

VTA's BART Silicon Valley
Phase II Extension Project

28th Street/Little Portugal Community Working Group Meeting

October 9th, 2024



# Agenda

- Welcome & Introduction
- Phase II Update
- Aligning the Project with Available Funding
- CWG Member Report Out
- Next Steps



# 28th Street/Little Portugal CWG Members



- Bill Rankin, Friends of Five Wounds Trail
- Chris Patterson-Simmons, East Village San Jose
- Connie Alvarez, Alum Rock Santa Clara Street Business Association
- Danny Garza, Plata-Arroyo Neighborhood Association
- Davide Vieira, Five Wounds Portuguese National Parish
- Dee Barragan, Roosevelt Park Neighborhood Association
- Elma Arredondo, Alum Rock Urban Village Advocates (ARUVA)
- Elsa Oliveira, Portuguese Organization for Social Services & Opportunities (POSSO)
- Ed Berger, Northside Neighborhood Association
- Helen Masamori, Five Wounds / Brookwood Terrace Neighborhood Action Coalition
- Isamar Gomez, Cristo Rey San José Jesuit High School
- Jesus Flores, Five Wounds Latino Business Foundation
- Justin Tríano, Ride East Side San José (Ride ESSJ)
- Marisa Diaz, Cristo Rey High School Student Council Rep
- Terry Christensen, CommUniverCity
- Vacant, School of Arts and Culture at the Mexican Heritage Plaza
- Vacant, Somos Mayfair

# Santa Clara CWG Members



- Alden Smith, Holland Partner Group
- Ana Vargas-Smith, Reclaiming Our Downtown
- Sean Collins, Santa Clara University
- Bella Burleigh, SCU Service & Social Justice (SCCAP)
- Jack Morash, South Bay Historic Railroad Society
- John Urban, Newhall Neighborhood Association
- Jonathon Evans, Old Quad Residents Association
- Ron Miller, Bellarmine College Preparatory
- Ryan Morfin, San José Earthquakes
- Todd Trekell, Hunter Partners
- Vacant, Silicon Valley Central Chamber of Commerce

# **Upcoming Meetings**



- Upcoming CWG Dates
  - Late October/Early November CWG Meetings (TBD)
  - Late November/Early December CWG Meetings (TBD)
- VTA Board of Directors <u>vta.org/about/board-and-committees</u>
  - VTA's BSVII Oversight Committee: October 10, 2024, 12:00 PM
  - Joint VTA/BART Working Committee: October 18, 2024, 9:00 AM
  - Board of Directors' Meeting: November 7, 2024, 5:30 PM
  - VTA's BSVII Oversight Committee: November 14, 2024, 10:00 AM
  - Board of Directors Workshop November 2024 (TBD)
  - Board of Directors' Meeting: December 5, 2024, 5:30 PM
- Kristen will email alerts for other meetings

# **Meeting Objectives**



- Provide additional information of materials to be presented at VTA's BSVII Oversight Committee on 10/10
- Provide an opportunity for Community Working Group feedback

# **Meeting Feedback Structure**





theck the	one that applies:  I am in agreement.
	I am alright moving forward but have reservations.
	I am concerned.
Please us	e the space below to elaborate on your response.
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# Phase II Update

**Tom Maguire, VTA** 

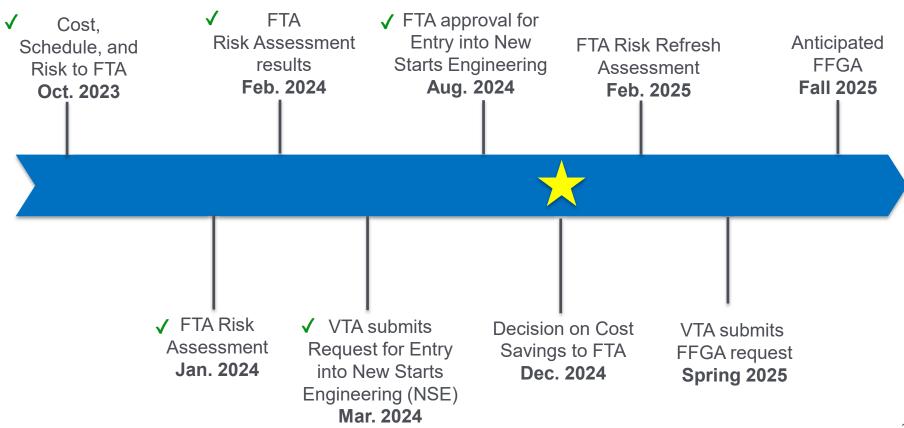
# **FTA Update**



- Regular progress and risk review meetings with FTA/PMOC in anticipation for FFGA
- Over-the-shoulder reviews of documents
- Congressional Delegation Briefings held in DC late September
- Met with senior staff from FTA HQ and Region 9 to discuss FFGA timeline and ongoing cost savings effort

# Path to FTA Full Funding Grant Agreement (FFGA)





# **Community & Board Engagement**

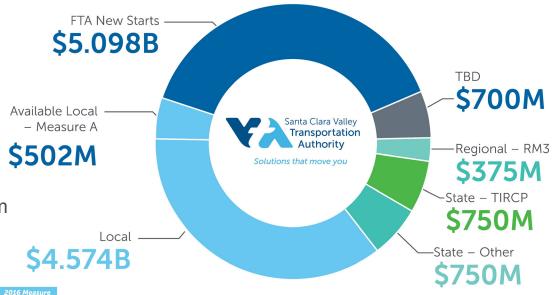


- October 8<sup>th</sup> & 9<sup>th</sup> Community Working Group (CWG) Meetings
- October 10<sup>th</sup> update to BSVII Oversight Committee
- October/November CWG Meetings
- November Board of Directors Workshop (TBD)
- November 14<sup>th</sup> update to BSVII Oversight Committee
- November Community Meeting and CWG Meetings
- December 5<sup>th</sup> presentation to Board

# **Program Funding Sources**



- Addressing the Funding Gap:
  - Cost Savings Candidates
  - Exploring non-local funding options:
    - Solutions for Congested Corridors Program (SCCP)
    - SB1 Local Partnership Program





# Twin-Bore Analysis



- Updated cost, risk, and impact analysis to answer stakeholder questions
- Initial focus includes:
  - Review of previous twin bore design
  - Outlining changes required based on current codes, requirements, and any new technical information available
  - Preparation of construction cost estimate with updated quantities and current dollars
- October BSVII Oversight Meeting:
  - City of San Jose staff to present development, projects, and investments along the Santa Clara Street corridor
  - VTA and BSVII subject matter experts to present overview of twin bore and associated construction methodology impacts



# Aligning the Project with Available Funding

**Greg Thiebaut, VTA** 

# Since September 2024 CWG/Board Workshop Feedback



- Integrate the CWG and Board feedback to further refine cost savings candidates
  - Maintain passenger experience
  - Establish and maintain iconic station architecture
  - Evaluate sustainable design criteria
- Refine cost savings ranges
- Further coordination with BART including optimization of criteria
- Refine trade-offs associated for discussion at November Board Workshop

# Cost Savings Candidates Evaluation Criteria: Station Configurations & Parking



Evaluation Criteria	Description	Indicators
Cost Savings	Draft ROM costs in Year of Expenditure (YOE) dollars and subject change.     ROM costs reflect preliminary estimates based on conceptual design alternatives.	\$XM - \$XXM
Operations & Maintenance (O&M)	Anticipated reduction in annual O&M costs.	
Access & Orientation	<ul><li>Location of station entrance.</li><li>Location of faregates.</li></ul>	+ Positive change
Transit-Oriented Development (TOD) Opportunity & Placemaking	<ul> <li>Effect to future TOD opportunity.</li> <li>Effect to placemaking elements (e.g., paseo, rooftop garden).</li> </ul>	<ul><li>No change</li><li>Negative change</li><li>N/A Not</li></ul>
Station Presence	Scale and size of station entrance building.	
Passenger Experience	<ul> <li>Passenger travel to/from faregates and platform (e.g., elevators, escalators).</li> <li>Aesthetic materials and finishes.</li> </ul>	applicable for option
Sustainable Design	Supports VTA sustainability goals.	

# **Overview of Station Cost Savings Candidates**



#### Parking

Convert parking structure spaces to surface parking



Advancing option

Efficiency Refinement to

advance with continued

Board, CWG & DRC Input

Station Design

- Station Layout Configuration
  - Refine Station Entrance Buildings
    - Refine & optimize station entrance buildings; e.g., roof/canopy & Station Infrastructure Facilities (SIF)
    - Utilize more cost-effective station materials
  - Minimize Circular Station Shaft
    - Reduce size of circular drum below ground
    - Adjust escalator configuration
  - Convert to Rectangular Station Shaft
    - Change circular drum to rectangular shaft
    - Adjust escalator configuration



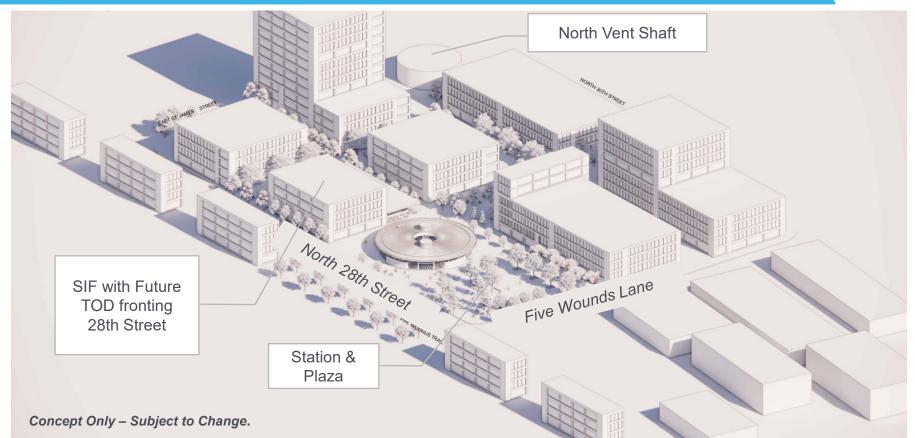
No longer analyzing these Options based on Board and CWG Input



# 28th Street/Little Portugal Station

## 28th Street/Little Portugal Station





### 28th St/LP Candidate: Convert to Surface Parking





#### Cost Savings(1)

\$60M - \$70M

(1) Draft ROM costs in YOE dollars and subject to change.

#### **Overview:**

- Replace parking garage with surface parking lots for opening day condition
- Integrate surface parking into future Transit-Oriented Development (TOD) to maintain required parking spaces for sons
- Maintain future Five Wounds Trail along 28

#### 

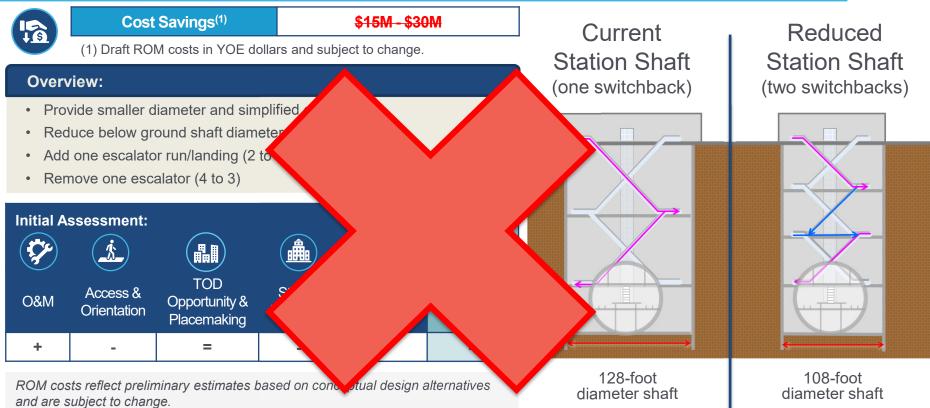
ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

#### Opening Day Parking with Future TOD



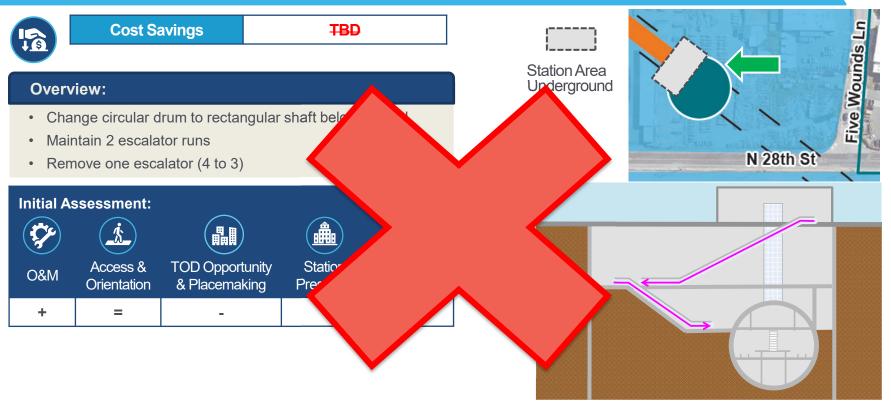
### 28th St/LP Candidate: Minimize Circular Station Shaft





## 28th St/LP Candidate: Convert to Rectangular Station Shaft









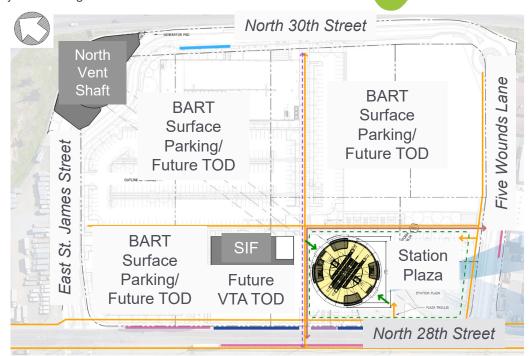
#### Cost Savings<sup>(1)</sup>

\$5M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- Investigate utilizing more costeffective station materials
- Provide simplified circular roof structure and refine layout of entrances
- Optimize use of space for Stations Infrastructure Facilities (SIF)
- Include majority of SIF elements in the North Vent Shaft and above grade structure adjacent to station
- Provide Future TOD opportunity fronting 28th Street





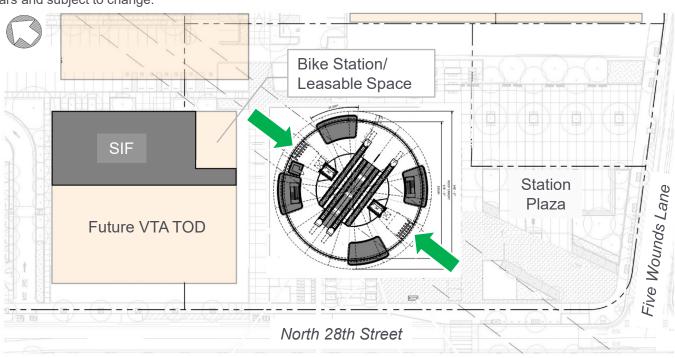
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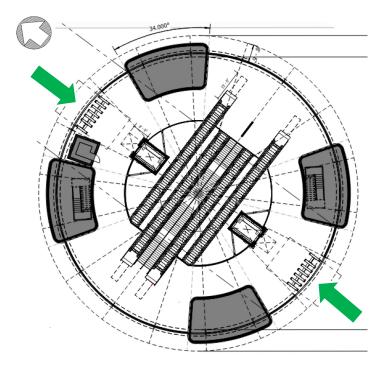
\$5M - \$20M

(1) Draft ROM costs in YOE dollars and subject to change.

#### **Overview:**

- Utilize more cost-effective station materials
- Provide efficient circular roof structure and refine layout of entrances
- Optimize use of space for Stations Infrastructure Facilities (SIF)
- Optimize SIF elements at the North Vent Shaft and the above grade structure adjacent to station
- Provide TOD opportunity fronting 28th Street







#### Cost Savings(1)

\$5M - \$20M

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- Include majority of SIF elements in the North Vent Shaft and above grade structure adjacent to station
- Provide Future TOD opportunity fronting 28th Street

North Vent Shaft North 28th Street Five Wounds Lane SIF with **Future TOD** fronting 28th Station & Street Plaza Concept Only - Subject to Change.

# 28th St/LP Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings <sup>(1)</sup>	Cost Increase for Station Design Board Referral <sup>(2)</sup>	
Convert to Surface Parking	\$60M - \$70M	Adds <del>\$15M - \$20M</del> \$10 - \$20M	
Refine Station Entrance Building & SIF Buildings	\$5M - \$20M		
Minimize Circular Station Shaft  - No longer being considered	<del>\$15M - \$30M</del>		
Convert to Rectangular Station Shaft  - No longer being considered	TBD		

- (1) Draft ROM costs in YOE dollars.
- (2) If the alternative Integrated above & underground station infrastructure facilities option were accommodated, it will result in additional costs to the project. Costs are draft ROM costs in YOE dollars.



# Discussion & Pause for Feedback



# **Santa Clara Station**

## Santa Clara Candidate: Simplify Station Entrance Building





#### Cost Savings(1)

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

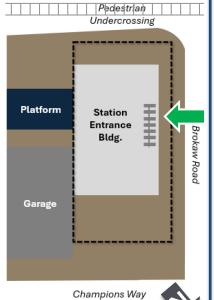
#### Overview:

- Smaller station entrance canopy roof; maintain current roof design but with ~25% reduction. (Proposed shows ~50% reduction)
- Simplify station headhouse and station platform canopy structure
- Investigate utilizing more cost-effective station materials and garage façade

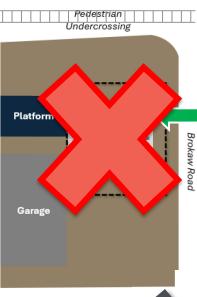


ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

#### Current



#### <del>Proposed</del>



## Santa Clara Candidate: Refine Station Entrance Building





#### Cost Savings(1)

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

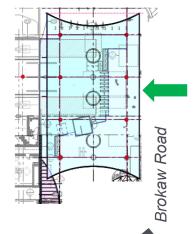
#### Overview:

- Slightly smaller station entrance canopy roof (~25% square footage)
- Maintain current entrance roof design per DRC Guidelines
- Simplified station platform canopy structure
- Investigate utilizing more cost-effective station materials including garage facade

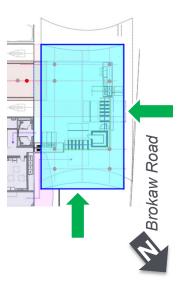


ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

## Current (DRC)



### Proposed



## Santa Clara Candidate: Refine Station Entrance Building





#### Cost Savings<sup>(1)</sup>

\$5M - \$10M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

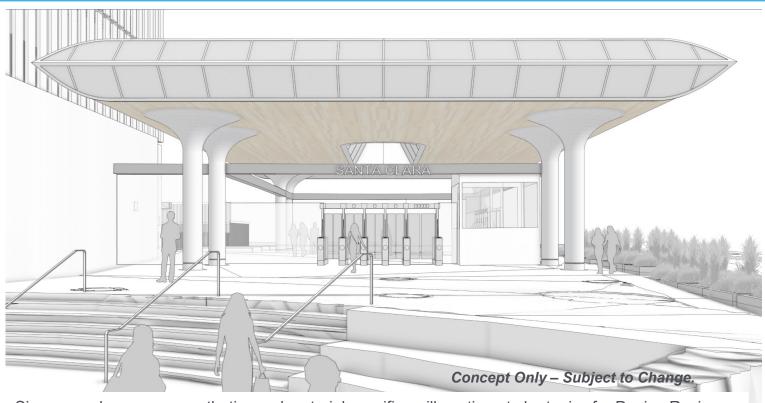
- Slightly smaller station entrance canopy roof (~25% square footage)
- Maintain current entrance roof design per DRC Guidelines.
- Simplified station platform canopy structure
- Investigate utilizing more cost-effective station materials including garage facade





# Santa Clara Station





Signage, color, canopy aesthetics and material specifics will continue to be topics for Design Review Committee discussions and collaboration efforts

# Santa Clara Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings <sup>(1)</sup>	Cost Increase for Station Aesthetics <sup>(2)</sup>
Refine Station Entrance Building	\$5M - \$10M	Adds \$5M - \$10M

- (1) Draft ROM costs in YOE dollars.
- (2) Station aesthetics direction from Design Review Committee (DRC) will result in additional costs to the project. Costs are ROM costs in YOE dollars.



# Discussion & Pause for Feedback



# Tunnel, Yard & Maintenance Facility, Criteria/Requirements Cost Savings Candidates

**Greg Thiebaut, VTA** 

### Cost Savings Candidates Evaluation Criteria: Tunnel, Yard & Maintenance Facility, Criteria/Requirements



	Evaluation Criteria	Description	Indicators
	Cost Savings	<ul> <li>Draft Rough Order of Magnitude (ROM) costs in Year of Expenditure (YOE) dollars and subject to change.</li> <li>ROM costs reflect preliminary estimates based on conceptual design alternatives.</li> </ul>	\$XM - \$XXM
<b>\$</b>	Operations & Maintenance (O&M)	<ul><li>Anticipated reduction in annual O&amp;M costs.</li><li>Effect on O&amp;M capabilities.</li></ul>	
	Construction Schedule	<ul> <li>Effect on duration of construction.</li> <li>Construction schedule evaluations require further analysis once revised program scope is determined.</li> </ul>	+ Positive change  = No change
	Construction Logistics	Effect to truck traffic on public street network; etc.	Negative change     N/A Not applicable for option
	Sustainable Design	Supports VTA sustainability goals.	

# Cost Savings Candidates: Tunnel, Yard & Maintenance Facility, Criteria/Requirements



Cost Savings Candidates	Cost Savings from 9/20 <sup>(1)</sup>
Tunnel Interior Reconfiguration	\$150M - \$170M
Muck Off-Haul Options	TBD
Tunneling between 28th St/LP and East Portal	TBD
Newhall Yard Facility Reconfiguration Options	\$100M - \$300M
Criteria / Requirements Assessment with BART	\$50M - \$90M

Additional Cost Savings Candidates	Cost Savings <sup>(1)</sup>
Various Alternative Structural Concepts	\$5M - \$40M
Other Criteria/Requirements Assessment with BART	\$15M - \$115M

ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

(1) Draft ROM costs in YOE dollars.

## Tunneling between 28th St/LP and East Portal





**Cost Savings** 

**TBD** 

#### Overview:

- Twin bore tunneling between 28th Street/Little Portugal Station and the East Portal.
- Concurrent tunneling of single bore and twin bore at both east and west ends of the alignment is being assessed.
   Additional schedule & cost savings is being studied.
- No anticipated change to passenger-facing elements of 28th Street/Little Portugal Station.
- Anticipate minimal change to construction truck traffic.
- Considering alternative transition points from single bore to twin bore.





Construction schedule evaluations require further analysis once revised program scope is determined.

## Tunnel Interior Reconfiguration





#### Cost Savings(1)

\$150M - \$170M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- A more economical tunnel internal structure with simplified design and construction methodology
  - · Reduce concrete quantity
  - Optimize structural layout
  - Optimize mechanical and systems layouts
- More efficient interior buildout



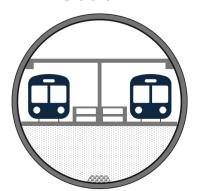
ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.



Proposed Option
A – Inverted-U

Proposed Option B – Slab on Fill





## **Muck Off-Haul Options**





**Cost Savings** 

**TBD** 

#### Overview:

- Exploring additional off-haul methods to locations that include reuse options
- Place excavated materials from tunneling into various ponds in the South San Francisco Bay

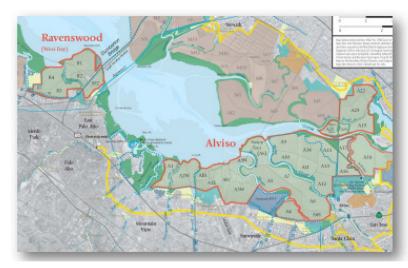


Construction schedule evaluations require further analysis once revised program scope is determined.









## **Newhall Yard Facility Reconfiguration Options**





#### Cost Savings<sup>(1)</sup>

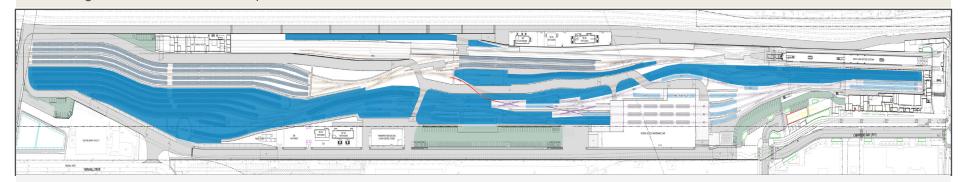
\$100M - \$300M

(1) Draft ROM costs in YOE dollars and subject to change upon agreed options.



#### Overview:

- Continuing to discuss operational options with BART.
- Exploring several options to reduce vehicle storage capacity, maintenance areas, shops buildings, and ancillary facilities evaluating trade-offs between O&M and capital costs.
- Potentially redefine parking garage footprint and capacity and evaluate associated changes to surface parking.
- Maintain the integrity of the current design and allow for a full build out of the yard tracks and facilities in the BART approved configuration in the future, if required.



ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.

# Criteria / Requirements Assessment





Cost Savings(1)

\$50M - \$90M

(1) Draft ROM costs in YOE dollars and subject to change.

#### Overview:

- Revisit design requirements for systems to provide equivalency to the current BART Operating System, including:
  - · Remove a traction power facility.
  - Rationalize the communications network and facility power designs.
  - · Optimize ventilation system.
- Evaluate cost reductions through owner furnished materials.







Costs reflect preliminary ROM estimates based on conceptual design alternatives and are subject to change. Construction schedule evaluations require further analysis once revised program scope is determined.



# **Discussion**



# **CWG Member Report**Out

# Report Back – 28th Street/Little Portugal



- Bill Rankin, Friends of Five Wounds Trail
- Chris Patterson-Simmons, East Village San Jose
- Connie Alvarez, Alum Rock Santa Clara Street Business Association
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- Vacant, School of Arts and Culture at the Mexican Heritage Plaza
- Vacant, Somos Mayfair

How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

# Report Back – Santa Clara



- Alden Smith, Holland Partner Group
- Ana Vargas-Smith, Reclaiming Our Downtown
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- Ryan Morfin, San José Earthquakes
- Sean Collins, Santa Clara University
- Todd Trekell, Hunter Partners
- Vacant, Silicon Valley Central Chamber of Commerce

How have you been sharing information and updates on BSVII with your community?

What have you heard from your communities?

# **Next Steps**

- Next CWG meetings:
   Late October/Early November: 3 CWG Meetings (TBD)
  - Phase II Update
  - Cost Savings Candidate Update
  - Construction Update

#### Late November: 3 CWG Meetings (TBD)

- Cost Savings Candidate Updates
- Preview of December VTA Board Update

