

# Regional Transportation Activities Quarterly Report

## Presenters:

Jessica Zenk, Deputy Director, SJ DOT

Boris Lipkin, Northern California Director, CHSRA

Bernice Alaniz, VTA BART Program

Zahir Gulzadah, Division Manager, SJ DOT

# Agenda

1. High Speed Rail
2. BART Silicon Valley
3. Capitol Light Rail - Eastridge to BART Regional Connector (EBRC)

# High Speed Rail

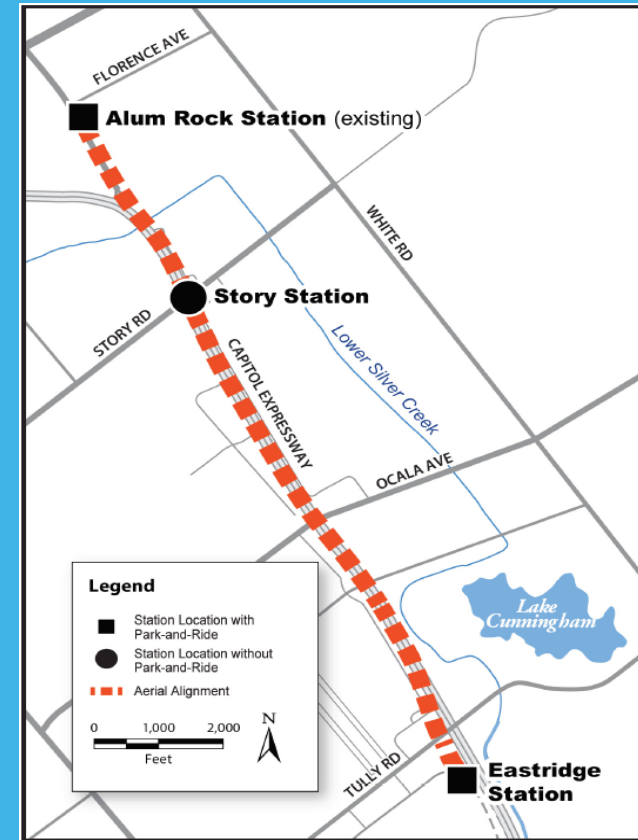
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# BART Silicon Valley

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Presentation**

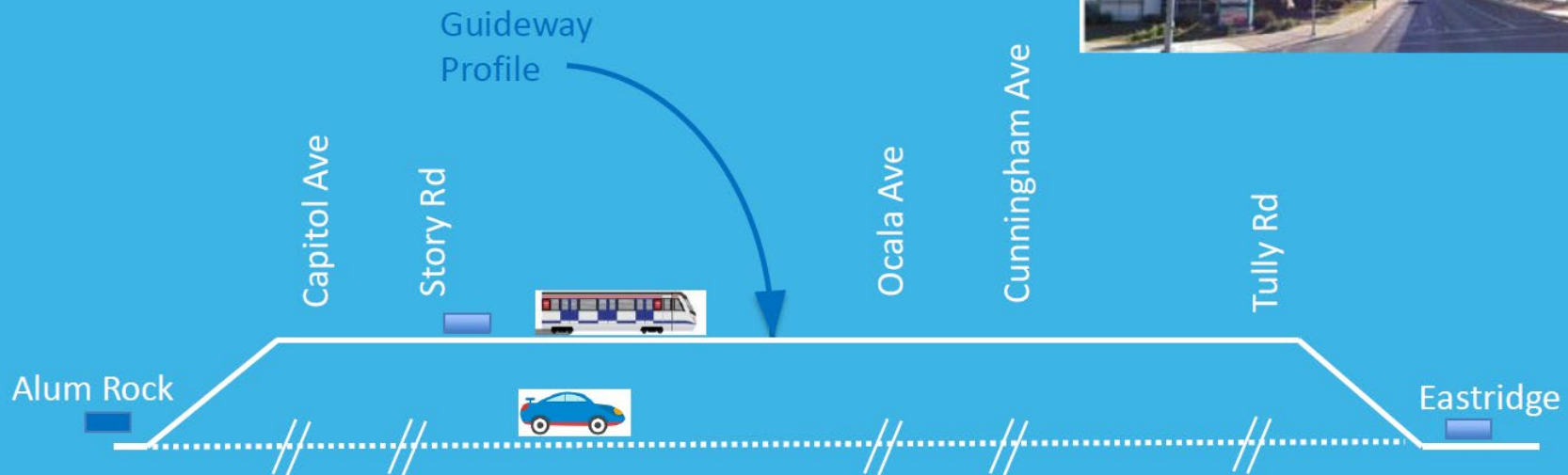
# Eastridge to BART Regional Connector

- Light Rail Extension from Alum Rock station to Eastridge Transit Station
- 2.4 miles long with two stations (Story Road & Eastridge Transit Station)
- Elevated structure located in the median of Capitol Expy, side-running through Tully Rd to Eastridge Transit Station



# Eastridge to BART Regional Connector

## Guideway Profile



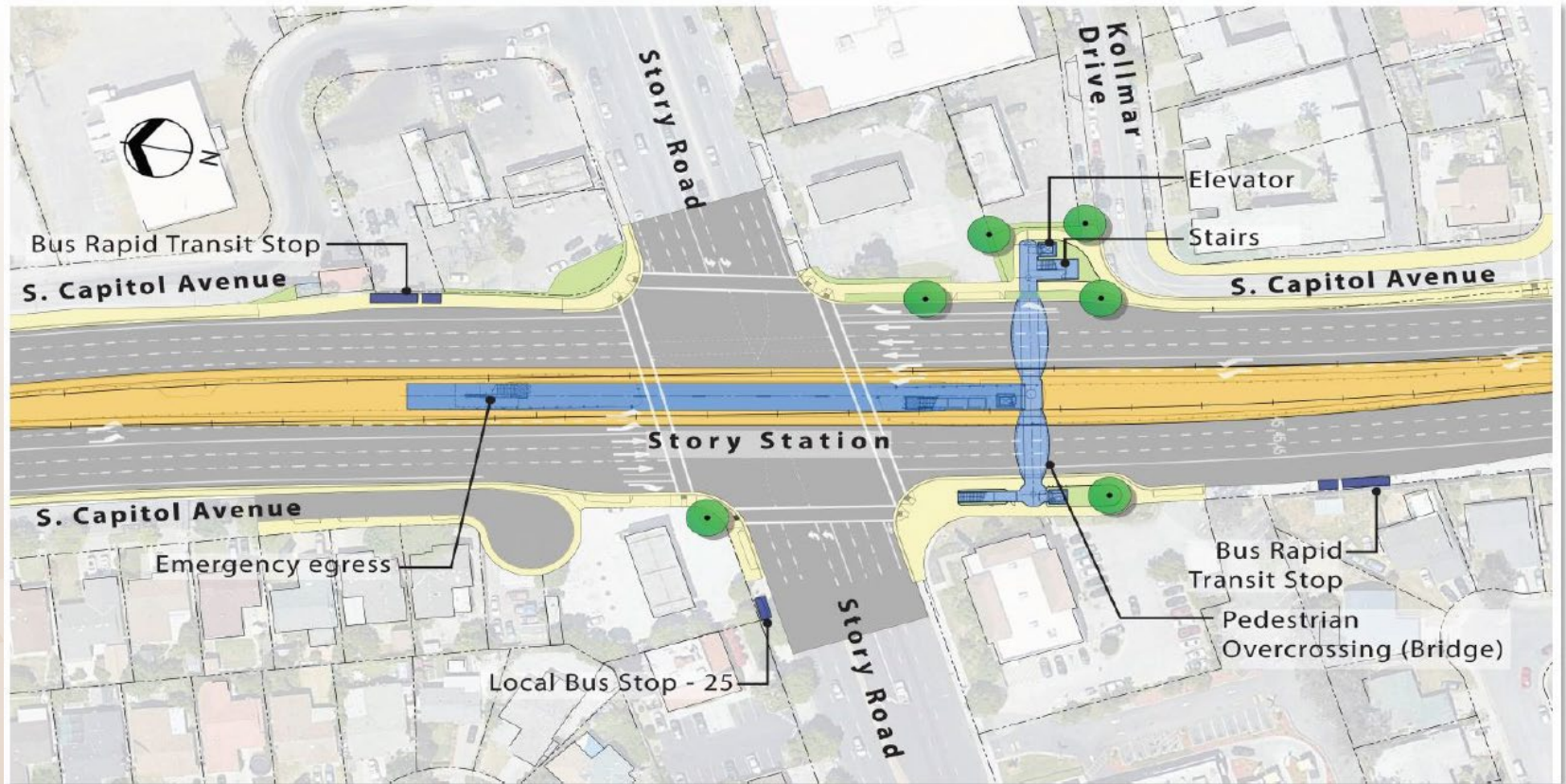


# Eastridge to BART Regional Connector



Photo simulation Capitol Avenue south of Capitol Expressway  
(looking west)

# Eastridge to BART Regional Connector Story Station



Elevated Story Station



# Eastridge to BART Regional Connector Story Station



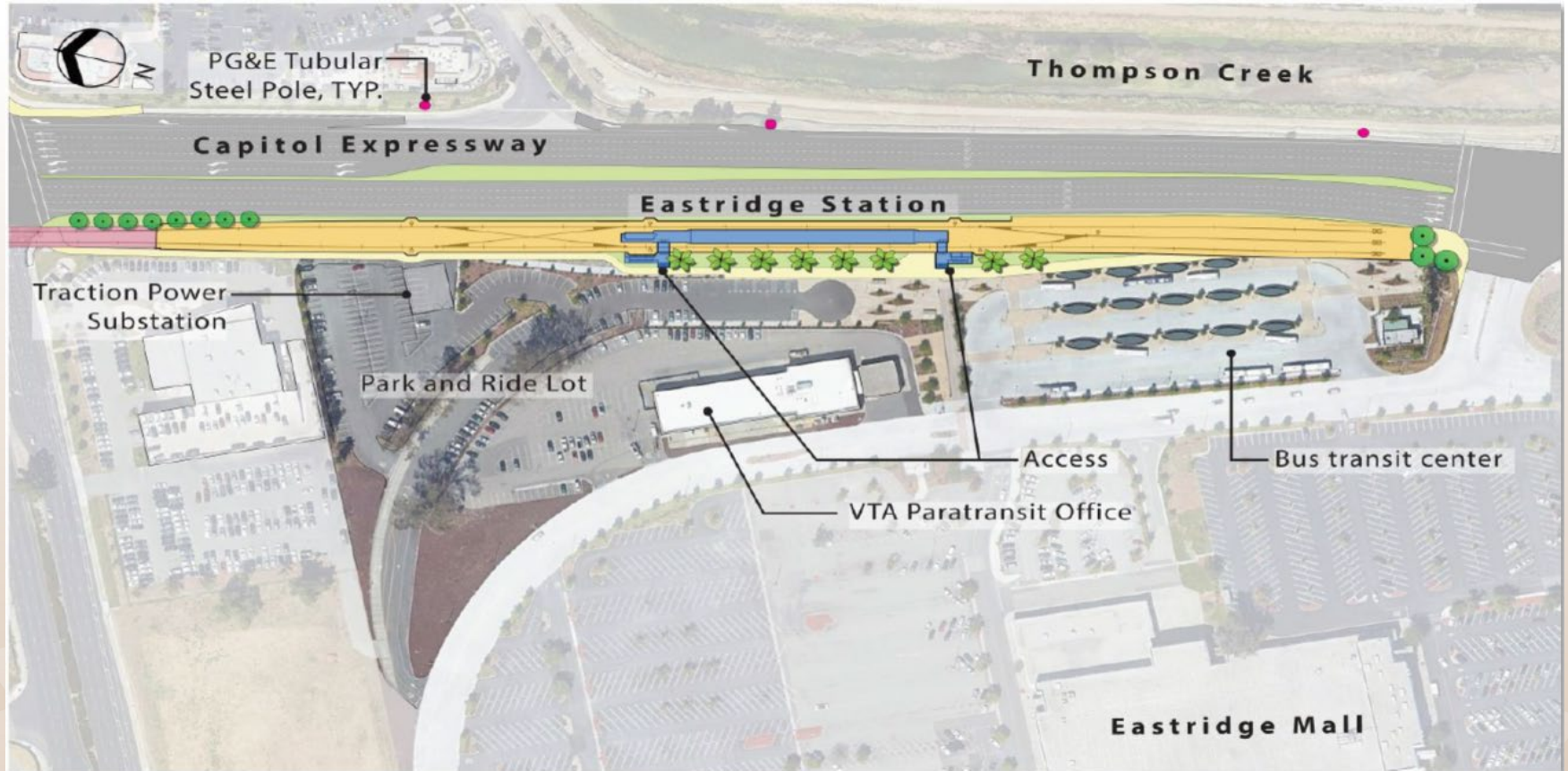
Photo simulation Capitol Expressway at Story Road (looking east)



Photo simulation Story Road (looking east)

# Eastridge to BART Regional Connector

## Eastridge Station



Eastridge Station



# Eastridge to BART Regional Connector

## Eastridge Station



Photo simulation Capitol Expressway (looking west to Eastridge)



Photo simulation Access to platform from parking lot (looking north)

# Eastridge to BART Regional Connector

## Project Schedule

- Final Design Complete early 2021
- Right of Way Acquisition Complete summer 2021
- Utility Relocation Begin early 2021 through summer 2021
- Construction Begin fall 2021 through 2026\*

\*Revenue service expected to begin in 2027

## Project Cost and Funding

- Measure A \$314 Million
- Regional Measure 3 Funds \$130 Million
- Other \$15 Million
- Senate Bill (SB) 1 \$9 Million

Total cost is \$468 million for design, right of way, utilities and construction

# Eastridge to BART Regional Connector

## Upcoming Activities

- Complete final design and right of way acquisition
- Utility relocation work to begin 1<sup>st</sup> Quarter 2021:
  - PG&E Electric Transmission Tower Relocation
  - PG&E Underground Electric & Gas
  - San Jose Water Line Relocation
  - AT&T, Verizon/MCI, Comcast, Zayo, Crown Castle
- Stakeholder Working Group meetings are ongoing to keep stakeholders engaged and up to date



# Eastridge to BART Regional Connector

## PG&E Transmission Tower Relocations Ocala Avenue to Quimby Road

- Relocate 10 TSPs
- \* TSP = Tubular Steel Pole



Before



After

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# CALIFORNIA HIGH-SPEED RAIL NORTHERN CALIFORNIA REGION

City of San José Transportation & Environment Committee

Boris Lipkin, Northern CA Director  
March 1, 2021



# REVISED DRAFT 2020 BUSINESS PLAN



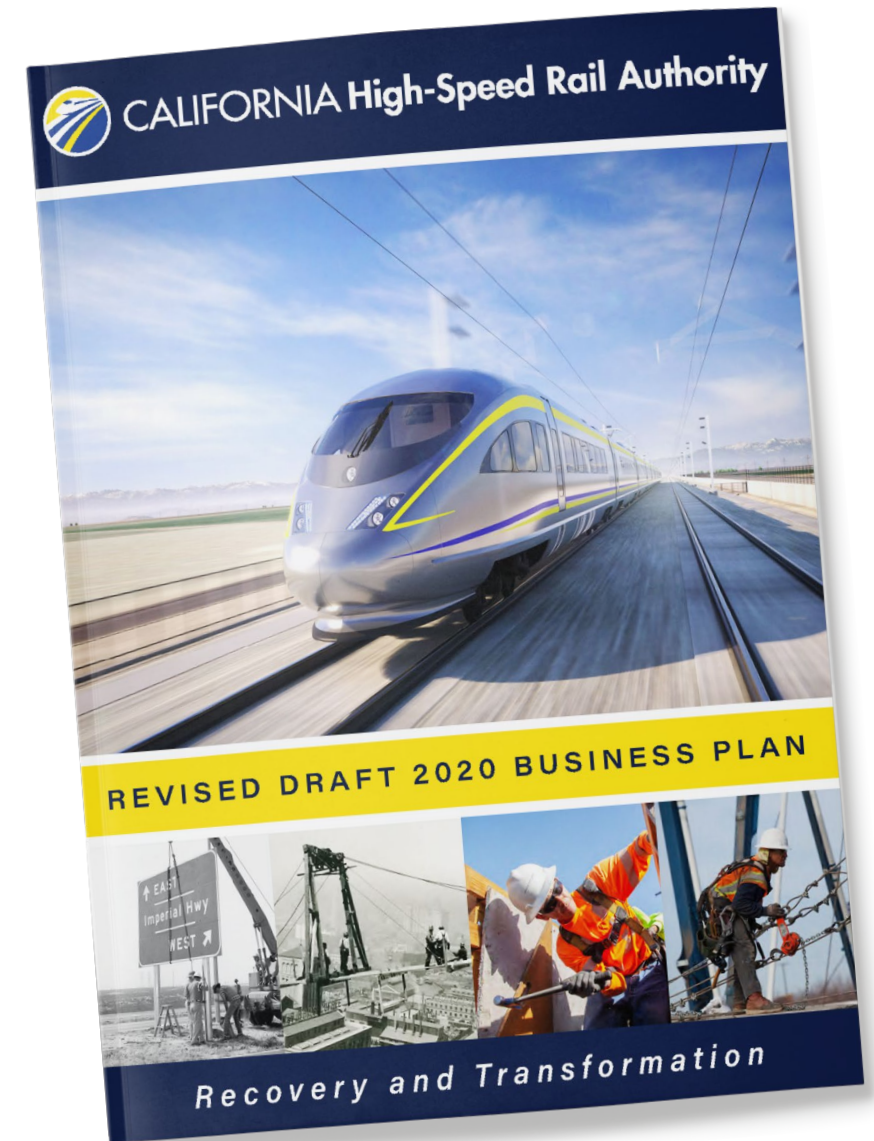
# BUSINESS PLAN & THE PUBLIC REVIEW PROCESS

- **What is the Business Plan?**

- » Required by PUC Section 185033
- » Represents current program status
- » Summarizes implementation approach

- **Public review process**

- » February 9, 2021: Release
- » February 9 – March 12, 2021: 30-day public review
- » March 2, 2021: Board hearing
- » March 25, 2021: Board meeting
- » April 15, 2021: Submittal to Legislature





# COVID-19 PANDEMIC IMPACTS ON CALIFORNIA HIGH-SPEED RAIL



**240+ workers quarantined**



**\$280+ million in lost Cap and Trade revenue**



**Environmental schedules extended for 4 project sections**



**Track and Systems procurement delayed until August 2021**



**Right of Way acquisition affected by court delays**

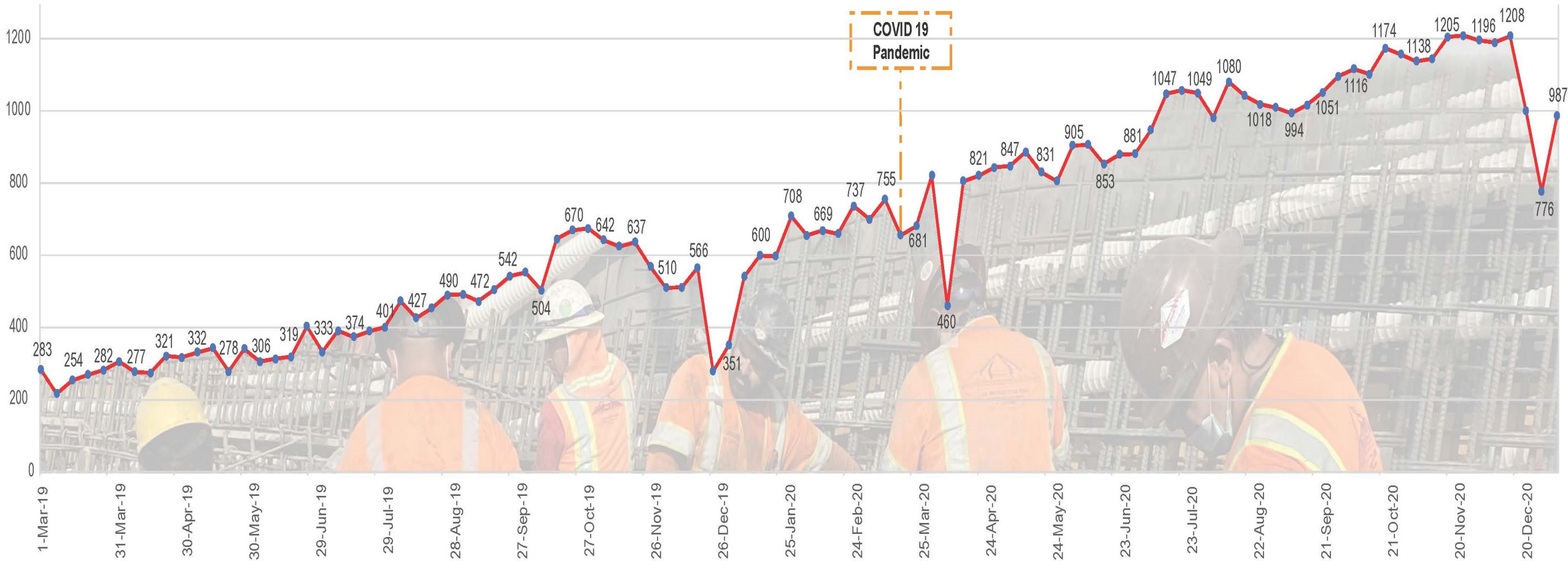


**Cost and schedule impacts**



# PROJECT PROGRESS

## WEEKLY AVERAGE CONSTRUCTION WORKERS



# PROJECT PROGRESS

2018 to 2020

		2018		2020
	Construction Jobs Created	2,573	VS.	5,216
	Structures Completed or in Construction	19	VS.	56
	Environmental Drafts Released and ROD's Certified	5	VS.	12
	Right-Of-Way Parcels Acquired	1,423	VS.	1,771
	Miles of Guideways	47	VS.	79
	Monthly Average Expenditures on Design-Build Contracts	\$30.47M	VS.	\$68.13M

# MERCED TO BAKERSFIELD

171-MILE INITIAL SERVICE

- Reaffirms initial operating segment
- Environmentally cleared with highest ridership potential
- MOU with CalSTA and San Joaquin JPA to align interim service roles and responsibilities
- Exploring phased track implementation
- Independent peer review of ridership forecasts

## Steps to completion:



Advance  
design



Complete  
extensions



Procure  
trains



Complete  
stations



Rendering: Artist concept of high-speed rail platform



# ENVIRONMENTAL DOCUMENTS FOR ADVANCEMENT

Project Section	Draft EIR/EIS	Projected ROD
Bakersfield to Palmdale	Complete (February 2020)	Q2 2021
Burbank to Los Angeles	Complete (May 2020)	Q4 2021
San José to Merced	Complete (April 2020)	Q1 2022
San Francisco to San José	Complete (July 2020)	Q2 2022
Palmdale to Burbank	Q3 2021	Q4 2022
Los Angeles to Anaheim	Q4 2021 to Q1 2022	Q4 2022 to Q2 2023





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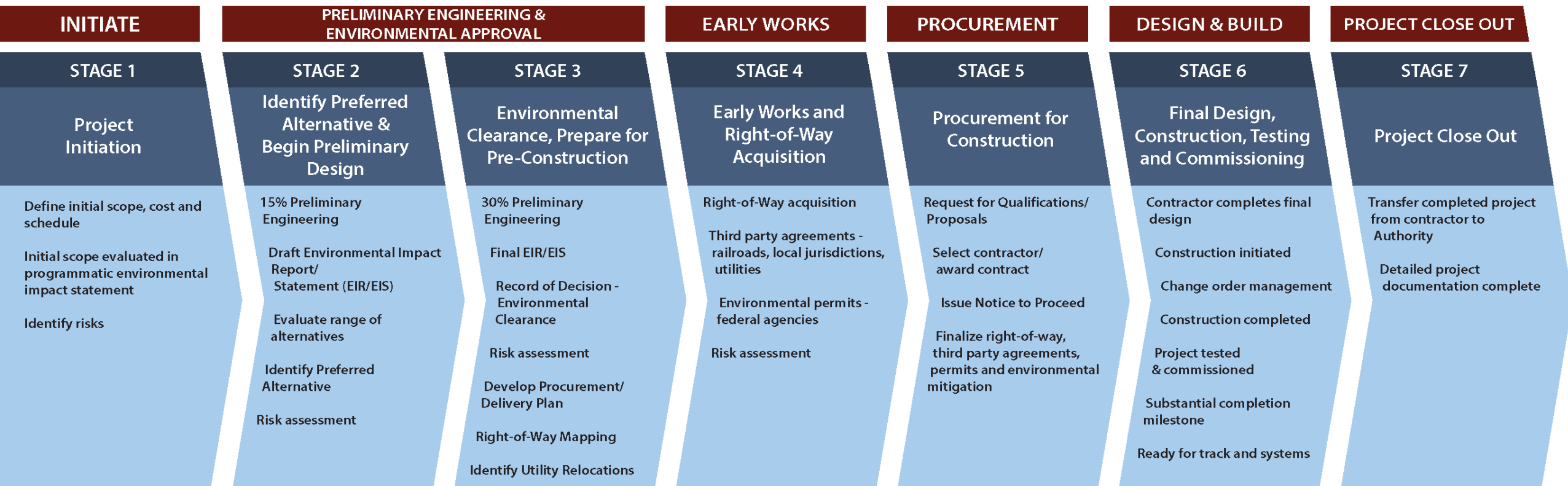
# NORTHERN CALIFORNIA ENVIRONMENTAL PROCESS



# MANAGING RISK

## RISK MANAGEMENT MEASURES

- Increased risk contingency
- Enterprise risk management
- Stage Gate process for development & delivery



Stakeholder and Community Engagement

# STEPS AFTER ENVIRONMENTAL CLEARANCE





# FEDERAL PARTNERSHIP

**“We are strengthening our state by investing in California's High Speed Rail project and other infrastructure investments on water, housing, and climate resilience.”**

**– Governor Gavin Newsom**

**“We are most focused on restoring the federal commitment to California's High Speed Rail project, partnering to develop 21st century water infrastructure, and prioritizing investments in schools, broadband, housing, and renewable energy.”**

**– Governor Gavin Newsom**



OFFICE OF THE GOVERNOR

January 19, 2021

Dear President Biden,

Congratulations on your historic victory and for setting America on a path to build back better. I offer you my full partnership and support as you take office and inherit the tremendous responsibility to restore our nation's economy and place of leadership on the global stage—all while working to bring the COVID-19 pandemic to an end. As America's largest economy and a model for what's possible, California is eager to support your bold agenda by sharing our experiences implementing progressive policy on everything from workers' rights to climate change.

Your American Rescue Plan is a welcome roadmap for how the federal government can take the lead in these perilous times by investing in helping individuals, families, and communities. Your vision charts an ambitious but necessary course for the country. So much of what Californians need is included in your proposal; we support it in its entirety.

Beyond the American Rescue Plan, we also stand ready to assist your administration by highlighting many of the policy innovations we advanced in the Golden State to help you scale them nationally.

In the past few years, the White House abdicated its responsibility on key issues like climate change, wildfires, and infrastructure. And the lack of leadership from Washington on COVID-19 has been well chronicled and truly deadly. But every time we lacked for a partner, California stepped up anyway.

We accelerated our clean car efforts and made record investments in wildfire mitigation. On housing and homelessness we launched programs like Project Roomkey and Homekey to provide housing to individuals experiencing homelessness during the pandemic, and removed barriers to building affordable housing. And we are strengthening our state by investing in California's High Speed Rail project and other infrastructure investments on water, housing, and

GOVERNOR GAVIN NEWSOM • SACRAMENTO, CA 95814 • (916) 445-2841



# FEDERAL PARTNERSHIP



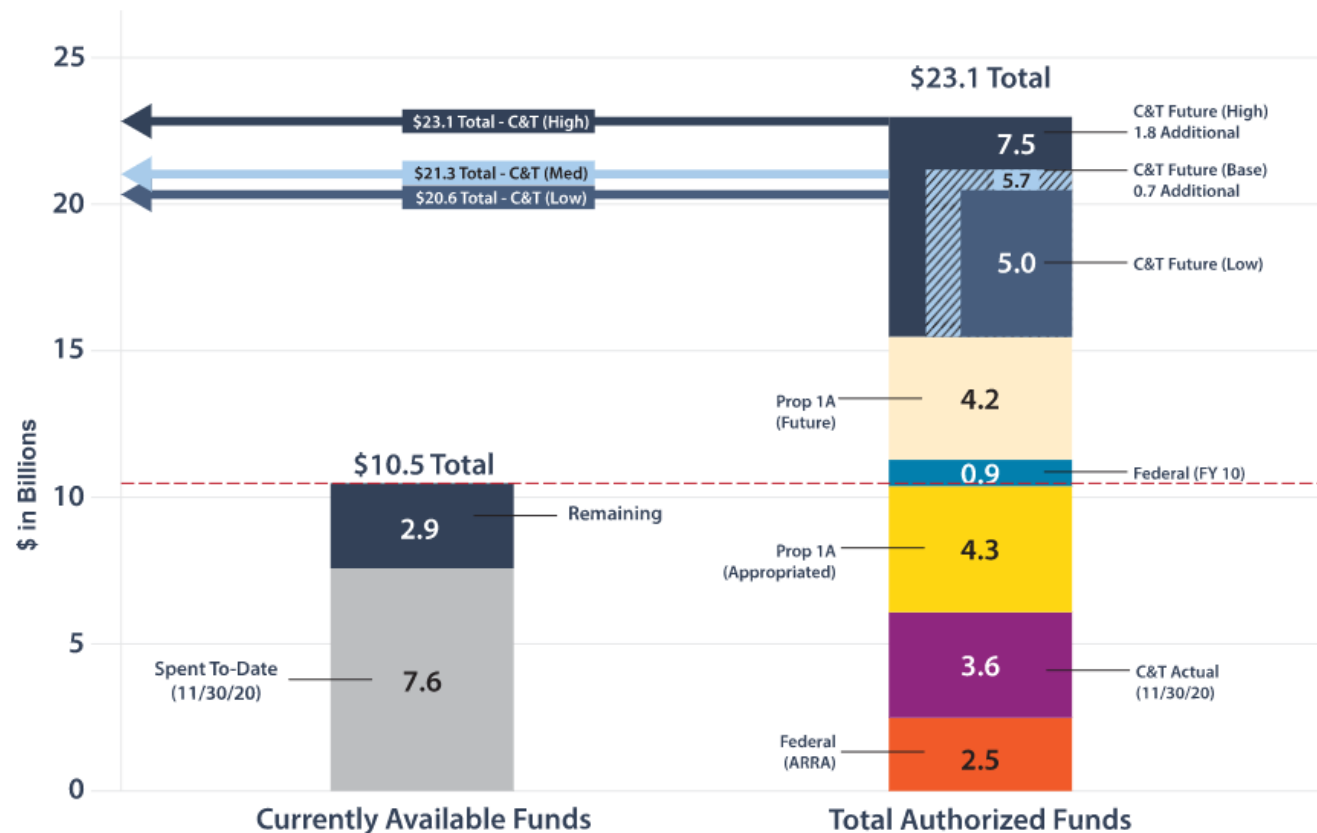
- **The Authority is engaging the Biden administration on:**
  - » Restoration of Federal Partnership
  - » Re-obligation of FY/10 grant funding
  - » Program delivery schedule flexibility
- **Opportunity for increased federal investment in electrified high-speed rail**

“We’ve been asked to settle for less in this country, and I just don’t know why people in other countries ought to have better train service and more investment in high-speed train service than Americans do.”

– U.S. Transportation Secretary Pete Buttigieg

# CURRENT FUNDING

- **Funding forecast through 2030 based on Cap and Trade projections**
  - » Total available:  
\$20.6 to \$23.1 billion
  - » Estimate to complete Merced to Bakersfield (and other statewide investments):  
\$21.3 to \$22.8 billion
- **Authority will seek appropriation of remaining Proposition 1A funds to complete construction underway**



# FUNDING PLAN

- **Funding plan required to request appropriation of Proposition 1A funds**
- **Consistent with Revised Draft 2020 Business Plan**
- **Focused on usable segment in the Central Valley to complete ongoing construction**
- **Funding plan milestones**
  - » **February 9, 2021:** Authority Board approved funding plan for submittal to the Director of Finance, Peer Review Group, and Legislature (transportation and finance committees).
  - » **May 2021:** Proposed appropriation to be included in Governor's revised budget
  - » **June 2021:** Final budget adopted by the Legislature
- **Additional funding plan required to access funds once they are appropriated.**



# HOW TO COMMENT ON THE BUSINESS PLAN

 **30-day public comment period:** February 9 – March 12

 **Online at:** [www.hsr.ca.gov/about/business\\_plans/business\\_plan\\_2020\\_comment\\_form.aspx](http://www.hsr.ca.gov/about/business_plans/business_plan_2020_comment_form.aspx)

 **By phone:** 916-384-9516

 **By email:** [DraftBP2020@hsr.ca.gov](mailto:DraftBP2020@hsr.ca.gov)

 **Verbally:** March 2, 2021 Board hearing

 **By mail:**

California High-Speed Rail Authority  
Attn: Draft 2020 Business Plan  
770 L Street, Suite 620, MS-1  
Sacramento, CA 95814

# DISCUSSION / QUESTIONS



# THANK YOU!



## Headquarters

California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814  
[www.hsr.ca.gov](http://www.hsr.ca.gov)



## Northern California Regional Office

California High-Speed Rail Authority  
100 Paseo De San Antonio, Suite 300  
San Jose, CA 95113

# VTA's BART Silicon Valley Phase II Project

City of San José  
Transportation & Engineering Committee

March 1, 2021





# VTA's BART Silicon Valley Program

## Phase I Extension

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

## Phase II Extension

- 6-mile extension (5-mile subway)
- 4-stations
- 2 Mid-Tunnel Ventilation/Emergency Egress Facilities
- Newhall Maintenance Facility



*Ring the Bay with fast, frequent transit*

# Phase I – Berryessa Extension

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



# Phase II Project





# FTA's Expedited Project Delivery (EPD)

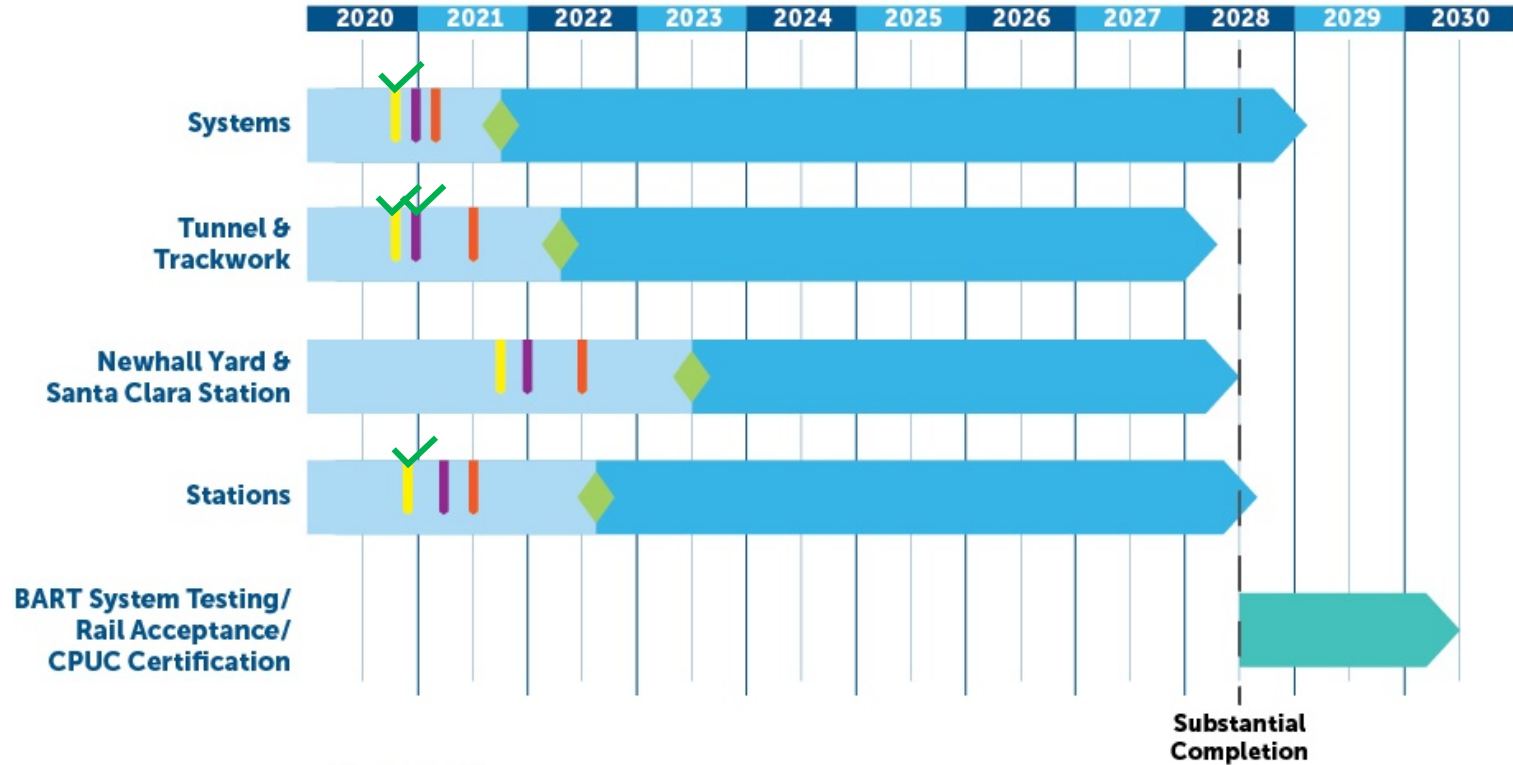
- EPD is authorized in the Fixing America's Surface Transportation (FAST) Act
- VTA's BART Silicon Valley Phase II Project is well suited due to VTA's financial capacity, project innovation, and Public-Private Partnership opportunities
- FTA pledged \$125M in August 2019
- FTA allocated another \$100 million to VTA on January 11, 2021
- **FTA submitted its EPD application to FTA on January 7, 2021**



*FTA Acting Administrator K. Jane Williams announcing \$125 million funding pledge to VTA's BART Silicon Valley Extension in August 2019.*



# Framework to Completion



## Legend



# Contracting Plans

Contract No.	Title	Delivery Method	General Scope*
1	Systems	Design-Build (DB)	<ul style="list-style-type: none"> <li>• All rail system elements</li> </ul>
2	Tunnel & Trackwork	Progressive Design-Build (PDB)	<ul style="list-style-type: none"> <li>• Tunnel &amp; trackwork</li> <li>• Mid-tunnel facilities</li> <li>• Demolition, site prep and support of excavation for underground stations</li> <li>• Adits</li> <li>• Utility relocations as required</li> </ul>
3	Newhall Yard & Santa Clara Station	Design-Build (DB)	<ul style="list-style-type: none"> <li>• Yard &amp; Maintenance Facility</li> <li>• Line &amp; track</li> <li>• Santa Clara Station</li> <li>• 500 space parking garage</li> <li>• Utility relocations as required</li> </ul>
4	Stations	Design-Build (DB)	<ul style="list-style-type: none"> <li>• 28th Street/Little Portugal, Downtown and Diridon stations</li> <li>• 1,200 space parking garage at 28<sup>th</sup> Street/Little Portugal Station</li> <li>• Streetscape and final site work</li> </ul>

\*Final scope elements under evaluation

# Delivery Methods: Phase I Compared to Phase II

## Phase I

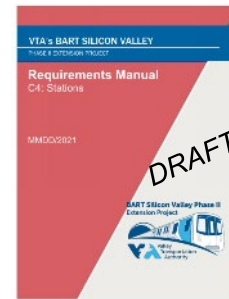
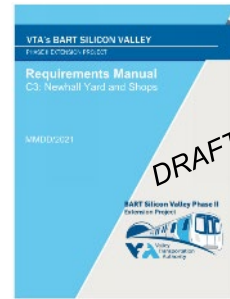
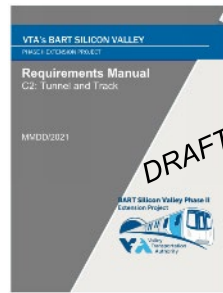
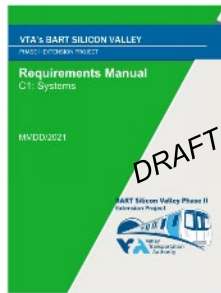
Contract	Delivery Method	Approx. Design Level at Procurement
Line, Track, Systems & Stations	Design-Build	65%
Station Campuses & Roadways	Design-Bid-Build	100%
Parking Garages	Design-Build	30-60%

## Phase II

Contract	Delivery Method	Approx. Design Level at Procurement
Systems	Design-Build	30%
Tunnel & Trackway	Progressive Design-Build	10-15%
Santa Clara Station & Newhall	Design-Build	30%
Stations	Design-Build	30%

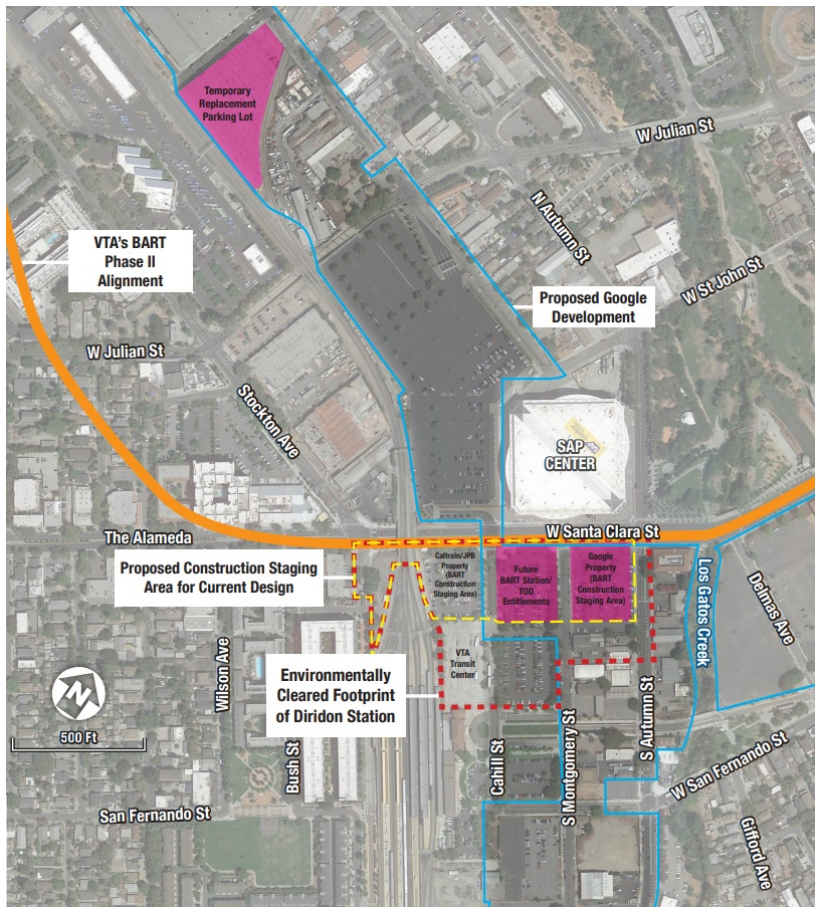
# Rail Systems Organization

- BART and VTA have jointly formed a Rail System Organization (RSO) with RSO Officers appointed by each agency to lead coordination efforts
- Lesson applied from Phase I/Berryessa Extension
- Through RSO, BART and VTA are jointly developing project requirements and design criteria aligning with applicable BART, state, federal, and industry standards to be part of contract procurement documents





# VTA's BART Phase II Public-Private Partnership



- FTA's Expedited Project Delivery (EPD) Pilot Program **requires Public-Private Partnership (P3)**
- **VTA Board approved P3 with Google** at October 2020 meeting
- **P3 Agreement:**
  - Includes Google's work on air rights entitlements to allow future TOD above Diridon BART Station for up to 500 residential units (included in Downtown West proposed project)
  - Allows VTA to use Google's Lot D4 as a construction staging area
  - Allows VTA to lease warehouse building for indoor parking during construction

# Construction Outreach Management Program

## Construction Outreach Management Program

*Will be incorporated into all contract specifications*



### **Construction Education and Outreach Plan (CEOP):**

communication during construction between VTA, cities of San José and Santa Clara, and the public



### **Construction Transportation Management Plan (CTMP):**

coordinate circulation and access needs within and around the construction areas for all transportation options



### **Emergency Services Coordination Plan (ESCP):**

coordinate with local emergency services to minimize impact to emergency service routes and response times due to construction activities

# Business Resources Program Process

Summer  
2018

- Final SEIS/SEIR certified by FTA and VTA Board. Includes mitigation measures to protect small businesses during construction

Fall 2018

- Request for Business Interruption Fund Study from VTA Board Members

Fall 2019

- Started Small Business Resource Study
- Convened Small Business Task Force

Winter  
2021

- Incorporate mitigation measures for businesses into procurement documents
- Anticipated Release of Small Business Resource Study

Late 2021

- Anticipated Release of Business Resource Program

