JOINT
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)/
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (BART)
WORKING COMMITTEE

Friday, October 25, 2019
3:30 PM

BART Board Room – Third Floor
2040 Webster Street
Oakland, CA  94612

PLEASE NOTE MEETING LOCATION

In addition, this meeting will include a teleconference at the following locations:

VTA Board Member Chavez is attending this meeting via teleconference at Supervisor Cindy Chavez’ Office, 10th Floor, County Government Center, 70 West Hedding Street, San Jose, California 95110

**REVISED JOINT MEETING AGENDA**

1. CALL TO ORDER
   A. Roll Call
      ▪ Santa Clara Valley Transportation Authority (VTA) Board of Directors
      ▪ San Francisco Bay Area Rapid Transit District (BART) Board of Directors
   B. Pledge of Allegiance
   C. Introductions

2. Public Presentations

3. INFORMATION ITEM – Receive update on BART Silicon Valley Berryessa Extension (Phase I) – Status and Schedule. (Verbal Report)

4. DISCUSSION ITEM – Review and discuss the VTA/BART Silicon Valley Operation and Maintenance (O&M) Agreement. (Verbal Report)

** Change from previous version: (changes in blue font)

1) Updated language for Agenda Item #3 to reflect, “INFORMATION ITEM”
2) Updated language for Agenda Item #4 to reflect, “DISCUSSION ITEM”

October 23, 2019
5. INFORMATION ITEM – Receive status on BART Silicon Valley Phase II Extension. (Verbal Report)

6. DISCUSSION ITEM – Discuss future Joint VTA/BART Working Committee Meetings and Topics. (Verbal Report)

7. ANNOUNCEMENTS

8. ADJOURN

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary’s Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary’s Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☏ (408) 321-5680 or ✉ board.secretary@vta.org or ☏ (408) 321-2330 (TTY only). VTA’s home page is www.vta.org or visit us on www.facebook.com/scvta. ☏ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

All reports for items on the open meeting agenda are available for review in the Board Secretary’s Office, 3331 North First Street, San Jose, California, (408) 321-5680, at least 72 hours prior to the meeting. This information is available on VTA’s website at http://www.vta.org and also at the meeting.

NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY ANY ACTION RECOMMENDED ON THIS AGENDA.
BART & VTA Silicon Valley Program Update

BART & VTA Partnership Special Committee Meeting

October 25th, 2019
AGENDA

1. PHASE I
2. O&M Agreement
3. PHASE II
SVBX Project Status

Combined Project VTA/BART Project Team

• United work plan for completing testing and resolving discrepancies

Milestones for Revenue Service

• Complete all VTA Phase 2 Testing activities
• Initiate Pre-Revenue Operations (Compressed Plan)
• Implement final train control system modifications
• Resolve discrepancies prerequisite to initiating Revenue Service
SVBX Project Status

VTA Activities

- Construction: Complete
- Supply equipment for integration into BART OCC: Complete
- RIDS enhancements, final discrepancies, punch list, etc.: Prior to CPUC Safety Certification
- Remaining VTA testing activities: Prior to CPUC Safety Certification

BART Activities

- Phase 3 Testing Plan: Underway
- Pre-revenue testing: Plan to start October 28th
- Contractor-provided training (except RIDS): Underway
- Turnover of facilities: Underway
- BART network cutover to OCC in Oakland: Completed
SVBX Project Status

VTA Testing
Scheduled Completion Prior to CPUC Safety Certification

BART Control (started on 6/3/2019)
6 Months Duration Planned

*Contingent on condition of:
- Assets when BART receives from VTA
- VTA test results and Punch list items*
<table>
<thead>
<tr>
<th>System Description</th>
<th>Pre-Revenue</th>
<th>Revenue</th>
<th>System Readiness for Revenue</th>
<th>Post-Revenue</th>
<th>Total Open Items</th>
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<tbody>
<tr>
<td>1 Train Control</td>
<td>11</td>
<td>103</td>
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<td>26</td>
<td>140</td>
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<td>2 Computer Systems Engineering</td>
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<tr>
<td>3 Communication/Network</td>
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<td>10</td>
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<td>19</td>
<td>29</td>
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<tr>
<td>4 System Safety</td>
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<td>5 Traction Power (TP) combined for CSE</td>
<td>3</td>
<td>135</td>
<td></td>
<td>0</td>
<td>138</td>
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<tr>
<td>6 Electrical for TP, CSE &amp; Mechanical</td>
<td>2</td>
<td>287</td>
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<td>315</td>
<td>604</td>
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<td>7 Mechanical</td>
<td>107</td>
<td>139</td>
<td></td>
<td>68</td>
<td>314</td>
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<tr>
<td><strong>Totals</strong></td>
<td><strong>136</strong></td>
<td><strong>695</strong></td>
<td></td>
<td><strong>428</strong></td>
<td><strong>1259</strong></td>
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</table>
Pre-Revenue Testing

• Items required for BART to start Pre-Revenue Testing on Monday, October 28, 2019:

  ▪ **Scope and Schedule** to resolve the “Overrun Protection” discrepancies
  ▪ **Confirmation that VTA’s Contract has “not reached Substantial Completion”**
    o Pre-Revenue Testing does not mean that the work performed by VTA is Substantially Complete due to the number of discrepancies discovered and:
      • BART has not completed testing (caused by the restrictions imposed by VTA)
      • VTA has not completed its own testing

  ▪ Confirmation that BART will not be responsible for maintaining the Silicon Valley Extension beyond the facilities BART is currently maintaining
BART Pre-Revenue Activities

Pre-Revenue Operations & Testing:

• Out-of-Cycle Bid for Labor forces:
  o Submit Bid Package to Unions on Monday, November 4, 2019
    ▪ Financial impacts and/or penalties are incurred if Revenue Service not achieved by December 28, 2019

• Training & Stress Test of the system:
  o Verify, validate & make adjustments to proposed Revenue Service Plan
  o Perform various simulated emergency drills

• Upcoming Milestone with revised working hours for Testing and Discrepancy Resolution:
  o Limited allowable time to complete all work! ➔ 3 hours per day!
Upcoming Milestones (for the next two weeks)

• BART Pre-Revenue Testing
  o 10:00 a.m. to 6:00 p.m. for Train Operator Familiarization Training

• BART Phase 3 Testing (continuation and new testing after some of the restrictions are removed as of 10/21/2019)
  o 6:00 p.m. to 5:00 a.m.

• VTA Phase 2 Testing (still occurring for RIDS, Fire Alarm, and Fire Telephone)
  o 5:00 a.m. to 10:00 a.m. (actually 6:00 a.m. to 9:00 a.m. due to lock-out-tag-out requirements taking an hour at start and end of shift)

• VTA Phase 3 Discrepancy Resolution (items not resolved and more testing could result in new discrepancies)
  o 5:00 a.m. to 10:00 a.m. (actually 6:00 a.m. to 9:00 a.m. due to lock-out-tag-out requirements taking an hour at start and end of shift)
Next Milestones

• **November 25, 2019** – VTA & BART finalize CPUC Safety Certification package

• **December 7, 2019** – BART to issue the Notice of Intent to Operate

• **December 9, 2019** – BART to conduct Stress Tests (must have a clean track system with no discrepancies during tests)

• **December 28, 2019** – Revenue Service!
QUESTIONS?
## Division of Responsibilities

<table>
<thead>
<tr>
<th>Facility/Equipment</th>
<th>Owns</th>
<th>Operates &amp; Maintains</th>
<th>Safety &amp; Security</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Centers (Including Landscaping &amp; Plaza, Surface &amp; Structure Parking)</td>
<td>VTA</td>
<td>VTA</td>
<td>VTA</td>
</tr>
<tr>
<td>Police Zone Facility*</td>
<td>VTA</td>
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<td>Station Buildings</td>
<td>VTA</td>
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<td>Guideway</td>
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<tr>
<td>Wayside Facilities</td>
<td>BART</td>
<td>BART</td>
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<td>Rolling Stock</td>
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<tr>
<td>Track Equipment</td>
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<tr>
<td>Spare Parts</td>
<td></td>
<td></td>
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<tr>
<td>Roadways</td>
<td>City</td>
<td>City</td>
<td>City</td>
</tr>
</tbody>
</table>

*VTA and BART’s law enforcement agents may jointly use the Police Zone Facility pursuant to an Implementation Letter.*
Basic O&M Terms

- BART to be responsible for the operating corridor, station buildings, and wayside facilities.
- VTA to be responsible for the transit centers (intermodal areas and parking facilities) and shared access areas.
- Each Party will have full decision-making authority over its separate operations and maintenance activities using its own policies, standards, and practices.
- Each Party will be responsible for controlling the access and use of its respective Area of Control using its own policies, standards, and practices.
- VTA has full funding responsibility for the operating, maintenance, and capital costs attributable to the operation of the extension including share of core system capital costs.
## O&M Negotiation Status

<table>
<thead>
<tr>
<th>Agreement Topics</th>
<th>Substantially Resolved</th>
<th>In Progress</th>
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<td>General Agreements</td>
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<tr>
<td>Operations &amp; Maintenance Areas of Responsibility</td>
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<tr>
<td>Policing and Security Responsibilities</td>
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<tr>
<td>Public Communications</td>
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<tr>
<td>Maintenance Standards, Monitoring, Reporting and Remediation</td>
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<tr>
<td>Passenger Service Planning &amp; Operations</td>
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<td>Right of Way Use, Conveyance and Control</td>
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<tr>
<td>O&amp;M and Capital Costs and Funding</td>
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<td>●</td>
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<tr>
<td>Liability, Indemnification and Insurance</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td>Default and Termination</td>
<td>●</td>
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</tr>
</tbody>
</table>
O&M and Capital Funding
Top Cost Items – Resolved on 8/16/19


2. **eBART and OAC** - eBART and OAC extensions will be excluded from O&M Agreement (VTA will not pay for Operations Maintenance and Capital Costs and will not collect fares to and from those extensions).
Top Cost Items – Outstanding Issues

1. **Process for Payment and Allocation of Revenues** - Ancillary Revenues and Use and Control of the amount on deposit in the Residual Funds.

2. **Large Capital Investment Projects** - Calculation of VTA’s Proportional share for “Large Core System Capital Investment Projects”

3. **Termination for Convenience** - Treatment of unamortized costs that it has invested in the Core System upon a termination for convenience.

4. **Definition of Core System** - Limit to the heavy rail system?

5. **Capital Costs** – VTA and BART will jointly develop the Annual Capital Budget on the SVRT Extension
Steps to O&M Agreement Execution

August, 2019
- Target Complete Negotiation

September
- Final Editing & Clean-up Negotiation

October
- Distribution for Advance Reading
- VTA Committee Review

November & December
- BART Board First Reading
- VTA Board Action
- BART Board Action

December, 2019
- Revenue Service Forecast
QUESTIONS?
BART & VTA Extension
Phase II to Downtown San José and Santa Clara
Single-Bore: Center Platform Configuration

Center Platform at Stations

Side-by-Side tracks in Tunnel

Inner Tunnel Diameter: 50’-2"
Outer Tunnel Diameter: 54’-2”
Tunnel Boring Machine Diameter: 55’-10”
Single-Bore: Center Platform Configuration
Phase II Preliminary Budget

Estimated Capital Costs: $5.6 Billion (Conceptual ROM\(^1\))

**Funding Sources:**

- **✓** 2000 Measure A Sales Tax: $1.0 Billion
- **✓** 2016 Measure B Sales Tax: $1.5 Billion
- **✓** Local Measures Revenues to fund financing and escalation costs\(^2\): $400 Million
- **✓** Regional Measure 3: $375 Million
- **✓** State Transit & Intercity Rail Capital Program: $750 Million
- **✓** State Traffic Congestion Relief Program: $161 Million
- **✓** FTA Expedited Project Delivery: $1.4 Billion (25% of total Project cost)

**Other Considerations:**

- **✓** Financing and Contingency: $TBD
- **✓** P3 Sources: $TBD

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1. ROM = Rough Order of Magnitude based on approximately 2% design (excludes financing and contingency)
2. Financing costs assumed to be available from 2000 Measure A and/or 2016 Measure B.
Phase II Schedule Progression

Environmental Schedule (2014 Projection)

Preliminary Schedule (as of September 2019)

FTA to Issue Record of Decision
Environmental Clearance

VTA Board Approved Project & Certified Final SEIR
April 3, 2018

FTA Issued Record of Decision
June 4, 2018


Passenger Service (2014 Projection)
BART System Testing

Engineering & Pre-Construction
Project Construction
BART System Testing

Tunnel Configuration Exploration
Engineering & Pre-Construction
Project Construction
## Critical Path to FFGA

<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall 2019</td>
<td>Continue developing P3 opportunities</td>
</tr>
<tr>
<td>Dec. 2019</td>
<td>Complete 10% Design</td>
</tr>
<tr>
<td>Early 2020</td>
<td>Submit Formal Application to FTA for EPD Program Funding</td>
</tr>
<tr>
<td>Fall 2020</td>
<td>Submit Request for FTA Full Funding Grant Agreement (FFGA)</td>
</tr>
<tr>
<td>Late 2020</td>
<td>Receive Full Funding Grant Agreement (FFGA)</td>
</tr>
<tr>
<td>Late 2021</td>
<td>Pre-Construction Activities Begin</td>
</tr>
<tr>
<td>Late 2022</td>
<td>Project Construction Begins</td>
</tr>
</tbody>
</table>
The Vision for Transit Oriented Communities

Transit Oriented Communities (TOCs) are walkable, diverse, mixed-use communities closely integrated with transit. TOCs provide diverse employment and economic opportunities, and housing types for all – including affordable housing choices.
Creating a holistic approach for TOCs

VTA’s BART Phase II is a **once in a century opportunity** to organize growth around the station areas and advance the goals of the Cities of San José and Santa Clara through transit oriented communities (TOCs)

A cohesive transit-oriented development **strategy is essential to obtaining federal funding**

Transit oriented communities will lead to **increased BART and other transit ridership**

Increased ridership **ensures a return on investment** for transit infrastructure **and community benefits**

**Our station areas can accommodate more development than is currently planned**
TOCs Strategy Study Overview

- **Funded by the Federal Transit Administration** to promote integration of transit and land use
- **Builds on previous planning efforts** and provides implementation and financing tools
- **Develops tailored strategies for each of the three Station Areas:**
  - *Diridon Station is studied through a separate effort*
- **Combines land use strategy and multimodal access planning** to develop a holistic approach that maximizes the benefits of TOCs and **recommends financing and implementation tools** to make the vision a reality
Study Background and Development

January 2018

- "What is good TOD?"
  April '18 CWG workshop

- "Background Conditions"
  June '18 CWG workshop

Summer 2018

- "Opportunities & Constraints"
  September '18 CWG workshop

- "Overcoming TOD Barriers"
  November '18 CWG workshop

Fall 2018

- "Plan for Strategy Implementation"
  February '19 CWG presentation

- "TOD Strategies & Policy Recommendations"
  April '19 CWG workshop

- "Final Recommendations"
  June '19 CWG presentation

Fall 2019

- Study Background and Development
City and Agency Engagement

Collaboration is essential for Study’s success:

• **20+** Monthly coordination meetings with City staff

• **7** Technical Advisory Group meetings with City, BART, and VTA staff

• **14+** briefings to city council and VTA Board members, regional agencies
Stakeholder and Public Engagement

**Stakeholder briefings**
- 38+ briefings with community organizations and local stakeholders

**Public workshops and presentations**
- 12+ Interactive public workshops
- 25+ presentations at VTA’s BART Phase II Community Working Groups
- Ongoing TOCs Study pop-up events through November 2019
Key Takeaways from Public Workshops

**Improved bicycle, pedestrian, and transit connections** between the transit stations and key destinations within the station areas

**Provide affordable housing** and **anti-displacement strategies** for existing residents

**Be sensitive** and respectful of **existing neighborhood, cultural, and historic context**

**Strengthen community character** by providing public gathering spaces, appropriate ground floor retail, and entertainment uses

**Support existing local and small businesses**

**Develop flexible parking solutions** (e.g. shared parking) to make development more feasible
The Playbooks

Provide a Path to TOCs Playbook that includes guidance for cities to realize Transit Oriented Communities around each BART Station

- Playbooks are prefaced by “A Call to Action” that describes the vision for TOCs, and builds the case for the need to act now.
- The Playbooks give a high-level overview of the recommendations. Recommendations are detailed and actionable.
- Details of analysis and supporting documentation are provided in numerous technical documents that are referenced as appendices.
“Big Moves” recommended in the Playbooks

Keys to Creating Transit Oriented Communities

- Prioritize Funding and Implementation
- Improve Access and Establish a Shared Mobility District
- Create Great Places and Destinations
- Update Land Use to Ensure Good Transit Oriented Communities
- Focus Employment, Support Small Business, & Enhance Commercial Areas
- Protect and Produce Workforce and Affordable Housing
Phase II Project Development Potential

The entire corridor has the potential for approximately **60 Million Square Feet** of new development.

**SANTA CLARA STATION**
New Development: 12.7 Million sf.

**ALUM ROCK / 28TH ST STATION**
New Development: 8.5 Million sf.

**DOWNTOWN SAN JOSÉ STATION**
New Development: 23.8 Million sf.

**DIRIDON STATION**
New Development: 15 Million sf.
The Opportunity for Growth is Transformative

Existing City Plans Compared to TOCs Development Scenario* (2040)

<table>
<thead>
<tr>
<th>Development (Millions sq. ft.)</th>
<th>Existing City Plans</th>
<th>TOCs Strategy Study Scenario</th>
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</thead>
<tbody>
<tr>
<td>Commercial Space</td>
<td>17.2</td>
<td>24.7</td>
</tr>
<tr>
<td>Residential Space</td>
<td>10.7</td>
<td>35.4</td>
</tr>
<tr>
<td>Total Space</td>
<td>27.9</td>
<td>60.1</td>
</tr>
</tbody>
</table>

*Includes proposed Google Mixed-Use Development and other development around Diridon Station

Sources: City of Santa Clara General Plan (2035); Downtown Strategy 2040; City of San José Urban Villages plans; Strategic Economics, 2019.
TOCs Provide a Framework for Value Creation

- Establish Value Creation/Value Capture Districts to help:
  - Fund station area improvements that allow for increased TOD yield and increased transit ridership
  - Fund public benefits desired by cities and regional partners
  - Create a dedicated funding stream for infrastructure & access improvements, affordable housing, VTA transit, and/or repayment of potential bond issuance

**TOCs Value Creation Revenues**

<table>
<thead>
<tr>
<th>Years</th>
<th>Amount</th>
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<tbody>
<tr>
<td>2020-2025</td>
<td>$4.5 M</td>
</tr>
<tr>
<td>2026-2030</td>
<td>$39.6 M</td>
</tr>
<tr>
<td>2030-2035</td>
<td>$96.1 M</td>
</tr>
<tr>
<td>2036-2040</td>
<td>$180.7 M</td>
</tr>
</tbody>
</table>

* Excludes Diridon Station

Funding strategies include set-asides for affordable housing and transit operations & maintenance.
Alum Rock/28th Street Station

VTA owns or plans to acquire 13.7 acres for construction of station
VTA owns or plans to acquire 13.7 acres for construction of station

The 13.7 acre station site could accommodate significant Transit-Oriented Joint Development:
- 600+ multi-family residential units
- 500k+ sq. ft. of office development
- 20k sq. ft. of retail space
VTA owns 3.8 acres for construction of station, and plans to partner with adjacent property owners to redevelop the entire 5.3 acre block.
VTA owns 3.8 acres for construction of station, and plans to partner with adjacent property owners to redevelop the entire 5.3 acre block.

Station site could accommodate significant Transit-Oriented Joint Development:
- Up to 1,000 multi-family residential units
- 1.2M+ sq. ft. of office development
- 20k – 100k sq. ft. of retail space
Santa Clara Station

Santa Clara Station Area Today

Brokaw Road
Santa Clara Station

VTA plans to develop over the northernmost 1.4 acres of the Newhall Maintenance Facility site
VTA Request of City Councils

- **Endorse a holistic approach to creating TOCs** in Santa Clara County and accept the Strategy Study as the appropriate beginning point.

- **Direct staff to prioritize implementation** of land use, infrastructure, and funding programs.

- **Review implementation progress** on a regular basis, in collaboration with VTA and other stakeholders.
VTA is asking public to...

- **Attend VTA’s public presentations** and voice their opinions

- **Sign-up for regular updates** from VTA on the progress of TOCs and related special events: [www.vta.org/bart/tocs](http://www.vta.org/bart/tocs)

- **Take our online survey** to let us know what TOC elements are most important to them: [www.vta.org/bart/tocs](http://www.vta.org/bart/tocs)

- **Share their ideas** on creating walkable places to live, work, shop, and play in their station area: [vtabart@vtabsv.com](mailto:vtabart@vtabsv.com)
QUESTIONS?