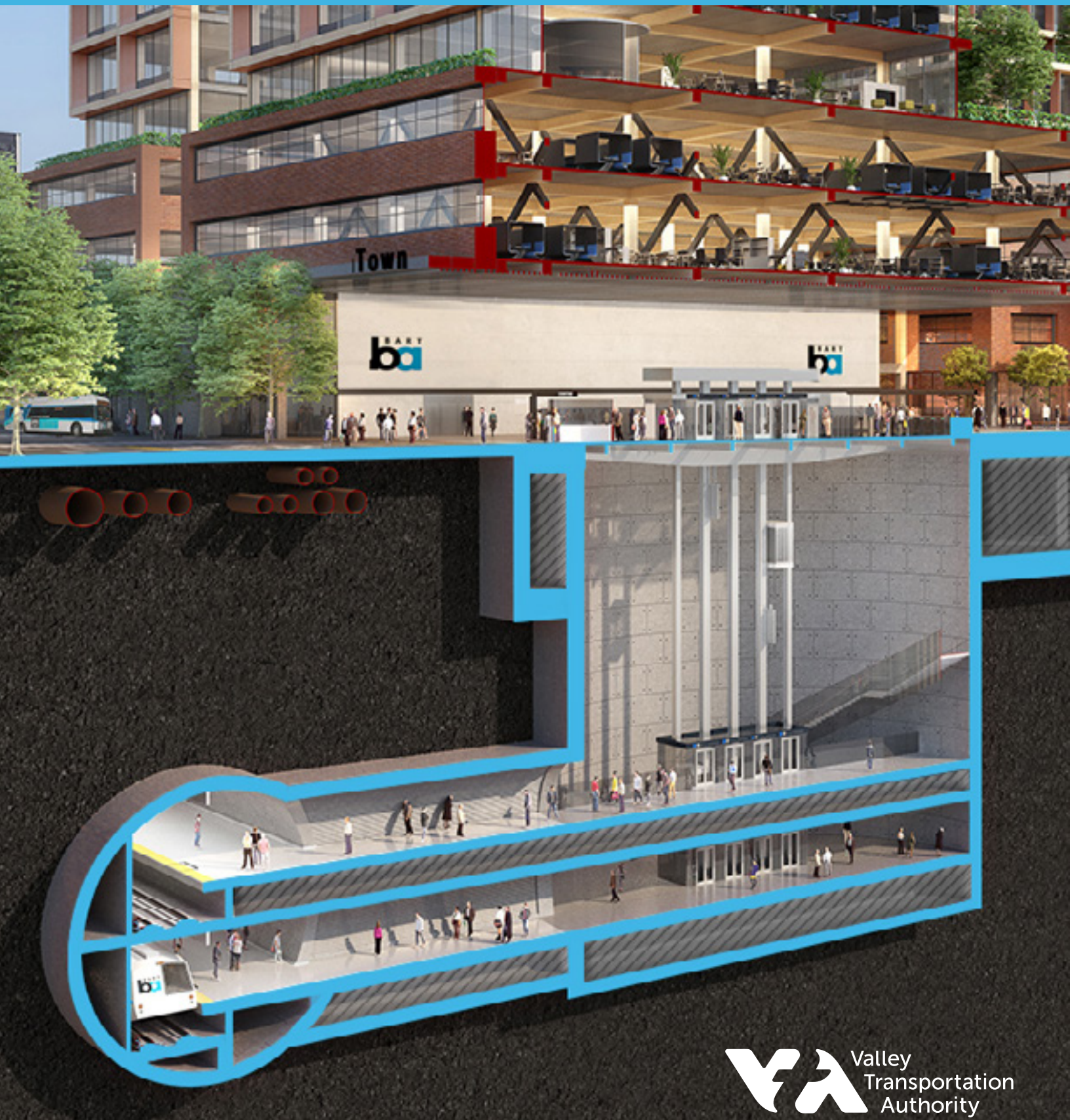


# VTA's BART Silicon Valley Phase II Extension Project





## Project Overview

VTA's BART Silicon Valley Phase II Extension Project is a six-mile, four-station extension of BART service from the recently opened Berryessa/North San José Station, built as part of VTA's BART Phase I Extension, through downtown San José to the City of Santa Clara.

The Phase II Project is planned to include an approximately five-mile, 48 foot exterior diameter single-bore tunnel, three underground stations (28th Street/Little Portugal, Downtown San José, and Diridon), one at-grade station (Santa Clara), two mid-tunnel ventilation and egress facilities, and a maintenance and storage yard.



## VTA & BART Partnership

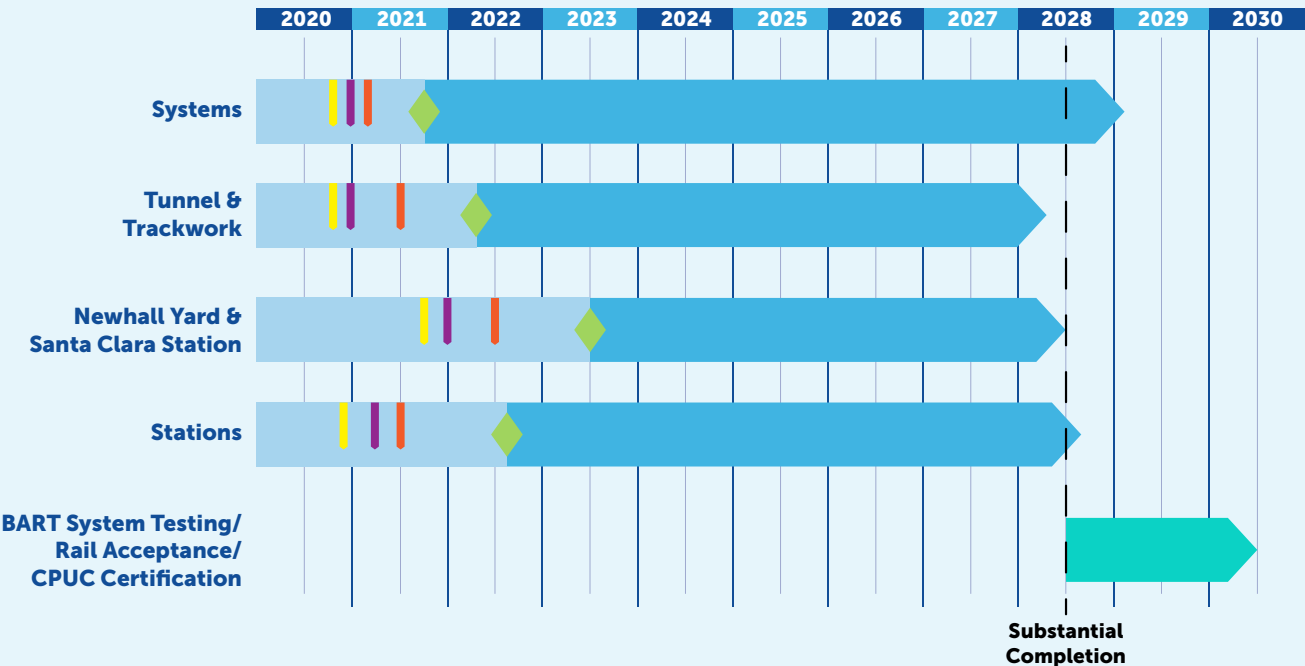
Similar to VTA's BART Phase I, VTA is the funding agency and manages the overall delivery of the program while BART is the operator and maintainer of the system. VTA and BART are jointly committed to timely delivery of this Project. Both agencies are following two governing agreements executed by their respective agencies—a *Comprehensive Agreement* and *Operations and Maintenance Agreement*. All aspects of these agreements are managed through joint executive committees.

Additionally, an integrated VTA and BART team, the Rail System Organization (RSO) has been established and is responsible for development of project specific requirements defining the applicable BART, national, state and local industry standards.



Framework to Completion

The Phase II project is currently in the design, engineering and contract procurement development phase. It will be delivered through four main construction contracts: **Systems, Tunnel & Trackwork, Stations, and Santa Clara Station & Newhall Yard**. These contracts are planned to be a combination of design build and progressive design build. The procurement process will begin in Fall 2020 with Requests for Industry Feedback (RFIF), followed by Requests for Qualifications (RFQ) and Requests for Proposals (RFP) over the next two years. Early construction activities are planned to begin in 2022 with substantial construction completed by 2028, followed by systems testing, integration, and safety certification.



Legend





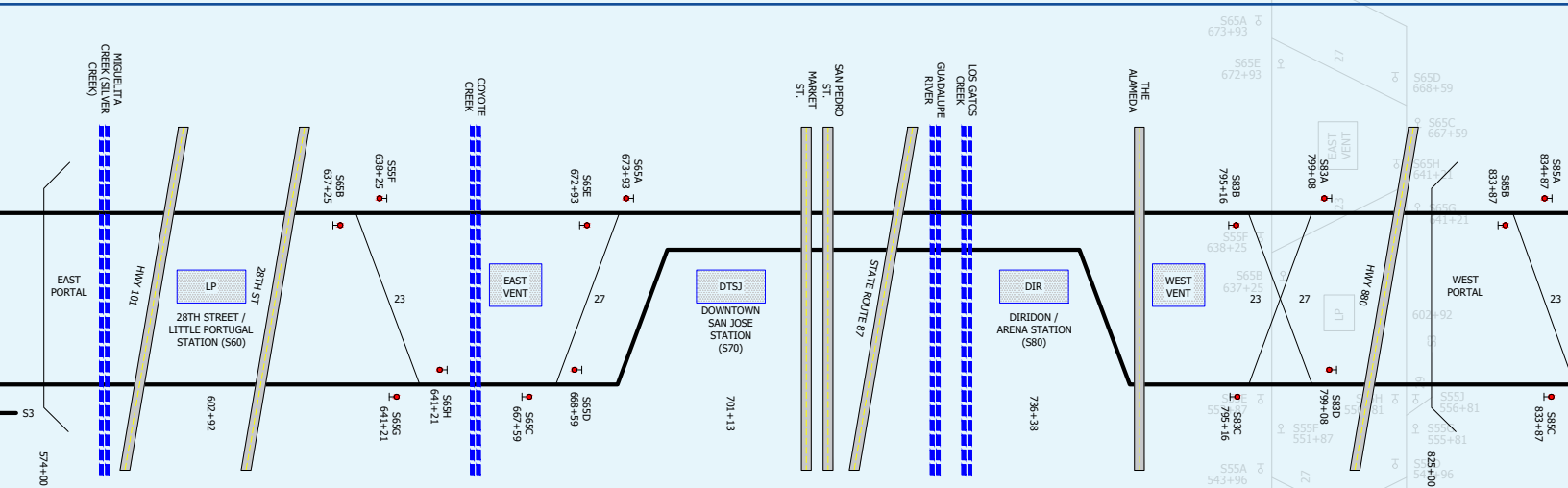
# Contract Package 1

(CP1)

## Systems

The scope of Contract Package 1 (CP1) delivers 27 key subsystems required for BART passenger operations. These systems fall into two categories: Guideway Systems and Facility Systems. Guideway Systems includes project-wide elements such as traction power, train control, communications, and emergency ventilation systems. Facility Systems includes systems in the passenger stations such as heating, ventilation and air conditioning (HVAC), plumbing, drainage, lighting, power and fire protection.

The Systems Contractor will be responsible for design, procurement, receipt and storage of owner-furnished materials, factory tests, installation, field tests and integration testing of all system elements.



Project includes six miles of trackwork including crossovers and turnouts; a straight through track (S2) and an outbound track (S1) with approximately 10,200 feet through downtown San José elevated into a stacked configuration to serve the Downtown San José and Diridon Stations.

## Delivery Method

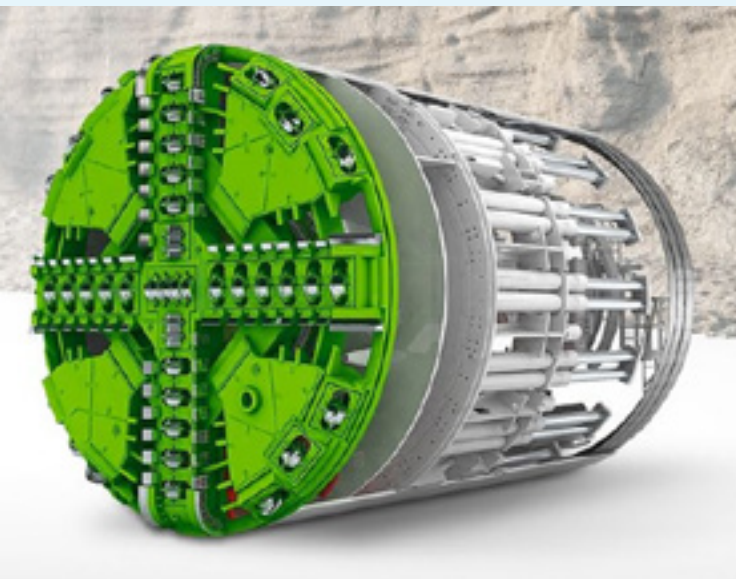
Design-Furnish-Install (DFI)

# Contract Package 2

(CP2)

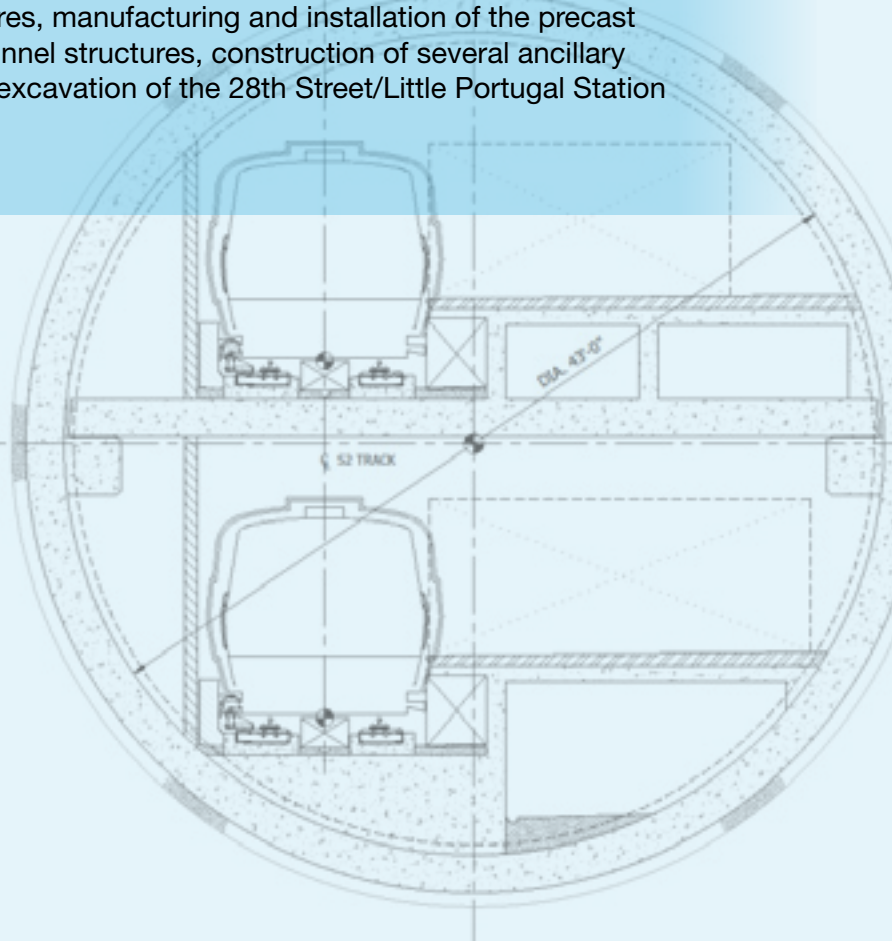
## Tunnel and Trackwork

Contract Package 2 (CP 2) includes a 5-mile long single bore tunnel, extending from the terminus south of the recently opened Berryessa/North San José Station, through downtown San José along Santa Clara St, to the planned Newhall Maintenance Facility in the City of Santa Clara. The tunnel will be approximately 43 feet internal diameter which will accommodate two BART trainways and will allow for the station platforms for Downtown San José and Diridon Stations to be constructed within the tunnel. The contract will include procurement of the Tunnel Boring Machine, utility relocations, portal enabling works and permanent structures, manufacturing and installation of the precast tunnel lining, construction of internal tunnel structures, construction of several ancillary ventilation/egress facilities, support of excavation of the 28th Street/Little Portugal Station and track installation.



Source: Herrenknecht

TUNNEL SPONGELINE



## Delivery Method

Progressive Design-Build



## Newhall Yard Maintenance Facility, Santa Clara Station and Parking Garage

Contract Package 3 (CP 3) includes the Newhall Yard Maintenance Facility, yard track and contact rail, auxiliary buildings, civil site restoration and demobilization, and the full construction of the at-grade Santa Clara Station along with a 500-space parking garage and required transit access facilities. The yard and maintenance facilities will be designed in accordance with specifications and requirements developed by the VTA/BART Rail System Organization. The Santa Clara Station is a typical at-grade station, like many other BART stations (e.g.: Warm Springs and Millbrae).



### Delivery Method

Design-Build (DB)

## Stations

Contract Package 4 (CP 4) includes three underground stations: 28th Street/Little Portugal, Downtown San Jose (DTSJ), and Diridon along with their associated headhouse, ancillary facilities, and street-level improvements. Transit-oriented development is planned for all stations.

Scope elements generally include: Site demolition utility relocations as required; ground improvement; excavation and support of excavation (SOE); waterproofing; placement of structural concrete; heating, ventilation and air-conditioning (HVAC); mechanical, electrical, and plumbing (MEP); conveyance systems; ventilation and egress shafts, utility connections, civil site restoration; architecture and landscaping.

The design-build project elements specific to each station includes:

- **28th Street/Little Portugal Station:** Street-level entrance portal with adjacent community plaza, 1,200 car parking facility and street improvements;
- **Downtown San Jose Station:** Two street-level entrance portals and station ventilation shafts with underground adits connecting to tunnel.
- **Diridon Station:** Street-level entrance portal with adjacent pedestrian plaza; headhouse and station ventilation shafts with underground adits connecting to tunnel.



## Delivery Method

Design-Build (DB)





## Other Considerations

### Project Requirements, Standards & Design Criteria

Project requirements, design criteria, and standards will be developed for each contract. These will be prepared and approved by VTA and BART, provided at the time of solicitation.

### Owner Controlled Insurance Program (OCIP)

This Project will be insured through Owner Controlled Insurance Program (OCIP) also referred to as a “wrap-up”. This type of a program is project specific. The sponsor of the insurance program will be the Santa Clara Valley Transportation Authority (VTA). Enrolled Participants will generally include all contractors and subcontractors of every tier involved with on-site project construction.

### Project Labor Agreement (PLA)

It is recognized that on projects with multiple contractors and bargaining units on the job site at the same time over an extended period of time, the potential for work disruption is substantial unless there is a shared overriding commitment to maintain continuity of work. As such, VTA is finalizing the execution of a Project Labor Agreement (PLA) with contractors and subcontractors of all tiers from Santa Clara and San Benito Counties Building & Construction Trades Council and its affiliated local Unions. The PLA will apply to VTA contracts of \$2 million and above as will all work on same site as with contracts over \$2 million. The PLA is not intended to replace, interfere with, abrogate, diminish or modify existing local or national collective bargaining agreements in effect during the duration of the Project.

### Geotechnical Investigations

VTA has a robust general understanding of subsurface conditions along the project alignment, based on several hundred exploratory borings drilled over the past twenty years including recent significant efforts on characterization of the Silver Creek Fault which crosses the alignment. Investigations have continued through the last few years with a Geotechnical Data Report and Geotechnical Baseline Report to be provided to proposers at time of solicitation.

### Utility Investigations

Through the course of the last twenty years, over one thousand potholes and gravity line utility investigations have been performed identifying actual locations of critical utilities and flow line elevations to inform designs and development of an extensive database of as-built utility data.

### Right of Way

The Right-of-Way (ROW) acquisition process for the project is underway with identification and characterization of required fee takes and easements substantially complete; approximately 80 acquisitions have been determined. VTA already owns two major sites required for the project: the Newhall Yard (site for future Newhall Yard and Santa Clara Station) and the VTA Block in Downtown San José.

### Third Party Agreements

Twenty-one third-party agreements and permits have been identified for delivery of this project. This includes public agencies, transit and transportation agencies, regulatory agencies, and private utility owners. Development of agreements are underway with those identified as critical, close to being executed. VTA is actively working and meeting with each of the third parties regarding these agreements.





### Funding Strategy

In order to make the Phase II project a reality, a diverse funding strategy has been identified for this project with varied revenue streams to support it. Voters have approved multiple local sales tax measures, showing their support for bringing BART service into Santa Clara County.

Federal - FTA Expedited Project Delivery Grant (25%)	\$1,714
State - Transit and Intercity Rail Capital Program (TIRCP) Grant	\$750
State - Traffic Congestion Relief Program (TCRP) Grant	\$161
Transit Oriented Development (P3)	\$75
2000 Measure A Sales Tax	\$1,954
2016 Measure B Sales Tax	\$1,831
Regional Measure 3	\$375

*In millions*

Total project funding  
\$6.86 Billion

### Contact Us

#### Integrity of the Procurement Process

As a public agency, VTA is required and committed to conducting a fair and open competitive procurement process. To ensure integrity is preserved, interested parties are advised that all questions pertaining to contractual matters for this project be directed solely to Mary Talentinow, Contracts Manager, via e-mail at [mary.talentinow@vta.org](mailto:mary.talentinow@vta.org)

For any general project inquiries or community relations related questions, please contact Gretchen Baisa, via e-mail at [gretchen.baisa@vta.org](mailto:gretchen.baisa@vta.org)

Register to become a vendor with VTA, receive information about upcoming solicitations and more. Visit: <https://www.vta.org/business-center>

Learn more about VTA's BART Silicon Valley Phase II Project at <https://www.vta.org/projects/bart-sv/phase-ii>

Questions? Email: [vtabart@vta.org](mailto:vtabart@vta.org) | Phone: (408) 321-2300



**VTA'S BART SILICON VALLEY  
PHASE II EXTENSION PROJECT**