

Eastridge to BART Regional Connector Project Industry Review



Date: July 23, 2020

Schedule:

9:00 AM - Sign-in and Tech Support

10:00 AM - Industry Review begins

For inquiries contact:

inquiries@vta.org or call (408) 321-5835



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Eastridge to BART Regional Connector Project Industry Review Capitol Expressway Light Rail

23 July 2020

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Santa Clara Valley
Transportation
Authority

Solutions that move you

Welcome

John Wesley White

Deputy Director & Chief Procurement Officer

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VTA Overview



- The Santa Clara Valley Transportation Authority (VTA) is an independent public agency responsible for bus and light rail operations, regional commuter and inter-city rail service, ADA paratransit service, bike & pedestrian trails, Express Lanes, congestion management, specific highway improvement projects, and county-wide transportation planning.
- VTA extended BART 10 miles into San Jose and opened two stations. Revenue service began on 13 June 2020.
 - Phase II is a \$6.5B project for a 6-mile, 4 station extension that includes a 5-mile tunnel under downtown San Jose to terminate in Santa Clara near Mineta San Jose International Airport

Overview Con't.



Bus

- 85,000 Weekday Boardings
- 67 Routes
- Newest buses are all electric



Light Rail

- 27,000 Weekday Boardings
- 42 miles light rail track system
- 61 Stations & 99 vehicles



Paratransit service

- Provided to eligible individuals who cannot use conventional services
- Myaccess.vta.org

Introduction



The purpose of today's Industry Review is for VTA to share an overview of the Eastridge to BART Regional Connector Project (EBRC) and solicit comments, suggestions and questions from the contractor community to allow VTA to validate the proposed design approach.

Project Overview



- Design-Bid-Build Contract
- Design and construct a 2.4-mile extension to VTA's existing Light Rail System
- The estimated Contract Value for the project is \$240M - \$285M
- The resulting solicitation is expected to be issued in early 2021

Industry Review Schedule



- Industry Day Presentation 23 July 2020
- Presentation Available on website 24 July 2020
- List of Attendees Published 29 July 2020
- Industry Review Video posted on website 31 July 2020
- Written Questions/Comments Due 20 August 2020
- Please submit questions/comments to: inquiries@vta.org

Contractor Interviews



- Ten, 2-hour virtual interview slots will be available the week of 24 -28 August exclusively for potential Primes or Industry Specialists.
- Interviews will not be for marketing purposes or to answer additional questions, but for VTA to receive specific feedback related to potential cost reductions, accelerated schedule completion, reduction in traffic impacts, minimize the construction zone, and suggestions to reduce noise and vibration impacts.
- Interested firms may express their desire for an interview by e-mailing inquiries@vta.org and indicate their availability by **14 August 2020**, and if the firm is a potential Prime Contractor or an Industry Specialist. **VTA reserves the right to make the final determination on who is granted an interview.**

Office of Business Diversity Programs

Olga Medina, Manager

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Supplier Registration/SBE Goal



- Visit vta.org/business-center to register as a VTA Supplier and for assistance with DBE & SBE Certifications
 - vta.org/business-center
- Project is not a Federally-funded, so will only have an SBE Program Goal
- VTA's SBE Aspirational Goal is 30% Participation
 - After a thorough analysis, VTA will establish the formal SBE Goal for this project
 - Start planning & networking now!
- For questions related to registration or the Goal, please e-mail obdp@vta.org

Project Labor Agreements & Labor Compliance

Remi Awosanya, Manager
Office of Contract Compliance

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Project Labor Agreements (PLA)



- Also known as a Community Workforce Agreement, a Project Labor Agreement is a pre-hire labor agreement with the local labor Trades Council that establishes the terms and conditions of employment on construction projects.
- Typically negotiated between the Project Owner (VTA) and the local labor Trades Council, prior to awarding a construction contract.
- Permitted for use in the construction industry by the National Labor Relations Act (NLRA).

PLA Designations



- Provide contractually binding means of resolving workers grievances.
- Eliminate potential project stoppage or delays due to labor conflicts
- Ensure steady supply of skilled labor
- Safety training and employment of diverse individuals

Prevailing Wage Rates



- In Government Contracting, a Prevailing Wage is defined as the hourly wage, usual benefits and overtime, paid to the majority of workers, laborers, and mechanics within a particular area. This is usually the Union Wage.
- Prevailing Wages are established by regulatory Agencies for each trade and occupation employed in the performance of public work, as well as by State Departments of Labor or their equivalents.

Awarding Body



- An Awarding Body is the entity that awards a contract for public works and is sometimes known as the project owner (VTA in this instance).
- An Awarding Body can be any kind of public agency or official (state, county, city, school board, Special District, etc.) or a private entity using public funds.

Awarding Body Responsibilities



- Project Registration
- Ensure Contractors are registered
- Obtain Prevailing Wage Rates from DIR
- Post or Require Contractors to post job site notices
- Ensure that public work contractors pays prevailing wages and are in compliance with Public Works Laws and report any suspected violation to the Labor Commissioner.
- Withhold and retains all amounts required to satisfy Civil Wage and penalty assessment

Public Works Contractor



If your firm performs work or bids on a Public Works Project, then you are considered a Public Works Contractor. This term also includes the subcontractors.

Responsibilities



All Public Works Contractors must fulfill four (4) key responsibilities:

1. Must be registered when bidding, listed in the bid proposal or engaged in the performance of any contract for public work.
2. Pay the Prevailing Wage to all workers.
3. Comply with Apprenticeship Standards
4. Maintain and submit Certified Payroll Records

Eastridge to BART Regional Connector

Capitol Expressway Light Rail

Project Overview

Ven Prasad, P.E.
Project Manager

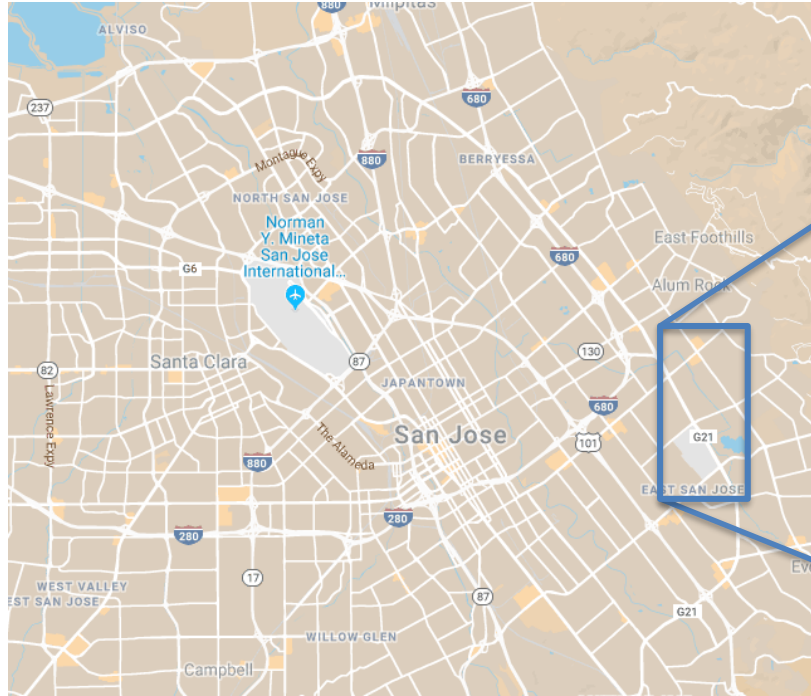
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Light Rail Service Map



Project Location



Primary Jurisdictions

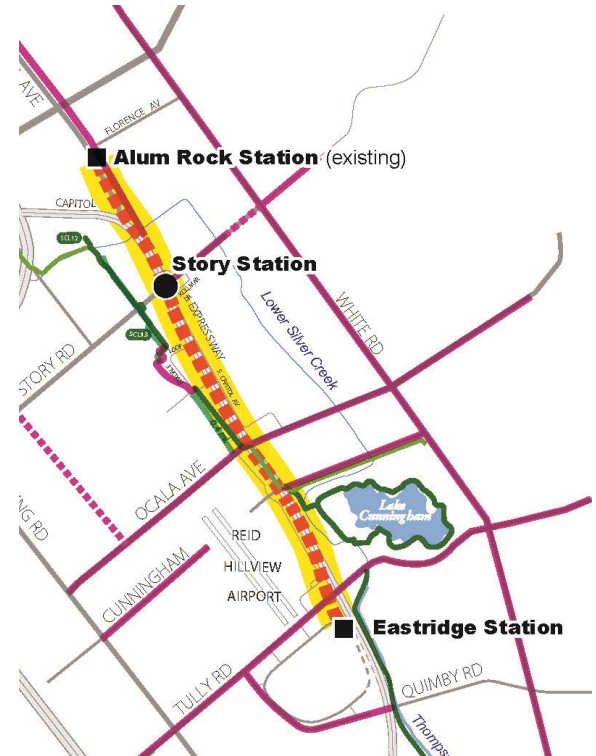


- **County of Santa Clara (Capitol Expressway)**
- **City of San Jose**

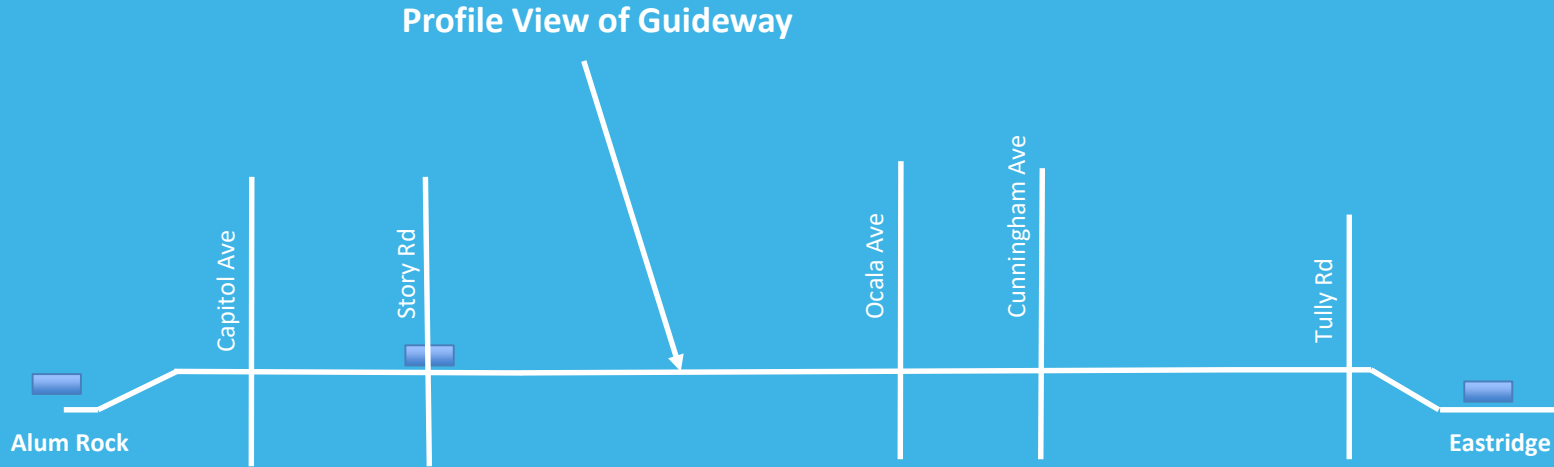
Proposed Project



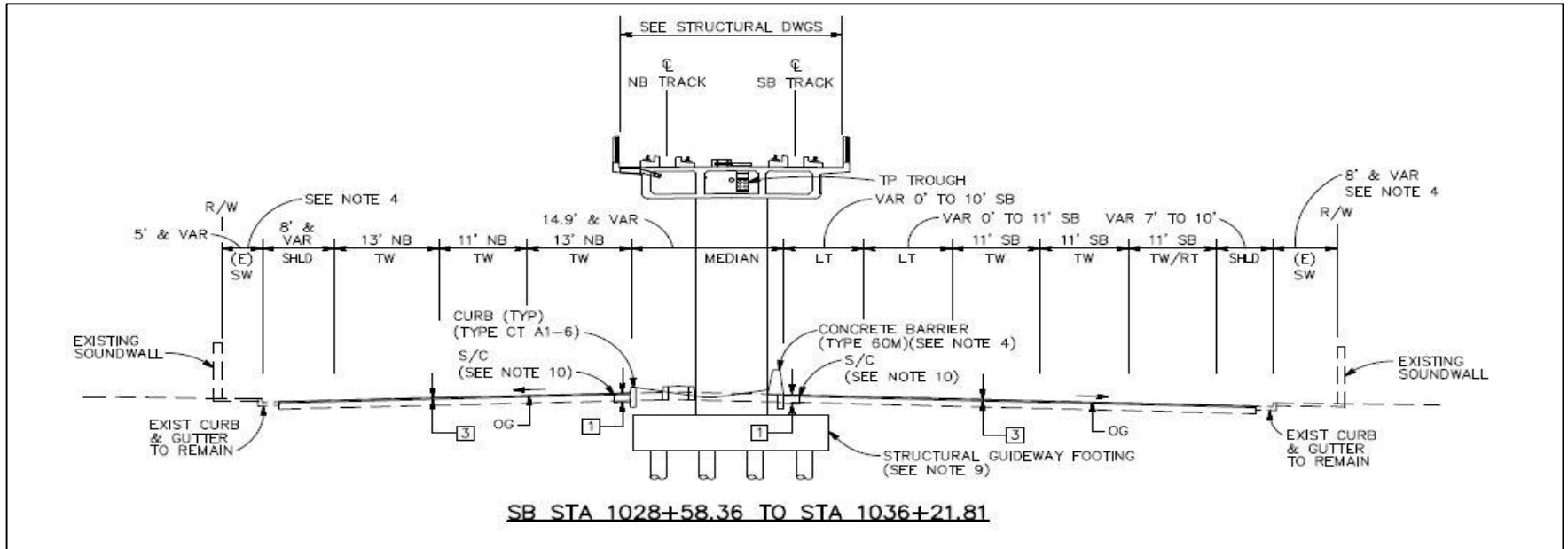
- Extend VTA Light Rail from South of Alum Rock Station to Eastridge
- Aerial Guideway in median of Capitol Expressway
- 2.4 Miles Long
- Minor Roadway Widening
- Construct Two Stations - Story and Eastridge
- Construct Pedestrian Overcrossing at Story Station
- Construct Two Traction Power Substations
- Relocate Major Utilities (Third Party)



Guideway Profile



Typical Roadway Configuration



Utilities

- PG&E Electric Transmission
- PG&E Distribution – Electric & Gas
- San Jose Water Lines
- AT&T
- Verizon / MCI
- Miscellaneous - Comcast, Zayo, Crown Castle

PG&E Transmission Tower Relocation (Third Party)



Before



After

Photo Simulation – Current and Future

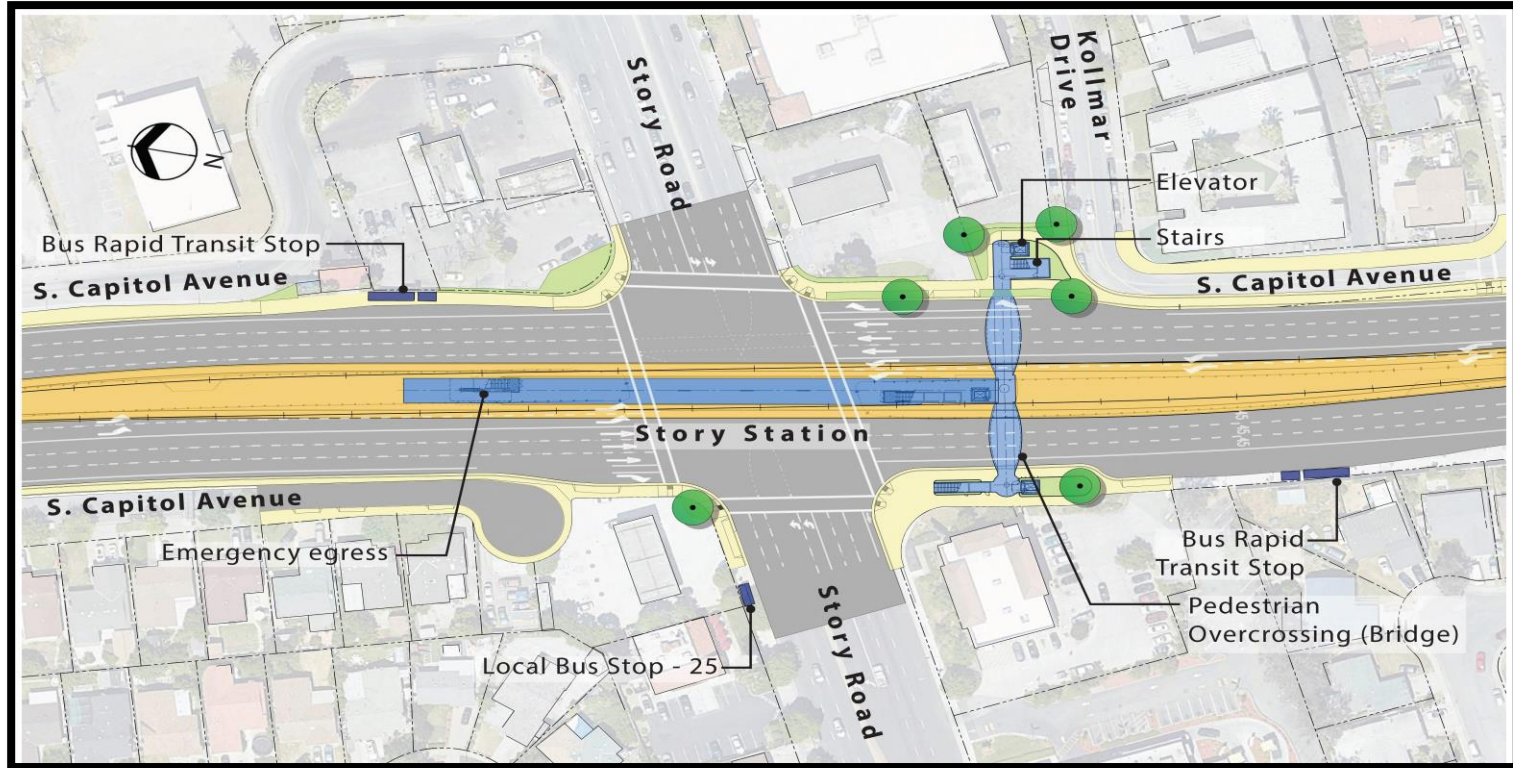


Current



Future

Story Station (plan)



Story Station (simulation)

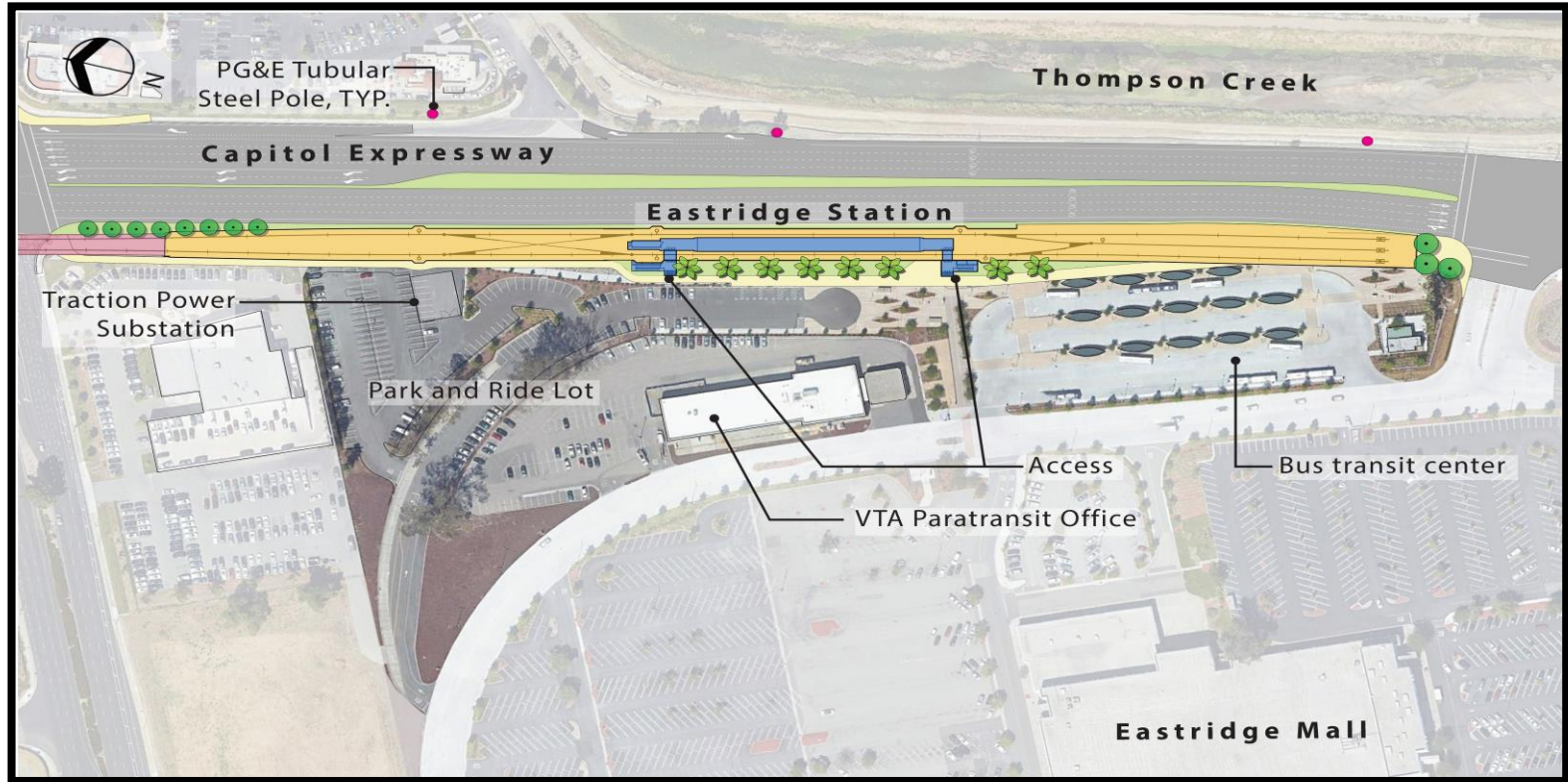




Elevated Station at Story Road (Simulation)



Eastridge Station (plan)



Eastridge Station (Simulation)



Photo Simulation of Eastridge Station

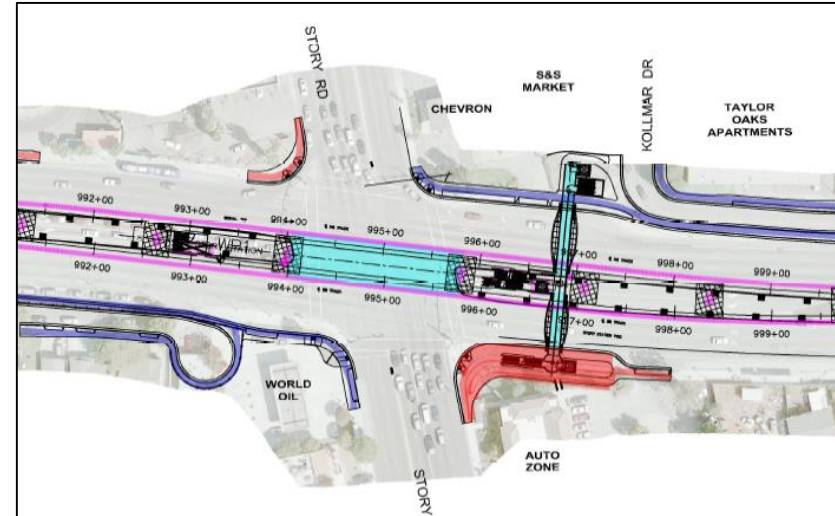


EASTRIDGE STATION
LOOKING NORTH

Visual Simulation
February 21, 2018

Construction Stages

Stage	Construction Activity	Est Duration
1	Road Widening (Purple)	10 months*
2	Guideway (Magenta)	3 years
3	Bulb-outs/Median (Red)	10 months*
4	Roadway Overlay	3 months



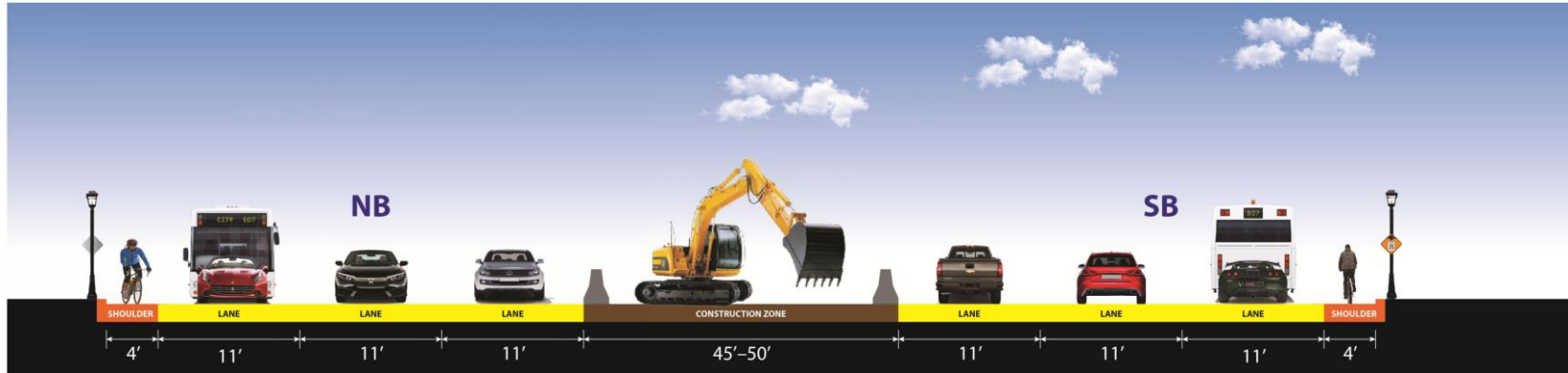
- Roadway is 3 lanes in each direction during peak
- Periodic full roadway/additional lane closures during off-peak

*Work will be in concentrated areas and last 2-3 months at each location



Roadway during Construction

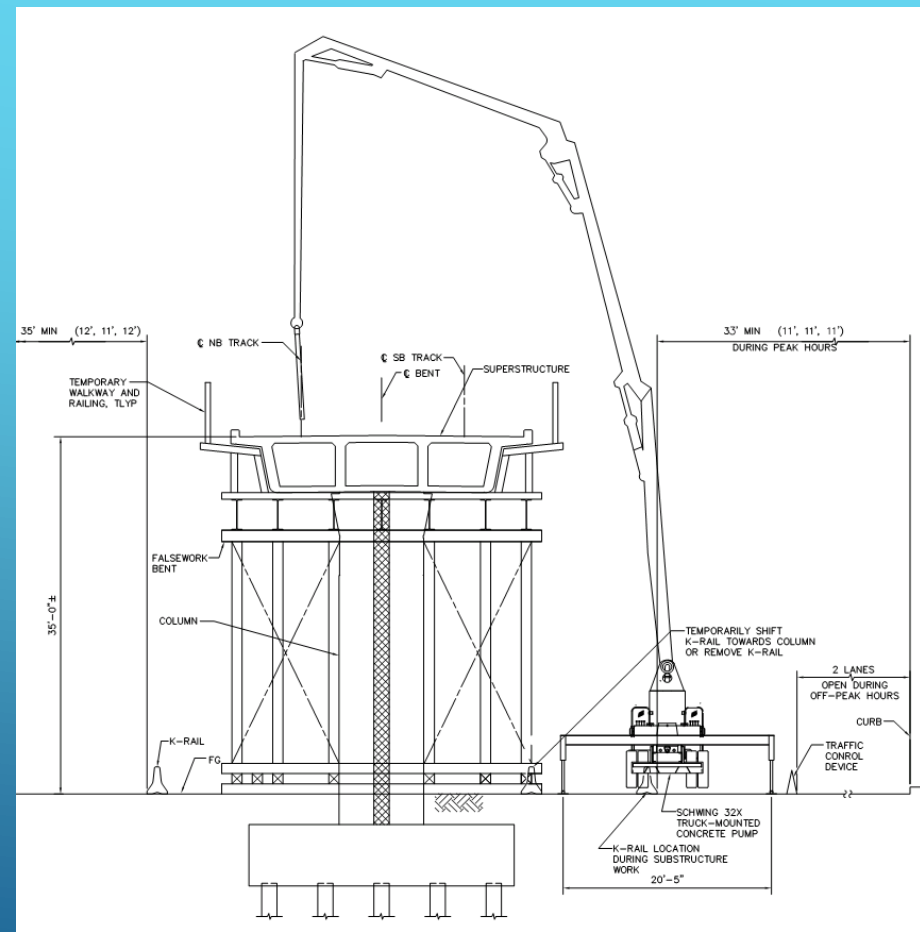
- ▶ Approximately 45' Construction Zone in Median
- ▶ HOV Lane Removed from Capitol Ave to Tully Rd (6-lane roadway)
- ▶ Bicycle and Pedestrian Access Maintained



Lane Closures

Lane Closure Hours

- **1 lane Closure**
 - Weekday 9am -3pm and 7pm-10pm
 - Weekend 9am -10pm
 - Construction Operations
 - Deliveries
 - Pile Driving and Foundations
 - Falsework Construction
 - Deck Pour
- **2 lane Closure**
 - Weekday 10 pm -6am
 - Weekend 10pm -9am



Construction – Stage 2



- Approximately 2,300 piles*
- Precast Concrete Piles (50'- 90')
- CIDH Piles (70'- 95')
- Pile driving during daytime
- Groundwater = Approx. 10' – 40' Bgs





Geotechnical Report Highlights

- Section 7 – Field Investigation and Testing Program
 - Boring Data – 2005 / 2006 & 2017 / 2018 Field Explorations
- Section 9 – Site Geology and Subsurface Conditions
 - Soil - Soft to Very Stiff Lean Clay/Sandy silt
 - Groundwater – Varies from 8.5 ft to 40.5 ft Below Surface
- Section 13 – Foundation Recommendations
- Section 16 – Construction Considerations
 - Pile Testing Program



Pile Testing Program

- Preconstruction Pile Testing – For Driven Piles Only
 - Thirty-One (31) Indicator Piles
 - Four (4) Axial Load Test Piles
- Planned in early stage of construction



Construction Impacts & Mitigation

- Close Proximity to Residential Neighborhoods
- Noise
 - Noise Mitigation and Monitoring during Pile Driving
- Vibration
 - Mitigation and Monitoring during Pile Driving
 - Preconstruction Crack Surveys of Impacted Homes and Businesses
- Biologist and Ornithologist Surveys & Monitoring
 - Western Burrowing Owls, Western Pond Turtles, Raptors, Migratory Birds
- Air Pollution - Tiered Equipment



Project Schedule

- Environmental Approvals Summer 2019
- Begin Utility Relocation Fall 2020
- Complete Final Design Late 2020
- Prequalification Late 2020
- Issue for Bid Early 2021
- Begin Construction Summer 2021
- Begin Revenue Service Spring 2026



Industry Review Goals

- Inform the industry of the project to generate interest
- Confirm our design assumptions are feasible
- Identify any fatal flaws
- Receive constructive feedback from the contractor community



Contractor Categories

- Prime
- Track
- Civil / Structures
- Traction Power Electrification / OCS
- Signal / Communication Systems
- Station / Mechanical / Electrical / Plumbing

Key Questions for Industry Review



1. The goal is to reduce the construction duration and minimize community impact
 - Project assumes two pile driving crews, multiple sets of falsework and multiple bridge crews to allow construction at various locations and 5 years of construction
 - Is this a reasonable assumption?
 - Can the overall duration be shortened?
2. Intent is to minimize traffic impacts during construction. Limited construction space in the median.
 - Is the construction space (width) provided in the plan adequate?
 - Are the staging, sequencing and constraints reasonable and practical?
 - Any comments/recommended changes to the traffic handling plans?

Key Questions for Industry Review



(Continued)

3. On northbound Capitol Expressway at Ocala Avenue, left turn lanes are to be closed due to limited space.
 - Is there an alternate staging that would be able to keep one left turn pocket open?

4. There are two types of foundations identified. Driven piles to minimize traffic impacts. Cast in drilled hole piles to avoid vibration impacts.
 - Are there alternatives that can reduce pile construction time, reduce noise and vibration ?

Key Questions for Industry Review



(Continued)

5. Foundation work is a major component for the initiation of the field activities and the related traffic impacts. Given the proposed engineering...
 - What is the most efficient way of administering the pile testing program knowing the constraints in staging

6. Minimizing noise impacts for nighttime work is critical
 - What are the industry practices for night time noise mitigation working at both street level and aerial guideway level
 - What activities do you believe needs to be performed at night due to safety and space requirements

Key Questions for Industry Review



(Continued)

7. Project requires removal of existing Alum Rock tail track and installing continuous new rail for extension that requires interruption to light rail operations
 - What would be the minimum down time for the Alum Rock existing tail track
 - Is there a reduction in project duration if the tail track area is taken out of service for extended period of time?

8. Contractor perspective is important to allow construction efficiency and production.
 - What are the primary constructability concerns?
 - Are there any “fatal flaws”?

Key Questions for Industry Review

(Continued)



9. For efficiency, track and OCS work is assumed to begin after the superstructure is entirely complete from end to end.
 - Is there an advantage to start track and OCS work in segments before the completion of full guideway ?
 - Would the trackwork access be needed from both ends of project for efficiency?

The relationship between field conflicts and contractor access is important.

- If utilities were not completely relocated prior to the beginning of construction, would the contractor prefer a delay to award or would the contractor prefer to begin with work arounds?

Wrap-Up

John Wesley White
Deputy Director & Chief Procurement Officer

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Industry Review Schedule

Industry Review Meeting	July 23, 2020
Presentation Available on Website	July 24, 2020
List of Attendees Published	July 29, 2020
Industry Review Video Posted	July 31, 2020
Questions/Comments Due	August 20, 2020
Meetings with Select Contractors	August 24 - 28, 2020



Contractor Meetings & Questions

- Ten 2-hour virtual meeting slots are available the week of 24 August for potential Primes or Industry Specialists to meet with VTA and share suggestions or ideas focused on reducing costs, the overall schedule, minimizing community impacts in the areas of traffic, noise & vibration.
- To ensure transparency and integrity, information compiled as appropriate from these meetings will be shared with the contractor community.
- Please submit all questions in writing to inquiries@vta.org. Staff will review the questions and post responses on the website and send copies to all registered participants
- Interested firms may express their desire for a meeting by e-mailing inquiries@vta.org and indicate your availability by **14 August 2020**, and if your firm is a Prime or an Industry Specialist. **VTA reserves the right to make the final determination on who is granted an interview.**



General Questions

- The Q&A portion is to answer high-level, general questions, not to address detailed design questions. In some instances, VTA will not have an answer readily available, and need some time to research our response.
- Accordingly, all detailed questions should be emailed to inquiries@vta.org by **20 August**.
- Copies of all questions and answers will be issued as soon as possible after the conclusion of the contractor meetings at the end of August.



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