VTA's BART Silicon Valley Phase II Extension Project

CMAA Northern California Chapter
Capital Improvement Program: Bay Area Rail

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Santa Clara Valley Transportation Authority

Santa Clara Valley Transportation Authority

Solutions that move you

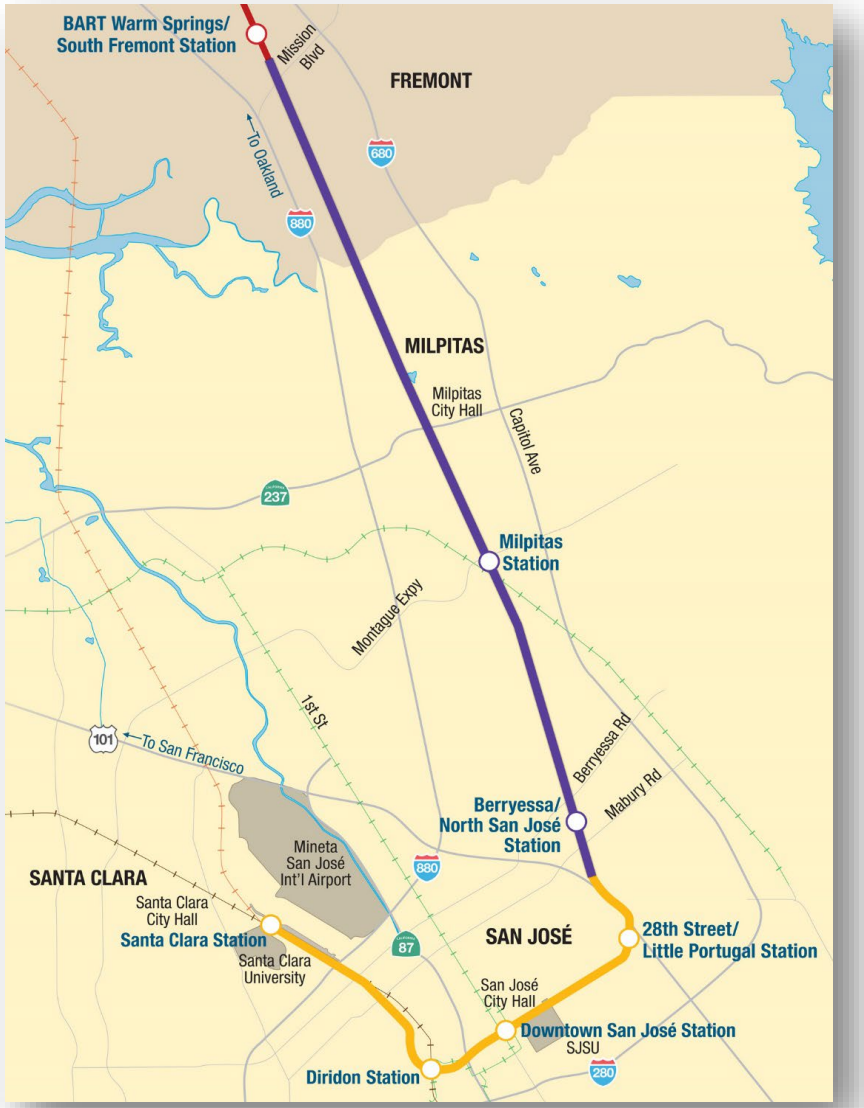
VTA's BART Silicon Valley (BSV) Program

Phase I Extension

- 10-mile extension
- 2 stations
- BART service started in 2020

Phase II Extension

- 6-mile extension (5-mile subway)
- 4 stations
- 2 Mid-Tunnel Facilities
- Storage Yard & Maintenance Facility



Ringing the Bay with fast, frequent transit

VTA & BART Partnership

Santa Clara County is not part of the BART district. A Comprehensive Agreement and an Operations and Maintenance Agreement provide 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

Phase I Project – Berryessa Extension

- Two new VTA transit centers with BART stations in Milpitas and Berryessa/North San José
  - Bus transit centers
  - Secure bicycle parking
  - Paid vehicle parking
  - Taxi/TNC/shuttle drop-off/pick-up space
- Opened in 2020

Phase II Project

6-Mile Extension of BART Service

Alignment

- 5-mile single-bore tunnel
- 1-mile at-grade

4 New BART Stations

- 3 underground (28th Street/Little Portugal, Downtown San Jose, and Diridon)
- 1 above ground (Santa Clara)

2 Mid-Tunnel Facilities

Storage Yard & Maintenance Facility

Project Benefits

Annual reduction of carbon footprint the equivalent of a forest the size of Oakland, CA

Elimination of 3.9 million auto trips every year in support of CA 2030 climate goals

Connecting 1.7 M transit-dependent riders to resources every year

VTA buses will continue to serve **44,000 weekday riders** during construction

Providing equitable transit for low-income communities

Activation of station sites and streets that **foster walkability, vibrancy, activity, and cultivate a sense of community**

Intermodal connection to commuter, intercity, light rail, and regional bus service

Limited disruption and impact to local businesses as a result of single-bore construction methodology

2 M people in Santa Clara County will gain access to → **3.5 M Bay Area Jobs**

An average travel **time savings of 30 minutes** for a 50-mile commute

60 M sq ft of new development and housing

5,600 student riders (San Jose State University/Santa Clara University) are projected to use the system daily

28th Street/Little Portugal Station

Downtown San José Station

27,900 Riders by 2040

Two Entrances on Santa Clara Street

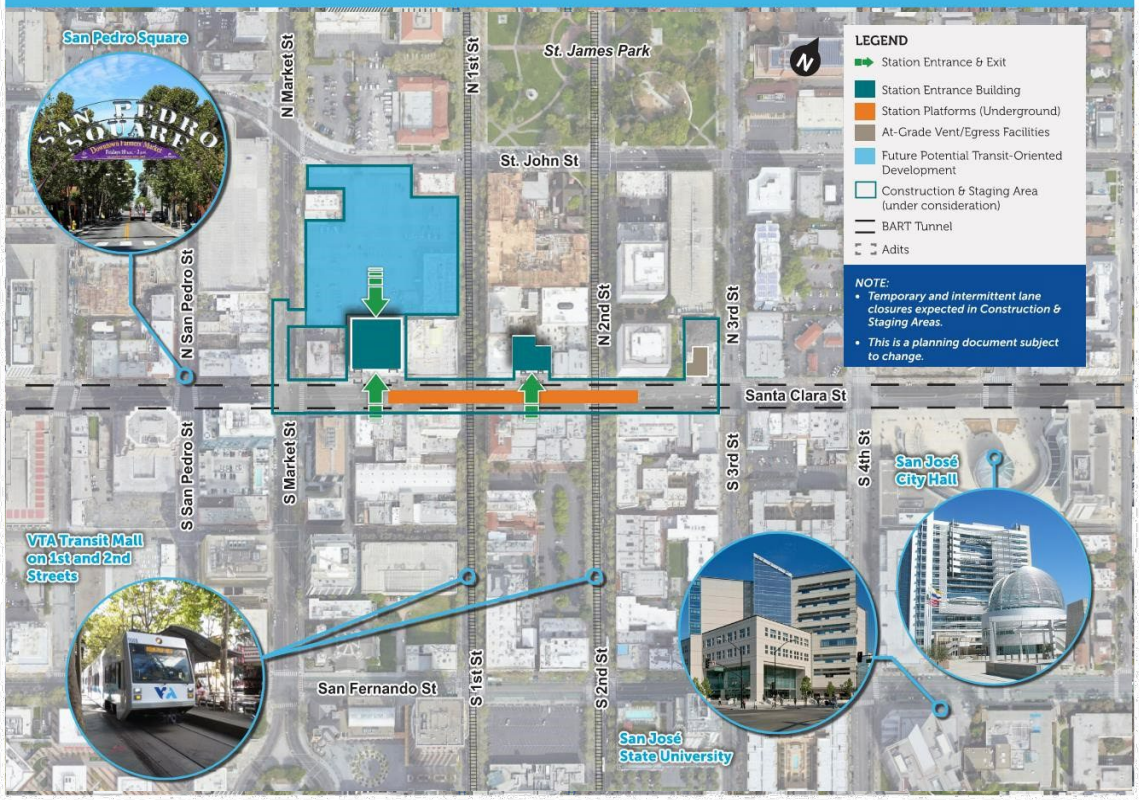
Bicycle Parking

Ticketing Gates at Street Level

Potential to Integrate with TOD

Connects to VTA Bus/ Light Rail

Walking Distance to Numerous Landmarks & Amenities



Conceptual Rendering – Subject to Change

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Diridon Station

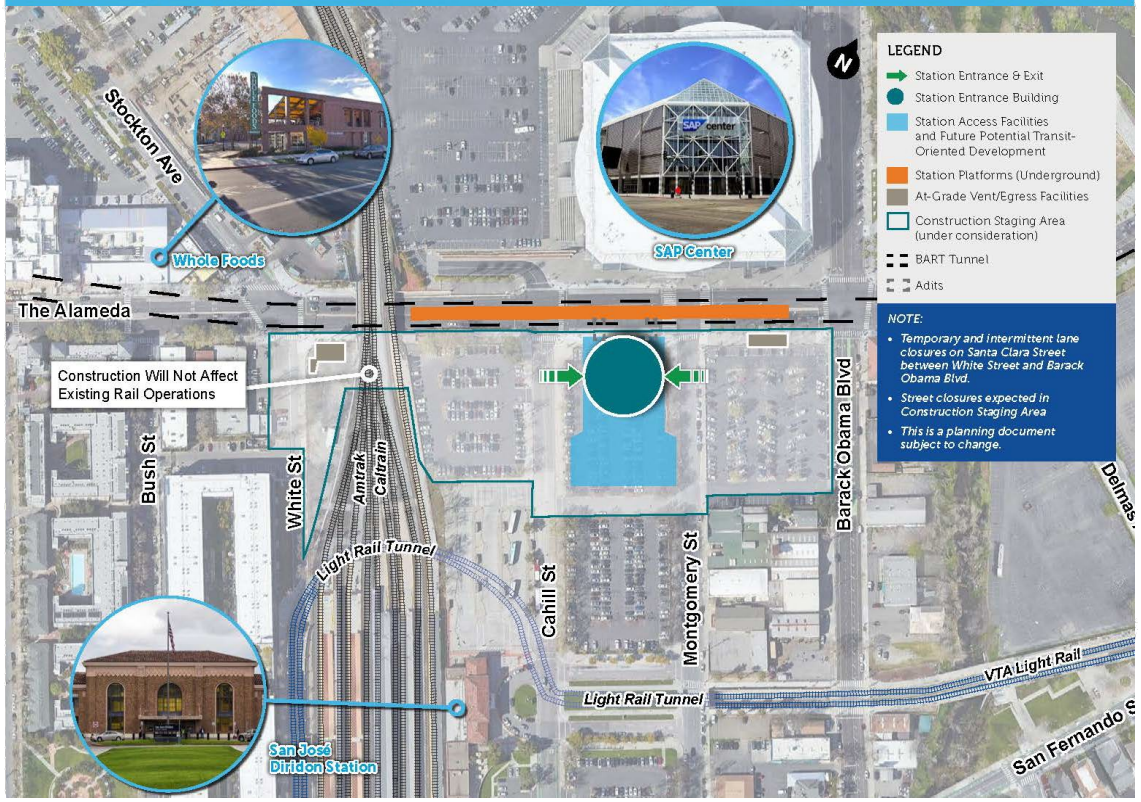
9,900 Riders by 2040

Bicycle Parking

Entrances on Cahill and Montgomery Streets

Ground Level Connection to Diridon Caltrain Station and Transit Center

Across from SAP Center, Downtown West, and Future Diridon Intermodal Station



Santa Clara Station

- **10,100** Riders by 2040
- 500 Parking Space Garage above Yard Storage & Transfer Tracks
- Bicycle Parking
- Elevated two-track concourse
- Connection to Gateway Crossings, Santa Clara Caltrain Station, VTA buses, and rail
- Walking distance to Santa Clara University & PayPal Park

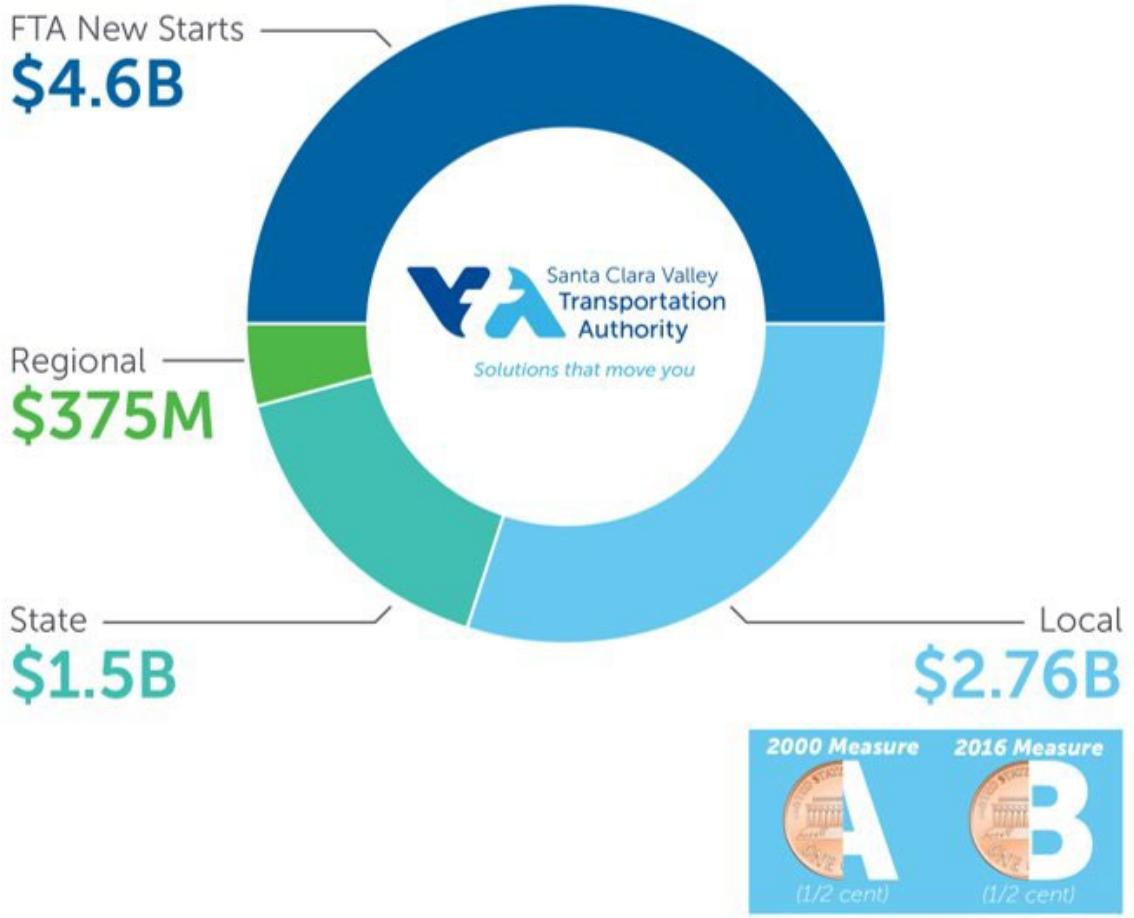
Newhall Yard & Maintenance Facility

Proposed Funding Plan

Federal
- Federal Transit Administration (FTA) New Starts Program
- Letter of No Prejudice (LONP) up to $9.318 billion

Local
- 2000 Measure A
- 2016 Measure B

State/Region
- Transit and Intercity Rail Capital Program (TIRCP)
- Regional Measure 3

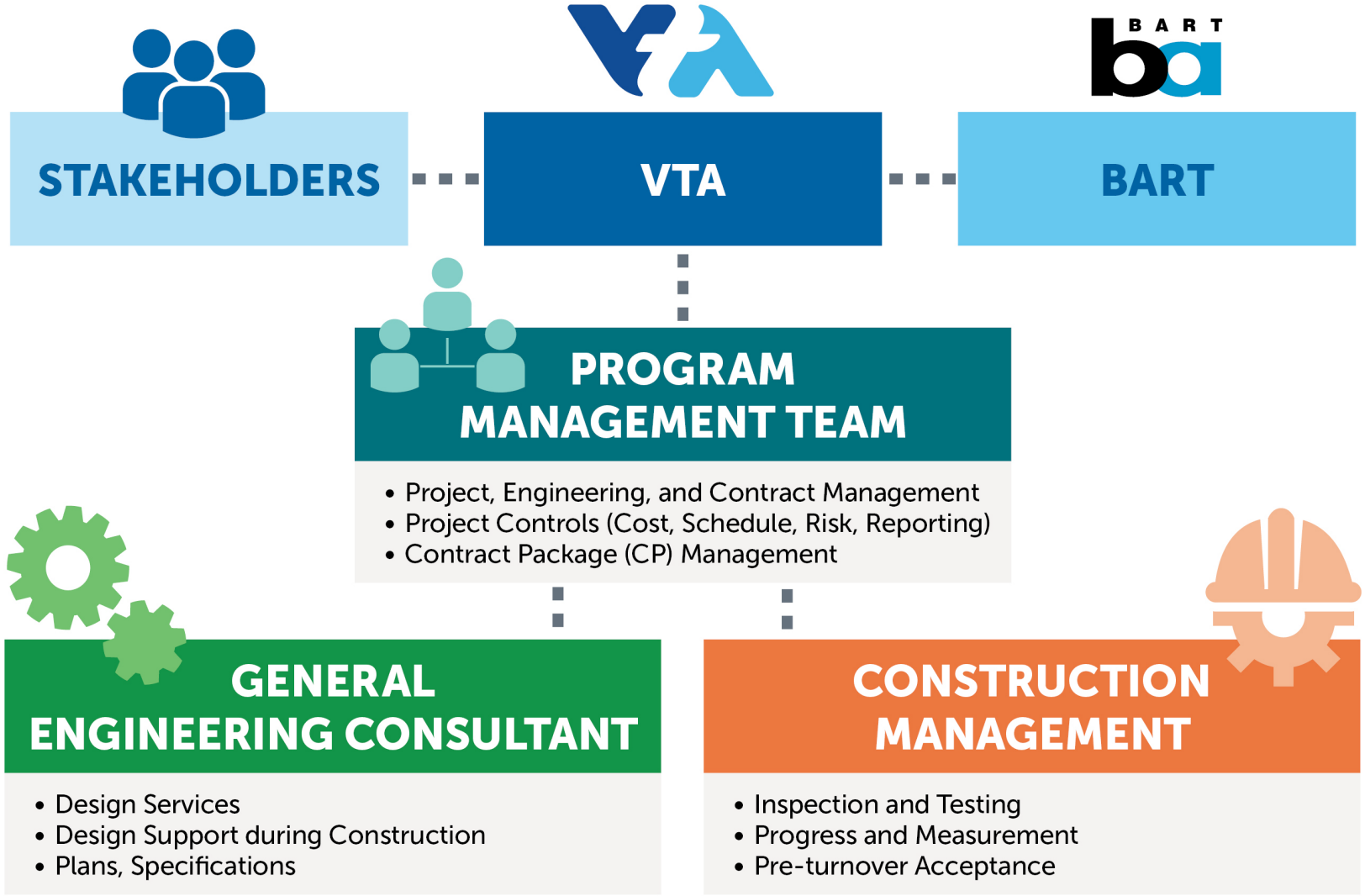


Community and Stakeholder Input

VTA collects community and stakeholder input through:

- Quarterly Community Working Groups
- Board Meetings
- Design Review Committees
- Response to community inquiries
- Small Business Operations Survey
- Small Business Task Force
- Access & Service Needs Interviews
- One-on-One stakeholder briefings

BSV Phase II Program Delivery Organization



BSV Phase II Status

- Contract Package 2, Tunnel and Trackwork design and construction, Kiewit Shea Traylor JV on board
- VTA advancing other design, especially related to Tunnel and Trackwork interfaces
- Reviewing contract packaging and delivery methods for the systems, yard, and stations
- Preparing construction management services RFP

Business Diversity Program

- Existing Professional Service Contracts:
  - ~15% DBE Goal
- Contract Package 2:
  - 15% DBE Goal
  - 20% SBE Goal (inclusive of DBE)
- More information at:
  www.vta.org/business-center/business-diversity-programs

Contracting Process

- Tunnel/Heavy Civil Construction Industry Forum in February 2020

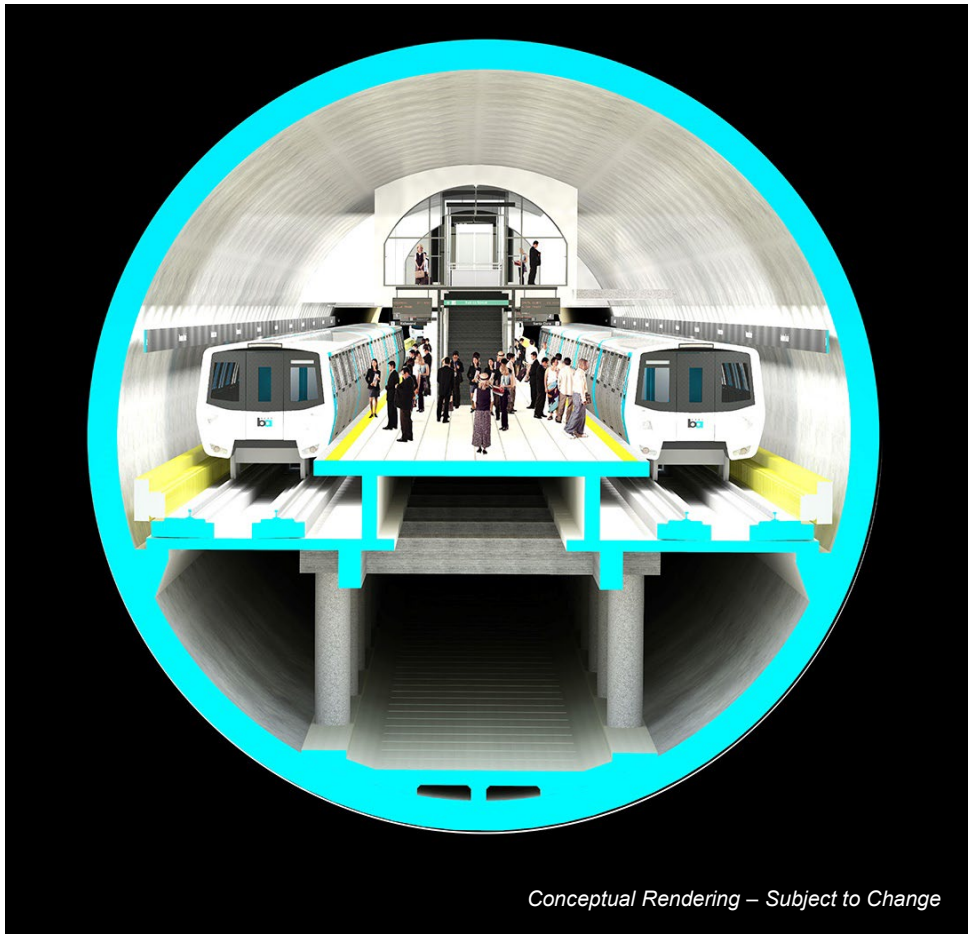
- Three step process for procurements:
  - Request for Industry Feedback (RFIF)
  - Request for Qualifications (RFQ)
  - Request for Proposals (RFP)

- Multiple one-on-one sessions

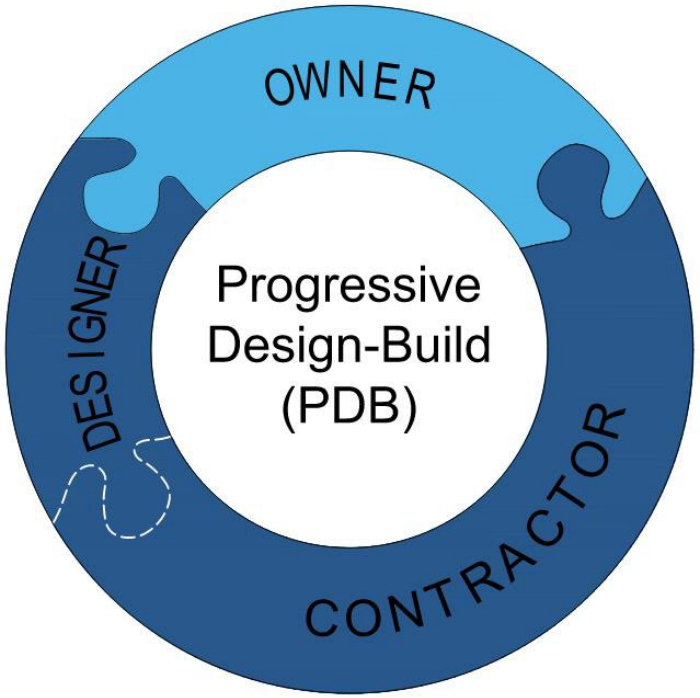
- Pre-proposal conferences

Contract Package 2 Overview

- Progressive Design Build delivery method
- Overall contract description (anticipated through multiple Board actions):
  - Procurement of Tunnel Boring Machine (TBM)
  - Tunnel construction
  - Internal tunnel concrete structures
  - Portals
  - Mid-tunnel facilities
  - Support of excavation for underground stations
  - Adits (connections between tunnel and off-street structures)
  - Trackwork
  - Demolition, utility relocations, enabling works, etc.



Progressive Design Build



Issue RFQ → Shortlist Bidders → Issue RFP → Receive Proposals → Award PDB Contract → Programming Services → Final Design → Financial Proposals → Construction

Today

CP2 Schedule

Schedule

MAY 2022	DEC 2022	SUMMER 2023		SPRING 2024

Stage 1 (Innovations, Programming Services, Design Services)

Tunnel Boring Machine (TBM) Manufacture, Transport, Assembly

Early Work Packages

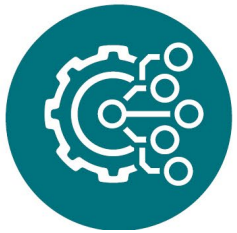
Board Actions

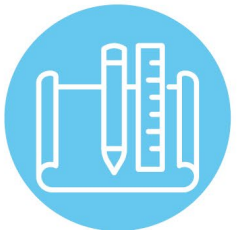
STAGE 1 SERVICES
- Innovations
- Programming & Design Services

EARLY WORK PACKAGES
- TBM
- West Portal

EARLY WORK PACKAGES
- Enabling Works

STAGE 2
- Final Design
- Heavy Construction





Future Opportunities

Construction Management Services

Systems (Construction Procurement)

Stations (Construction Procurement)

Yard & Facilities (Construction Procurement)

Get Involved with the Phase II Project!

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