

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara
Community Working Group Meeting

October 30th, 2024



Agenda

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



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

Santa Clara DRC Members



- Ana Vargas Smith, SV Central Chamber of Commerce
- Jeanette Coran, Santa Clara University
- Jonathan Evans, Old Quad Neighborhood Association
- Michael Liw, City of Santa Clara
- Rob Mayer, Reclaiming Our Downtown
- Sheldon Ah Sing, City of Santa Clara

Upcoming Meetings



- Upcoming CWG Dates
 - November 14, 2024, 4:00 PM
- VTA Board of Directors <u>vta.org/about/board-and-committees</u>
 - VTA's BSVII Oversight Committee: October 31, 2024, 10:00 AM
 - Board of Directors' Meeting: November 7, 2024, 5:30 PM
 - Board of Directors Workshop November 8, 2024, 9:00 AM
 - VTA's BSVII Oversight Committee: November 14, 2024, 12:00 PM
- Community Meeting
 - December 2, 2024, 6:00 PM (Virtual)
 - December 4, 2024, 6:00 PM (In-Person)
- Kristen will email alerts for other meetings

Meeting Objectives



- Provide additional information of materials to be presented at VTA's BSVII Oversight Committee on 10/31
- Provide an opportunity for Community Working Group feedback

Meeting Feedback Structure





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

Bernice Alaniz, VTA

FTA Update



- Regular progress and risk review meetings with FTA/PMOC in anticipation for FFGA
- Over-the-shoulder reviews of documents and reports
- 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

Community & Board Engagement

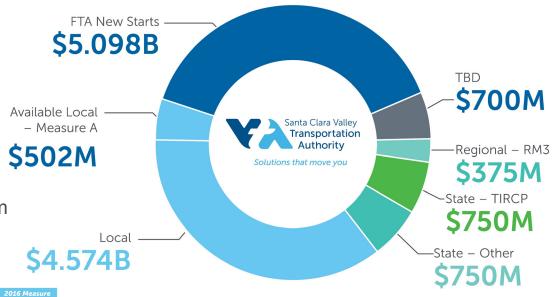


- October Community Working Group (CWG) Meetings
- October 31st update to BSVII Oversight Committee
- November 8th Board of Directors Workshop
- November CWG Meetings
- December Community Meeting
- December 5th Board of Directors Meeting

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







Aligning the Project with Available Funding

Greg Thiebaut, VTA

Since September 2024 CWG/Board Workshop



- Integrate CWG and Board feedback to refine and evaluate cost savings candidates:
 - Maintain passenger experience
 - Establish and maintain iconic station architecture
 - Include and assess sustainable design criteria
 - Refine cost savings ranges
 - Assess and identify trade-offs
- Conduct further engagement and get additional feedback from CWG
- Coordinate with BART on criteria and requirements

Cost Savings Candidates Evaluation Criteria: Station Configurations & Parking



E	valuation Criteria	Description	Indicators	
Cos	st 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	
, , ,	erations & Maintenance &M)	Anticipated reduction in annual O&M costs.		
Acc	cess & Orientation	Location of station entrance.Location of faregates.	+ Positive change	
Dev	nsit-Oriented velopment (TOD) portunity & Placemaking	 Effect to future TOD opportunity. Effect to placemaking elements (e.g., paseo, rooftop garden). 	No change Negative change N/A Not	
Sta	ition Presence	Scale and size of station entrance building.		
Pas	ssenger Experience	 Passenger travel to/from faregates and platform (e.g., elevators, escalators). Aesthetic materials and finishes. 	applicable for option	
Sus	stainable Design	Supports VTA sustainability goals.		

Overview of Santa Clara Station Cost Savings Candidates



Station Layout Configuration

- Refine Station Design
 - Refine & optimize station entrance buildings; e.g., roof/canopy & Station Infrastructure Facilities (SIF)
 - Utilize more cost-effective station materials



Station Design
Efficiency Refinement to
advance with continued
Board, CWG & DRC Input

Santa Clara Candidate: Simplify Station Entrance Building





Cost Savings⁽¹⁾

\$5M - \$10M

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

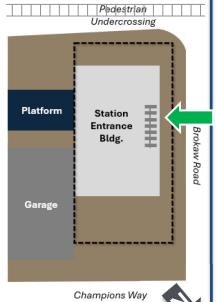
Overview:

- 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

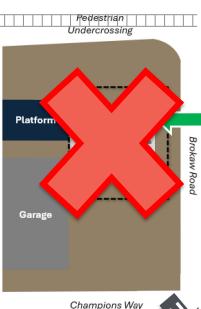


ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



Santa Clara Candidate: Refine Station Design





Cost Savings(1)

\$5M - \$10M

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

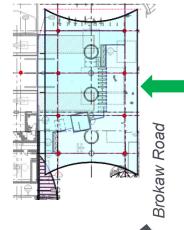
Overview:

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

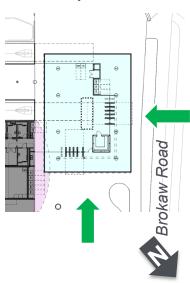


ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Previous (DRC)



Proposed



Santa Clara Candidate: Refine Station Design





Cost Savings⁽¹⁾

\$5M - \$10M

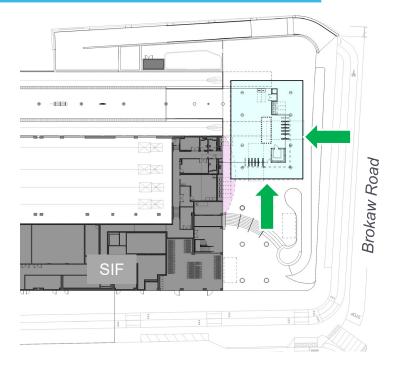
(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Slightly smaller station entrance canopy roof (~25% square footage)
- Maintain Orchard Pavilion Concept per DRC Feedback
- Station canopy structural efficiency
- 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.



Champions Way

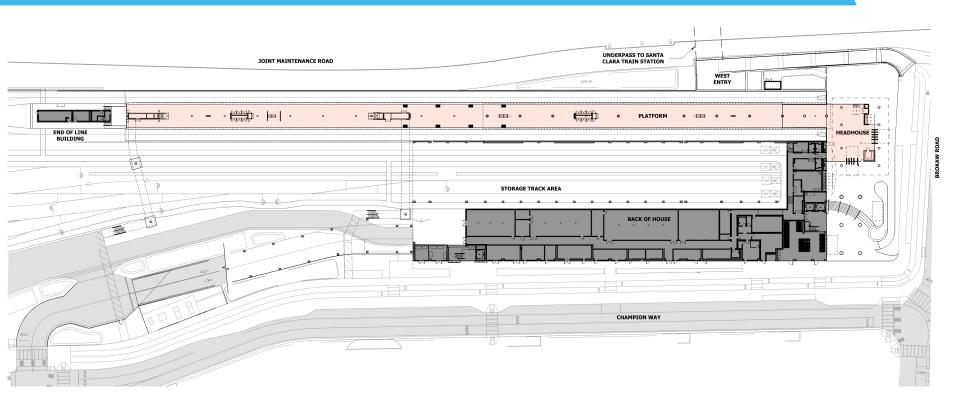


Design Review Committee Recap



- Create a design that blends the agricultural and technological aspects of City of Santa Clara
- Unique station design that is recognizable, stands out from the other stations, and can be maintained
- Organic in/outdoor feel with warmer tones
- Clear and prominent Santa Clara signage
- Incorporate tree-like elements
- Feature station plaza
- Provide infrastructure for future kiosk locations within plaza
- Show major BART-required components that will be installed opening day
- Move forward with Orchard Pavilion Design Concepts



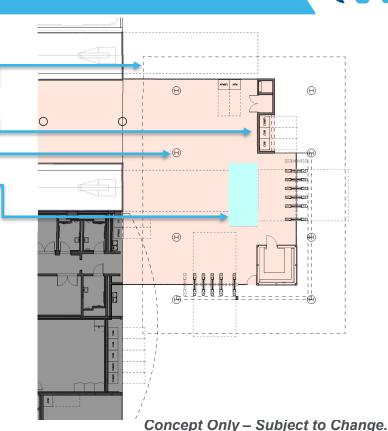


Concept Only – Subject to Change.



Design Updates:

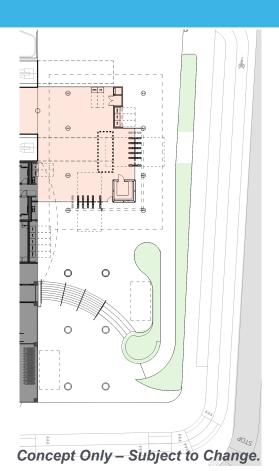
- Reduced Head House Canopy size
- Refined Entrance Orientation
- Simplified Structural Spans
- Consolidated Skylights (option)
- Further refine garage façade and signage



Santa Clara Station - Plaza



- Maintain open plaza
- Continue to refine landscaping and location of trees
- Continue to provide infrastructure for future kiosks
- Maintain Orchard Pavilion layout with medallions





Design Updates:

- Reduced Head House Canopy size
- Regularized
 Plan Orientation
- Simplified Structural Spans
- Consolidated Skylights
- Further refine garage façade and signage







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

CURRENT as of 10/30/24 – FOR DISCUSSION ONLY

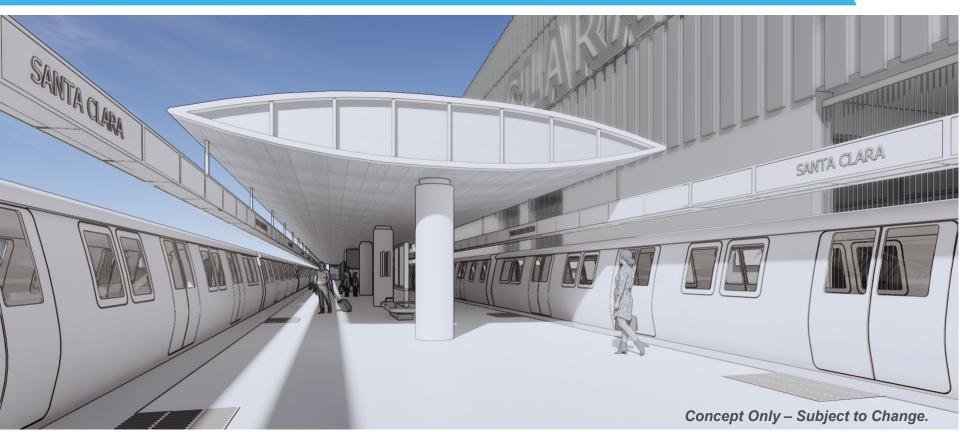












Santa Clara Station – Opening Day





Santa Clara Station – Kiosk Locations





Santa Clara Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾	Cost Increase for Station Aesthetics ⁽²⁾
Refine Station Design	\$5M - \$10M	Adds \$5M - \$10M

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

- (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
işa e	Cost Savings	 Draft Rough Order of Magnitude (ROM) costs in Year of Expenditure (YOE) dollars and subject to change. ROM costs reflect preliminary estimates based on conceptual design alternatives. 	\$XM - \$XXM
Type Control of the C	Operations & Maintenance (O&M)	Anticipated reduction in annual O&M costs.Effect on O&M capabilities.	
	Construction Schedule	 Effect on duration of construction. Construction schedule evaluations require further analysis once revised program scope is determined. 	+ 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 ⁽¹⁾
Tunnel Interior Reconfiguration	TBD
Muck Off-Haul Options ⁽²⁾	TBD
Tunneling between 28th St/LP and East Portal	TBD
Newhall Yard Facility Reconfiguration Options	TBD
Criteria / Requirements Assessment with BART	\$150M - \$165M

Additional Cost Savings Candidates	Cost Savings ⁽¹⁾
Various Alternative Structural Concepts	\$10M - \$15M
Owner Supplied Materials	\$20M - \$30M

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

(1) Draft ROM costs in YOE dollars as of 10/25/2024.

Tunnel Interior Reconfiguration





Cost Savings(1)

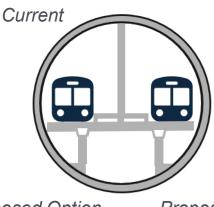
TBD

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

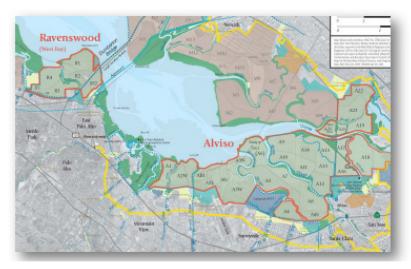


Construction schedule evaluations require further analysis once revised program scope is determined.









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.

Newhall Yard Facility Reconfiguration Options



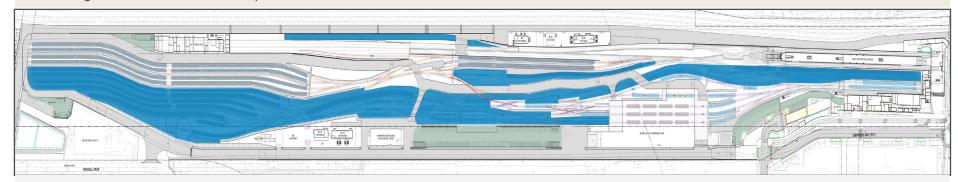


Cost Savings⁽¹⁾ TBD



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)

\$150M - \$165M

(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 ReportOut

Report Back – Santa Clara



- Alden Smith, Holland Partner Group
- Ana Vargas-Smith, Reclaiming Our Downtown
- 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
- 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 meeting: November 14, 2024

- Phase II Update
- Aligning the Project with Available Funding
- CWG Meeting Format
- Construction Update
- BSVII Year in Review

