



VTA's BART Silicon Valley Program Update

Joint VTA/BART Working Committee Meeting

December 4, 2020

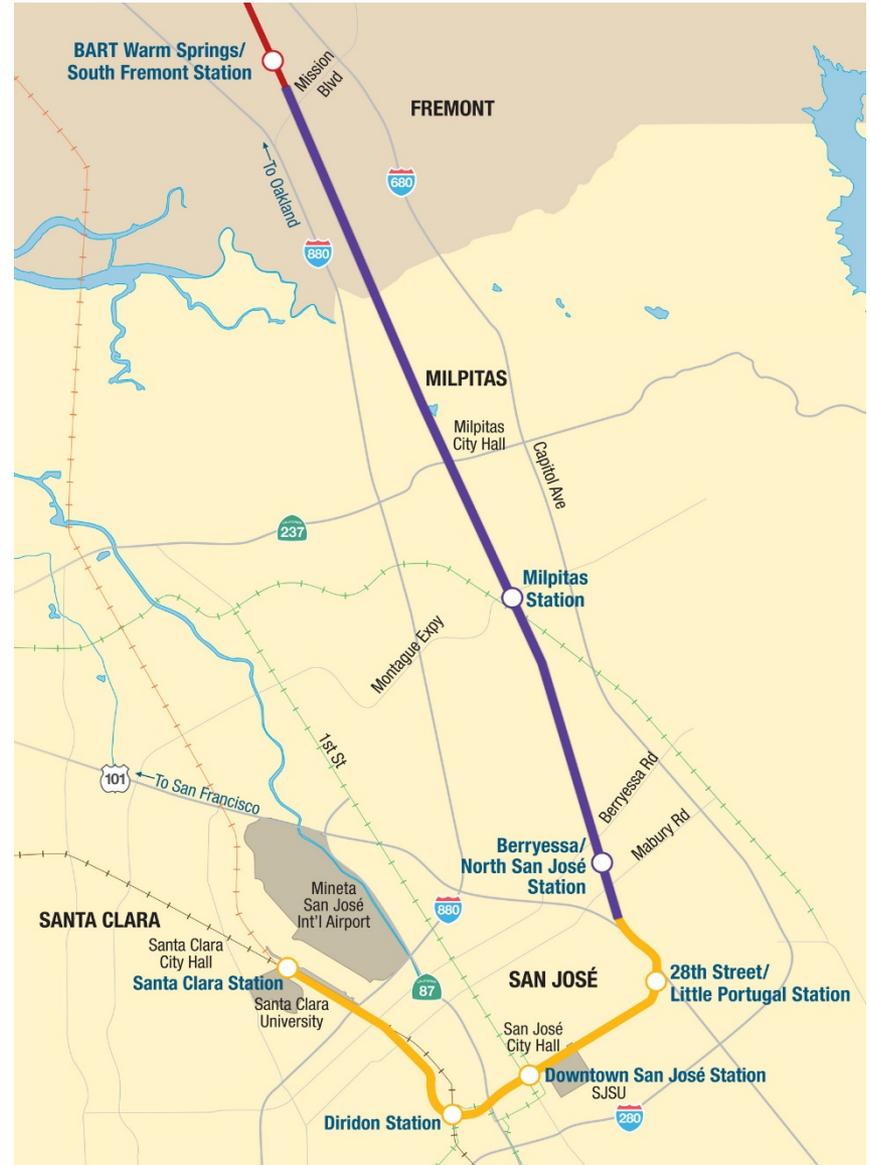


Santa Clara Valley
Transportation
Authority

Agenda

Updates on:

1. Phase I
2. O&M
3. Phase II
 1. Progress to Date
 2. VTA/BART Collaboration
 3. Work Underway
 4. Look Ahead



Phase I Update

Berryessa Extension (“SVBX”)

Phase I Opening

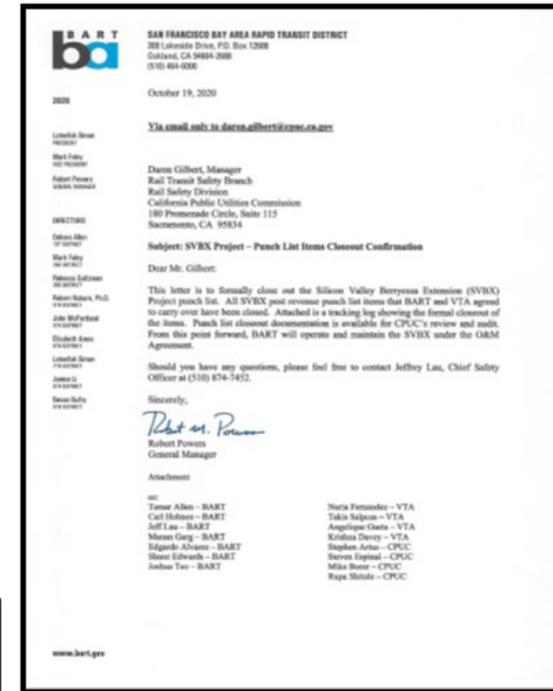


Passenger service for VTA's BART Silicon Valley Berryessa Extension on June 13, 2020



Phase I Close-Out

- All construction punch list items have been completed and accepted by BART and approved by CPUC
- The project staffing level of 43 Full Time Equivalents (FTEs) during start of revenue service is being reduced monthly and is now at 6 FTEs
- Final documentation activities including FTA close-out reviews and project demobilization will be completed by the end of the year as planned, aside from pending legal items between VTA and VTA's Contractor



Questions?

Operations and Maintenance Agreement (O&M)

Phase I Average Weekday Ridership Summary

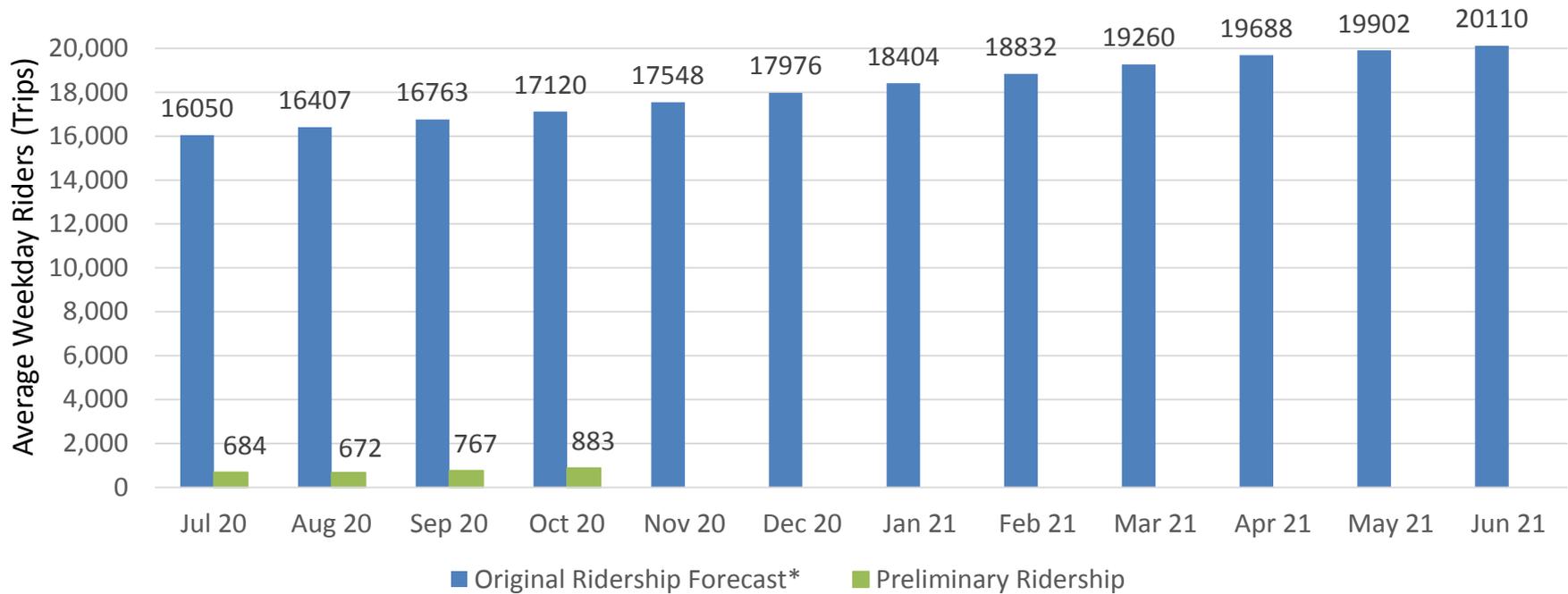
Original Ridership Forecast*	
Station	Riders (Trips)
Milpitas	9,770
Berryessa	10,340

*The original forecasted average weekday ridership to be achieved by end of FY21.

Preliminary Ridership** - July to Oct. 2020	
Station	Riders (Trips)
Milpitas	283
Berryessa	458

**Preliminary unaudited actual average weekday ridership is subject to year end reconciliation.

Phase I FY21 Ridership Trend



*Per National Transit Database definition, daily ridership is counted by number of unlinked passenger entry and exit trips for Milpitas and Berryessa Stations.

O&M Highlights for Phase I

After execution on May 22, 2020 of the VTA/BART O&M Agreement, VTA and BART continue to coordinate and collaborate on O&M activities such as:

- Rail, Bus Bridge, Paratransit Service Coordination
- Safety and Security
- Public and Third-Party Communications
- Use, Permitting, and Access for Phase I Property
- Creation and Maintenance of Funds and Budgets

O&M Coordination Efforts Paid Off

- **Rail Service Coordination** - VTA and BART Service Planning Teams worked together to ensure smooth connectivity between VTA and BART services
- **Mutual Aid Service Coordination** - VTA provided a bus bridge on 9/13
- **Safety** - VTA's Police Liaison and BART PD collaborated on responses to incidents
- **Public Communications** - VTA and BART created a protocol to manage responses to public comments

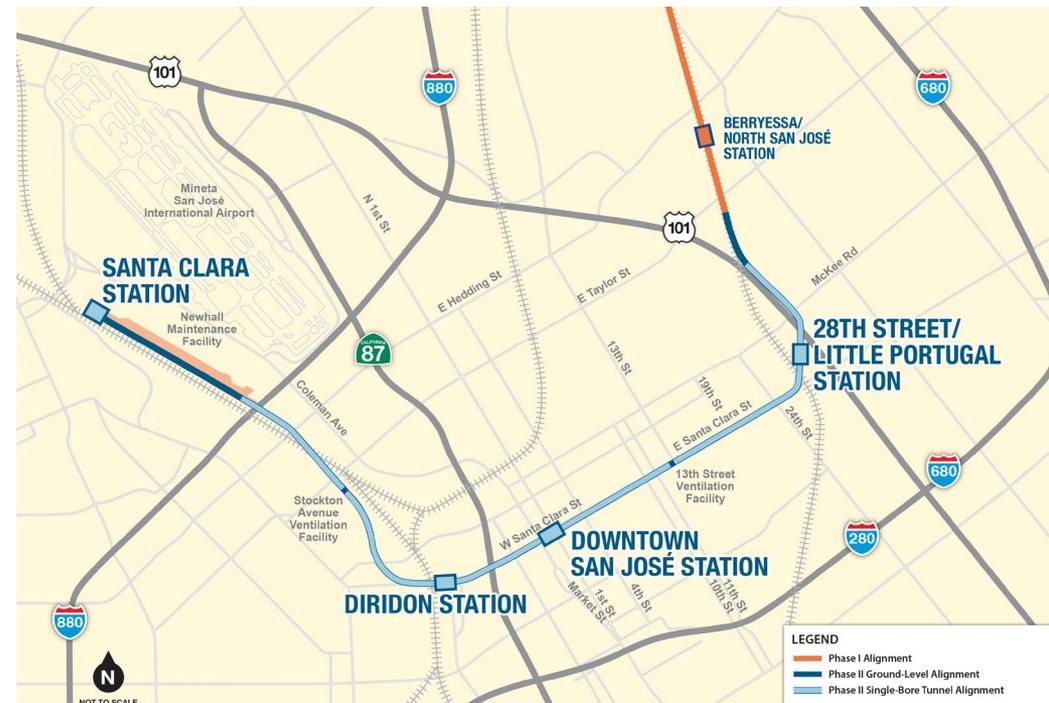
Questions?

Phase II Update

Downtown San Jose and Santa Clara Extension

Phase II Project Overview

- 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
- Newhall Yard Maintenance Facility
 - Critical for BART operations



Phase II Contracting Plan

Contract	Title	Delivery Method	General Scope*
1	Systems (Approx. contract value \$500M)	Design-Build (DB)	<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 (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) Utility relocations as required Adits

**Final scope elements under evaluation.*

Phase II Financial Plan

Cost Estimate

FTA Standard Cost Category	Description	Estimate (\$M YOE)
10	Guideway & Track Elements	\$1,525
20	Stations, Stops, Terminals, Intermodal	\$1,593
30	Support Facilities: Yards, Shops, Admin. Bldgs	\$275
40	Sitework & Special Conditions	\$202
50	Systems	\$471
	Construction Subtotal:	\$4,066
60	ROW, Land, Existing Improvements	\$318
70	Vehicles	\$205
80	Professional Services	\$1,256
90	Unallocated Contingency	\$551
100	Finance Charges	\$142
	Subtotal:	\$6,538
	Investment to Date:	
	Legacy & Historical Costs (2003- 2020) (Environmental, Planning, Community Outreach, Project Management, Conceptual Engineering)	\$322
	Total:	\$6,860

Funding Plan

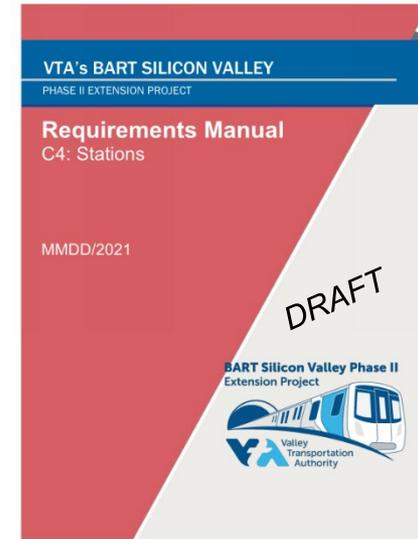
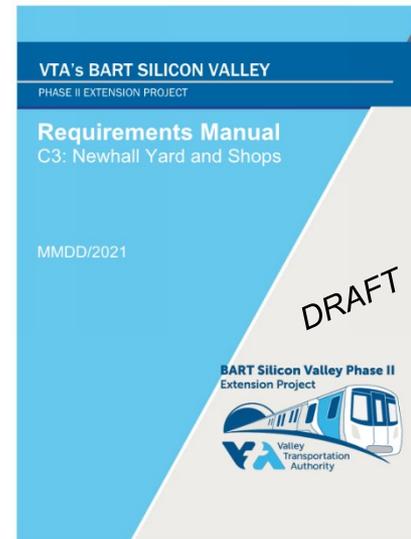
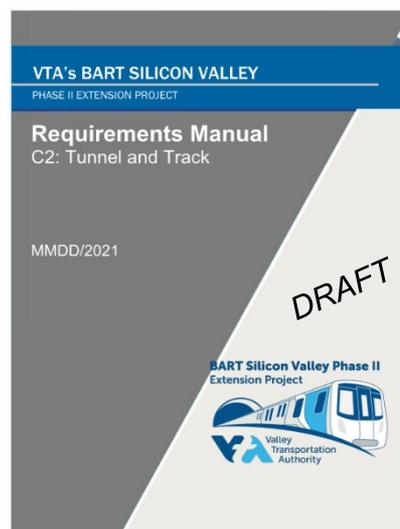
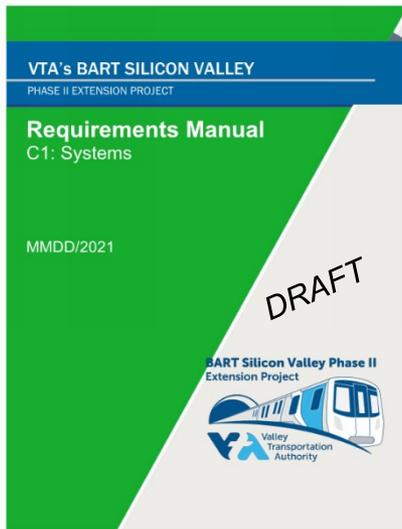
Funding Source	Amount Year of Expenditure (YOE) \$ millions
Federal - FTA Expedited Project Delivery Grant (25%)	\$1,714
Non-Federal (75%)	\$5,145
State/TIRCP Grant	\$750
State/TCRP Grant	\$161
Transit Oriented Development/P3	\$75
2000 Measure A Sales Tax	\$1,954
2016 Measure B Sales Tax	\$1,831
Regional Measure 3	\$375
TOTAL SOURCES OF FUNDS	\$6,860

Progress to Date

- ✓ Finalized Program Management organization including integration of BART personnel, VTA Project Managers and professional service providers along with development of key project management plans, subplans and procedures
- ✓ Completed right-of-way and utility relocation planning
- ✓ Conducted a peer review with other agencies providing feedback on program organization structure, contract scope and packaging, delivery methods (commercial and technical), interface/integration management, etc.
- ✓ Identified all third-party agreements required for project and executed ten critical agreements including those with City of San Jose, City of Santa Clara, Caltrans and Joint Powers Board (JPB)
- ✓ Executed Public-Private-Partnership (P3) agreement with Google
- ✓ FTA Project Management Oversight Consultant (PMOC) assigned to project and review meetings initiated
- ✓ On November 23rd, VTA received FTA approval to submit Expedited Project Delivery (EPD) application for federal funding; staff addressing final round of questions before formal submittal and 120 approval period commences

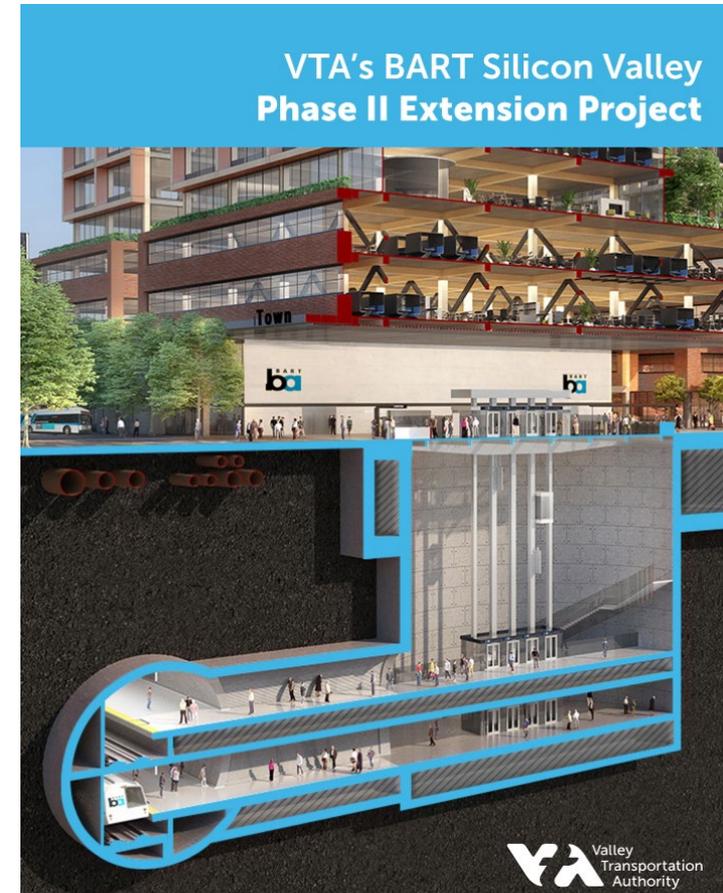
BART/VTA Collaboration

- BART and VTA have jointly formed a Rail Systems Organization (RSO) with RSO Officers appointed by each respective agency leading coordination efforts
- Through the RSO, BART and VTA are jointly developing project specific requirements/design criteria aligning with applicable BART, national, state and industry standards to be part of procurement documents for each Contract
- Integrated Project Management team with dedicated BART staff supporting VTA Program Delivery organization



Work Underway

- BART and VTA continue discussions and coordination for CBTC Program, rail procurement, planning efforts, ROW easements, and OCC
- Continue project review meetings with FTA and PMOC
- Real estate acquisition process with FTA review and approval of appraisals for key properties
- Basis of design for RFP documents
- Request for Industry Feedbacks (RFIF) and one-on-one meetings:
 - Tunnel & Trackwork – interviews completed as of 11/18
 - Systems – RFIF responses due 12/4
 - Stations – RFIF released on 11/30



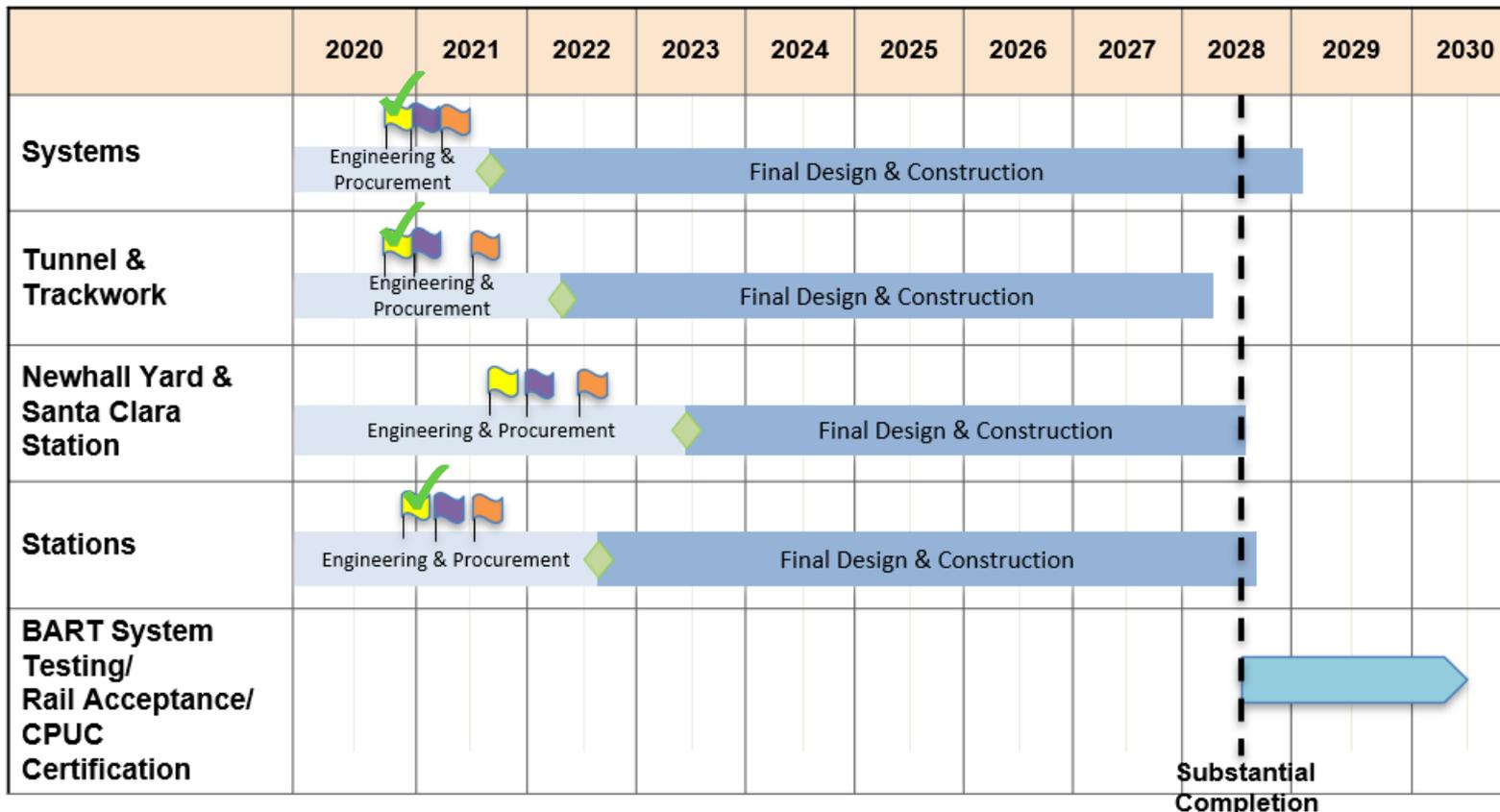
Project Brochure Cover

2021 Look Ahead

- Continue development of detailed cooperative agreements with third-parties
- Finalization of right of way and utility mapping required for project
- One-on-One meetings from responsive teams for Stations and Newhall Yard & Santa Clara Station Contracts
- Preparation of Request for Qualifications (RFQ) and Request for Proposals (RFP) procurement documents

Contract	Procurement Document	Anticipated Release
Systems	RFQ	January 2021
	RFP	May 2021
Tunnel & Trackwork	RFQ	December 2020
	RFP	July 2021
Stations	RFQ	February 2021
	RFP	July 2021
Newhall Yard & Santa Clara Station	RFIF	August 2021
	RFQ	December 2021

Framework to Completion



Legend

- NTP
- RFIF
- RFQ
- RFP

Questions?