated iteratively using transparent “open book” estimates
 - Maximizes innovation and progressive de-risking of the project



BSVII Progressive Design Build Process

Phase 1

- Progressive Design Build Contractor to collaborate with VTA, City of San José, and the community
- Advance preconstruction design (10% to 90%)
- Preconstruction activities, such as any additional geotechnical work and utility relocation
- Early work items such as Tunnel Boring Machine portal preparation and temporary power

Phase 2

- Progressive Design Build Contractor to provide proposal including construction cost, schedule, and risk mitigation proposals
- Complete design
- Progress construction to completion



Questions



Look & Feel of the Station

Doug Moody, VTA

Peter Sokoloff, Foster & Partners



Where did the concepts presented to the public come from?



Design Review Committees (DRCs)

- A forum for community leaders and local government partners to provide input to VTA's BART Phase II project team for select visual elements of the stations.
- Monthly meetings between June and September 2021.
- The DRCs helped the project team shape the station look and feel elements that were shared broadly with the public for review and feedback.



Santa Clara DRC Working Group Members

- Old Quad Neighborhood Association
- Silicon Valley Central Chamber of Commerce
- Reclaiming Our Downtown
- Santa Clara University
- City of Santa Clara



Station Look & Feel Elements

- **Station elements that are not part of the process:**
 - Layouts and configurations of core station components
 - Transit oriented development
 - Station access, entrance locations, and fare gates
 - Selection of public art

- **Station elements considered in the process:**
 - Customer visual experience
 - Palette of material finishes
 - Canopies/entrance areas
 - Areas for public art



Path of DRC Summary Report to CP3 RFP Release in first half of 2022

Finish Draft RFP

Internal review

City review

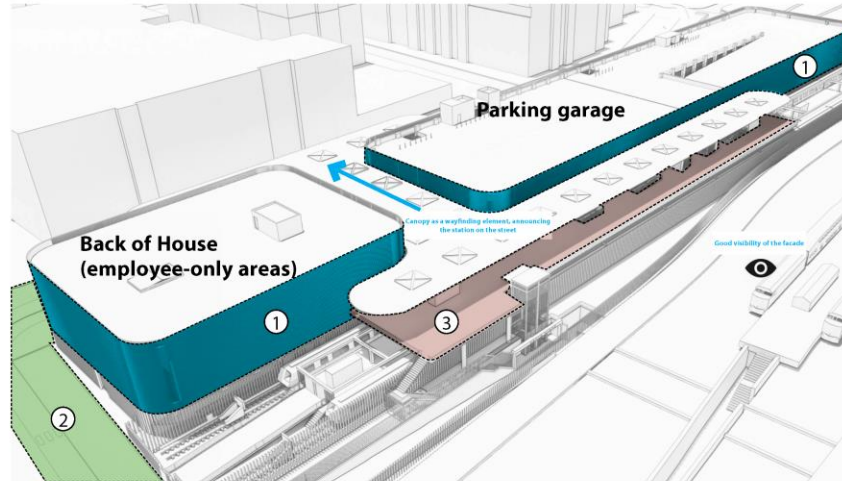
Finalize RFP

RFP release in the first half of 2022





Architectural Finish Options



- ① Facade
- ② Paving
- ③ Platform and Concourse Flooring

- Look & feel Materials
- Facade Treatment
- Floor and Paving Finishes



Santa Clara Station
Aerial view





Santa Clara Station DRC Concept
Approaching Fare Gates



5



Santa Clara Station DRC Concept - Facade
Option 1 -Bronze Anodized Aluminum Tubes

The use of aluminum tubes is cost effective.
Different colors could be considered.



Santa Clara Station DRC Concept - Facade
Option 1 - Bronze Anodized Aluminum Tubes

The use of aluminum tubes is cost effective.
Different colors could be considered.



Santa Clara Station DRC Concept - Facade
Option 1 - Bronze Anodized Aluminum Tubes

The use of aluminum tubes is cost effective.
Different colors could be considered.



Santa Clara Station DRC Concept - Facade

Option 2 - Kinetic Facade

Kinetic elements create movement within the facade.



Santa Clara Station DRC Concept - Facade

Option 2 - Kinetic Facade

Kinetic elements create movement within the facade.



Santa Clara Station DRC Concept - Facade

Option 2 - Kinetic Facade

Kinetic elements create movement within the facade.



Santa Clara Station DRC Concept - Facade

Option 3 - Metal Mesh

The use of the metal mesh allows for transparency throughout the station and is cost effective.



Santa Clara Station DRC Concept - Facade

Option 3 - Metal Mesh

The use of the metal mesh allows for transparency throughout the station and is cost effective.



Santa Clara Station DRC Concept - Facade

Option 3 - Metal Mesh

The use of the metal mesh allows for transparency throughout the station and is cost effective.



15



Santa Clara Station DRC Concept - Facade

Question: What kind of solution is most appropriate for the facade of the station?



Option 1 - Bronze Anodized Aluminum Facade



Option 2 - Kinetic Facade



Option 3 - Mesh Facade



Santa Clara Station DRC Concept - Approach Paving

Option 1 - Architectural Concrete Paving

Elegant solution relating to new developments around the station.



Santa Clara Station DRC Concept - Approach Paving

Option 2 - Terracotta Color Paving

A nod to the color accents of historic establishments within the station's influence area.



Santa Clara Station DRC Concept - Approach Paving

Question: Is it more important for the paving to fit in with new developments or to relate to history?



Option 1 - Architectural Concrete Paving



Option 2 -Terracotta Color Paving

Santa Clara Station DRC Concept - Concourse and Platform Flooring
Option 1 - Concrete

Simple flooring would not take attention away from the station architecture.



Santa Clara Station DRC Concept - Concourse and Platform Flooring Option 1 - Concrete

Simple flooring would not take attention away from the station architecture.



Santa Clara Station DRC Concept - Concourse and Platform Flooring
Option 2 - Concrete With Color Accent

Local culture could be reflected with color accents in the flooring.



Santa Clara Station DRC Concept - Concourse and Platform Flooring Option 2 - Concrete With Color Accent

Local culture could be reflected with color accents in the flooring.



Question : Should the platform and concourse flooring be concrete , or should there be color accents incorporated into the flooring?



Option 1 - Concrete



Option 2 - Concrete with Color Accent

Community Engagement – Notifications

Notifications of Social Pinpoint community feedback platform and pop-ups to:

- VTA Board / Internal staff
- Cities of San José & Santa Clara
 - Council Offices
 - DRC Executive Members
 - Communications Staff
- DRC Working Group Members
- Community Working Group (CWG) members and larger email list
- Project-wide email list
- Social media



Community Engagement – Pop-ups

- Downtown San José Farmers' Market (Friday, September 10)
- Santa Clara Farmer's Market (Saturday, September 11)
- Alum Rock Village Farmers' Market (Sunday, September 12)
- Diridon Caltrain Station (Monday, September 13)
- Santa Clara Caltrain Station (Tuesday, September 14)

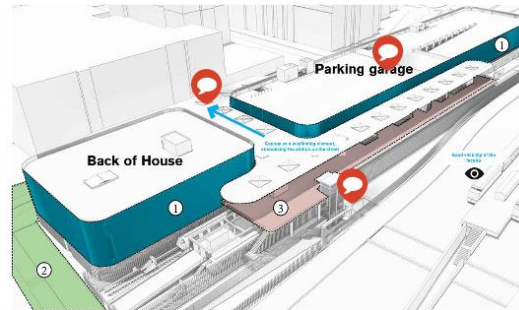


Community Engagement – Social Pinpoint Site

Interactive online platform that shares project information and collects community feedback on specific aesthetic station elements: <https://bit.ly/vtabsv2stations>

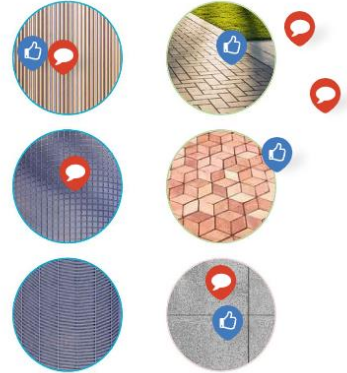


Architectural finish options



- ① Facade
- ② Paving
- ③ Platform and Concourse Flooring

- Look & feel materials
- Facade treatment
- Floor and paving finishes



Social Pinpoint Statistics

Unique Users

- **Homepage** 1,650+
- 28th/LP 270+
- Downtown 300+
- Diridon 220+
- Santa Clara 340+

Last updated 9/15/21

Feedback period closes 9/17/21

Comments

- 28th/LP 55+
- Downtown 65+
- Diridon 40+
- Santa Clara 60+

Survey Responses

- 28th/LP 60+
- Downtown 95+
- Diridon 75+
- Santa Clara 80+



How will feedback received be used?

- Summarized at the end of the process
- How feedback received has been, or will be, addressed will be posted on the website
- Updates at public meetings in late October / early November



Multiple Stations – Relevant Comments

- More greenery
- More shade, esp walkways and parking (where present) -- solar panels?
- Further include/integrate wayfinding
- More color and/or art, including on structural elements
- Include more strategies to retain stormwater
- Use sustainable materials
- Provide abundant places to sit
- Outside seating should not accommodate sleeping
- Recommendations for future considerations and processes to select art



Santa Clara: Feedback Examples

Supportive Feedback



This brick is pleasantly reminiscent of Mission architectural themes

10 days ago

Like +7 Dislike

Constructive Feedback

The station does not interface well with things to the west.

Santa Clara – Off-topic Comments

- Station design comments, including:
 - Underground the entire station
 - Better connections to Caltrain and other transit services
 - Better orient the station to the west
 - Include an above-ground walkway to connect to the west
 - Better access routes within the station



Santa Clara: Responses to Off-topic Comments

Station design comments, especially to better interface with things to the west.

- The Santa Clara BART station is an end-of-the-line facility co-located with the BART Newhall Maintenance Facility, and functionality requirements of this facility significantly constrain design options.
- The overall project budget also constrains options for this and other facilities.



Santa Clara – Relevant Comments

- Use less reflective materials to reduce heat
- Consider wood-like structural materials, especially around the platforms and concourses; example photo provided:



Next Steps

- Summarize findings into a report to be included as a reference document in the Request for Proposal (RFP) package for design-build contractors for the station
- Post report highlights and responses to public feedback on the project website
- Review RFP with City of Santa Clara
- Release RFP in first half of 2022



Questions

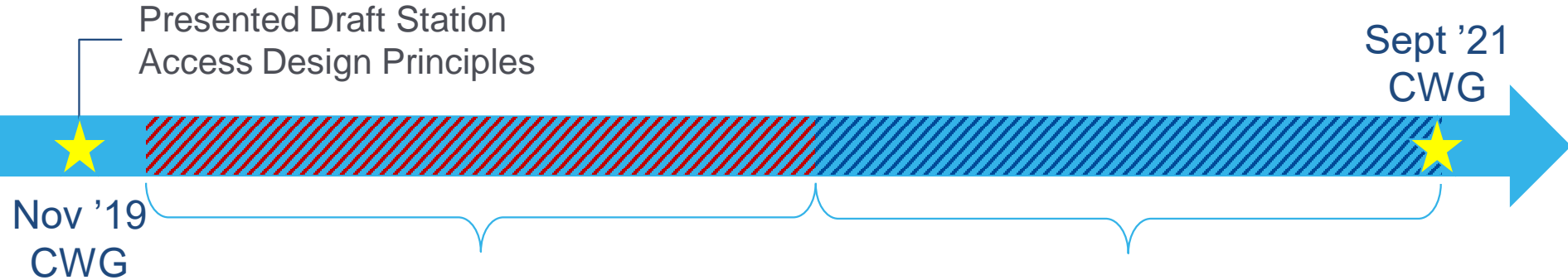


Santa Clara Station Access & Circulation

Erica Roecks, VTA



What have we done since 2019



Mar '20 to May '21

Revised Station Design:

- Track & platform configuration
- Determined Newhall Maintenance Facility (NMF) layout with BART
- Progressed station design once NMF layout was mostly finalized
- Revised ridership forecasts

May '21 to Sept '21

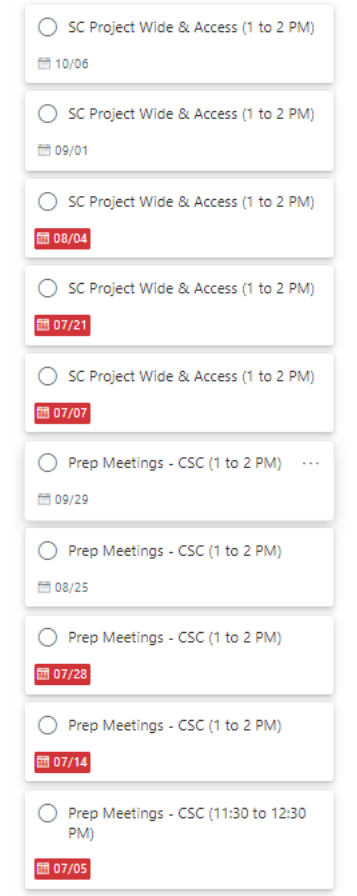
City Coordination and Station Access Facility Design:

- Revised bicycle & auto parking needs
- Identified Project access improvements in collaboration with adjacent developments

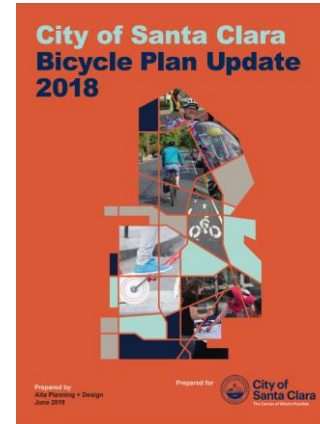
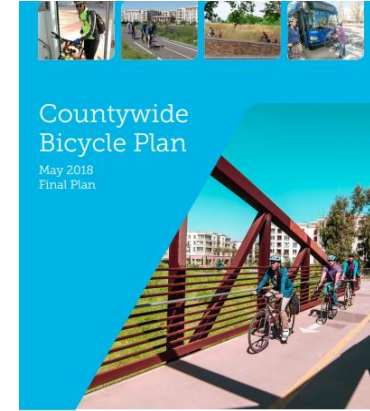
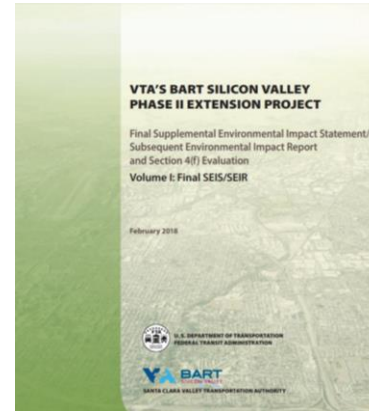


Ongoing City Coordination

- Bi-weekly City coordination on design of city access facilities to:
 - Establish a shared understanding of basis of design
 - Discuss features for possible inclusion in BSVII Project
- Documenting access and circulation facilities in Basis of City Facility Design (CFD) memo
 - Will be included in CP3 RFP



Planning Principles



Station Access Priorities

Pedestrian Access

- Coordination with adjacent developers on pedestrian facilities

Bicycle Access

- Coordination with adjacent developers on bicycle facilities

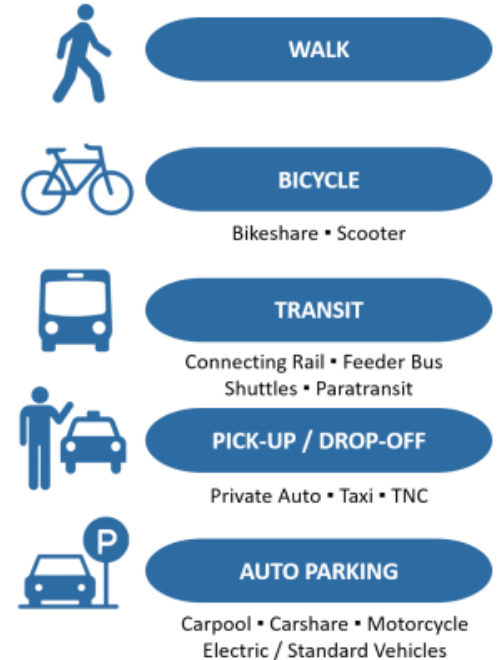
Transit Access

- Connectivity to Santa Clara Caltrain Station & VTA Transit Center

Auto Access

- Accommodations for passenger pick-up/drop-off
- Parking garage access

VTA's Station Access Hierarchy



Next Steps

- November CWG – update on access/circulation
- City and Agency review of Draft Request for Proposals (RFP)
- Advertise RFP for Contract Package 3
- Coordination between BSV, Contractor, VTA, and City on final design
- The City has been awarded grant funding from VTA and MTC to prepare a Santa Clara Station Area Plan. That effort has not yet begun but will include robust public engagement.



Questions



Community Engagement

Gretchen Baisa, VTA



Business Resource Program Goals



Ensure business visibility and access during construction



Provide marketing and technical assistance to businesses near construction areas



Meet VTA's environmental commitments for BSVII



Ensure business support is commensurate with impacts



Support businesses as they prepare for opportunities provided by BSVII



Progress Made to Date

JCL Consultants have done the following since June 2021:

- Review of Project information
 - 2018 Final SEIS/SEIR
 - Small Business Resource Study
 - Construction Education & Outreach Plan
- Small business interviews along the corridor
- Small Business Task Force meetings (June & September)
- Briefings with City of San José Office of Economic Development
- Interviews with LA Metro and Orange County Transit Authority

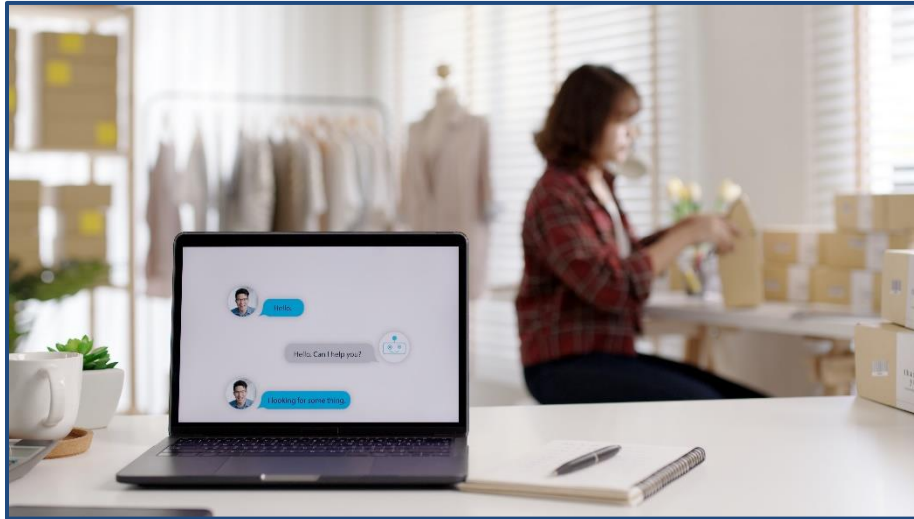


Business Resource Program Draft Recommendations



Note: Additional business support to be considered once construction means and methods defined by contractor

Virtual Business Solution Center



Establish a Virtual Business Solutions Center (VBSC) to build up the capacity of small businesses during construction:

- Partner with well-established local service provider(s)/CBO to deliver services to businesses
- Provide individualized, one-on-one technical support and assistance
- Use diverse, multilingual, door-to-door outreach approach
- Develop a robust web portal for 24/7 on demand access to information, tools, and resources



Signage & Wayfinding



In close coordination with VTA Marketing, develop branding and designs for an engaging and vibrant outdoor wayfinding and signage campaign.

- Develop public-facing branding and logo
- Use local business images, landmarks, and art
- Maximize VTA-assets; staging areas, sound walls, and buildings
- Create and manage content calendar to plan and track activity



VTA-Sponsored Shop Local Marketing Campaign



Public-facing marketing campaign designed to increase walk-in traffic and exposure for local retail businesses. Activities include VTA sponsored social media advertisements, coupon promotions, and fun community events to promote businesses. Campaign follows the path of construction, focusing resources on areas heaviest impacted.

- Customer facing website & business directory; newsletter
- Digital advertising: web banners, eblasts, streaming radio; targeted by location, language, age, demographics
- Targeted social media ads: Facebook, Instagram, YouTube, Pandora, Spotify, other
- Video series and professional photography

Additional Business Support

Evaluate if additional business support resources are necessary once Progressive Design Build Contractor has determined construction means, methods, and phasing after Notice to Proceed is issued in April 2022.

- Meet with Progressive Design Build to analyze the intensity and duration of anticipated impacts
- Research potential funding sources
- Compile a list of qualified local Community Development Financial Institutions (CDFI)
- Present research and analysis to the VTA Board - Summer 2022



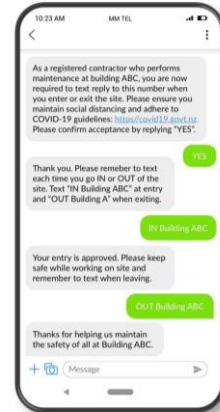
Contract Specifications Update

- In preparation for construction and in response to business feedback, the BSV Outreach Team has written contract specifications in the following areas:
 - Early notification about construction activities
 - Construction outreach coordination
 - Additional outreach staff
 - Signage and wayfinding
 - Incident rapid notification
 - Project hotline, email, and stakeholder management
 - Beautification and aesthetic treatment of construction fencing



Additional Outreach Efforts

- MyVTA (SMS alerts)
- Website update
- Fact sheets
- Milestone event planning
- Tabling at community events



FACT SHEET: SANTA CLARA STATION

LEGEND

- Phase I (Completed)
- Phase II Concur-Level
- Phase II Subway
- Maintenance Facility
- Bus
- Commuter Rail
- Parking
- Pick-up/drop-off
- Site Parking
- Landmark

Santa Clara Station, adjacent to the Santa Clara Caltrain Station and the future Gateway Crossings development, will be the end of the line station for VTA's BART Phase II Extension. Unlike the three other stations, the concourse will be elevated and the platforms will be at ground level, similar to the Warm Springs BART Station. The station will include vehicle parking, bicycle facilities, and a connection to Caltrain, Capital Corridor, Altamont Corridor Express, and several VTA bus lines through an extension of the existing Santa Clara pedestrian undercrossing.

On the border of Santa Clara and San Jose, BART passengers will have access to destinations in both cities within walking distance. To the northeast will be Gateway Crossings, a new development with a mix of housing, retail, and open space. To the southwest is PayPal Park (home to the San Jose Earthquakes), mixed-use development, Caltrans Highway 88, and various restaurants and retail. To the southwest is Santa Clara University, the oldest operating university in California.

Santa Clara Station: At a Glance

- 10,100 Weekly riders in 2040
- 500 Parking Spaces for BART passengers
- Walking distance to Santa Clara University
- Close to PayPal Park, home of the San Jose Earthquakes
- Connect to the San Jose International Airport via VTA's Route 60

VTA's BART Silicon Valley Phase II Extension (Phase II Project) is a six-mile, four-station extension of BART from Berryessa/North San Jose Station (opened 2020) through downtown San Jose to the City of Santa Clara. The Phase II Project is planned to include an approximately five-mile subway, three stations with underground platforms (5th, Street/Little Portugal, Downtown San Jose, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

Project Funding Partners: CalSTA, VTA

VTA's BART Silicon Valley Phase II Project



Save the Date for Public Meetings!

- 4 virtual meetings to be held in late October and early November
- Meetings will be held in English, Spanish, Vietnamese, and Portuguese
- Meeting dates to be determined by upcoming milestones
- Register for notification at www.vta.org/bart



We Want to Meet with You!

- Later this fall, please invite us to your organization's meetings so we can inform your networks of all the project updates we shared with you all today!



Questions



CWG Member Report Back



Report Back

- [Ana Vargas-Smith](#) *Reclaiming Our Downtown*
- [Christian Malesic](#) *Silicon Valley Central Chamber of Commerce*
- [Curtis Leigh](#) *Hunter Storm*
- [David Cajigas](#) *Santa Clara University*
- [Jack Morash](#) *South Bay Historic Railroad Society*
- [John Urban](#) *Newhall Neighborhood Association*
- [Jonathon Evans](#) *Old Quad Residents Association*
- [Luke De Vogelaere](#) *San José Earthquakes*
- [Ron Miller](#) *Bellarmino College Preparatory*



Next Steps

- Next CWG meeting:
November 18, 4:00 PM, Virtual Meeting
 - CWG Member Report Backs
 - Phase II Update
 - Station Access
 - Community Engagement
 - Station Area Update

- Action Items