

From: VTA Board Secretary
Sent: Tuesday, October 8, 2024 9:01 AM
To: VTA Board of Directors
Cc: VTA Board Secretary
Subject: From VTA: October 8, 2024, Downtown-Diridon CWG Meeting

VTA Board of Directors:

We are forwarding you information on the Tuesday, October 8, 2024, Downtown-Diridon Community Working Group (CWG) meeting scheduled from 4:00 pm – 6:00 pm (presentation attached).

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



From: Kristen Mei
Sent: Monday, October 7, 2024 8:19 PM
Subject: Upcoming Downtown-Diridon October CWG Meeting (10/8)

Hello Downtown-Diridon CWG Members,

We wanted to reach out ahead of tomorrow's meeting to share the meeting materials and details for our Downtown-Diridon Community Working Group meeting. As this content is a preview of and in addition to the materials that will be shared at the 10/10 VTA's BSVII Oversight Committee meeting, we kindly ask that you do not distribute the materials.

As a reminder, our upcoming Downtown-Diridon CWG meeting is on **Tuesday, October 8th from 4:00 - 6:00 PM**. Agenda and meeting location/login information is below. Please note that we will be making space for an in-person pre-meeting networking time that starts at 3:45 pm for members to mingle with each other and Project staff.

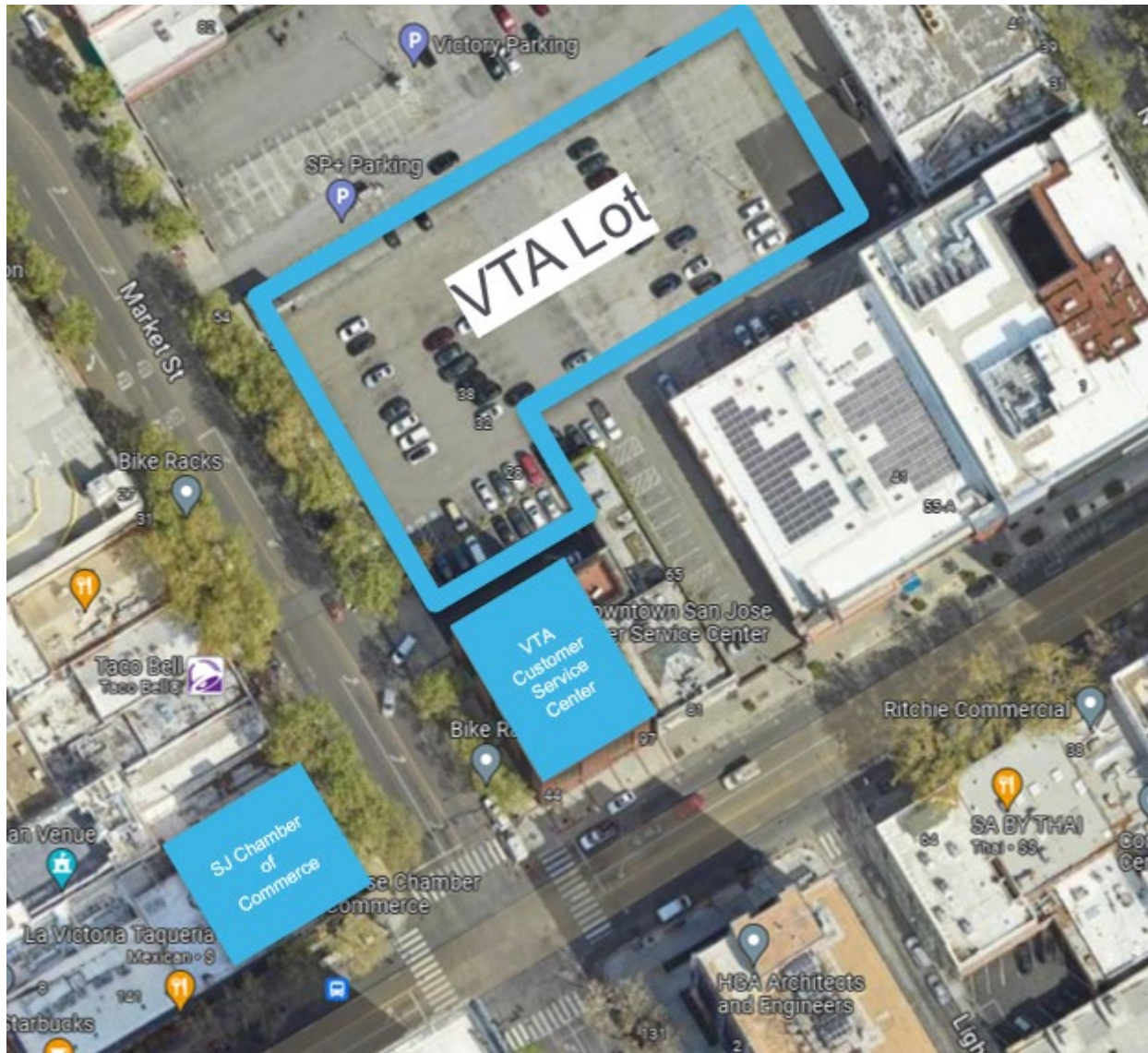
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<i>Pre-Meeting Networking Time (3:45 pm)</i>	N/A
1. Welcome and Introduction	Kristen Mei, VTA
2. Phase II Update	Tom Maguire, VTA
3. Aligning the Project with Available Funding	Greg Thiebaut, VTA Monica Born, VTA
4. CWG Member Report Out	Kristen Mei, VTA
5. Next Steps	Kristen Mei, VTA

In-Person: San Jose Chamber of Commerce, Board Room ([101 W Santa Clara St, San Jose, CA 95113](https://www.google.com/maps/place/101+W+Santa+Clara+St,+San+Jose,+CA+95113))

Parking:

Please be sure to park in the [VTA lot](https://www.google.com/maps/place/VTA+lot,+64+N+Market+St,+San+Jose,+CA+95113) (64 N Market St, San Jose, CA 95113) and **grab a ticket from the machine** for access to parking validation. Once parked, you can head over to the San Jose Chamber of Commerce, located on the north side of Santa Clara Street and directly across from VTA's Customer Service Center. VTA BSV staff will be greeting you at the lobby and providing you with your Parking Validation through the form of a chaser validation card or VTA BSV business card. Following the meeting, please be sure to **present your chaser validation card or VTA BSV business card** to the parking lot attendant.



Virtual: Join Zoom Meeting

<https://kimley-horn.zoom.us/j/91741830727>

Meeting ID: 917 4183 0727

One tap mobile

+16699006833,,91741830727# US (San Jose)

+16694449171,,91741830727# US

In case you missed it, we also wanted to share the link to the recent 10/3 VTA Board of Directors Meeting. The meeting recording and presentation materials can be found [here](#).

We look forward to seeing you all tomorrow! Please let me know if you are unable to participate.

Thanks,

Kristen Mei
BSV External Affairs

VTA's BART Silicon Valley Program
Santa Clara Valley Transportation Authority
2830 De La Cruz Boulevard, 1st floor
Santa Clara, CA 95050



VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon October
Community Working Group Meeting

October 8th, 2024

Agenda

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

Downtown-Diridon CWG Members



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrissey, *Arena Authority*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Miranda**, *San José Chamber of Commerce*

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, *Bellarmino 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 vta.org/about/board-and-committees
 - 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



Discussion

What feedback would you like us to share with the Board on behalf of your organization about how the BSVII Team has proposed to proceed with the SPECIFIC TOPIC?



Check the one that applies:

<input type="checkbox"/>	I am in agreement.
<input type="checkbox"/>	I am alright moving forward but have reservations.
<input type="checkbox"/>	I am concerned.

Please use the space below to elaborate on your response.



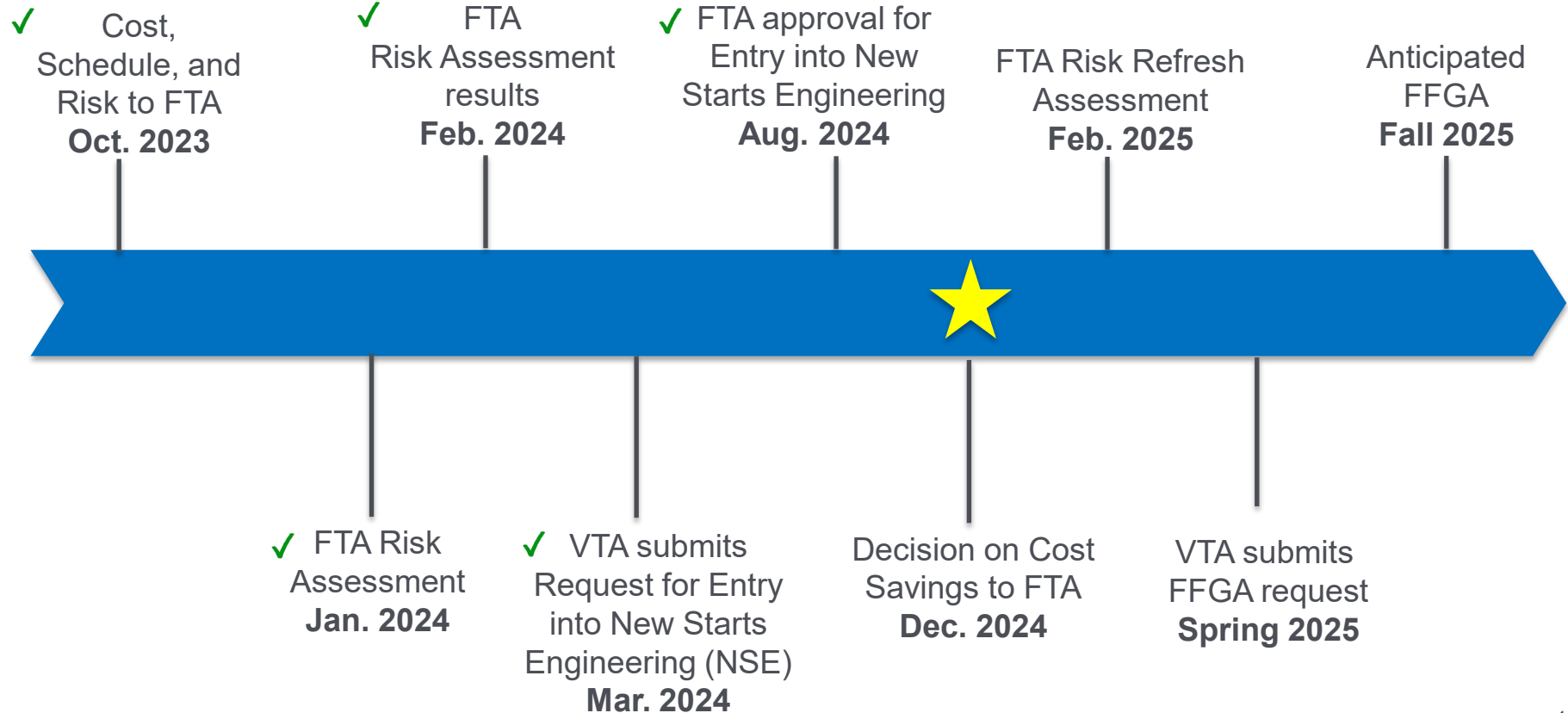
Phase II Update

Tom Maguire, VTA



- 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)



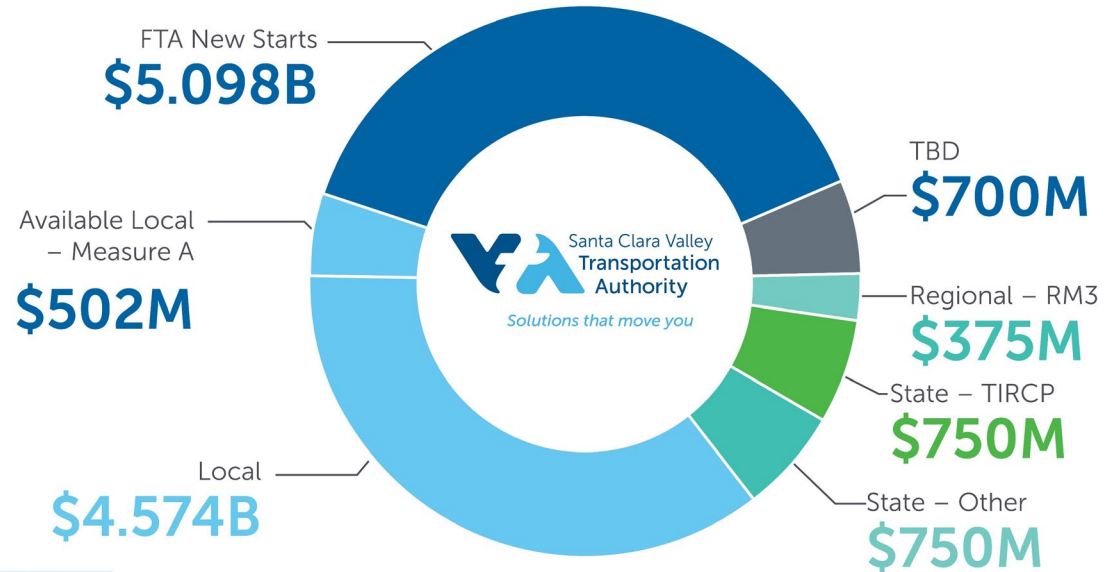


-  October 8th & 9th Community Working Group (CWG) Meetings
-  October 10th update to BSVII Oversight Committee
-  October/November CWG Meetings
-  November Board of Directors Workshop (TBD)
-  November 14th update to BSVII Oversight Committee
-  November Community Meeting and CWG Meetings
-  December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



Note: Subject to change pending further analysis.

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 & Monica Born, VTA



- 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



Evaluation Criteria	Description	Indicators
Cost Savings	<ul style="list-style-type: none"> Draft ROM costs in Year of Expenditure (YOE) dollars and subject change. <ul style="list-style-type: none"> ROM costs reflect preliminary estimates based on conceptual design alternatives. 	\$XM - \$XXM
Operations & Maintenance (O&M)	<ul style="list-style-type: none"> Anticipated reduction in annual O&M costs. 	+ Positive change = No change - Negative change N/A Not applicable for option
Access & Orientation	<ul style="list-style-type: none"> Location of station entrance. Location of faregates. 	
Transit-Oriented Development (TOD) Opportunity & Placemaking	<ul style="list-style-type: none"> Effect to future TOD opportunity. Effect to placemaking elements (e.g., paseo, rooftop garden). 	
Station Presence	<ul style="list-style-type: none"> Scale and size of station entrance building. 	
Passenger Experience	<ul style="list-style-type: none"> Passenger travel to/from faregates and platform (e.g., elevators, escalators). Aesthetic materials and finishes. 	
Sustainable Design	<ul style="list-style-type: none"> Supports VTA sustainability goals. 	

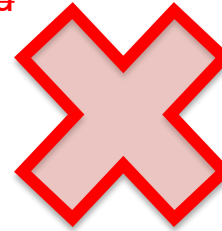


- **Station Layout Configuration**

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

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

- ~~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



Discussion & Pause for Feedback



Diridon Station



Concept Only – Subject to Change.

Diridon Candidate: Minimize Circular Station Shaft



Cost Savings⁽¹⁾

\$10M-\$15M

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

Overview:

- Reduce circular shaft diameter (128' to 105') below ground
- Add one escalator run (2 to 3)
- Maintain same number of escalators (4)
- Maintains similar station footprint dimensions

Initial Assessment:



O&M



Access &
Orientation



TOD
Opportunity &
Placemaking



Station
Presence



Passenger
Experience



Sustainab
le Design

-

-

=

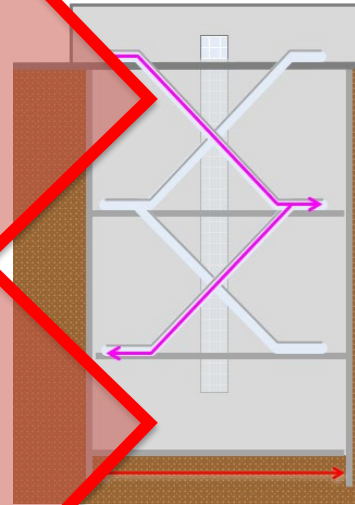
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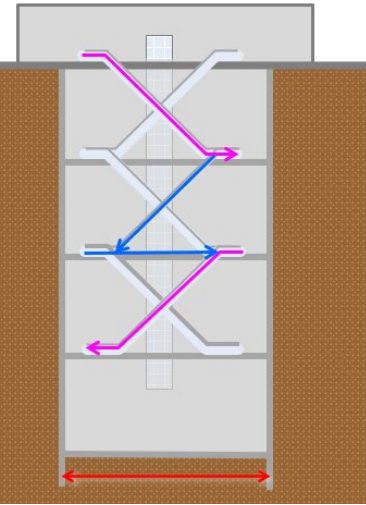
ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

**Current
Station Shaft
(one switchback)**



128-foot
diameter shaft

**Reduced
Station Shaft
(two switchbacks)**



105-foot
diameter shaft

Diridon Candidate: Convert to Rectangular Station Shaft



Cost Savings

TBD

Overview:

- Smaller, rectangular station shaft below ground
- Single, longer escalator run

Initial Assessment:



O&M

+



Access &
Orientation

+



TOD Opportunity
& Placemaking

=



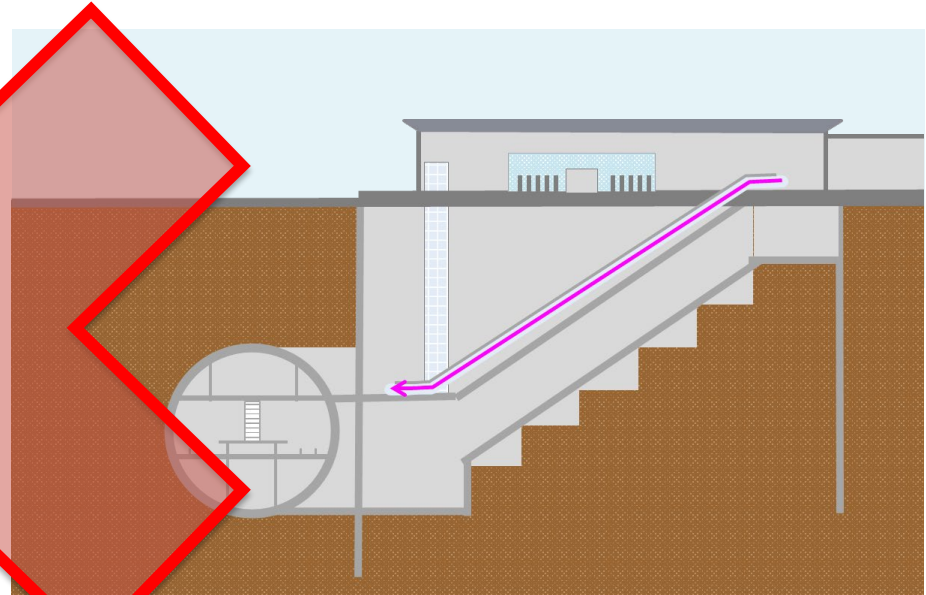
Station
Presence

=



Passenger
Experience

-



Diridon Candidate: ~~Simplify~~ Station Entrance Building



Cost Savings⁽¹⁾

\$10M - \$20M

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

Overview:

- Rectangular roof
- Utilize more cost-effective station materials
- ~~Maintain natural lighting through a skylight~~
- Remove potential for future rooftop garden

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

-



Station
Presence

=



Passenger
Experience

=

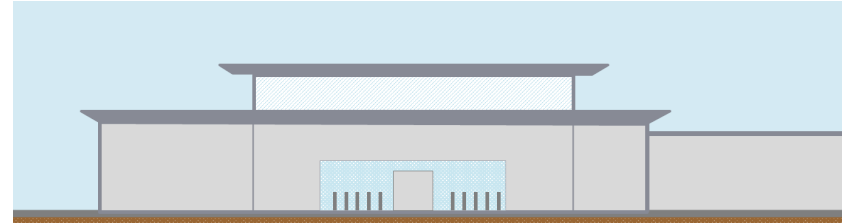


Sustainable
Design

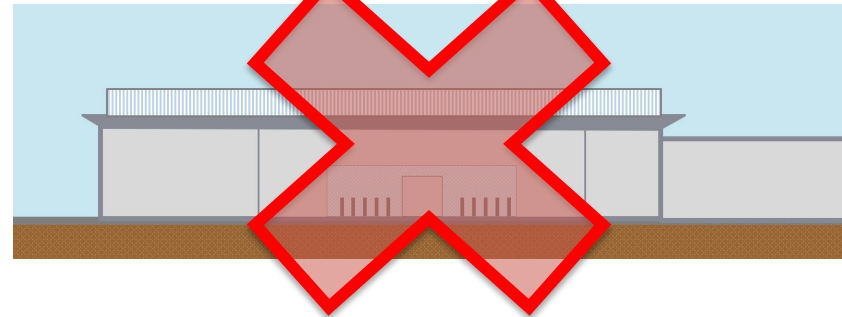
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

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



Overview:

- Rectangular roof. **Maintain prominent roof design.**
- Utilize more cost-effective station materials

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

-



Station
Presence

=



Passenger
Experience

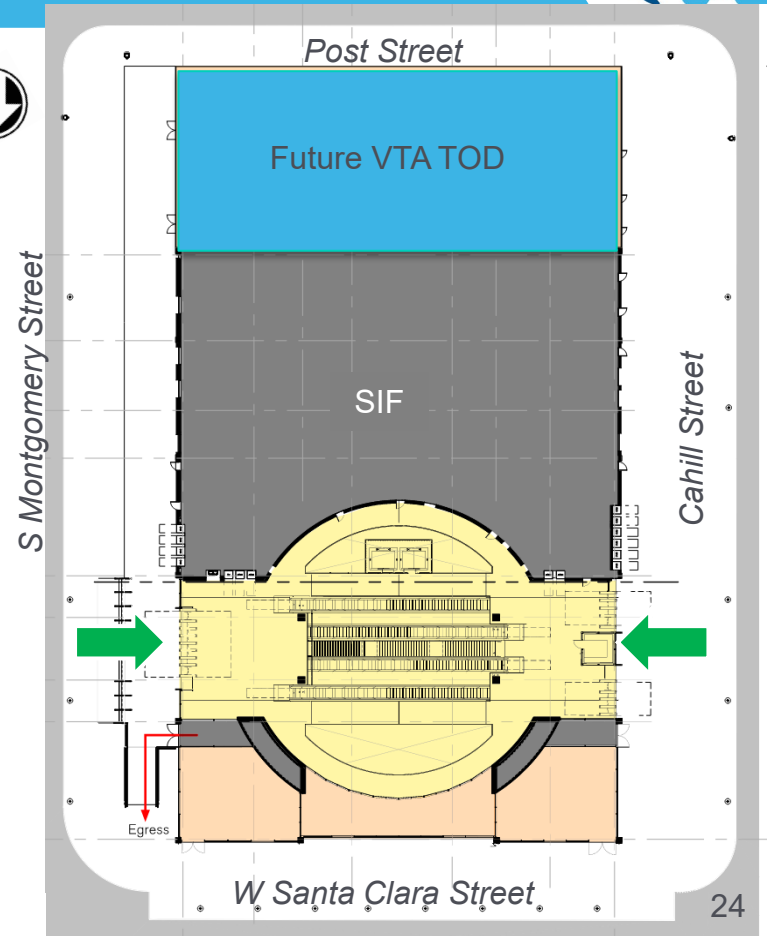
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Sustainable
Design

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



Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

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

Overview:

- Investigate utilizing more cost-effective station materials
- **Maintain prominent roof design with simplified rectangular structure**
- Optimize use of space for Stations Infrastructure Facilities (SIF)
- Provide Future TOD opportunity fronting Post Street

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



Concept Only – Subject to Change.

Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

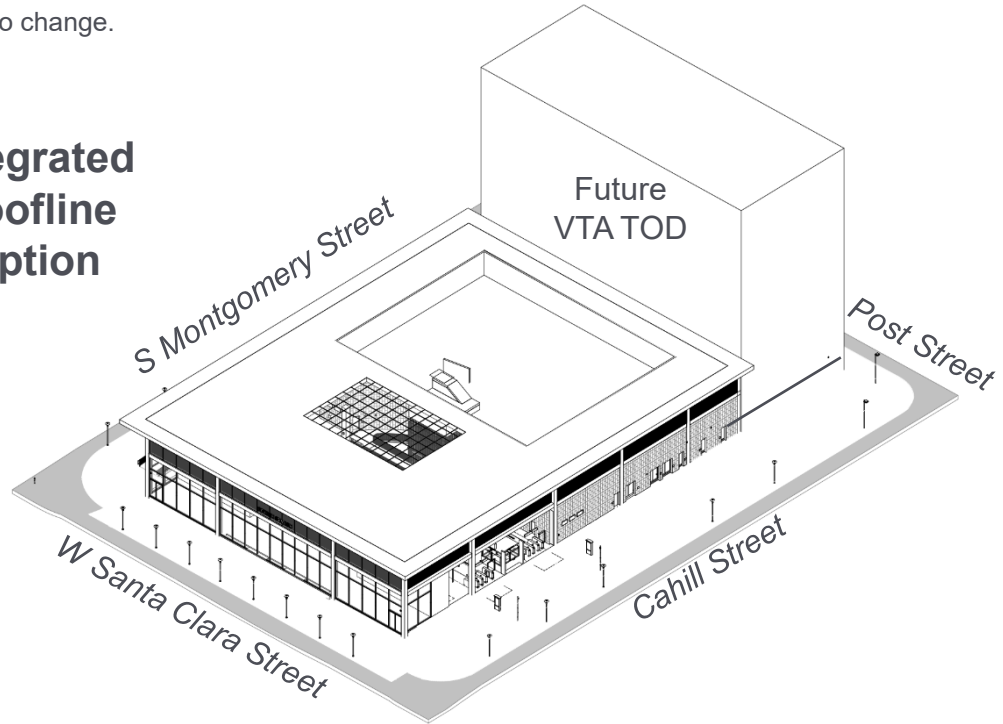
(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Investigate utilizing more cost-effective station materials
- Maintain prominent roof design with simplified rectangular structure
- **Optimize use of space for Stations Infrastructure Facilities (SIF)**
- **Provide Future TOD opportunity fronting Post Street**

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

Integrated Roofline Option



Diridon Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$10M - \$20M

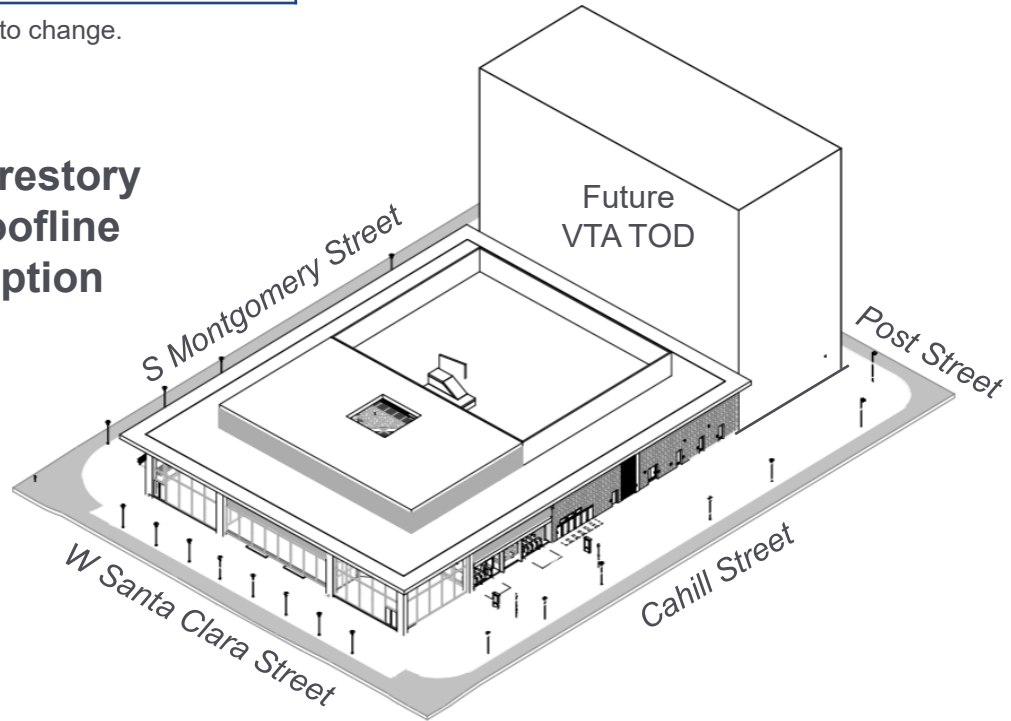
(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Investigate utilizing more cost-effective station materials
- Maintain prominent roof design with simplified rectangular structure
- **Optimize use of space for Stations Infrastructure Facilities (SIF)**
- **Provide Future TOD opportunity fronting Post Street**

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

Clerestory Roofline Option



Diridon Cost Increase: Facilitate Direct Tunnel Connection



Cost Increase⁽¹⁾

+\$15M - \$20M

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

Overview:

- Cost Increase for Station Design per Board Referral
- To facilitate future connection to Diridon Intermodal integrating BART, Caltrain, and High-Speed Rail
- Add knock-out panel to tunnel (BSV cost increase)
- Add/Extend mezzanine level to future connection point (BSV cost increase) including mechanical/electrical connections
- **Does not include costs of Future Connection by Diridon Intermodal**

Initial Assessment:



O&M



Access & Orientation



TOD
Opportunity & Placemaking



Station Presence



Passenger Experience



Sustainable Design

-

+

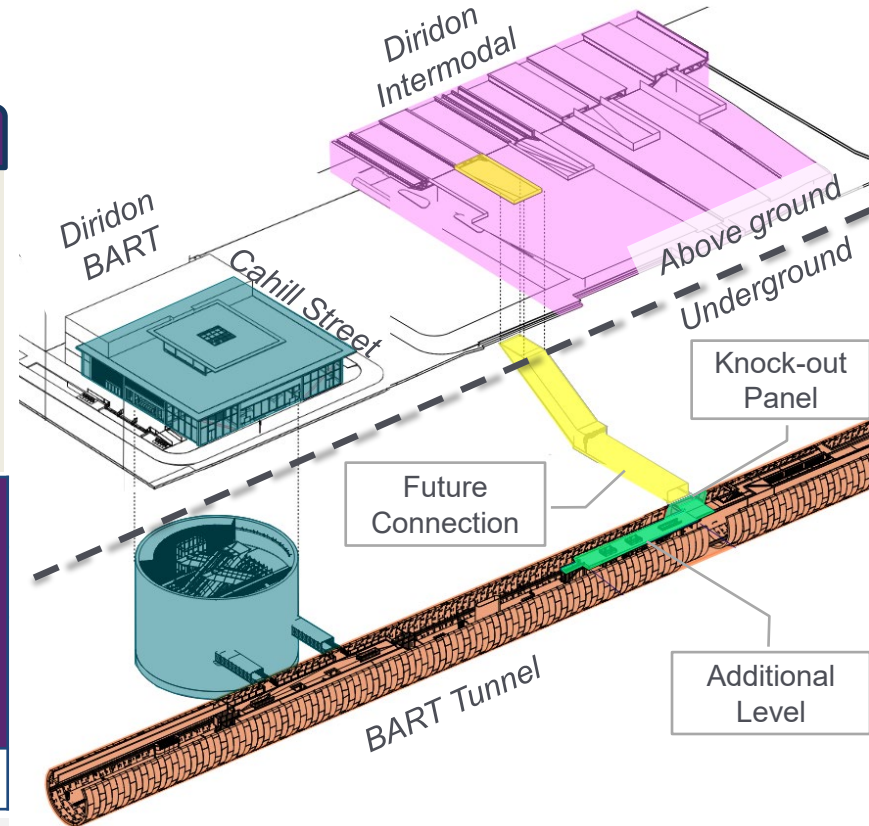
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



Diridon Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾	Cost Increase for Station Design Board Referral ⁽²⁾
Refine Station Entrance & SIF Buildings	\$10M - \$20M	Adds \$35M - \$50M \$20M - \$50M
Minimize Circular Station Shaft – No longer being considered	\$10M - \$15M	
Convert to Rectangular Station Shaft – No longer being considered	TBD	

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

(1) Draft ROM costs in YOE dollars.

(2) Underground station infrastructure facilities and direct tunnel connection options can be accommodated, but it will result in additional costs to the project. Costs are ROM costs in YOE dollars.

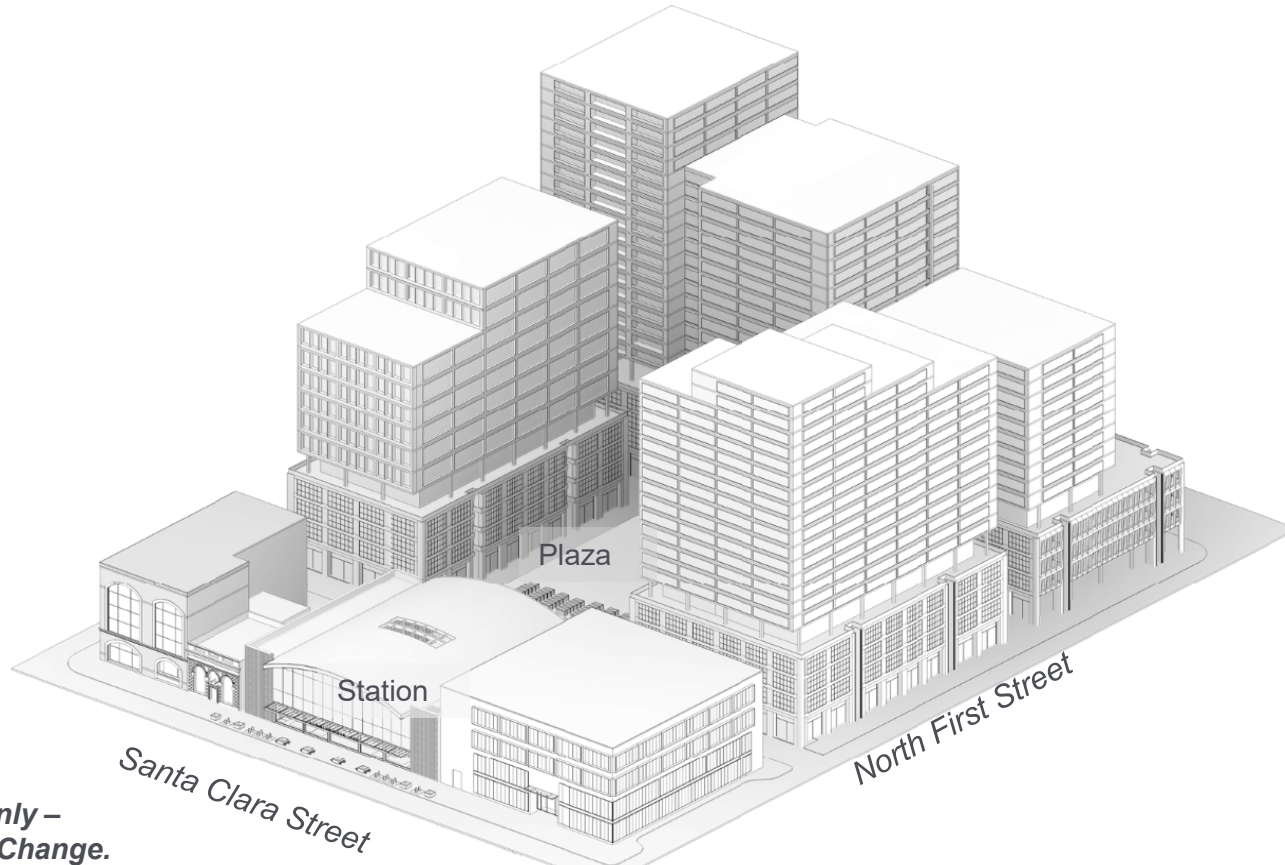


Discussion & Pause for Feedback



Downtown Station

Downtown Station



**Concept Only –
Subject to Change.**

CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Downtown Candidate: Convert to Rectangular Shaft



Cost Savings⁽¹⁾

TBD

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

Overview:

- Smaller, rectangular shaft below ground
- Lower building height with flat roof
- Maintains 2 escalator runs
- Relocated station entrance to west station plaza area
- Station plaza connects Santa Clara Street to Paseo and future potential Transit-Oriented Development
- Minimizes temporary activities to adjacent parcels

Initial Assessment:



O&M

+



Access &
Orientation

+



TOD Opportunity
& Placemaking

+



Station
Presence

=

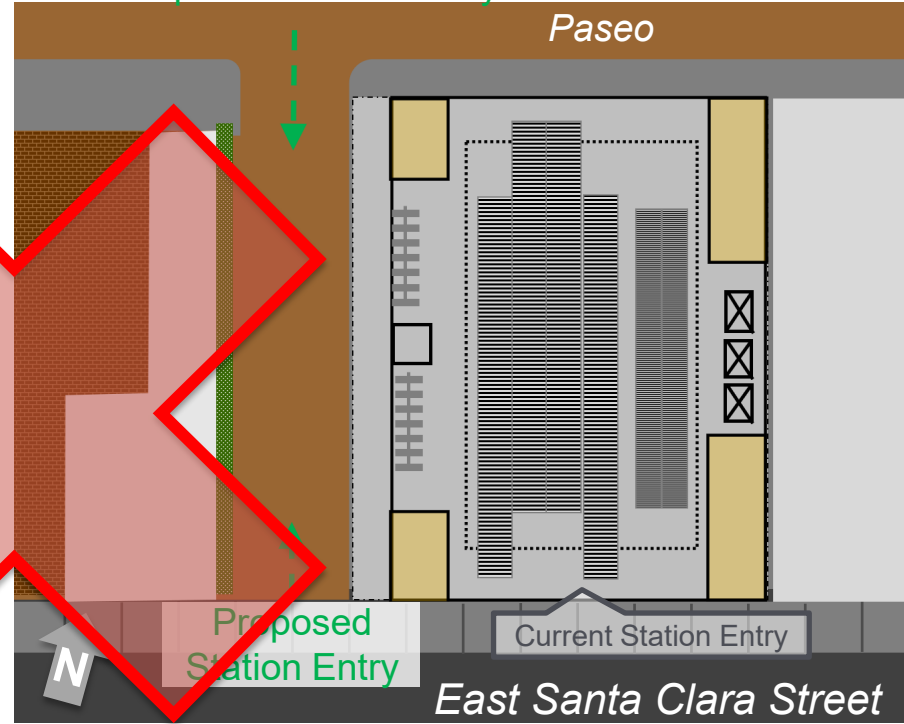


Passenger
Experience

=

Proposed Station Entry

Paseo



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

Downtown Candidate: ~~Simplify~~ Station Entrance Building



Cost Savings⁽¹⁾

\$15M - \$25M

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

Overview:

- Investigate utilizing more cost-effective station materials
- ~~Lower building height~~
- ~~Lower marquee height~~
- ~~Flat roof instead of arched~~

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

=



Station
Presence

-



Passenger
Experience

-

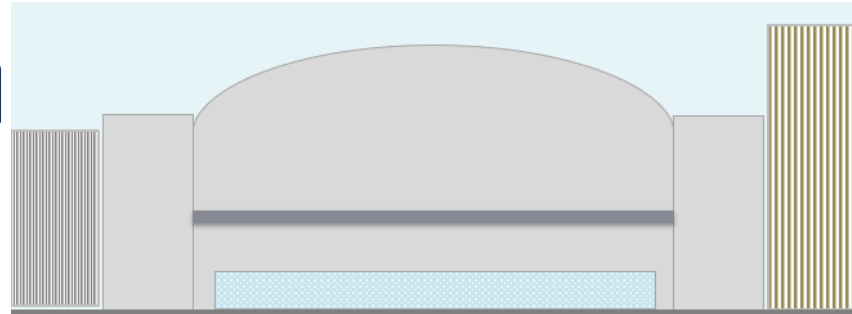


Sustainable
Design

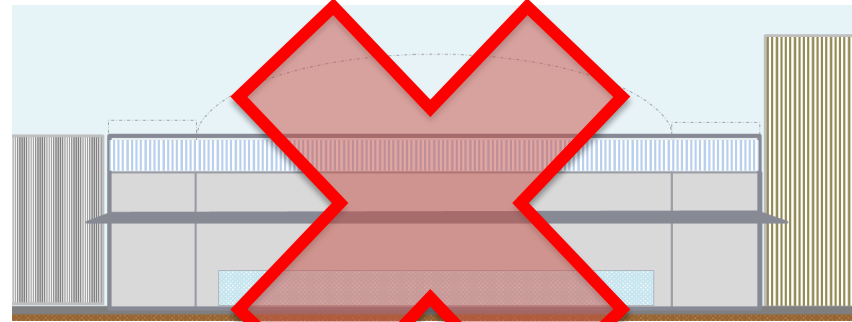
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$25M

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

Overview:

- Investigate utilizing more cost-effective station materials
- Maintain iconic station presence & develop prominent roof design with a simpler structure
- Maximize efficiency of Stations Infrastructure Facilities (SIF) layout in Headhouse and in Plaza Area north of station building
- Emphasize Santa Clara Street entrance gateway and façade treatment. Refine northern façade treatment facing Plaza Area

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD
Opportunity &
Placemaking

=



Station
Presence

=



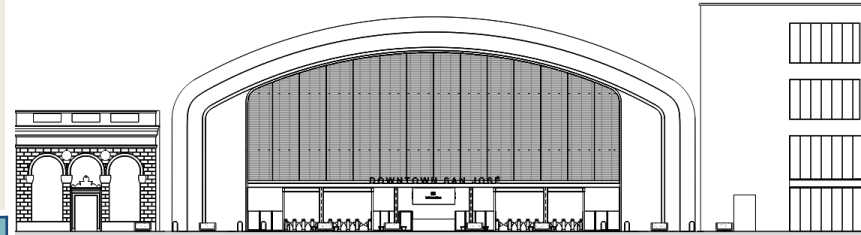
Passenger
Experience

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Sustainable
Design

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Concept Only – Subject to Change.

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

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

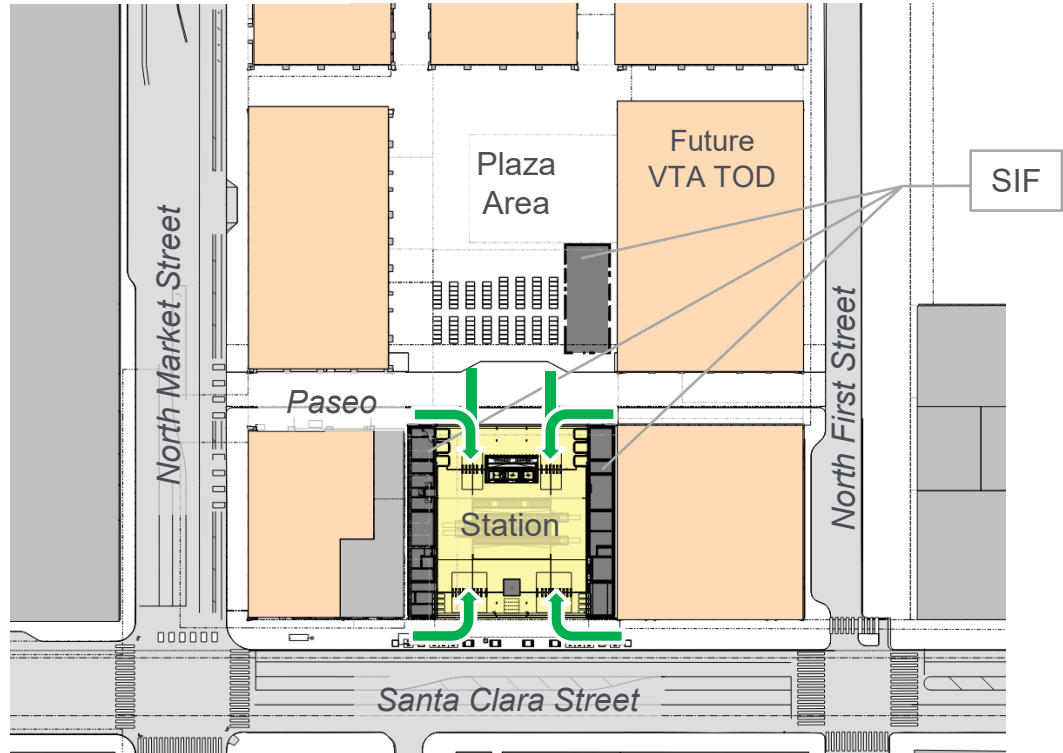
\$5M - \$25M

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- **Maximize efficiency of Stations Infrastructure Facilities (SIF) layout in Headhouse and in Plaza Area north of station building**
- Emphasize Santa Clara Street entrance gateway and façade treatment. Refine northern façade treatment facing Plaza Area

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



CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

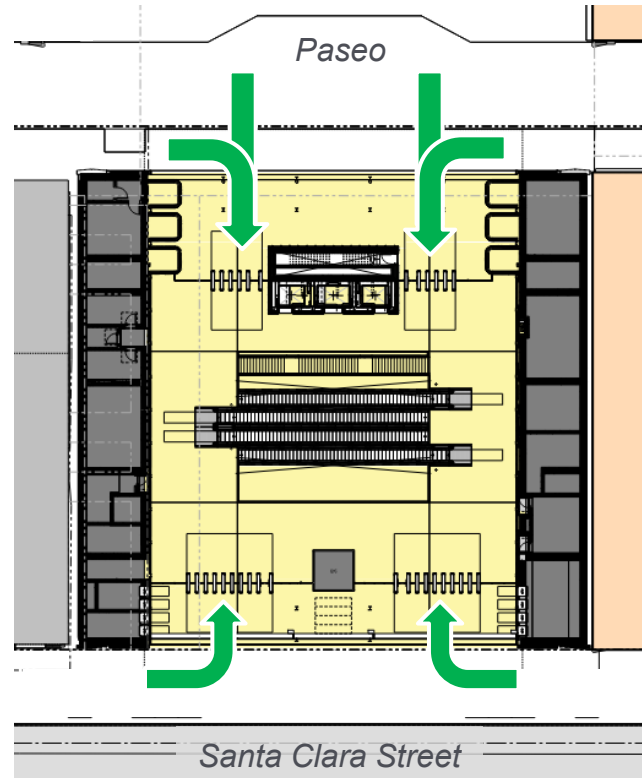
\$5M - \$25M

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Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

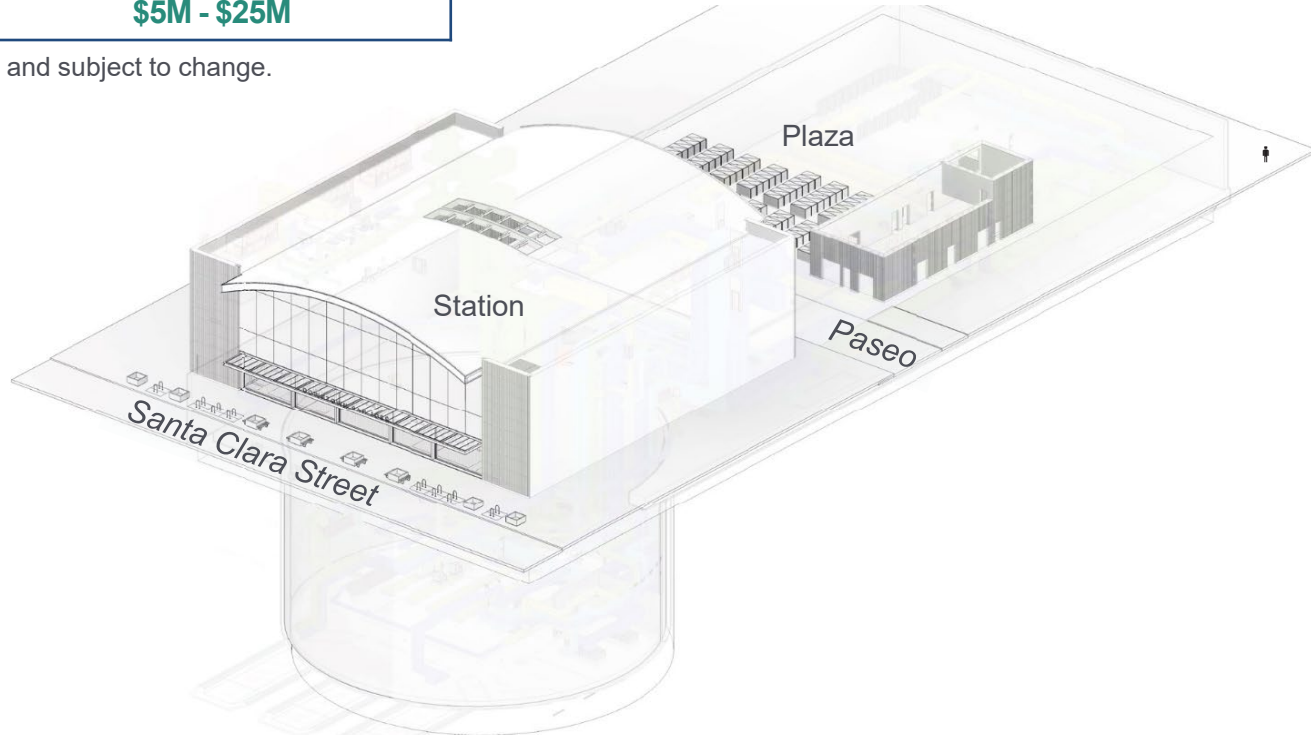
\$5M - \$25M

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- **Maximize efficiency of Stations Infrastructure Facilities (SIF) layout in Headhouse and in Plaza Area north of station building**
- **Emphasize Santa Clara Street entrance gateway and façade treatment. Refine northern façade treatment facing Plaza Area**

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Concept Only – Subject to Change.

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

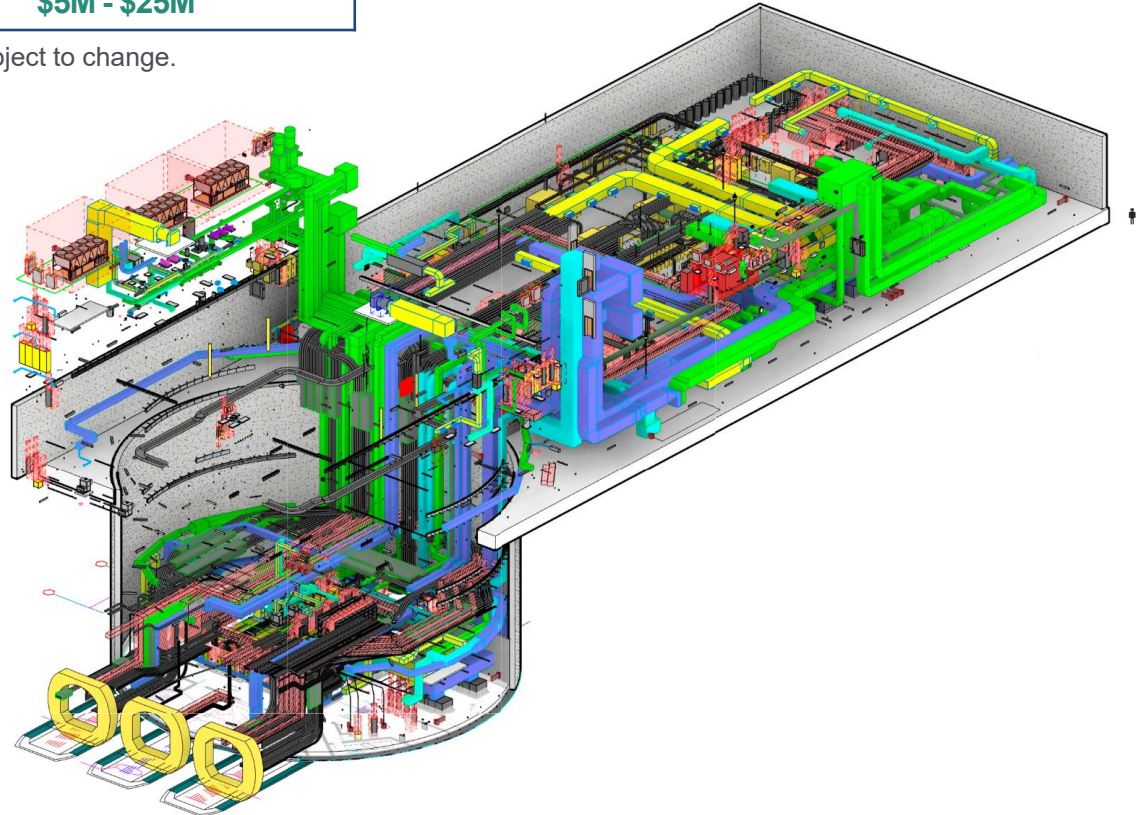
\$5M - \$25M

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

Overview:

- Investigate utilizing more cost-effective station materials
- Maintain iconic station presence & develop prominent roof design with a simpler structure
- **Maximize efficiency of Stations Infrastructure Facilities (SIF) layout including optimizing SIF located in Plaza Area north of station building**
- Emphasize Santa Clara Street entrance gateway and façade treatment. Refine northern façade treatment facing Plaza Area

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



CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Downtown Candidate: Refine Station Entrance Building



Cost Savings⁽¹⁾

\$5M - \$25M

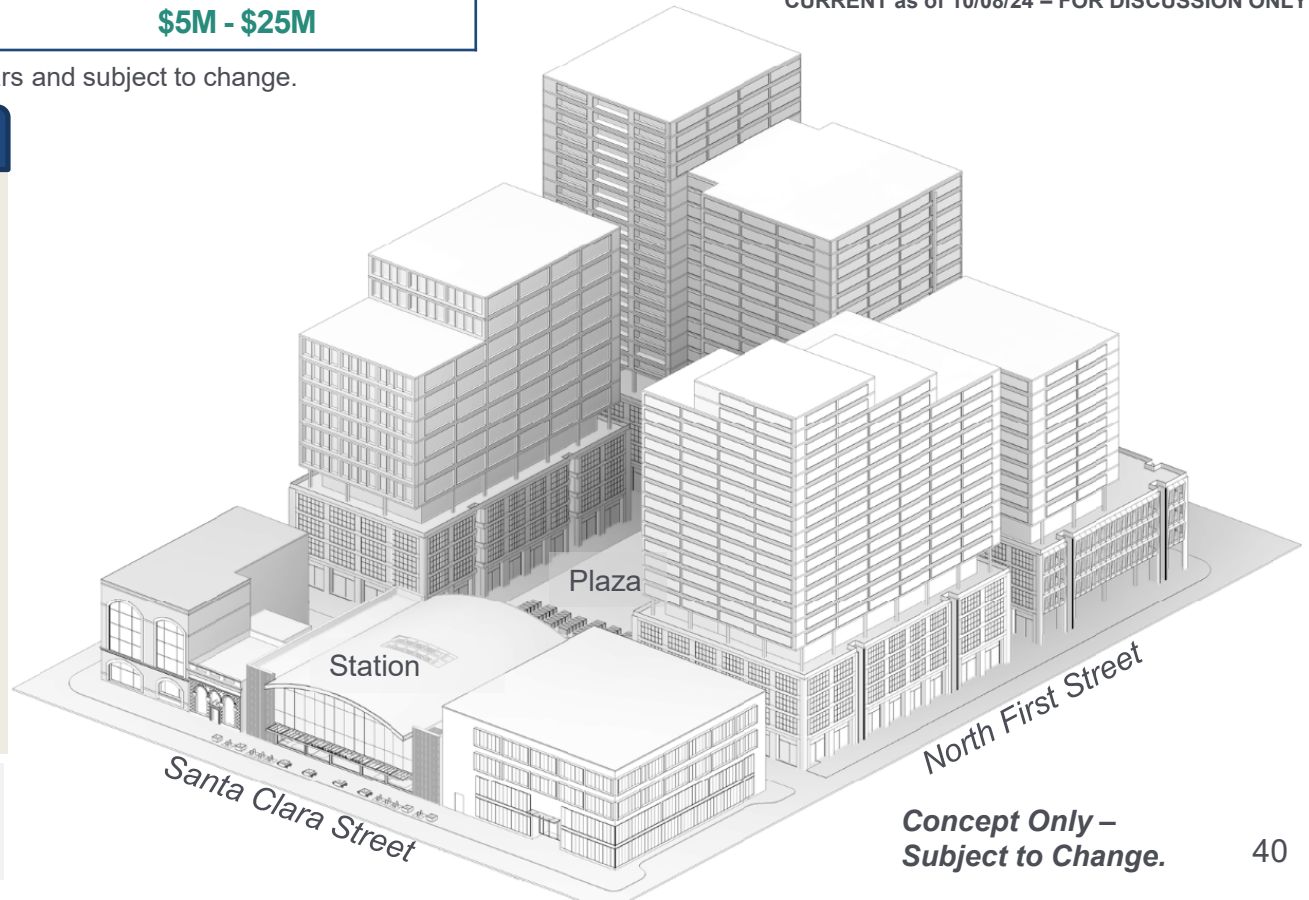
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.



**Concept Only –
Subject to Change.**

Downtown Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾
Refine Station Entrance Building	\$5M - \$25M
Convert to Rectangular Station Shaft – No longer being considered	TBD

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

(1) Draft ROM costs in YOE dollars.



Discussion & Pause for Feedback



Downtown Station Entrance Building Design

Greg Thiebaut, VTA &
Peter Sokoloff, Foster and Partners

Downtown San José Station Design Progress



- **May 2024:** Station design referral directs “to strive for the highest level of iconic, context sensitive design, including art and design cues from the surrounding Downtown community”
- **June 18, 2024:** Downtown San José Design Review Committee meeting
 - Feedback provided
- **September 20, 2024:** Cost Savings exploration to simplify the station entrance building design
 - Feedback provided
- **Today:** progress update and engagement on station design direction

Summary of Input Received to Date



- Provide "iconic" structure
- Incorporate Agricultural & Industrial History
- Celebrate the station as a Gateway to Silicon Valley
- Incorporate San José Building Historical References
- Establish connection to San José State University
- Emphasize the Santa Clara Street Entrance
- Facilitate a positive Passenger Experience and Useability of the Station Area
 - *There will be no coffee/retail shops inside the paid area of the station per BART criteria and requirements*

What makes a building iconic?

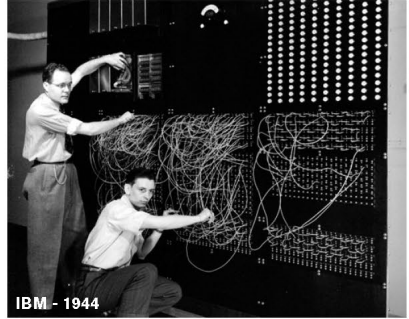
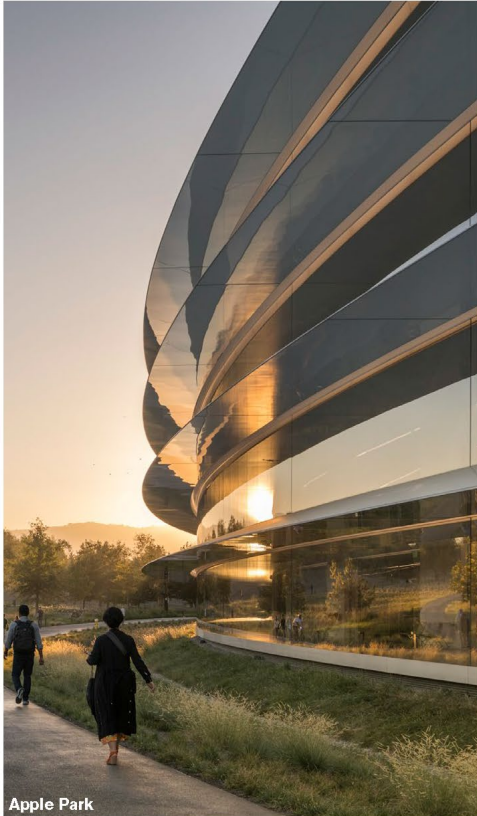


- Purity of form – simplicity and elegance
- Easily recognizable – street presence, ‘grand gesture’
- Timeless design
- Iconic may not be distinctly San Jose

What Makes San José Unique? Cultural Heritage & Diversity



What Makes San José Unique? Gateway to Silicon Valley



Downtown San José

Purity of Form – Transportation as Gateways



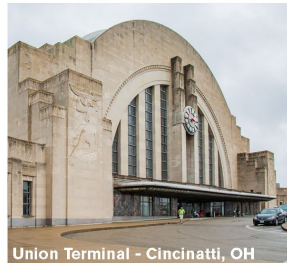
Canary Wharf Station



Washington DC Metro



Bilbao Metro



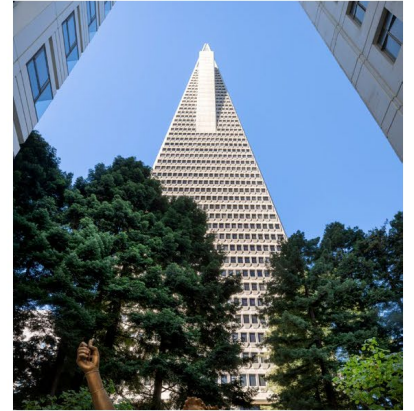
Union Terminal - Cincinnati, OH



King's Cross Station - London

Downtown San José

Civic Presence / Standing Out



Downtown San José

Arches in San José



San Jose State University - Tower Hall



San Jose Civic Auditorium



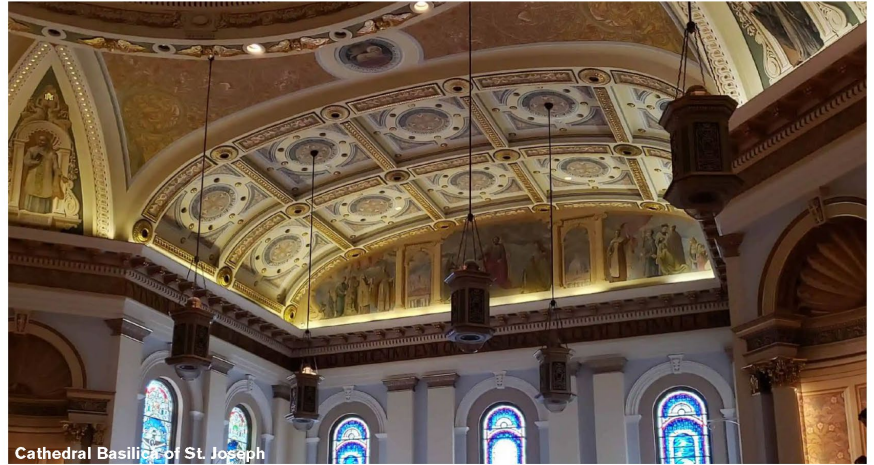
San Jose Museum of Art



San Pedro Square



San Jose Fairgrounds



Cathedral Basilica of St. Joseph

Downtown Station Entrance Design Concept



Arched Roof



Downtown Station Entrance Design Concept



Gateway Arch

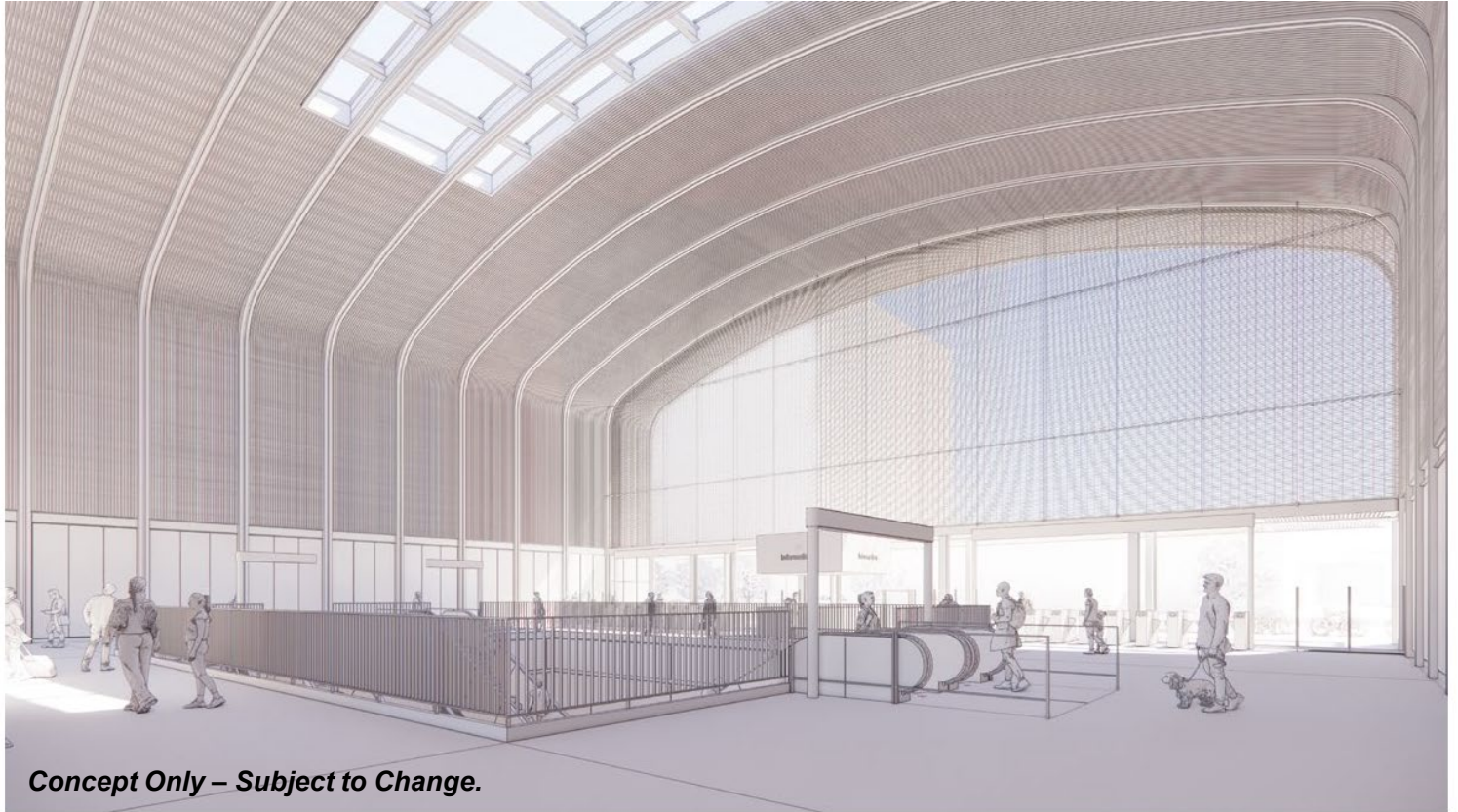


Concept Only – Subject to Change.

Downtown Station Entrance Design Concept



Gateway Arch Interior View

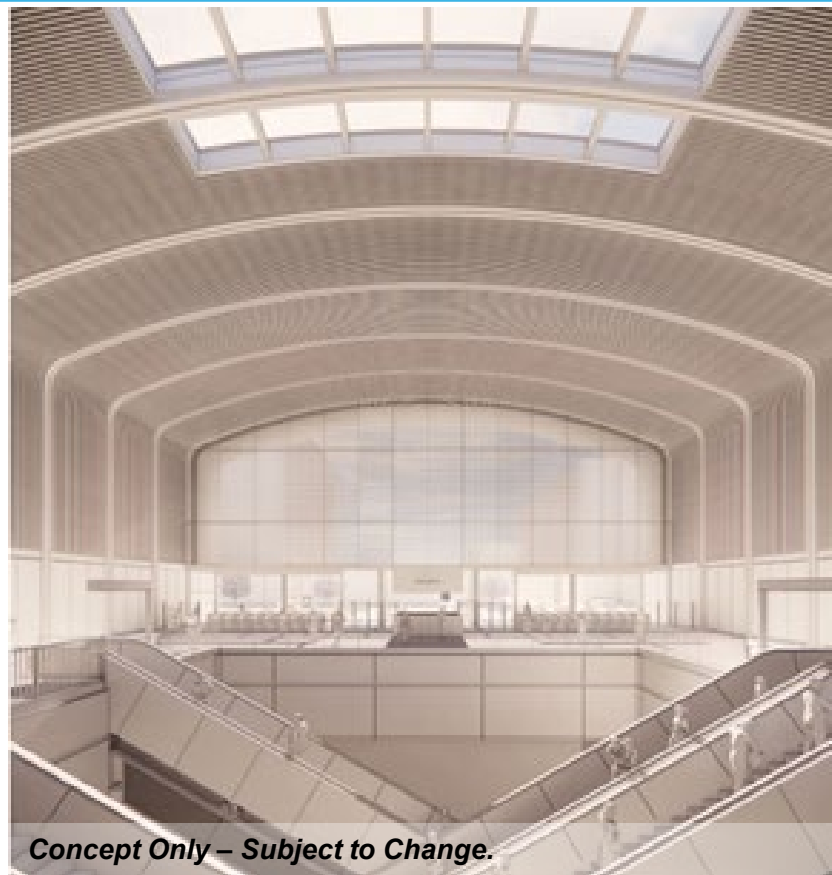


Concept Only – Subject to Change.

Downtown Station Entrance Design Concept



Gateway Arch
Interior View



Concept Only – Subject to Change.

CURRENT as of 10/08/24 – FOR DISCUSSION ONLY

Discussion Topics



- Do you think the station should stand out from its neighbors or blend in?
- Do you think the draft Gateway Arch Concept improves the station's visibility and enhance its civic presence?
- In your opinion, should the Downtown Station design tend more towards celebrating San José's rich history, or be forward looking as the capital of Silicon Valley?

Station Concepts Engagement Next Steps



- Present refined station design concepts
 - Community Working Group meetings in late October/early November
 - November BSVII Oversight Committee meeting
- Community Meetings in mid-November (in person & virtual)
- Present station design concepts to be advanced
 - Community Working Group meetings in late November
 - December VTA Board meeting
- Re-engage Design Review Committees in early 2025
- Public Engagement on Stations Look and Feel in mid-2025



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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

=

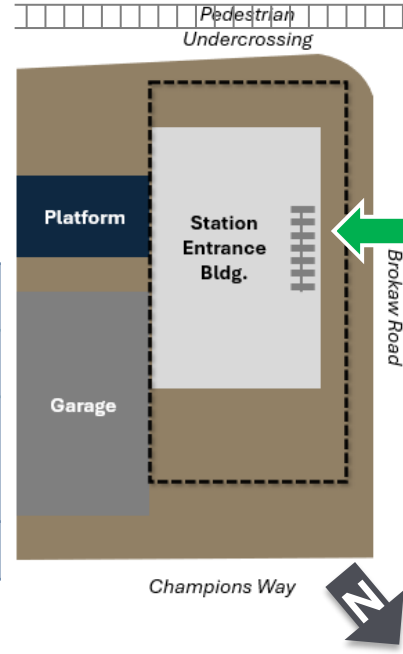


Sustainable Design

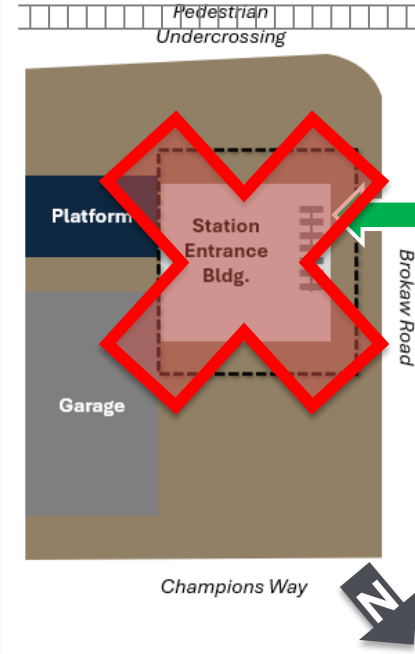
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

=

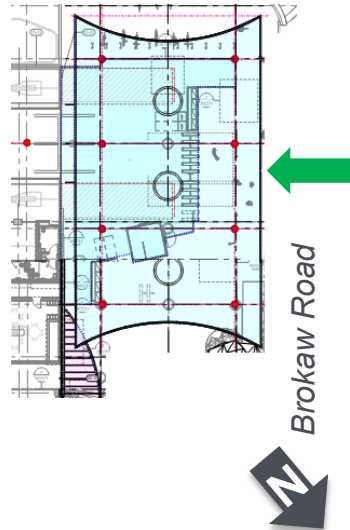


Sustainable Design

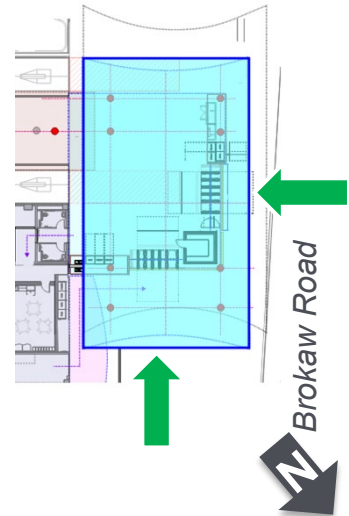
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current (DRC)



Proposed



Santa Clara Candidate: Refine Station Entrance Building



Cost Savings⁽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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

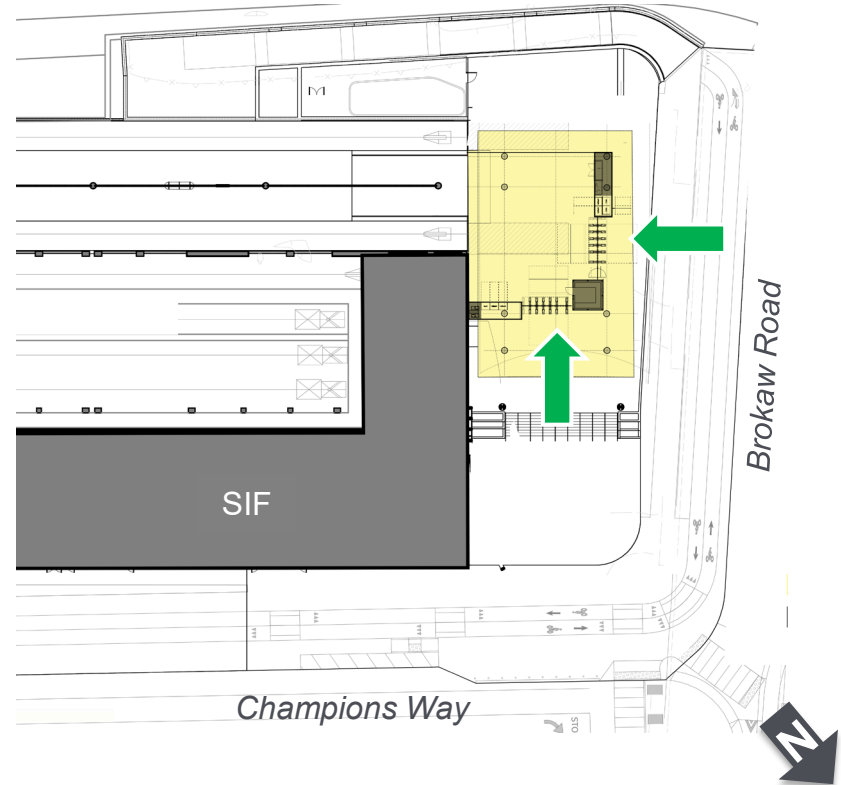
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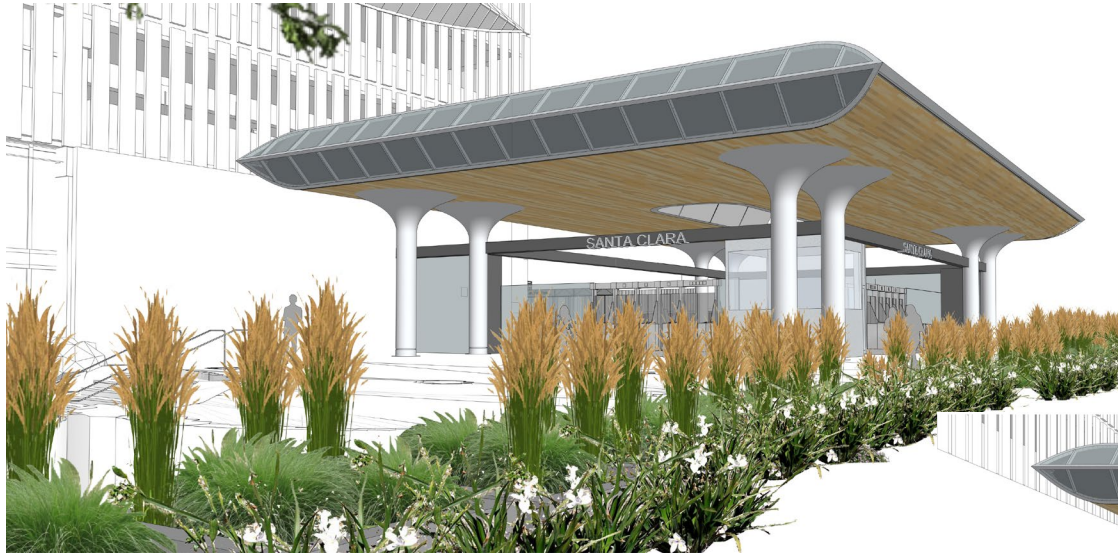
Sustainable Design

=

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



Santa Clara Station



*Concept Only –
Subject to Change.*



Santa Clara Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾	Cost Increase for Station Aesthetics ⁽²⁾
Refine Station Entrance Building	\$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

Monica Born, VTA

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



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



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

- Negative change



Construction Logistics

- Effect to truck traffic on public street network; etc.

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⁽¹⁾
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⁽¹⁾
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.

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

Initial Assessment:



O&M

+



Construction
Schedule

+



Construction
Logistics

+

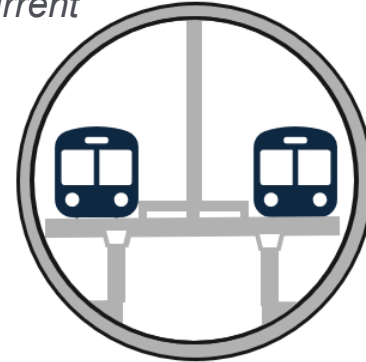


Sustainable
Design

+

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.

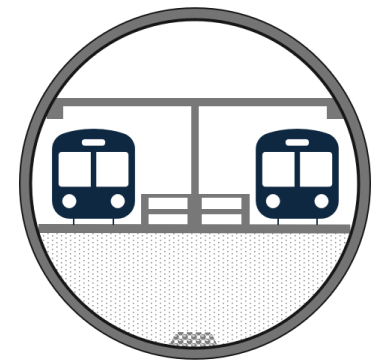
Current



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



Initial Assessment:



O&M



Construction
Schedule



Construction
Logistics



Sustainable
Design

N/A

=

=

TBD

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.

Initial Assessment:



O&M

+



Construction
Schedule

TBD



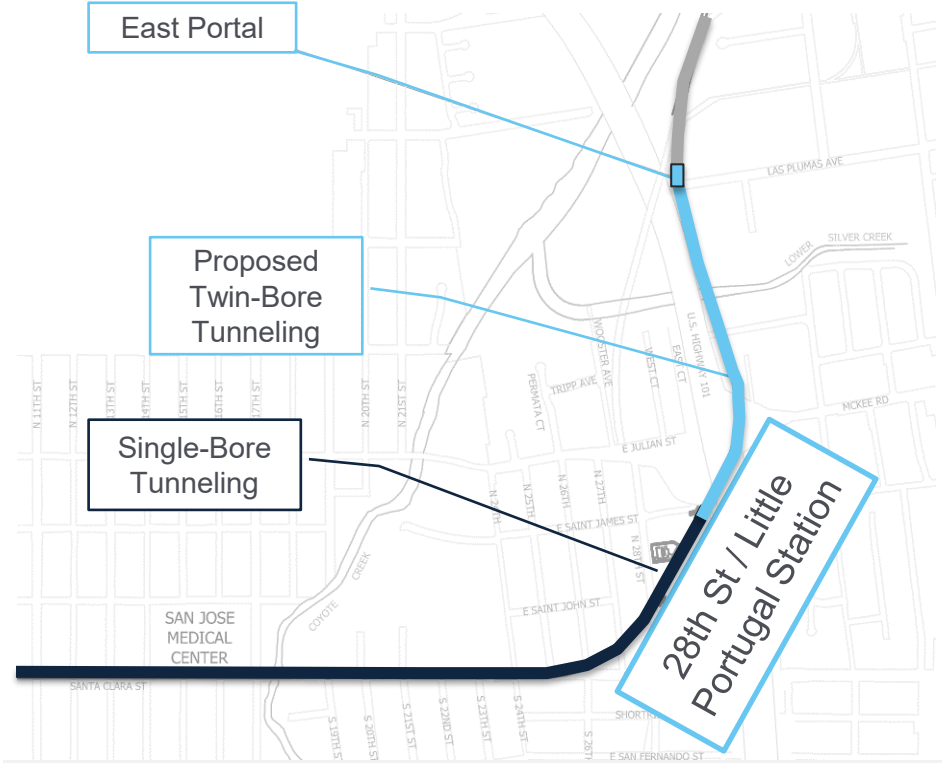
Construction
Logistics

-



Sustainable
Design

=



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

Newhall Yard Facility Reconfiguration Options



Cost Savings⁽¹⁾

\$100M - \$300M

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

Initial Assessment



O&M



Construction Schedule



Construction Logistics



Sustainable Design

-

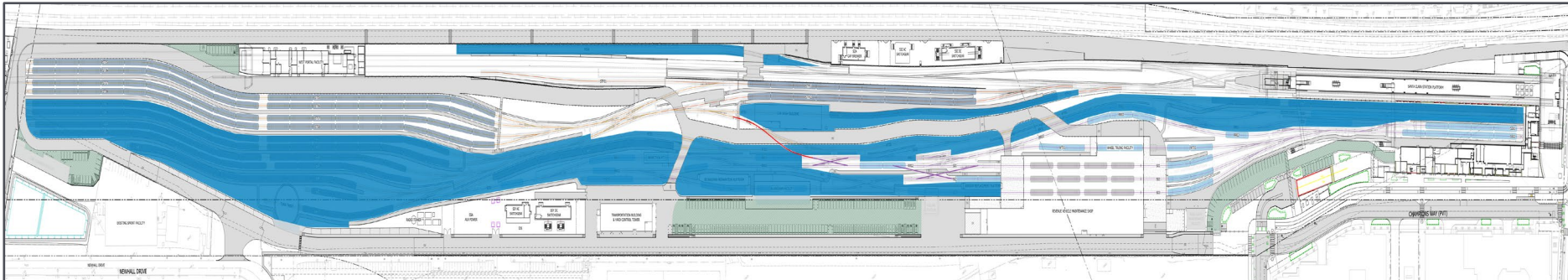
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Overview:

- **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.

Initial Assessment:



O&M

+



Construction
Schedule

+



Construction
Logistics

+



Sustainable
Design

=



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 – Downtown & Diridon



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Carol Austen, *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas, *San José State University*
- Chris Morrisey, *Arena Authority*
- Dana Grover, *Horace Mann Neighborhood Association*
- Edgar Arellano, *California Walks*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Chris Shay, *Sharks Sports & Entertainment*
- Kristen Brown, *Silicon Valley Leadership Group*
- Larry Clark, *The Alameda Business Association*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- **Tony Miranda**, *San José Chamber of Commerce*

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

From: VTA Board Secretary
Sent: Tuesday, October 8, 2024 9:05 AM
To: VTA Board of Directors
Cc: VTA Board Secretary
Subject: From VTA: October 9, 2024, 28th Street/Little Portugal CWG Meeting

VTA Board of Directors:

We are forwarding you information on the Wednesday, October 9, 2024, 28th Street/Little Portugal Community Working Group (CWG) meeting scheduled from 4:00 pm – 5:30 pm (presentation attached).

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



From: Kristen Mei
Sent: Monday, October 7, 2024 8:20 PM
Subject: Upcoming 28th Street/Little Portugal October CWG Meeting (10/9)

Hello 28th Street/Little Portugal CWG Members,

We wanted to reach out ahead of this Wednesday's meeting to share the meeting materials and details for our 28th Street/Little Portugal Community Working Group meeting. As this content is a preview of and in addition to the materials that will be shared at the 10/10 VTA's BSVII Oversight Committee meeting, we kindly ask that you do not distribute the materials.

As a reminder, our upcoming 28th Street/Little Portugal CWG meeting is on **Wednesday, October 9th from 4:00 - 5:30 PM**. Agenda and meeting location/login information is below. Please note that we will be making space for an in-person pre-meeting networking time that starts at 3:45 pm for members to mingle with each other and Project staff.

□

<i>Pre-Meeting Networking Time (3:45 pm)</i>	N/A
1. Welcome and Introduction	Kristen Mei, VTA
2. Phase II Update	Tom Maguire, VTA
3. Aligning the Project with Available Funding	Greg Thiebaut, VTA Monica Born, VTA
4. CWG Member Report Out	Kristen Mei, VTA
5. Next Steps	Kristen Mei, VTA

In-Person: Mexican Heritage Plaza, Classroom 5 ([1700 Alum Rock Ave, San Jose, CA 95116](https://www.google.com/maps/place/1700+Alum+Rock+Ave,+San+Jose,+CA+95116))

Parking:

Please be sure to park in the parking lot off of Alum Rock Ave. VTA BSV staff will be greeting you at the lobby.



Virtual: Join Zoom Meeting
<https://kimley-horn.zoom.us/j/92059186609>
 Meeting ID: 920 5918 6609

One tap mobile
+16699006833,,92059186609# US (San Jose)
+16694449171,,92059186609# US

In case you missed it, we also wanted to share the link to the recent 10/3 VTA Board of Directors Meeting. The meeting recording and presentation materials can be found [here](#).

We look forward to seeing you all tomorrow! Please let me know if you are unable to participate.

Thanks,

Kristen Mei
BSV External Affairs

VTA's BART Silicon Valley Program
Santa Clara Valley Transportation Authority
2830 De La Cruz Boulevard, 1st floor
Santa Clara, CA 95050



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*
- **Daive 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 Triano, *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, *Bellarmino 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 vta.org/about/board-and-committees
 - 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



Discussion

What feedback would you like us to share with the Board on behalf of your organization about how the BSVII Team has proposed to proceed with the SPECIFIC TOPIC?



Check the one that applies:

<input type="checkbox"/>	I am in agreement.
<input type="checkbox"/>	I am alright moving forward but have reservations.
<input type="checkbox"/>	I am concerned.

Please use the space below to elaborate on your response.



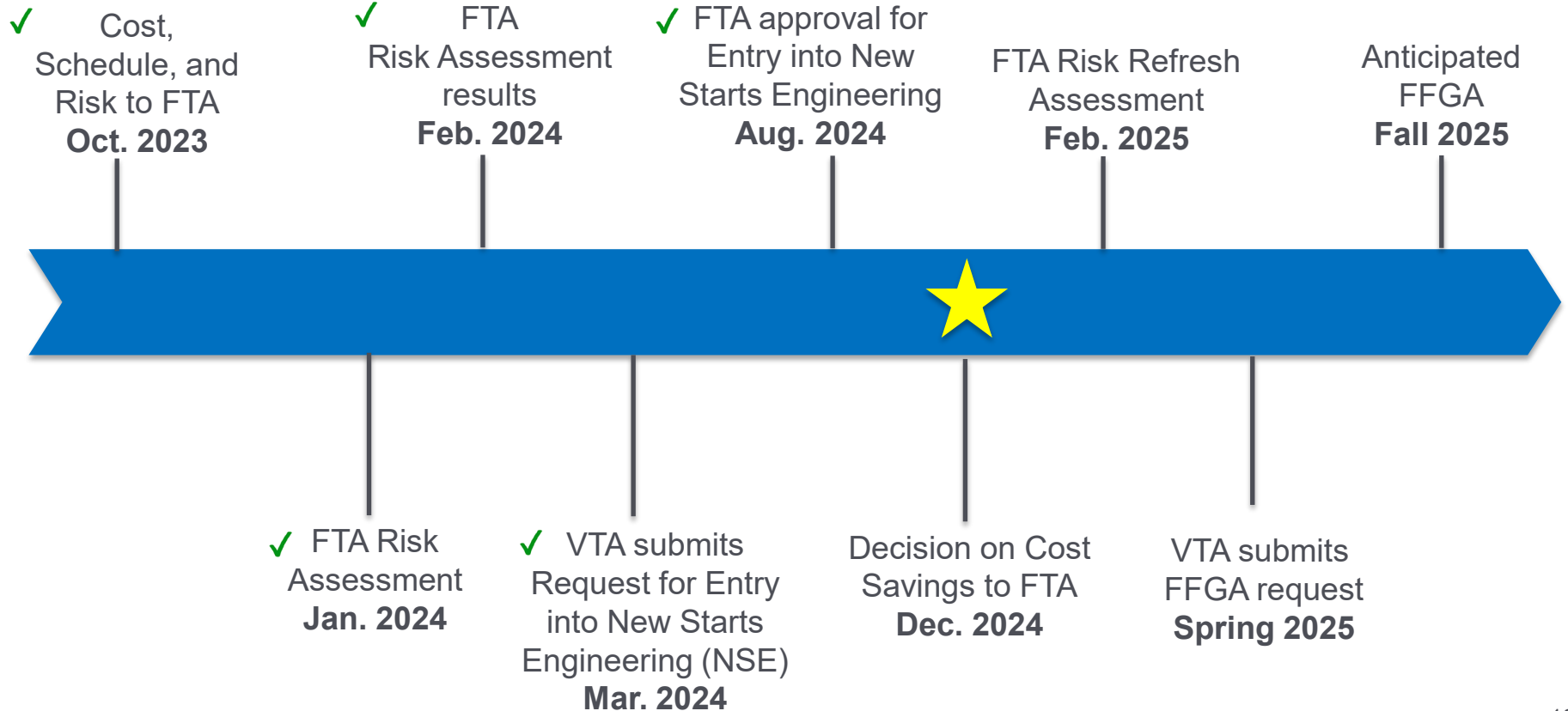
Phase II Update

Tom Maguire, VTA



- 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)



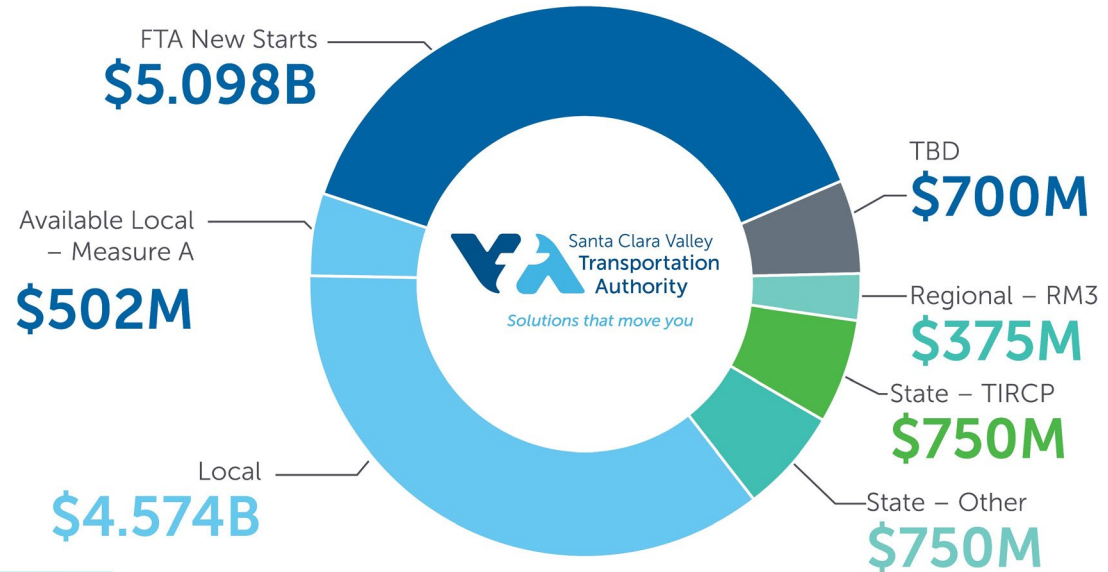


-  October 8th & 9th Community Working Group (CWG) Meetings
-  October 10th update to BSVII Oversight Committee
-  October/November CWG Meetings
-  November Board of Directors Workshop (TBD)
-  November 14th update to BSVII Oversight Committee
-  November Community Meeting and CWG Meetings
-  December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



Note: Subject to change pending further analysis.

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 & Monica Born, VTA



- 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	<ul style="list-style-type: none"> Draft ROM costs in Year of Expenditure (YOE) dollars and subject change. <ul style="list-style-type: none"> ROM costs reflect preliminary estimates based on conceptual design alternatives. 	\$XM - \$XXM
Operations & Maintenance (O&M)	<ul style="list-style-type: none"> Anticipated reduction in annual O&M costs. 	+ Positive change = No change - Negative change N/A Not applicable for option
Access & Orientation	<ul style="list-style-type: none"> Location of station entrance. Location of faregates. 	
Transit-Oriented Development (TOD) Opportunity & Placemaking	<ul style="list-style-type: none"> Effect to future TOD opportunity. Effect to placemaking elements (e.g., paseo, rooftop garden). 	
Station Presence	<ul style="list-style-type: none"> Scale and size of station entrance building. 	
Passenger Experience	<ul style="list-style-type: none"> Passenger travel to/from faregates and platform (e.g., elevators, escalators). Aesthetic materials and finishes. 	
Sustainable Design	<ul style="list-style-type: none"> Supports VTA sustainability goals. 	

Overview of Station Cost Savings Candidates



- **Parking**

- Convert parking structure spaces to surface parking



} Advancing option

- **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



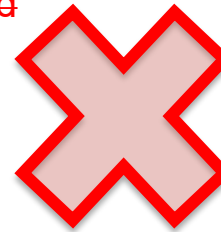
Station Design Efficiency Refinement to advance with continued Board, CWG & DRC Input

- ~~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~~

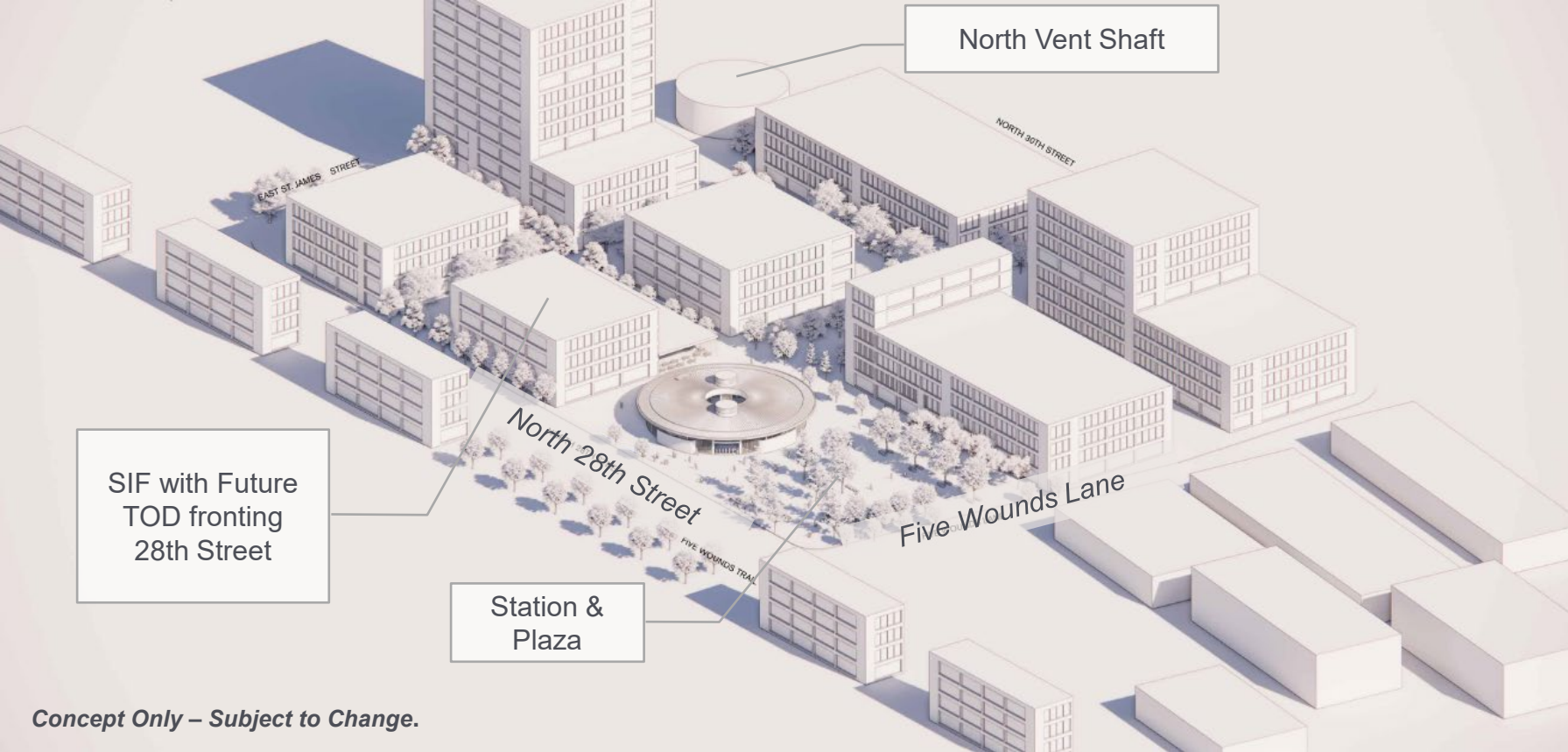


No longer analyzing these Options based on Board and CWG Input



28th Street/Little Portugal Station

28th Street/Little Portugal Station



Concept Only – Subject to Change.

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 BART patrons
- Maintain future Five Wounds Trail along 28th Street

Initial Assessment:



O&M



Access & Orientation



TOD Opportunity & Placemaking



Station Presence



Passenger Experience



Sustainable Design

+

=

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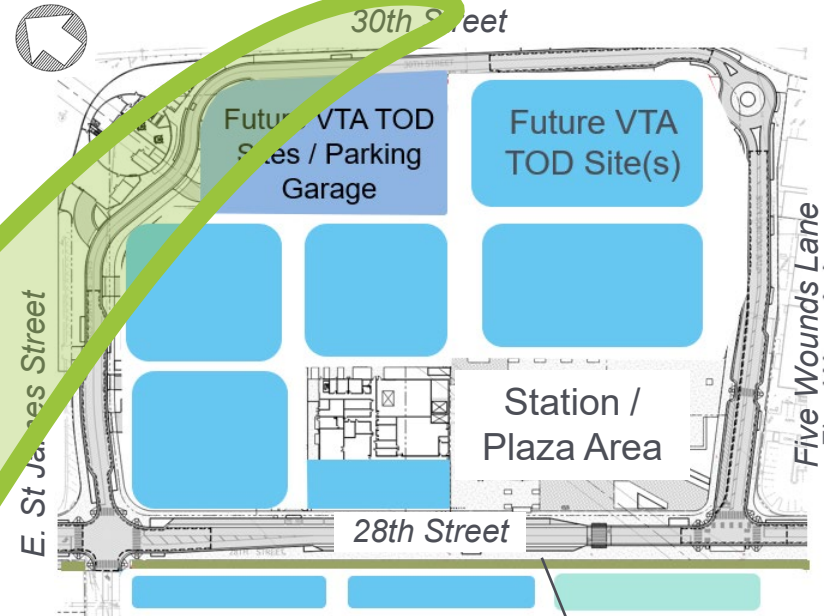
N/A

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

Opening Day Parking with Future TOD



■ ■ ■ TOD layouts are conceptual and will be coordinated with the ongoing design development framework activities.

Future Five Wounds Trail

28th St/LP Candidate: Minimize Circular Station Shaft



Cost Savings⁽¹⁾

\$15M–\$30M

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

Overview:

- Provide smaller diameter and simplified circular roof
- Reduce below ground shaft diameter (128' to 108')
- Add one escalator run/landing (2 to 3)
- Remove one escalator (4 to 3)

Initial Assessment:



O&M



Access &
Orientation



TOD
Opportunity &
Placemaking



Station
Presence



Passenger
Experience



Sustainable
Design

+

-

=

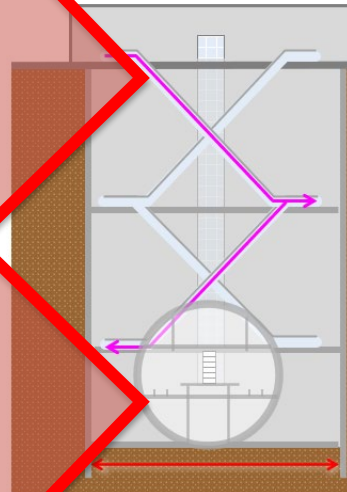
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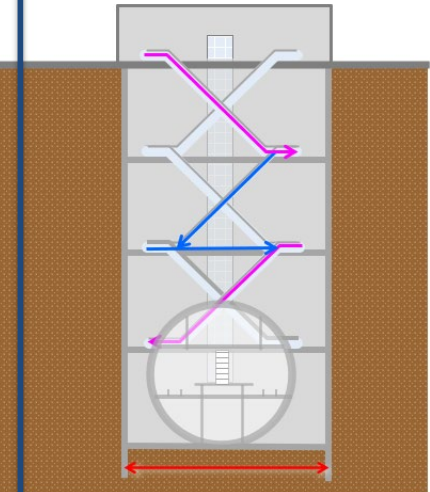
ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current Station Shaft (one switchback)



128-foot
diameter shaft

Reduced Station Shaft (two switchbacks)



108-foot
diameter shaft

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



Cost Savings

TBD

Overview:

- Change circular drum to rectangular shaft below ground
- Maintain 2 escalator runs
- Remove one escalator (4 to 3)

Initial Assessment:



O&M

+



Access &
Orientation

=



TOD Opportunity
& Placemaking

-



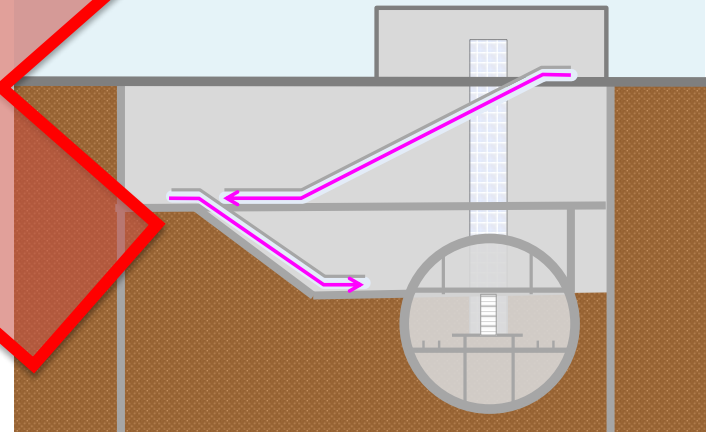
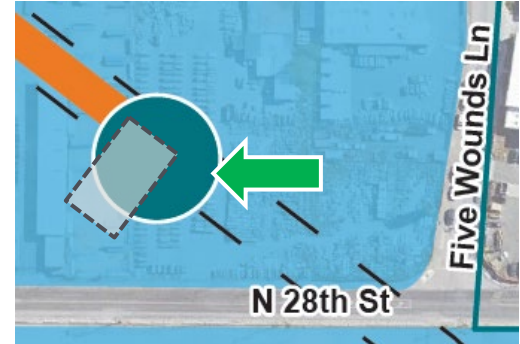
Station
Presence



Passenger
Experience

-

Station Area
Underground



28th St/LP Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$5M - \$20M

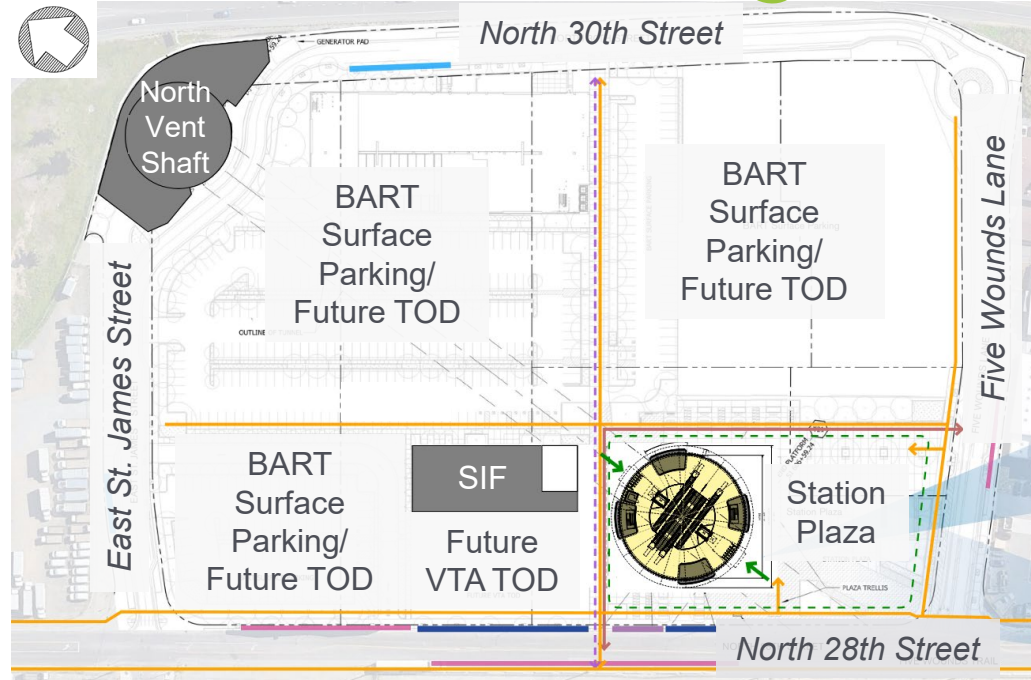


(1) Draft ROM costs in YOE dollars and subject to change.

Overview:

- Investigate utilizing more cost-effective 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

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



28th St/LP Candidate: Refine Station Entrance & SIF Buildings



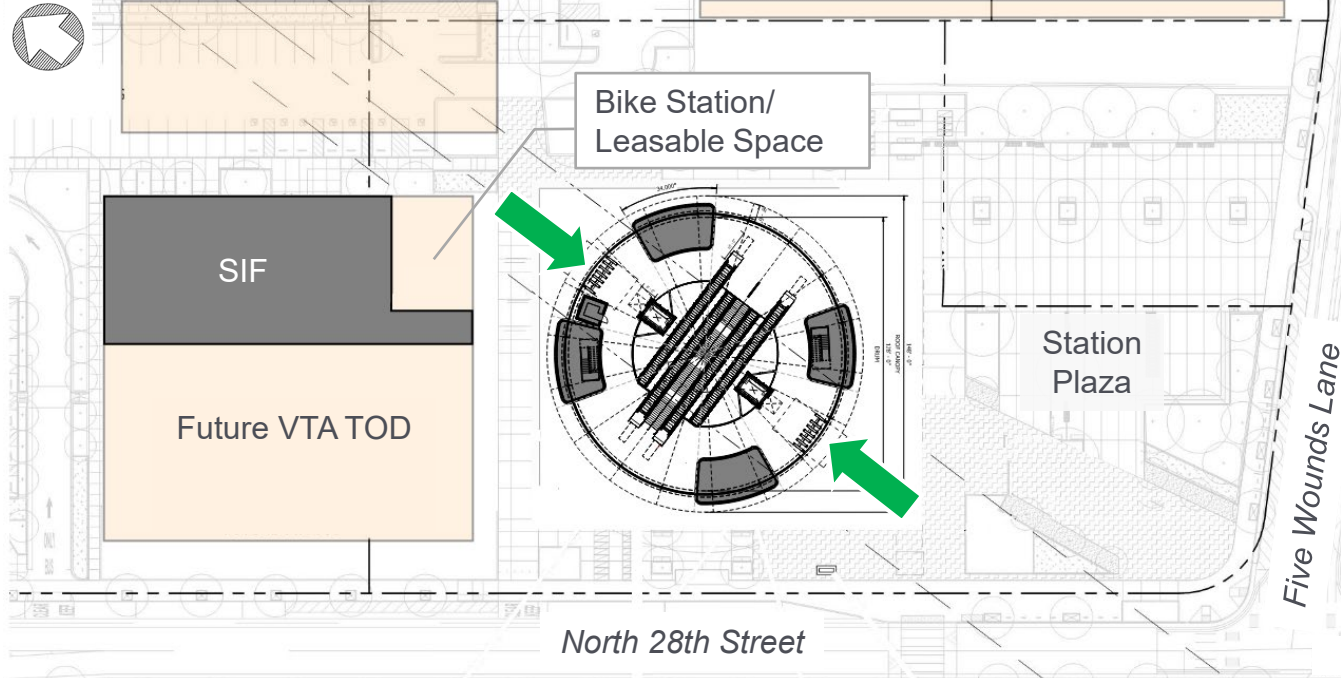
Cost Savings⁽¹⁾

\$5M - \$20M

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

Overview:

- Investigate utilizing more cost-effective 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**



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

28th St/LP Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

+



Station Presence

=



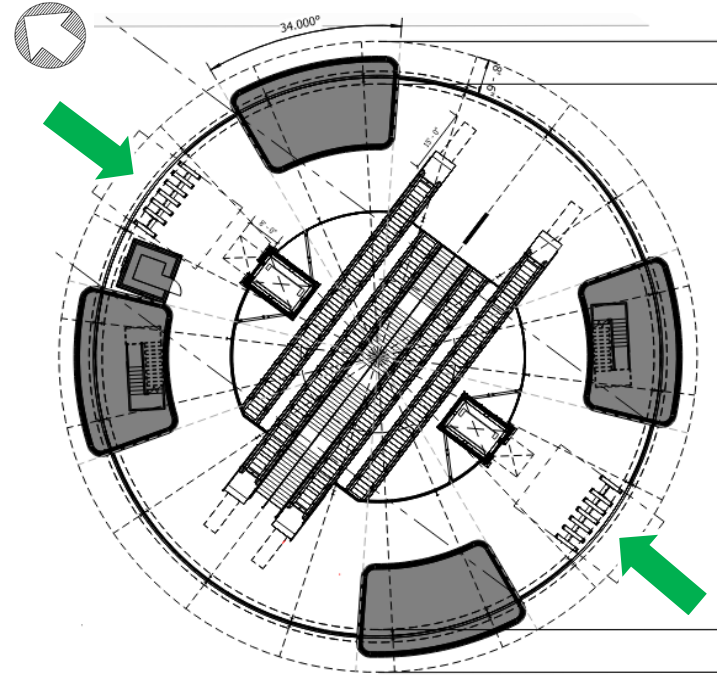
Passenger Experience

=



Sustainable Design

=



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

28th St/LP Candidate: Refine Station Entrance & SIF Buildings



Cost Savings⁽¹⁾

\$5M - \$20M

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

Overview:

- Investigate utilizing more cost-effective 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

28th Street / Little Portugal Station - CSC Option 2 Study
External-East



Concept Only – Subject to Change.

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

28th St/LP Candidate: Refine Station Entrance & SIF Buildings



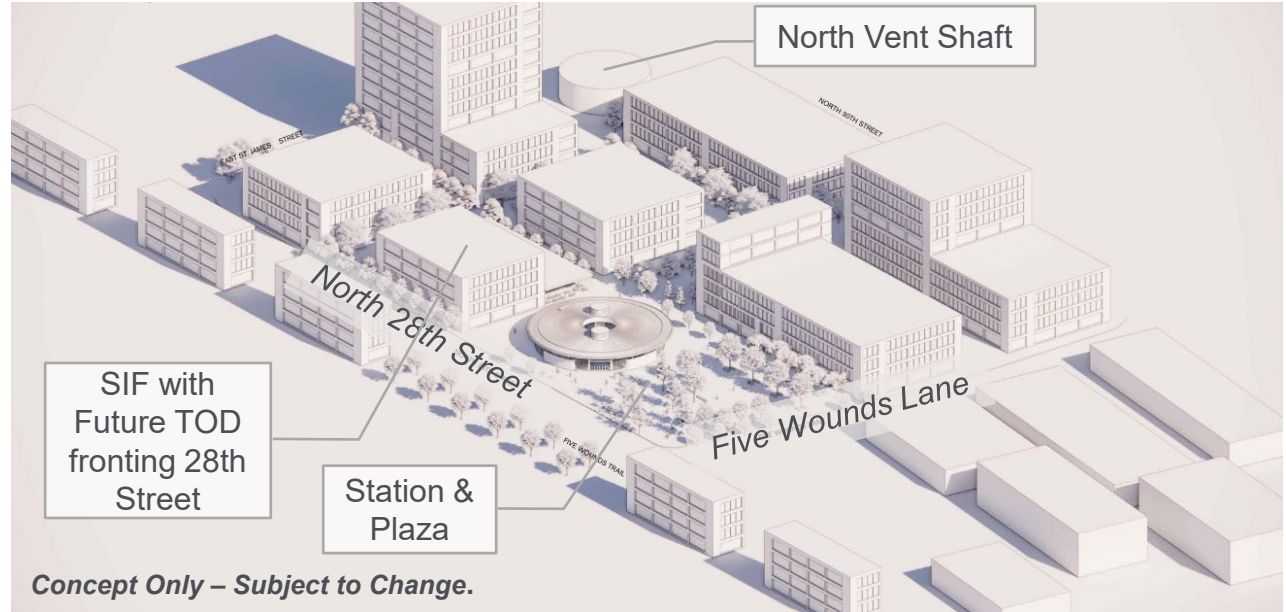
Cost Savings⁽¹⁾

\$5M - \$20M

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

Overview:

- Investigate utilizing more cost-effective 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**



Concept Only – Subject to Change.

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

28th St/LP Cost Savings Candidates Summary



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

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

(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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

=

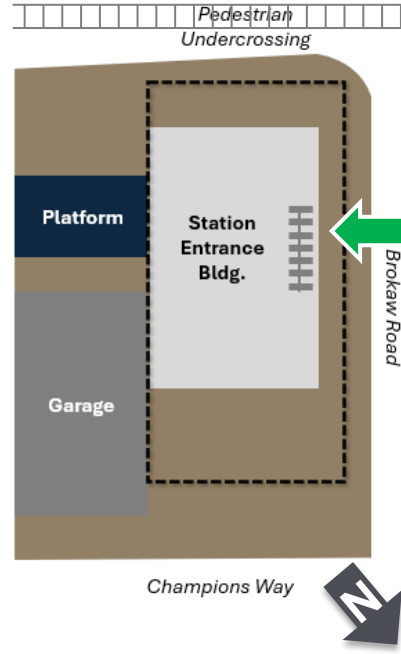


Sustainable Design

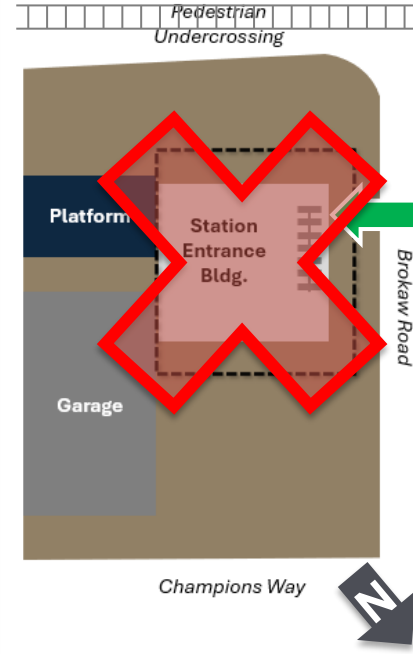
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current



Proposed



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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

=

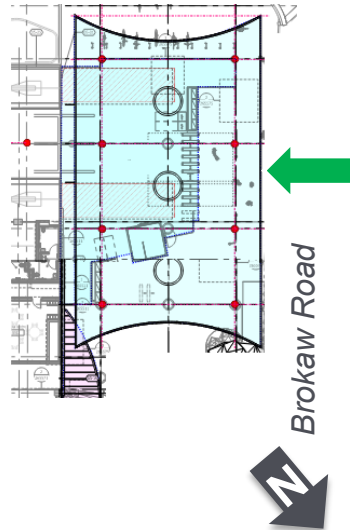


Sustainable Design

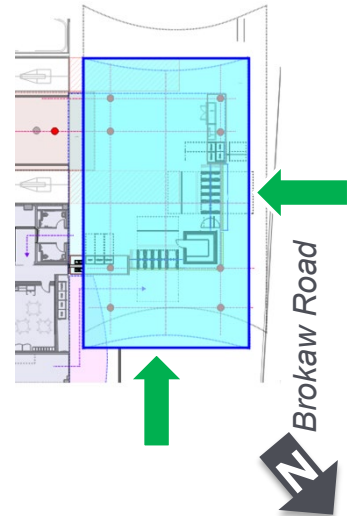
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ROM costs reflect preliminary estimates based on conceptual design alternatives and are subject to change.

Current (DRC)



Proposed



Santa Clara Candidate: Refine Station Entrance Building



Cost Savings⁽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

Initial Assessment:



O&M

+



Access & Orientation

=



TOD Opportunity & Placemaking

=



Station Presence

-



Passenger Experience

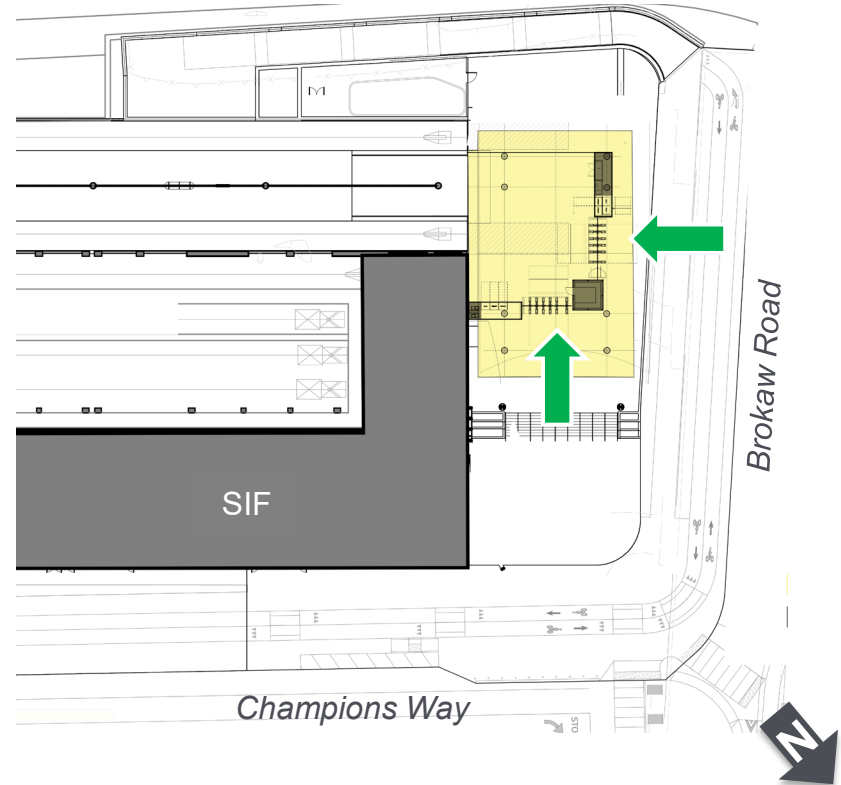
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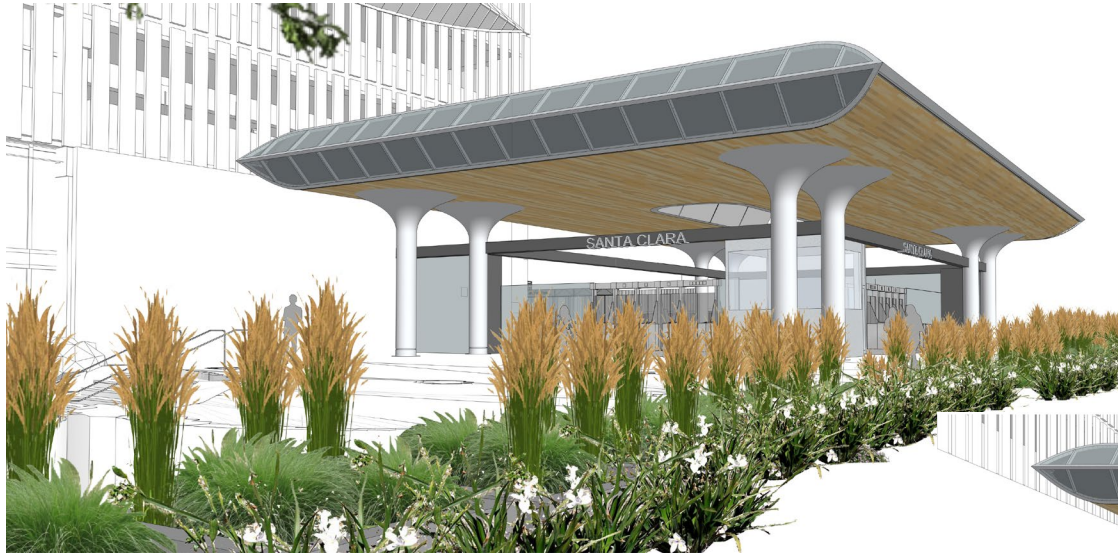
Sustainable Design

=

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



Santa Clara Station



*Concept Only –
Subject to Change.*



Santa Clara Cost Savings Candidates Summary



Cost Savings Candidates	Cost Savings ⁽¹⁾	Cost Increase for Station Aesthetics ⁽²⁾
Refine Station Entrance Building	\$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



Discussion



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

Monica Born, VTA

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



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



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.



Construction Logistics

- Effect to truck traffic on public street network; etc.



Sustainable Design

- **Supports VTA sustainability goals.**

+ Positive change
 = No change
 - Negative change
N/A Not applicable for option

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



Cost Savings Candidates	Cost Savings from 9/20⁽¹⁾
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⁽¹⁾
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.

Initial Assessment:



O&M

+



Construction
Schedule

TBD



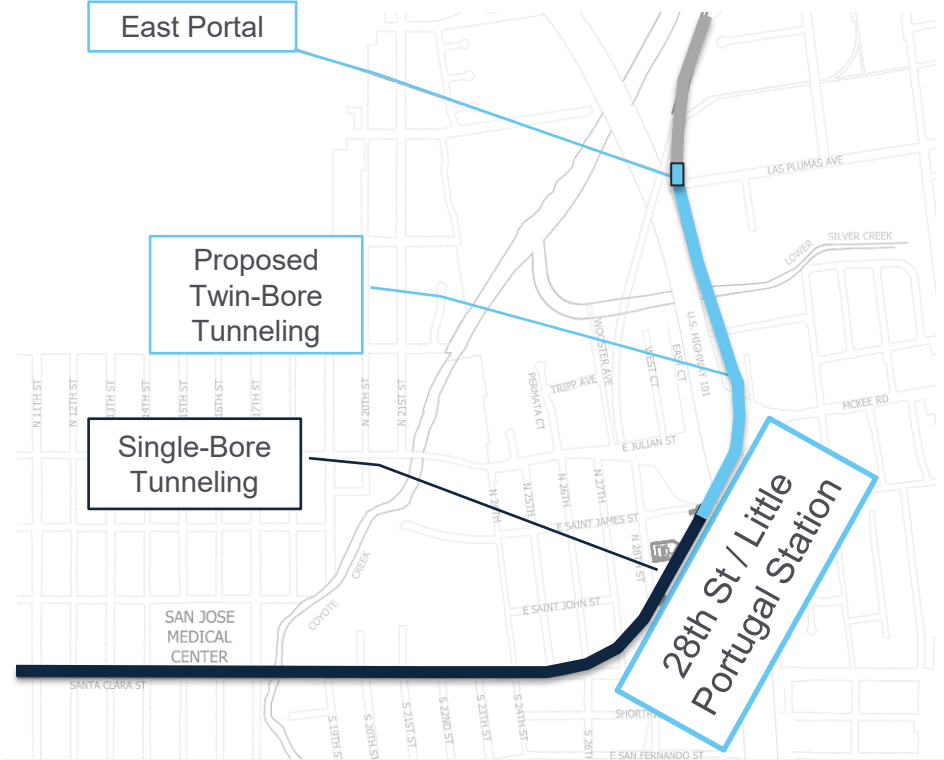
Construction
Logistics

-



Sustainable
Design

=



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

Initial Assessment:



O&M

+



Construction
Schedule

+



Construction
Logistics

+

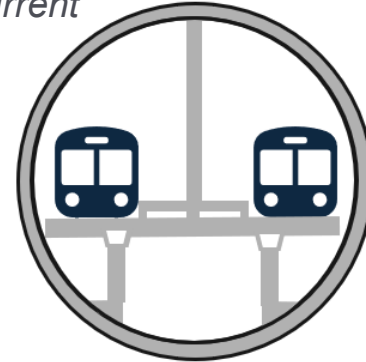


Sustainable
Design

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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.

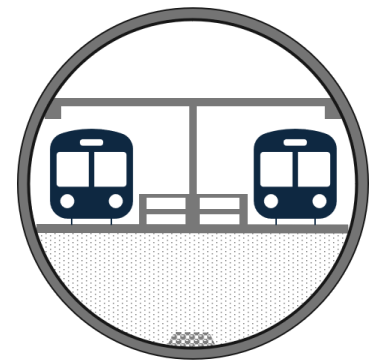
Current



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



Initial Assessment:



O&M



Construction
Schedule



Construction
Logistics



Sustainable
Design

N/A

=

=

TBD

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



Newhall Yard Facility Reconfiguration Options



Cost Savings⁽¹⁾

\$100M - \$300M

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

Initial Assessment



O&M



Construction Schedule



Construction Logistics



Sustainable Design

-

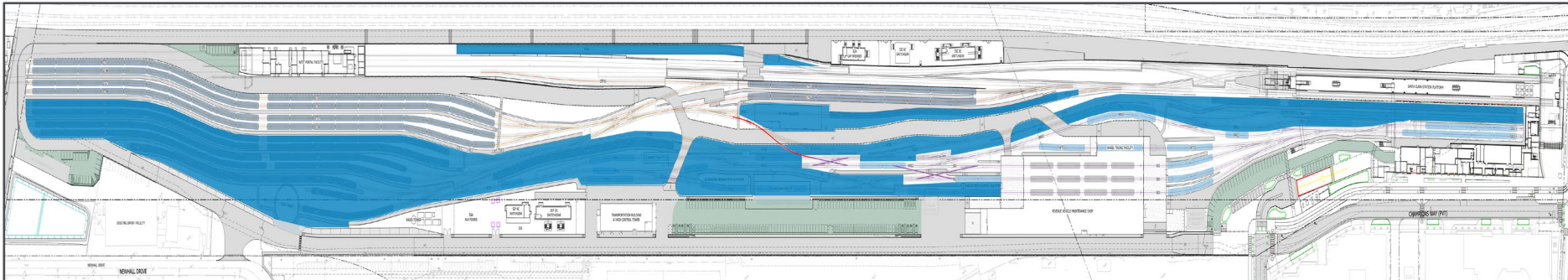
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Overview:

- **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.

Initial Assessment:



O&M

+



Construction
Schedule

+



Construction
Logistics

+



Sustainable
Design

=



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.



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*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
- **Daive 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 Triano, *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*

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

From: VTA Board Secretary

Sent: Wednesday, October 9, 2024 6:33 PM

To: VTA Board of Directors

Cc: VTA Board Secretary

Subject: VTA Information: Notice of Cancellation - October 10, 2024, VTA's BART Silicon Valley Phase II Oversight Committee Meeting

VTA Board of Directors:

The VTA BSV II Oversight Committee Regular Meeting scheduled for Thursday, October 10, 2024, has been **CANCELLED**.

You may view the Notice of Cancellation on our [agenda portal](#).

Thank you.

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**



From: VTA Board Secretary

Sent: Friday, October 4, 2024 4:01 PM

To: VTA Board of Directors

Subject: VTA Information: BSV Phase II Oversight Committee Agenda Packet

Board of Directors:

You may now access the October 10, 2024 VTA's BART Silicon Valley Phase II Oversight Committee Meeting Agenda Packet on our [agenda portal](#).

Thank you,

Office of the Board Secretary

3331 North First Street
San Jose, CA 95134-1927
Phone: **408-321-5680**



From: VTA Board Secretary

Sent: Friday, October 11, 2024 5:40 PM

To: VTA Board of Directors

Subject: VTA Information: October 17, 2024 Standing Committee Agenda Packets

VTA Board of Directors:

You may now access your VTA CMPP and SSTPO Agenda Packets and the **[A&F Cancellation Notice](#)** on our agenda portal via the links below:

- **Congestion Management Program and Planning (CMPP) Committee** – Thursday, October 17, 2024 at 10:00 a.m. – [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** – Thursday, October 17, 2024 at 12:00 p.m. – [A&F Cancellation Notice](#)
- **Safety, Security, and Transit Planning & Operations (SSTPO) Committee** – Thursday, October 17, 2024, at 3:00 p.m. – [SSTPO Agenda Packet](#)

Thank you,

Office of the Board Secretary
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San Jose, CA 95134-1927
Phone **408-321-5680**

