



BART Silicon Valley Phase II Extension Project Update

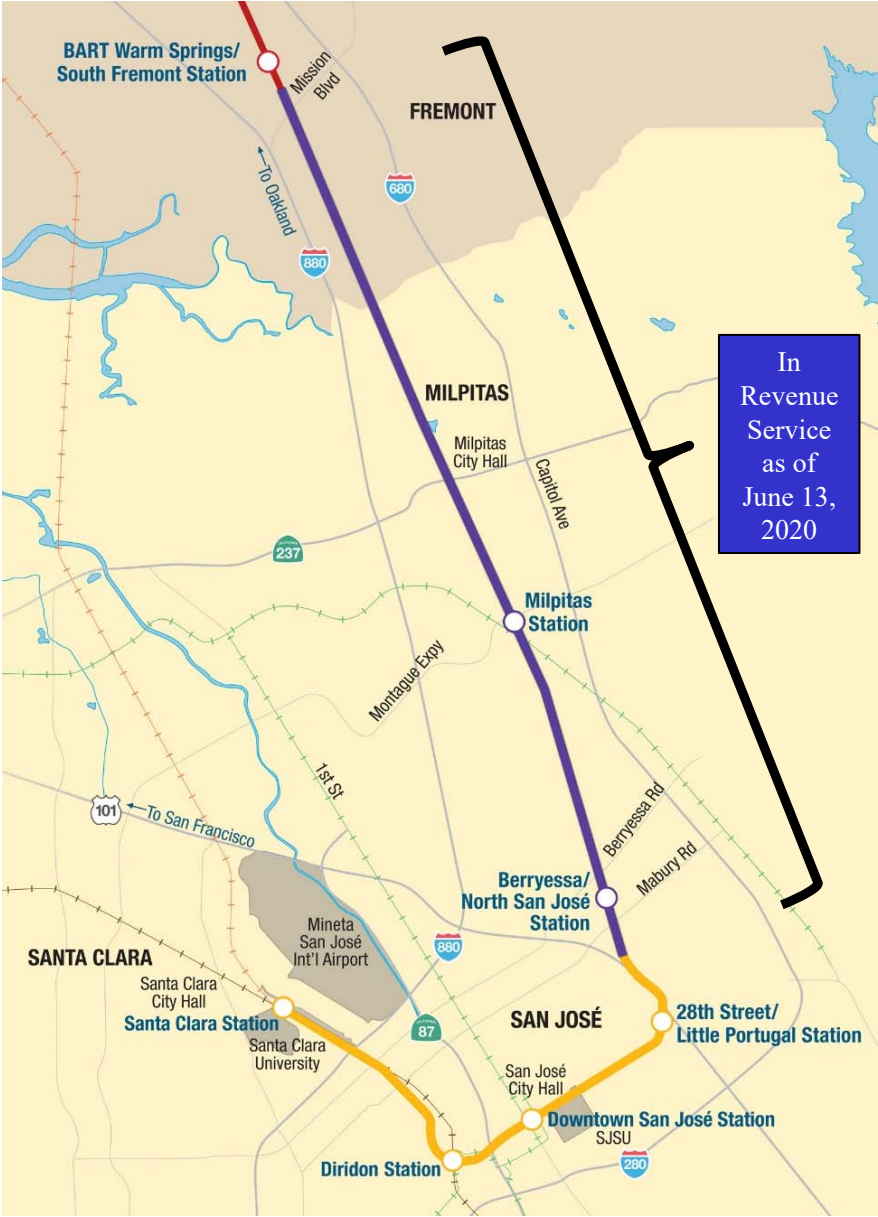


*Board of Director's Presentation
December 3rd, 2020*

BART Silicon Valley Extension Project: History and Timeline

- *November 2001 - Comprehensive Agreement signed between the two agencies and the original project would have extended service in one 16-mile extension from South Fremont to Santa Clara.*
- *In February of 2009, The VTA Board committed to building the project in two phases - with Phase I carrying passengers to Berryessa/North San José and Phase II serving downtown San José to Santa Clara.*
- *Phase I broke ground in 2012 and opened for passenger service on June 13, 2020.*
- *Phase II has completed the environmental process and is currently in the Expedited Project Delivery (EPD) Stage awaiting FTA approval.*

BART Silicon Valley Phase I and II



*SVBX project punch
list items closed out as
of October 20th, 2020*

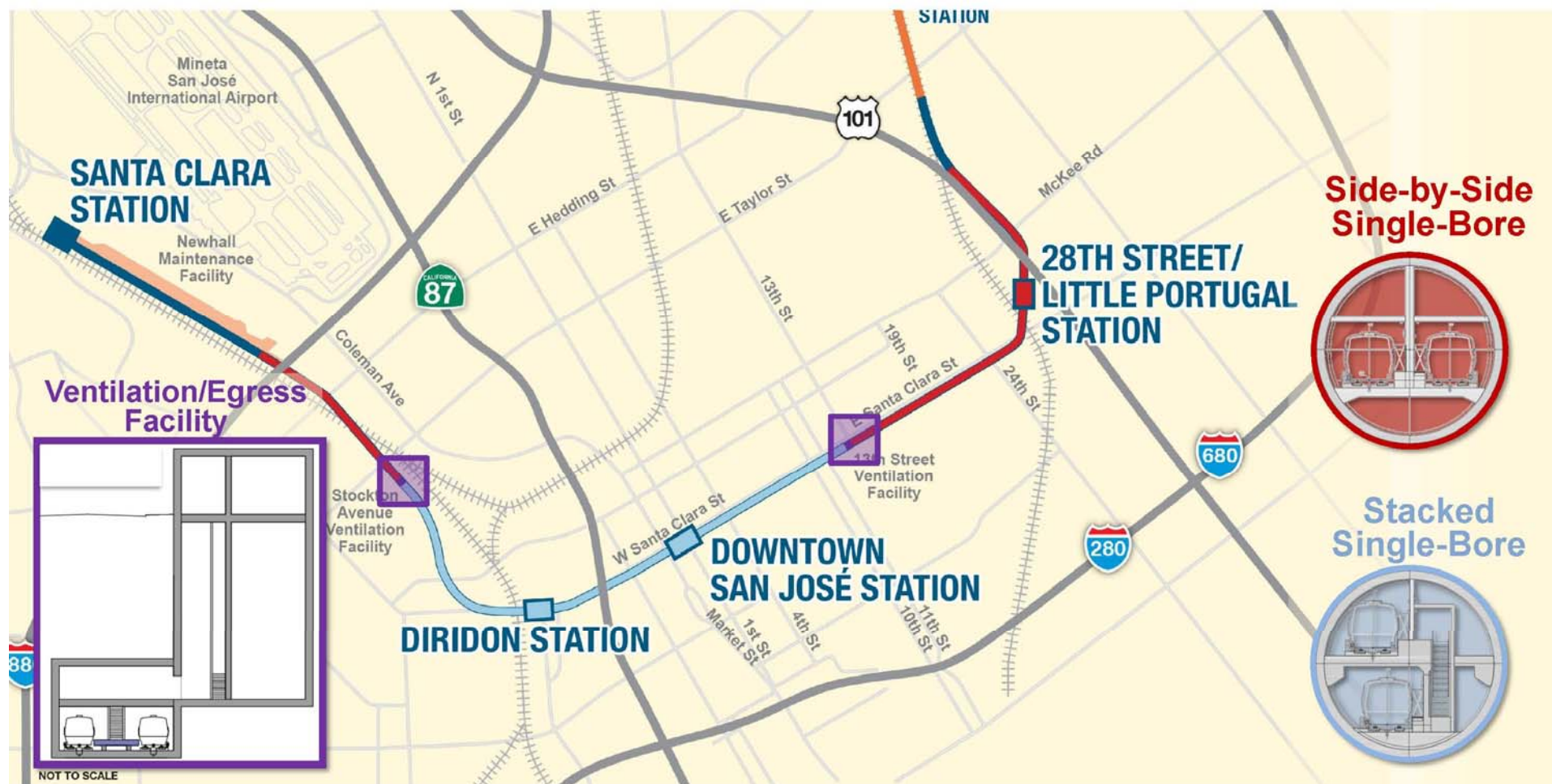


BART Silicon Valley Phase II - Highlights

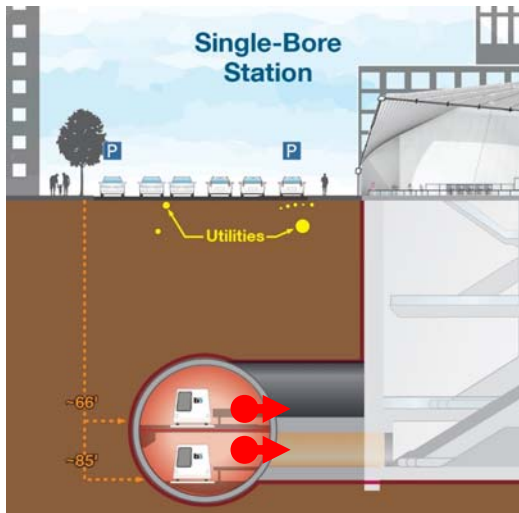
- *6-mile extension:*
 - ~2.4 mile single-bore stacked
 - ~2.6 mile single-bore side-by-side
 - ~1 mile at-grade
- *4 stations:*
 - 3 underground
 - 1 at-grade
- *2 Mid-Tunnel Ventilation/Emergency Egress Facilities*
- *Newhall Yard Maintenance Facility - “No Yard No Phase 2”*



Phase 2 Project Configuration

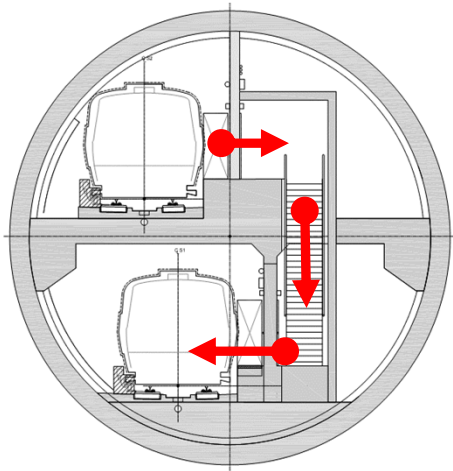


BART's Operational priorities with Stacked Tunnel Configuration



Priorities:

- Emergency Egress: Enclosed stairwells in the tunnel sections as a means for emergency evacuation is not considered intuitive for passengers
- Operations: Challenges with train operations due to ramps/transitions and associated emergency egress
- Ventilation: Proposed concepts/preliminary design differ compared to the rest of the BART underground system requiring training of employees for unique operational scenarios



Steps Underway:

- BART-VTA codeveloping requirements/design criteria to address BART's operational priorities
- Project schedule to be finalized early 2021

FTA's PILOT EXPEDITED PROJECT DELIVERY (EPD) PROGRAM

FTA's Pilot Expedited Project Delivery (EPD) Program

- *Project scope, cost and schedule*
- *Financial Plan and funding sources*
- *Public-Private Partnerships and Project Delivery*
- *Project Justification*
- *Project Management and other key plans*



EPD Proposed Contracting Plan

Contract No.	Title	Delivery Method*	General Scope
1	Systems (Approx. contract value \$500M)	Design-Furnish-Install (DFI)	<ul style="list-style-type: none"> All rail system elements
2	Tunnel & Trackwork (Approx. contract value \$2,000M)	Progressive Design-Build (PDB)	<ul style="list-style-type: none"> Tunnel & trackwork Mid-tunnel facilities 28th Street/Little Portugal support of excavation Utility relocations as required
3	Newhall Yard & Santa Clara Station (Approx. contract value \$500M)	Design-Build (DB)	<ul style="list-style-type: none"> Yard & Maintenance Facility Line & track Santa Clara Station 500 space parking garage Utility relocations as required
4	Stations & Support Facilities (Approx. contract value \$1,000M)	Design-Build (DB)	<ul style="list-style-type: none"> 28th Street/Little Portugal, Downtown and Diridon stations 1200 space parking garage (28th Street/Little Portugal Station) Adits Utility relocations as required

**Delivery methods under evaluation*



EPD Cost Estimate

FTA Standard Cost Category	Description	Estimate (\$M YOE)
10	Guideway & Track Elements	\$1,623
20	Stations, Stops, Terminals, Intermodal	\$1,667
30	Support Facilities: Yards, Shops, Admin. Bldgs	\$278
40	Sitework & Special Conditions	\$198
50	Systems	\$471
	Construction Subtotal:	\$4,237
60	ROW, Land, Existing Improvements	\$318
70	Vehicles	\$205
80	Professional Services	\$1,269
90	Unallocated Contingency	\$262
100	Finance Charges	\$246
	Subtotal:	\$6,537
	Investment to Date: Legacy & Historical Costs (2003- 2020) (Environmental, Planning, Community Outreach, Project Management, Conceptual Engineering)	\$323
	Total:	\$6,860

Notes:
 SCC 10-80 include
 Allocated Contingency

SCC 80 includes
 Design- Build services

Includes 2.72%
 escalation

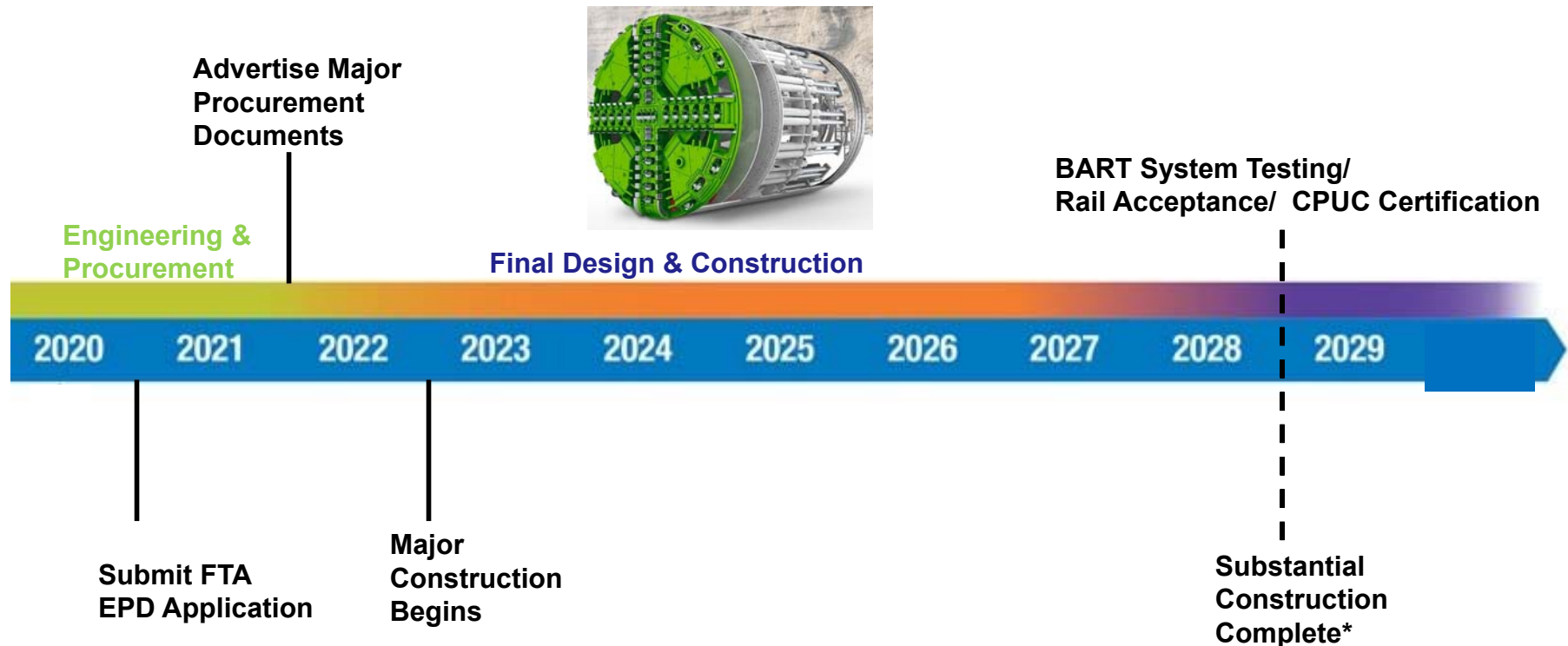
Line item costs may be slightly adjusted before final submission without impact on Total Cost.

EPD Funding Plan

Funding Source	Amount Year of Expenditure (YOE) \$ millions
Federal - FTA Expedited Project Delivery Grant (25%)	\$1,714
Non-Federal (75%)	\$5,145
State/TIRCP Grant	\$750
State/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
TOTAL SOURCES OF FUNDS	\$6,860



EPD Project Schedule



**Contingent on meeting projected procurement schedule*



Phase II Project Update

- *Key VTA and BART staff co-located to project office*
- ***Technical Working Groups – BART, VTA and Engineering SME's codeveloping operational, maintenance and safety requirements for the four contracts***
- *VTA is also starting real estate acquisition process (with appraisals) for key properties*



Next Steps

November/December 2020

Submit EPD Application to FTA

April/May 2021

Receive Grant agreement from FTA



2020:

- Real estate acquisition process
- Per FTA recommendation, VTA is conducted a peer review with other agencies and FTA on September 22nd, 23rd and 25th



QUESTIONS?