

**SPECIAL MEETING OF THE
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS
and
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
BOARD OF DIRECTORS**

Thursday, September 28, 2017

11:00 AM

City of Fremont Maintenance Center
Redwood Room
42551 Osgood Road
Fremont, California

JOINT MEETING AGENDA

1. CALL TO ORDER

A. Roll Call

- San Francisco Bay Area Rapid Transit District (BART) Board of Directors
- Santa Clara Valley Transportation Authority (VTA) Board of Directors

B. Pledge of Allegiance

2. Introduction of Boards of Directors

3. Public Presentations

**4. INFORMATION ITEM - Receive status report on BART Extension to Silicon Valley:
Phase I to Berryessa.**

A. Construction Status

B. Operational Readiness

**5. INFORMATION ITEM - Receive status report on Operation and Maintenance
Agreement between Santa Clara Valley Transportation Authority and San Francisco Bay
Area Rapid Transit District.**

6. INFORMATION ITEM – Receive status report on BART Extension to Silicon Valley: Phase II to Santa Clara.
 - A. Proposed Alignment and Stations
 - B. Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (SEIS/SEIR) Schedule
 - C. Proposed San Jose Intermodal Station Activities
7. DISCUSSION ITEM - Joint Santa Clara Valley Transportation Authority and San Francisco Bay Area Rapid Transit District Boards of Directors Workshops/Meetings.
8. ANNOUNCEMENTS
9. ADJOURN

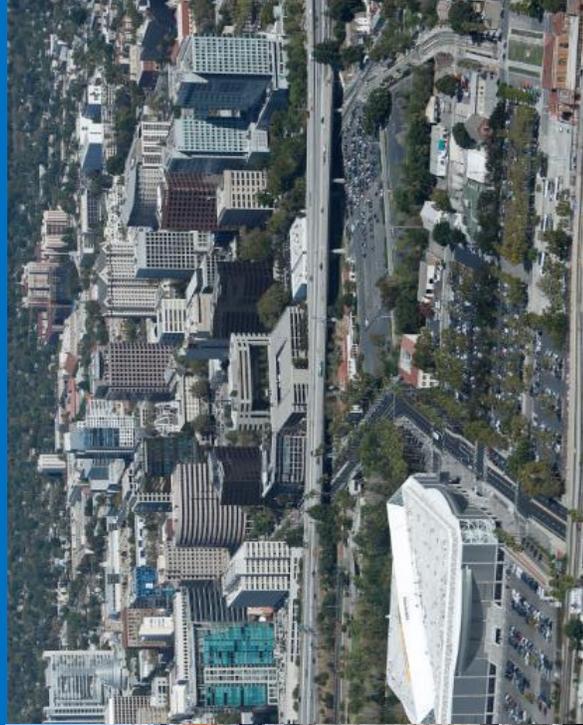
In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation 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, the Monday, Tuesday, and Wednesday 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 Coordination



Special Board Meeting
September 28, 2017



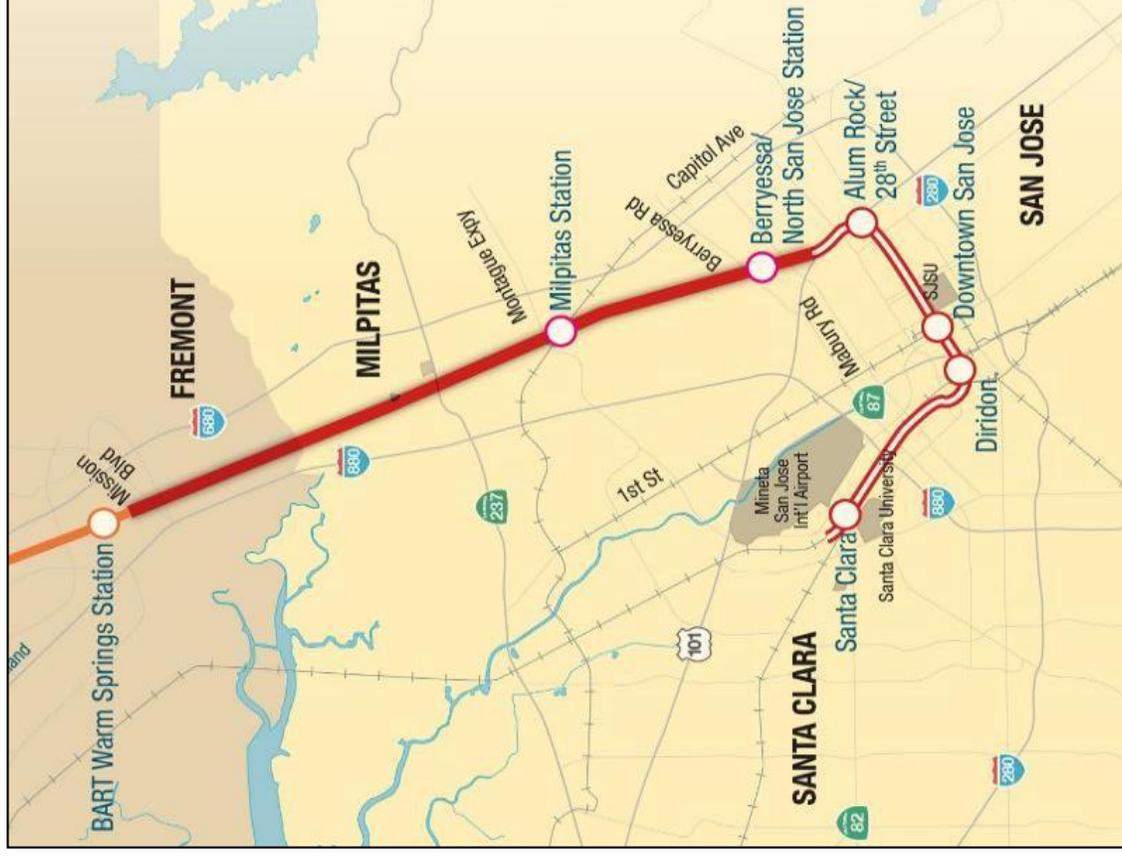
Agenda

- Phase I: Silicon Valley Berryessa Extension Update
 - Construction Status
 - Operational Readiness
- Operations & Maintenance Agreement Update
- Phase II: Silicon Valley Santa Clara Extension Update



Phase I: VTA's BART Silicon Valley Berryessa Extension

- \$2.4B Project Budget funded from VTA \$1.2B, FTA \$0.9B, State \$0.3B
- 10-mile Extension from WSX
- Two Stations: Milpitas and Berryessa
- Opening year ridership forecast 23,000 trips
- 4,800 parking spaces
- FTA FFGA Revenue Service end of June 2018



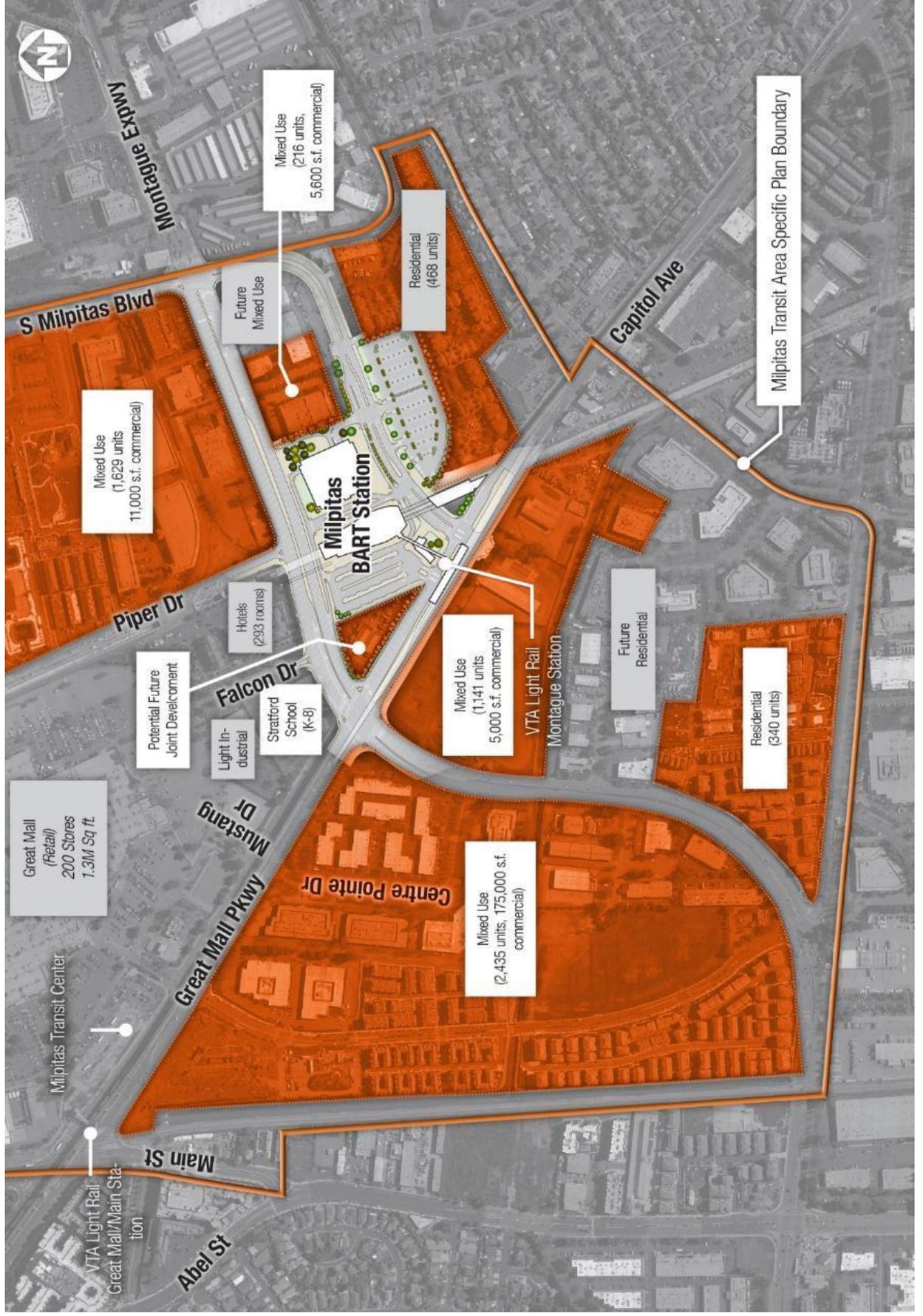


Milpitas Station Mode of Access



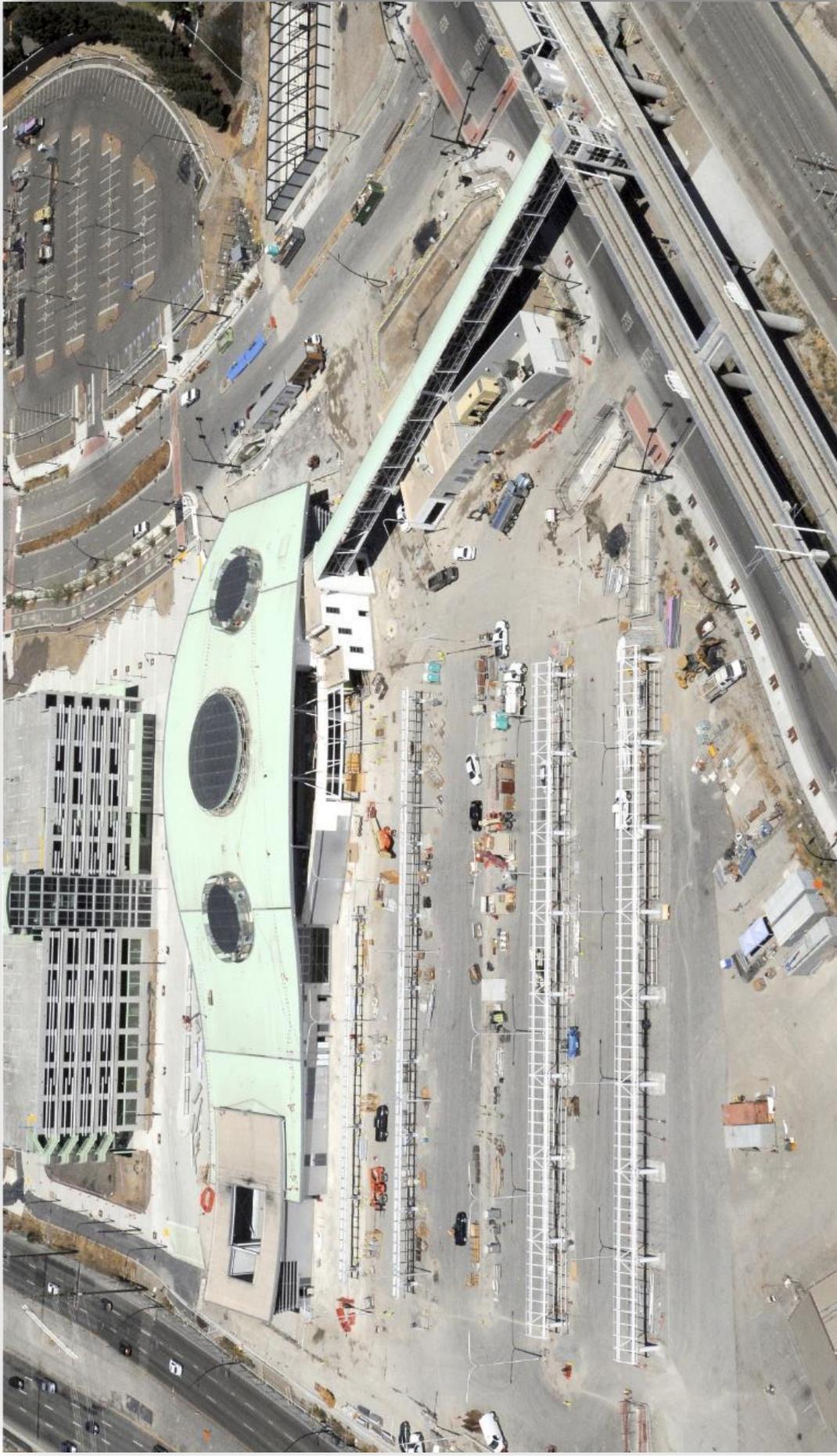


Milpitas Station Transit Oriented Development





Construction Progress: Milpitas Station



Overhead View of the Milpitas Station

September 28, 2017

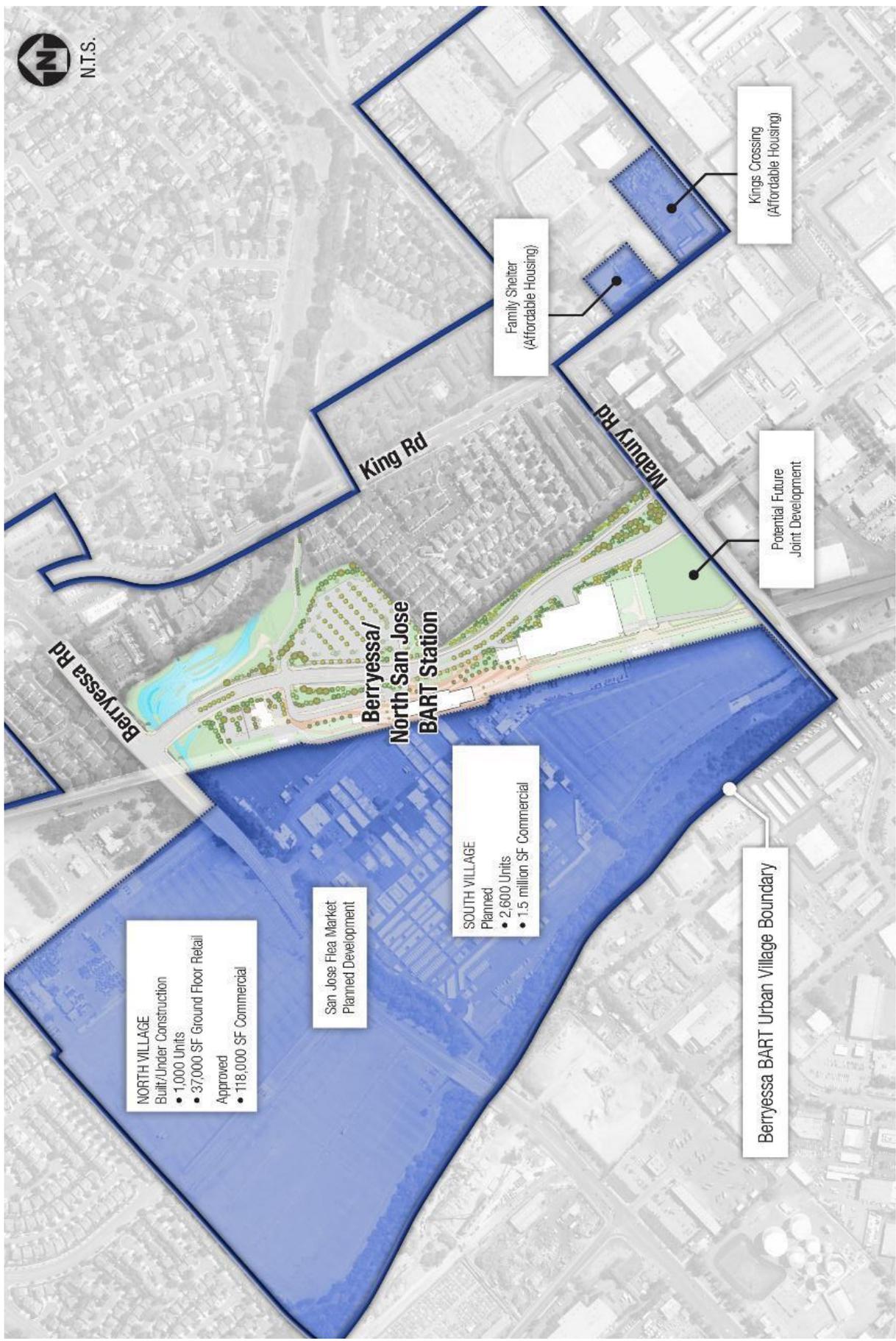


Berryessa/North San Jose Station Mode of Access





Berryessa/North San Jose Station Transit Oriented Development





Construction Progress: Berryessa/North San Jose Station



Overhead View of the Berryessa/North San Jose Station



Operational Readiness

- **New Car Delivery Estimates**
 - CPUC Approval of Pilot Cars: November 2017
 - 1st Production Car Delivery: November 2017
 - FY18 Budget allocates 50 cars for single line SVBX Service in FY18 (extension of WSX service)
 - HMC Main Shop conversion project ready for SVBX Cars: October 2017
- **SVBX Hiring Plan**
 - 162 positions approved for SVBX operations in FY17/FY18 Budgets
 - Prioritized hiring plan approved by both BART/VTA
 - 30 positions have been filled and 17 train operators are in training
 - On schedule to meet revenue service date



VTA BART Silicon Valley

Sequence of Events to Complete Phase 1



Station Construction



Complete landscaping, station interiors and exteriors

Static Testing



Perform all communications, track and signal tests

Dynamic Testing



Test train movements along 10-mile extension

Integration Testing



Integrate 10-mile extension **with** existing BART system

Safety Certification



Certify the safety and reliability of the integrated 10-mile extension

Passenger Service



SEP 2017



Operations & Maintenance Agreement

BART-VTA Comprehensive Agreement

- Purpose - VTA's link to the BART District
- Executed November 19, 2001
- BART Responsibilities
 - Technical Assistance
 - Operations
 - Maintenance
 - Fare Policy
- VTA Responsibilities
 - Pay all costs associated with the extension
 - Contracting/Procurement
 - Construct to applicable BART/industry standards, codes, and regulations
 - Retain Ownership of Completed Facilities
 - Core System Modifications



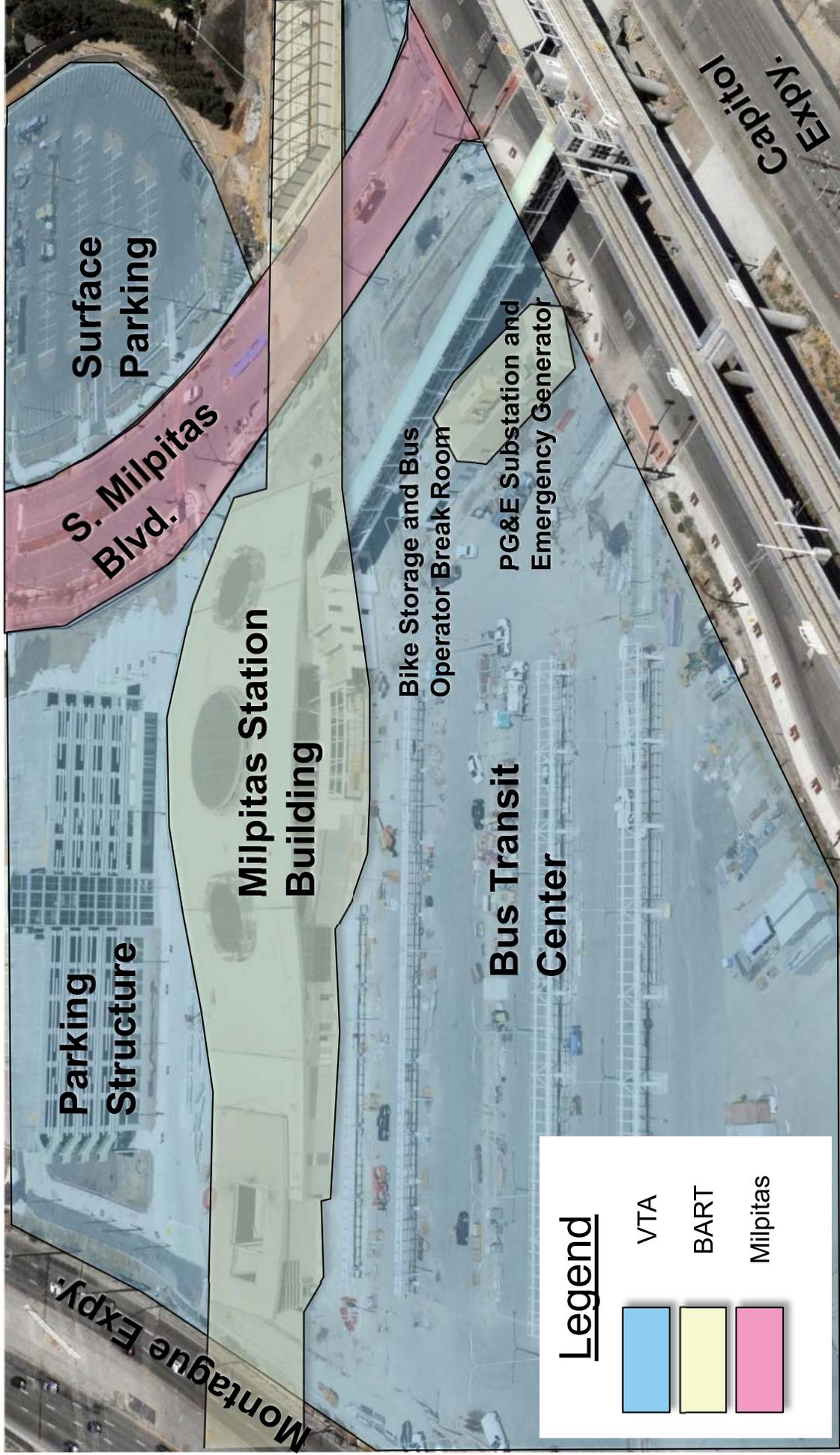
Divisions of Responsibility

Facility/Equipment	Owns	Operates & Maintains	Safety & Security
Transit Centers (Including Landscaping & Plaza, Surface & Structure Parking)	VTA	VTA	VTA
Police Zone Facility	VTA	BART	BART
Station Buildings	VTA	BART	BART
Guideway	VTA	BART	BART
Wayside Facilities	VTA	BART	BART
Rolling Stock	VTA	BART	BART
Roadways	City	City	City

*VTA and BART's law enforcement agents may jointly use the Police Zone Facility pursuant to an Implementation Letter.

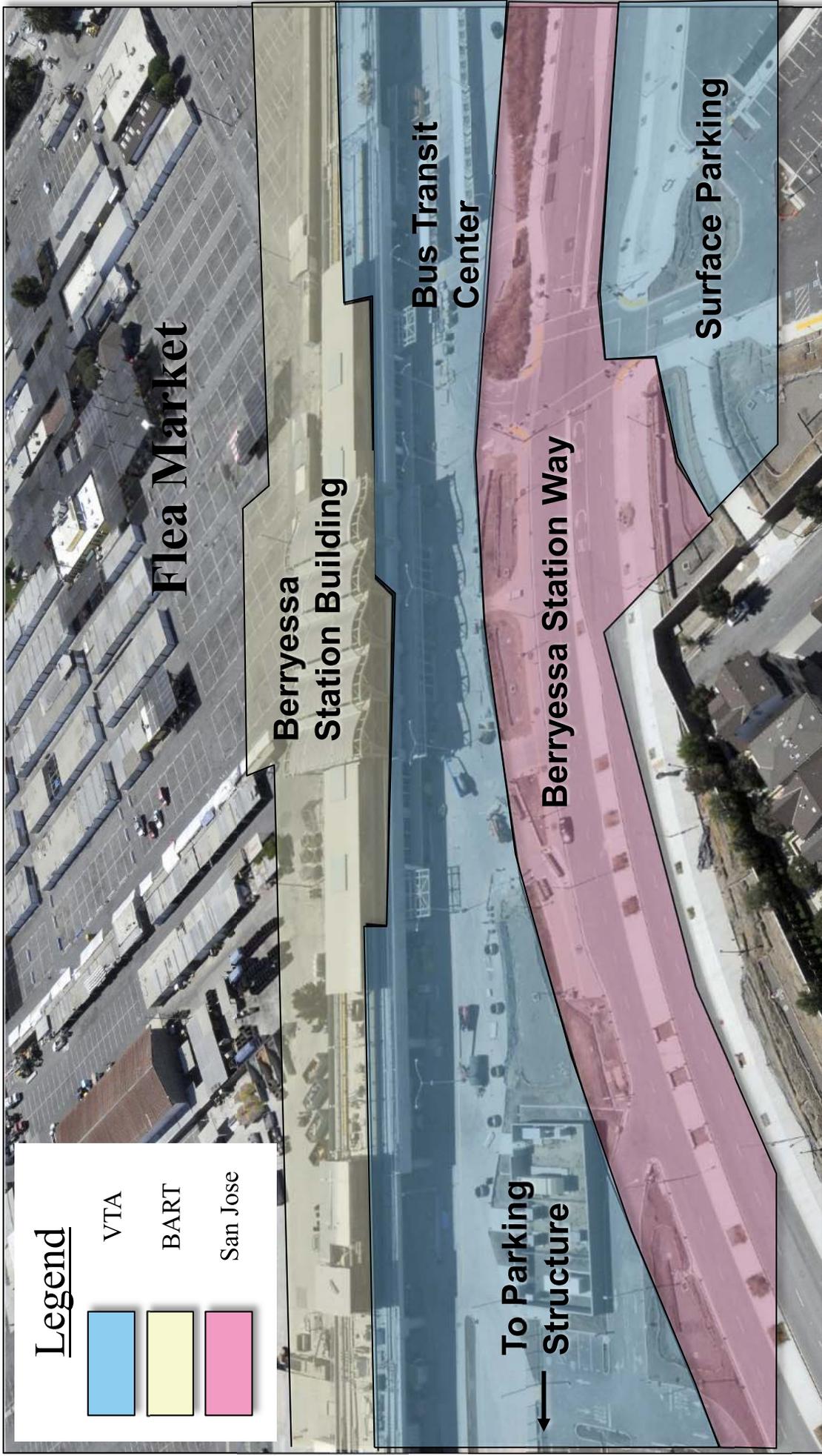


Areas of Responsibility: Milpitas Station



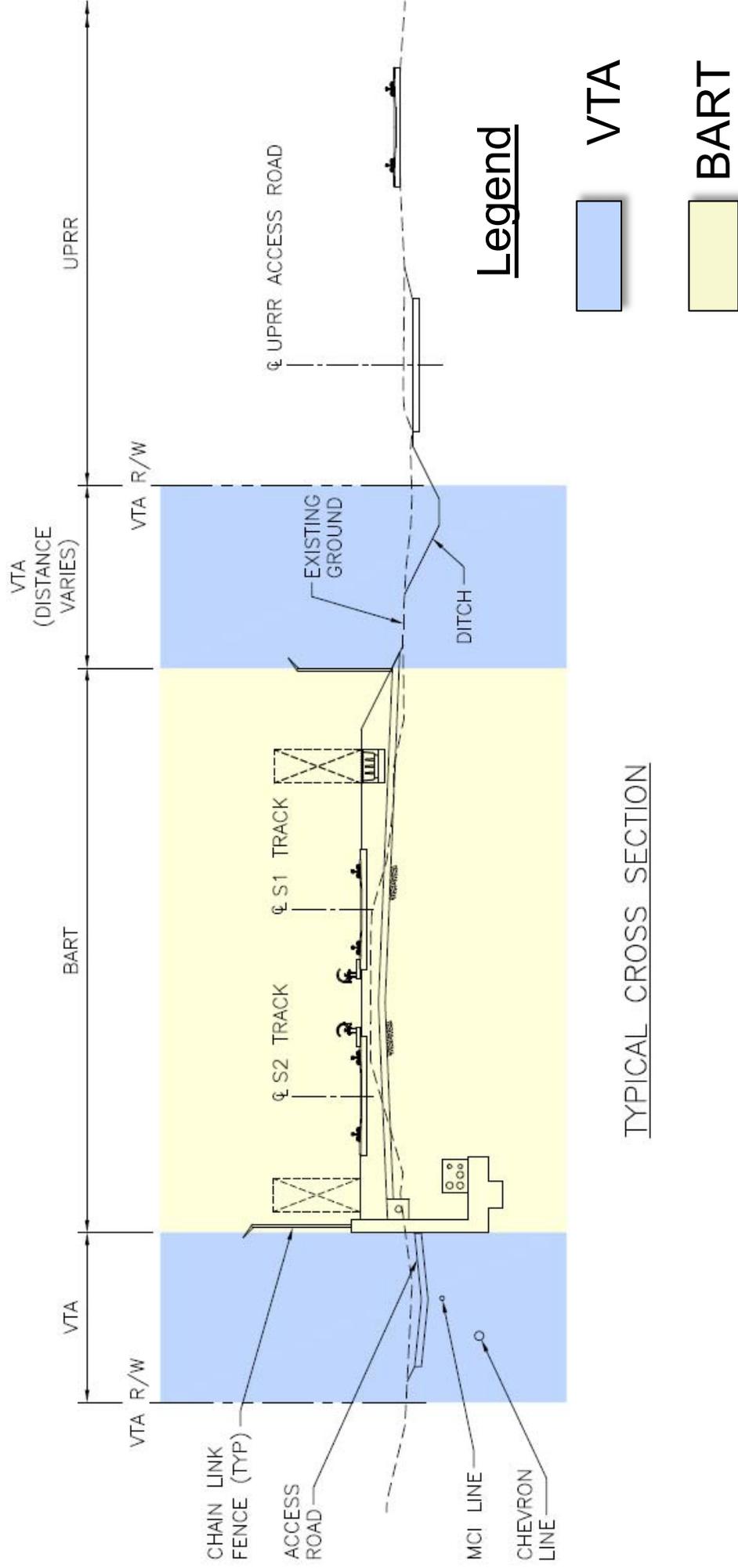


Areas of Responsibility: Berryessa Station





Areas of Responsibility: Typical Cross-Section



TYPICAL CROSS SECTION



O&M Agreement Status

Agreement Topics	Resolved	In Progress	Under Development
Operations and Maintenance – Area of Responsibilities	X		
Policing and Security Responsibilities	X		
Public Communications	X		
Acquisition/Ownership of Equipment and Facilities	X		
Maintenance Standards, Monitoring, Reporting, and Remediation	X		
Passenger Service Planning & Operations		X	
Right of Way Conveyance		X	
Operation and Maintenance Cost Allocation (O&M Cost Model)		X	
O&M Dedicated Revenue (Subsidy Account, Deposit)			X
Capital Reserves and Requirements			X
Capital Improvement Program Review and Approval Process			X
Risk Management (Liability, Indemnification and Insurance)			X



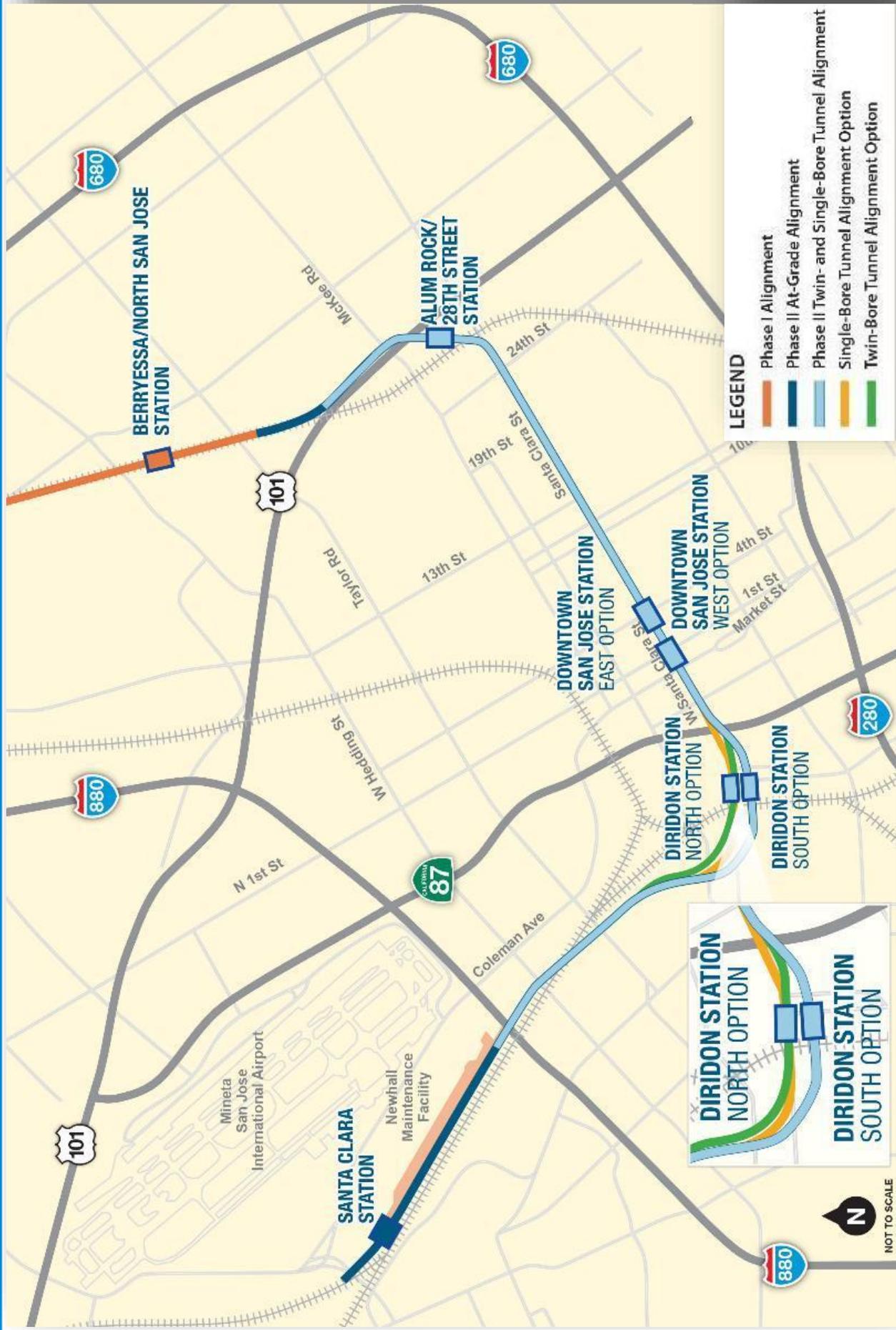
Phase II Extension to Santa Clara

Key Facts

- \$4.7 Billion Project Budget funded with \$3.2B Local/State and \$1.5B FTA
- 6-mile extension (5-mile tunnel)
- 4 stations: Alum Rock/28th Street, Downtown San Jose, Diridon, Santa Clara
- Newhall Yard Maintenance Facility
- Opening year ridership forecast: 33,000 avg weekday trips (Alum Rock: 6,600, Downtown SJ 15,500, Diridon 6,000, Santa Clara 4,900)

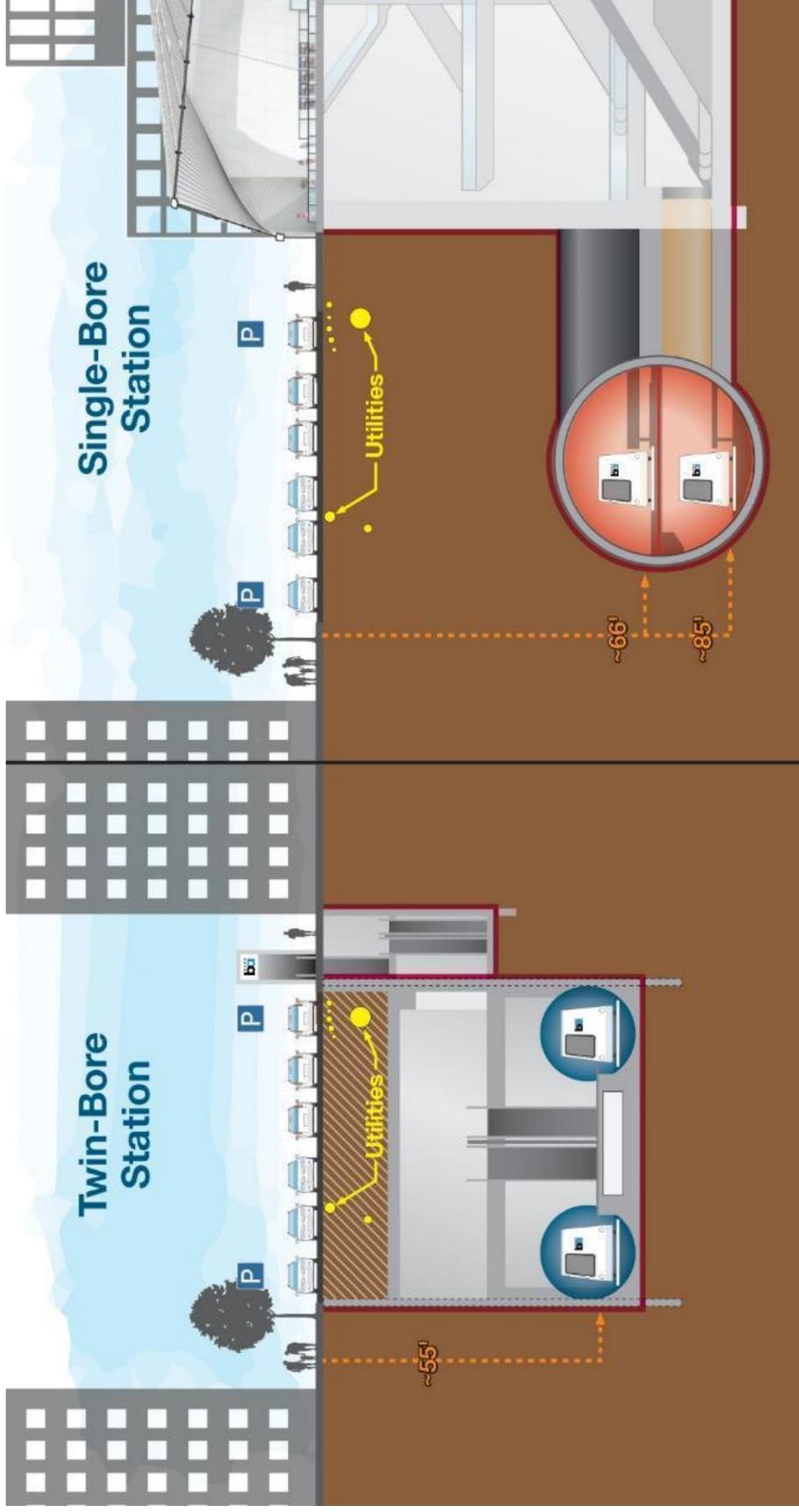


Phase II Extension Alignment Options





Station Design: Twin-Bore vs. Single-Bore

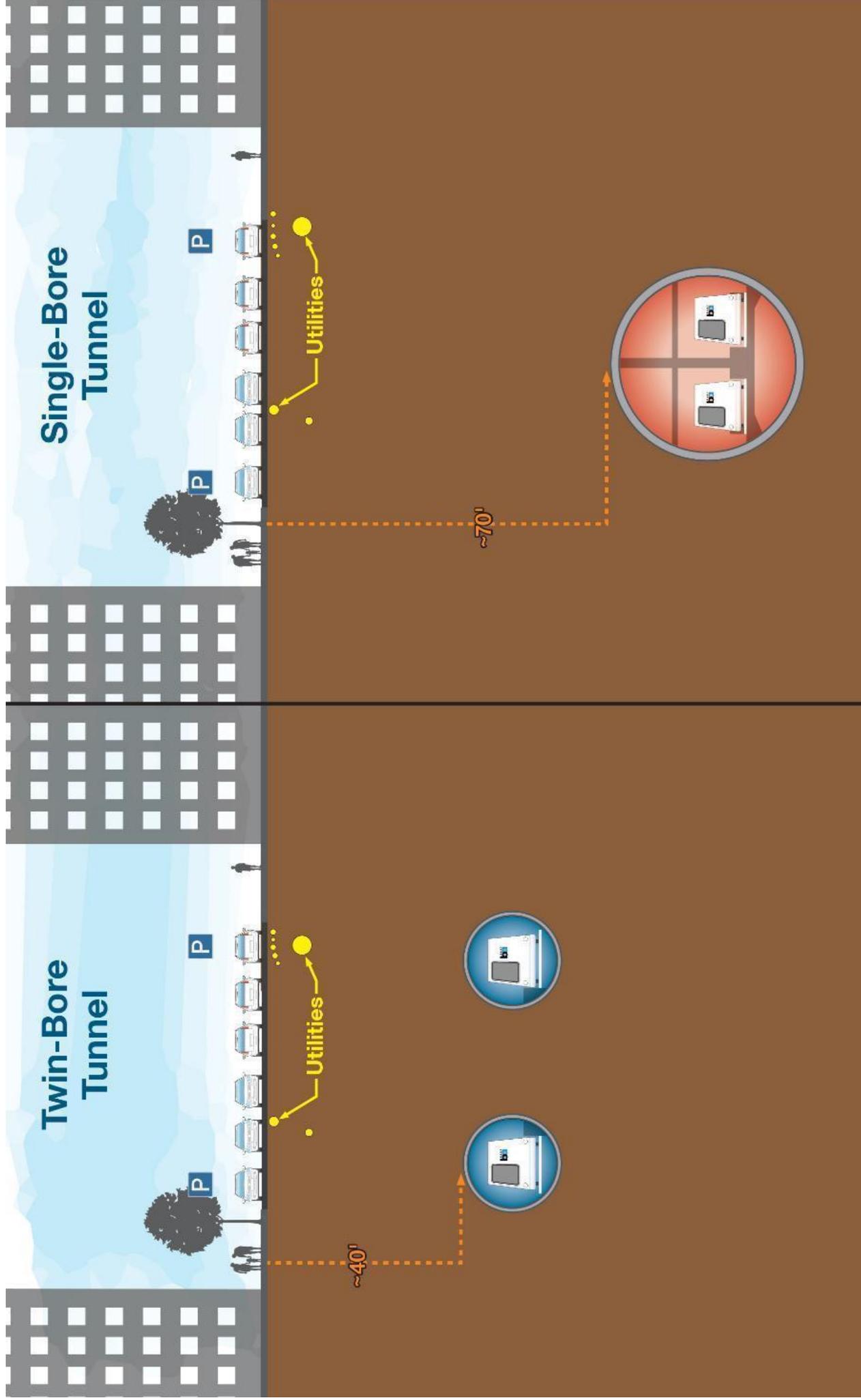


- Two 20 ft. diameter tunnels
- Industry Standard Design
- One 28 ft. wide Center Platform
- 55 ft. platform depth
- 6 to 8 entrances, both sides of Street
- Cut and cover station box construction
- Extensive utility relocations required

- One 45 ft. diameter tunnel
- Single application worldwide, Barcelona
- Two 15.5 ft. wide Stacked Side Platforms, within tunnel
- 66 ft. depth Top Platform, 85 ft. depth bottom platform
- Two entrances, single side of Street
- No cut and cover station box construction
- Minimal utility disturbance



Tunnel Options: Twin-Bore vs. Single-Bore



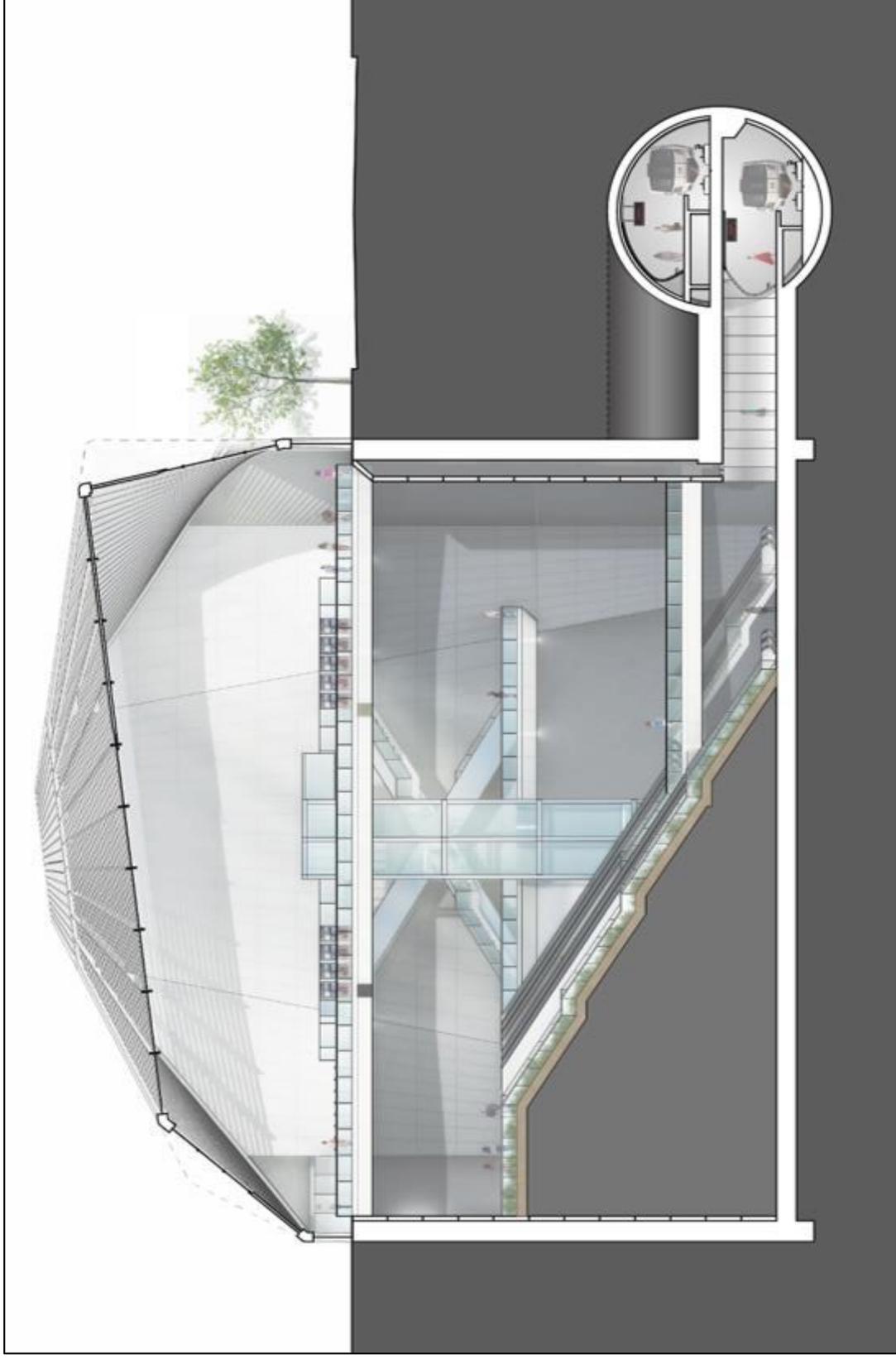


Twin-Bore: Downtown Station Schematic



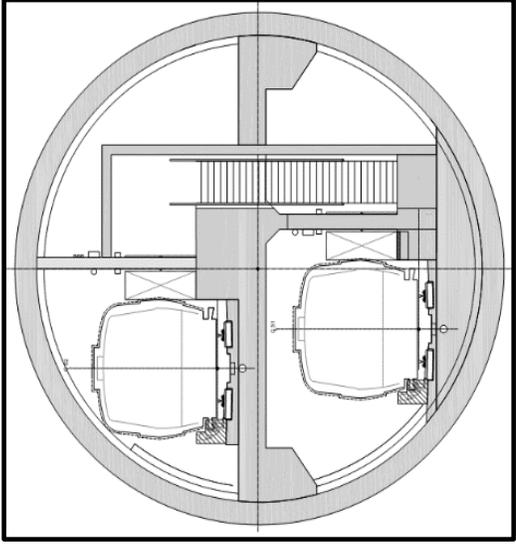
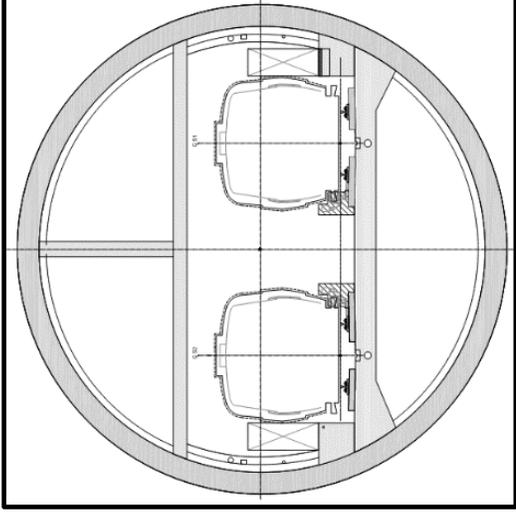
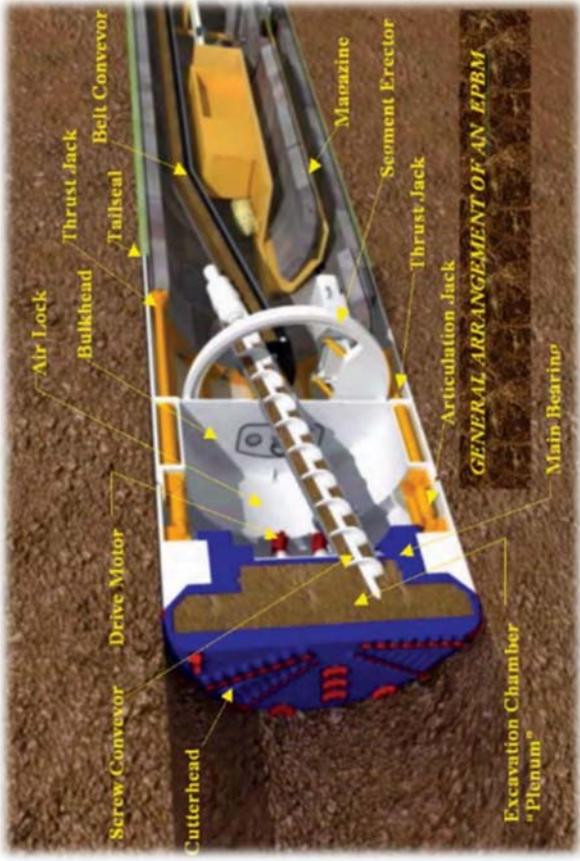


Single-Bore: Downtown Station Schematic



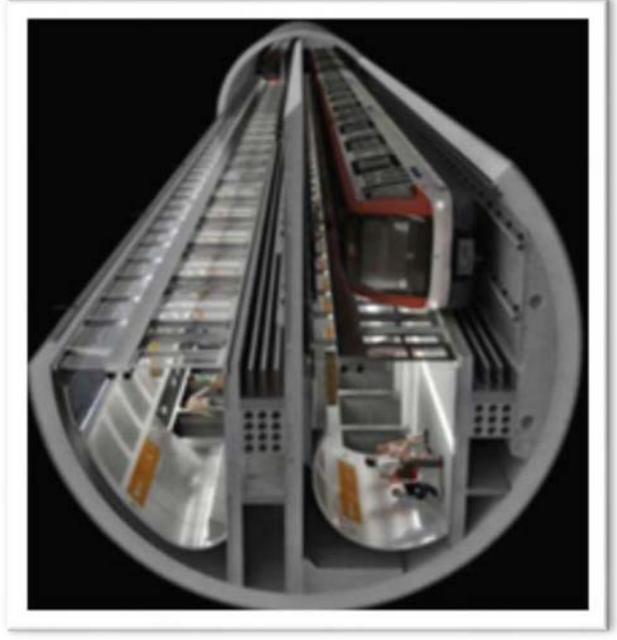


Tunneling Methodology Options



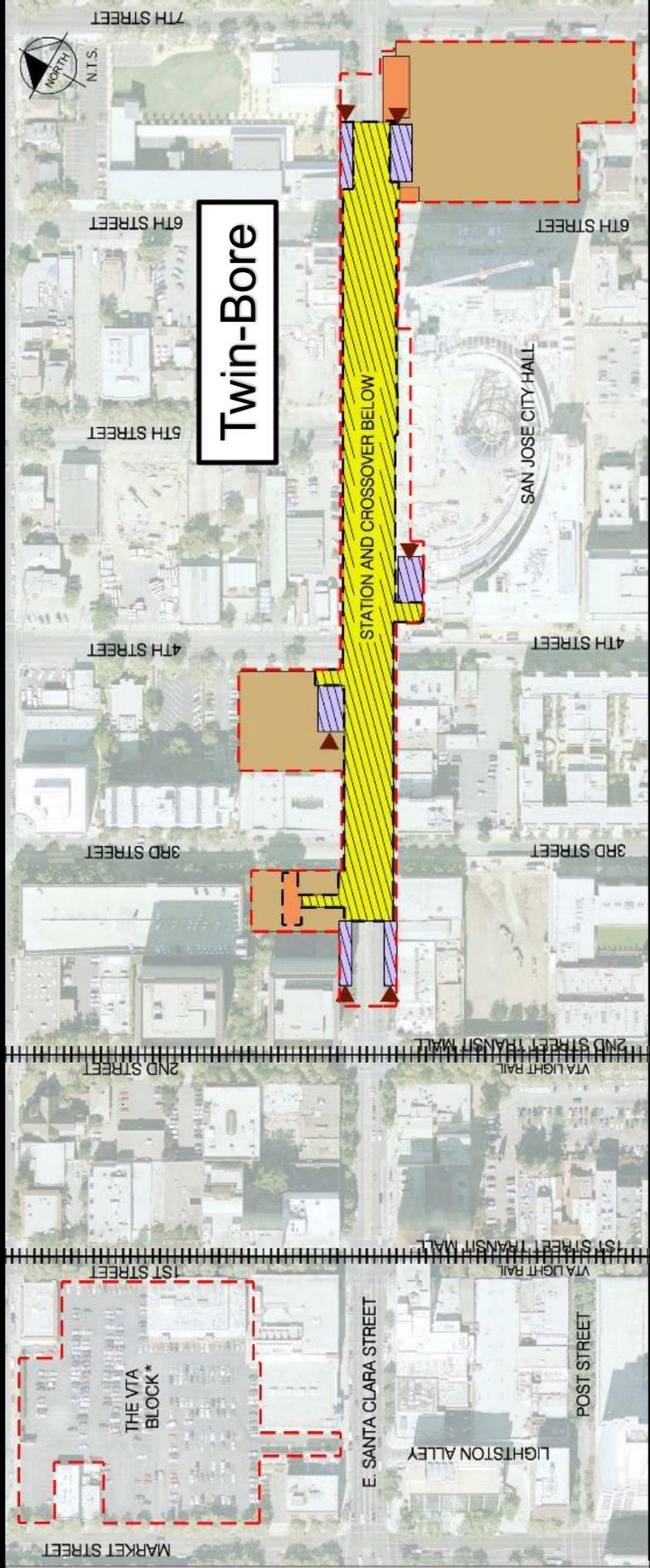
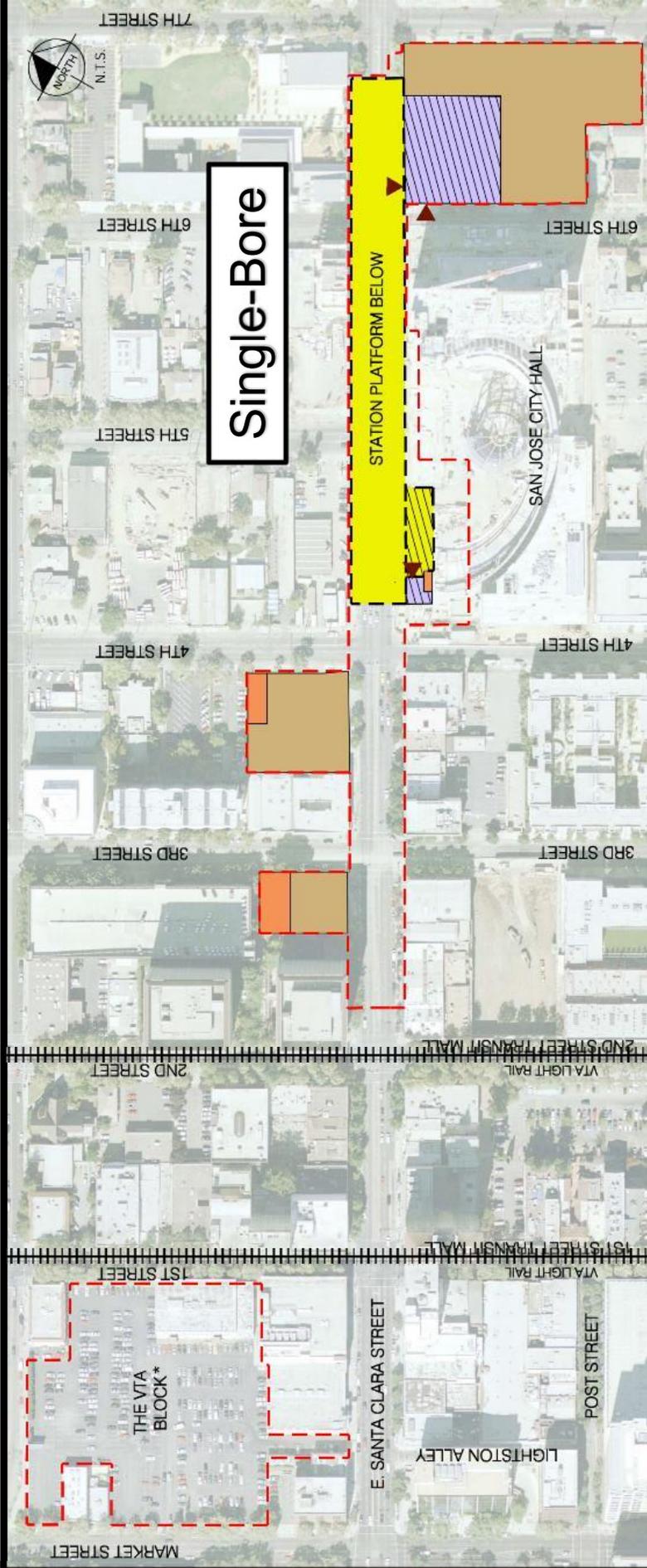
Single-Bore
Barcelona

Twin-Bore: Industry Standard



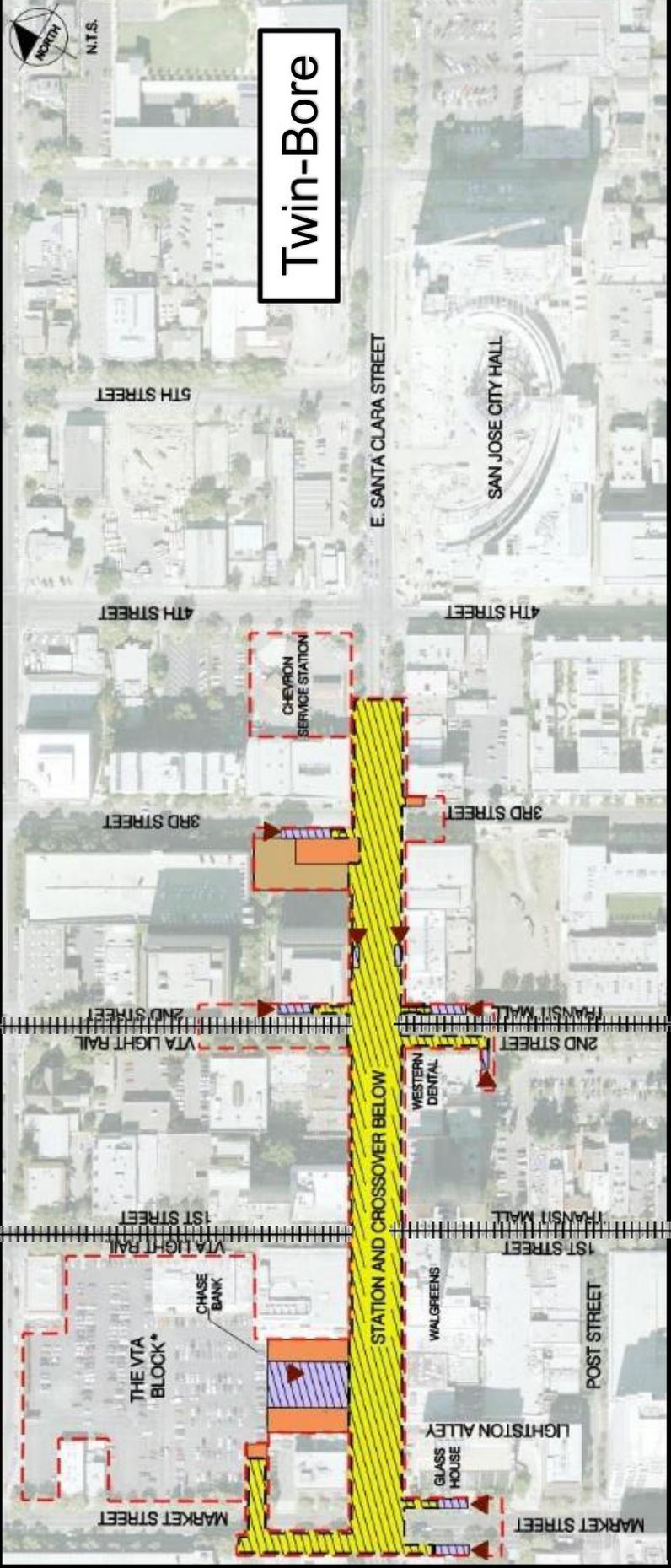
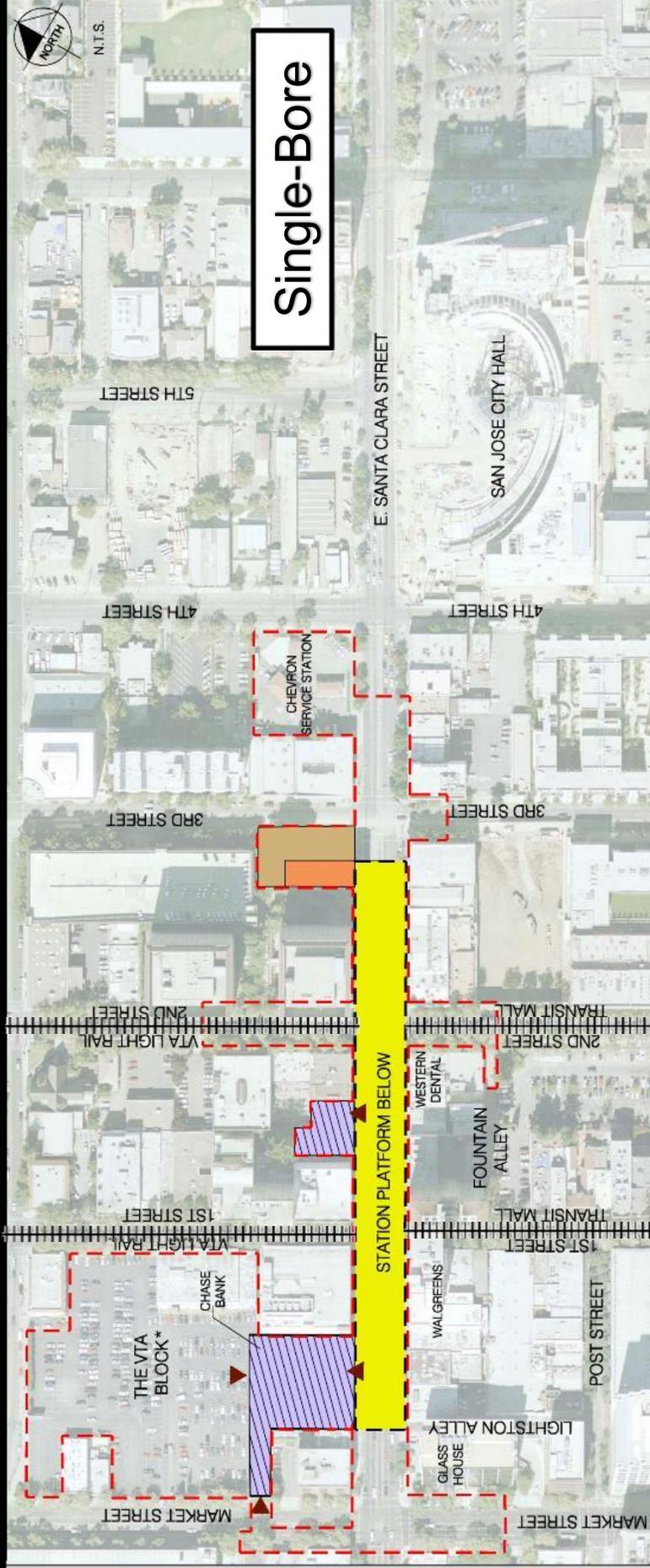
Downtown Station East Option

Draft Conceptual Exhibit



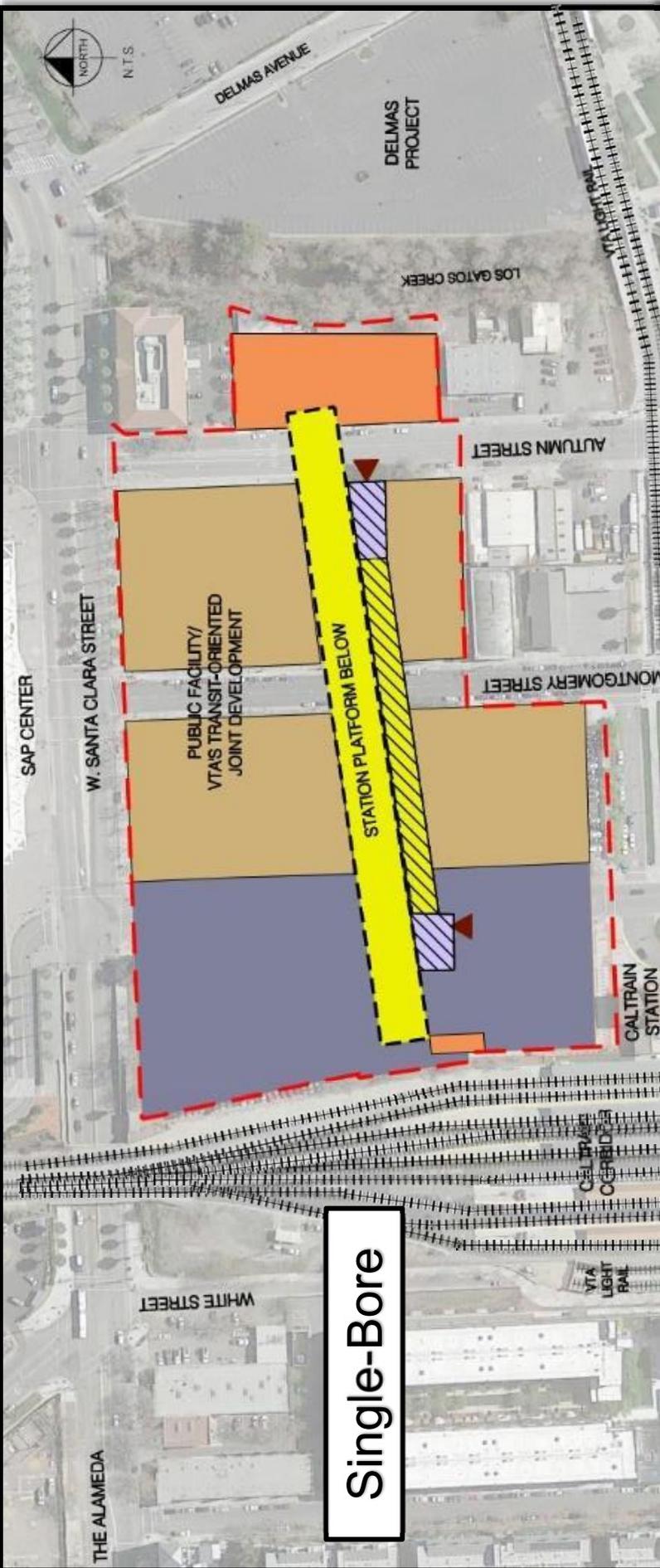
Downtown Station West Option

Draft Conceptual Exhibit



Diridon Station South Option

Draft Conceptual Exhibit



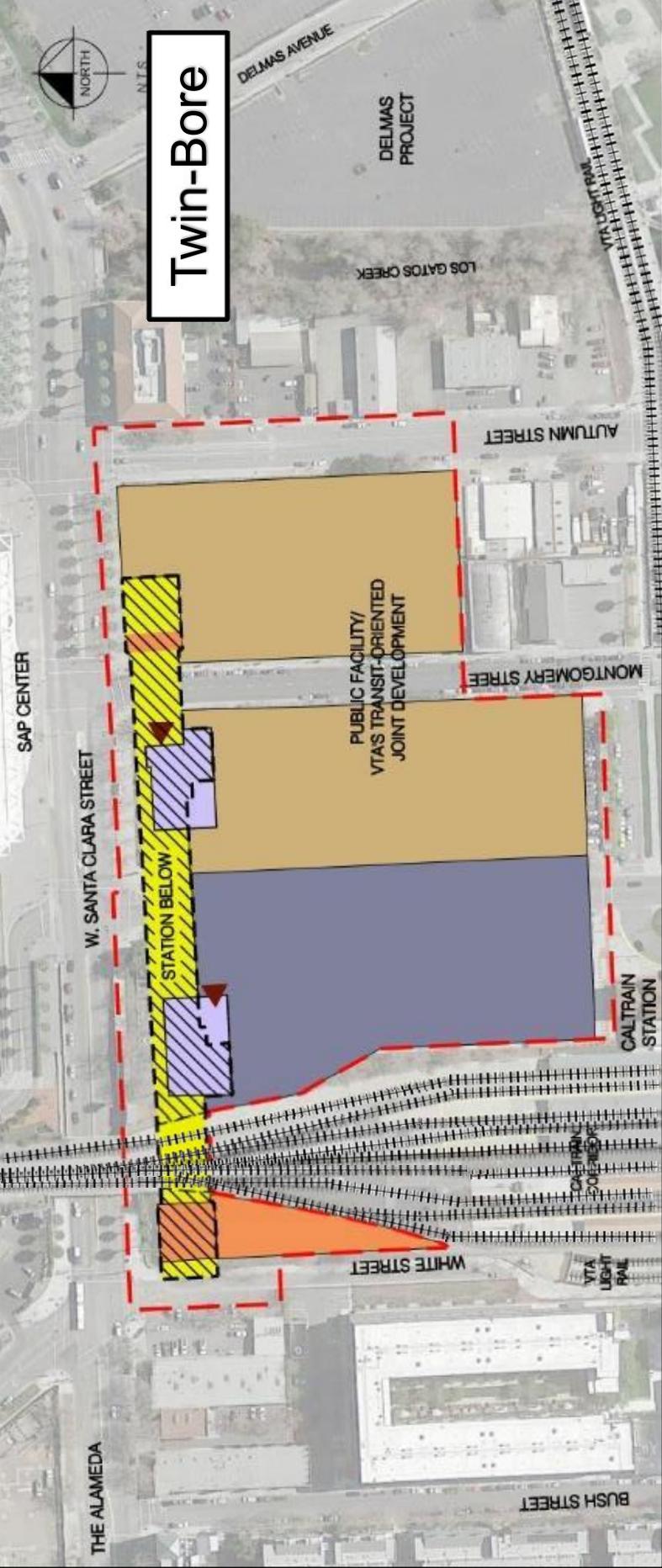
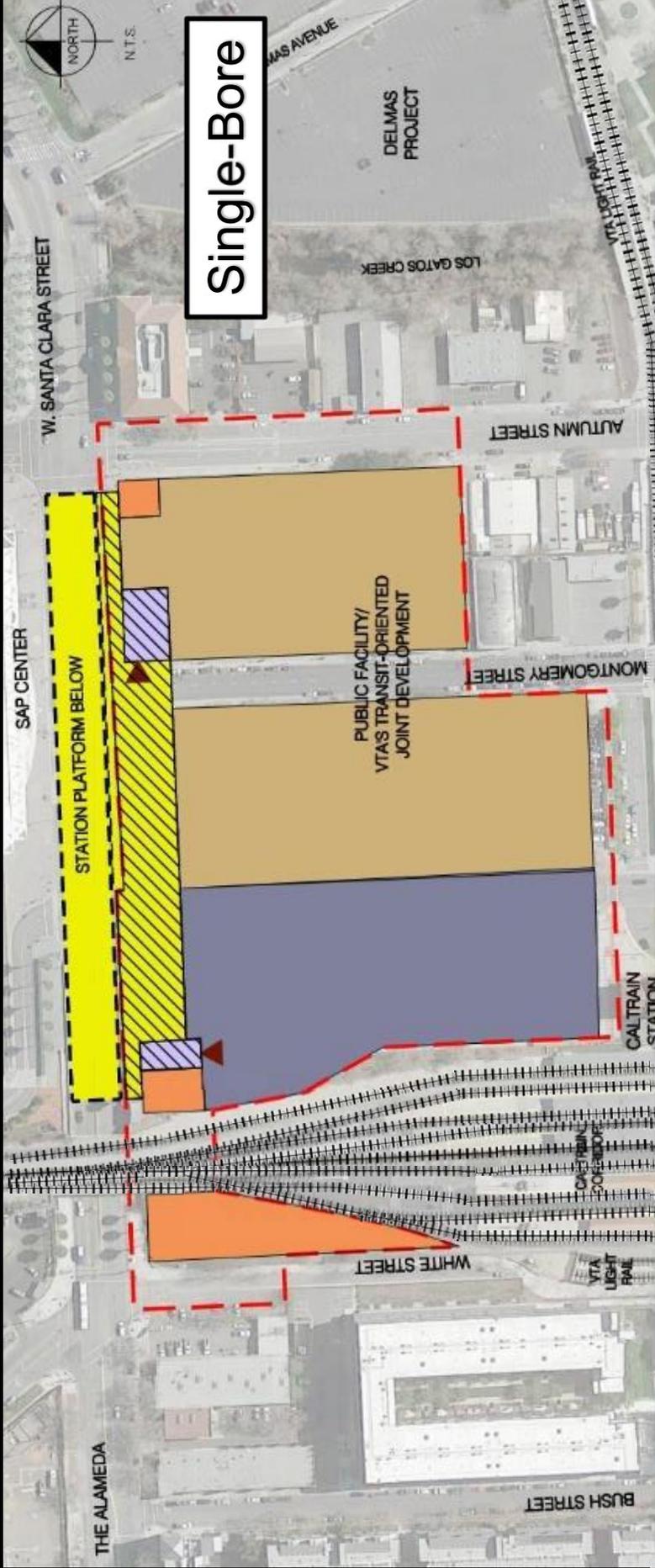
Single-Bore



Twin-Bore

Diridon Station North Option

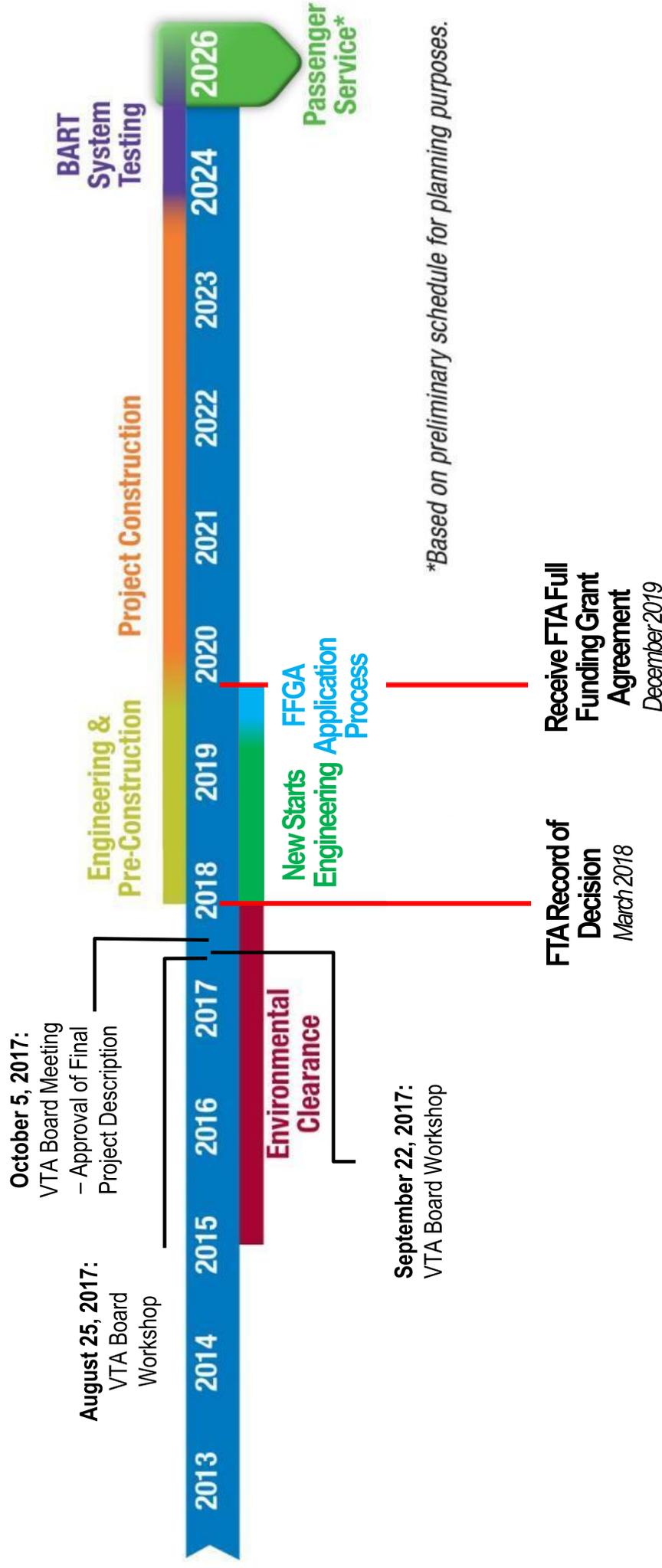
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Single-Bore

Twin-Bore

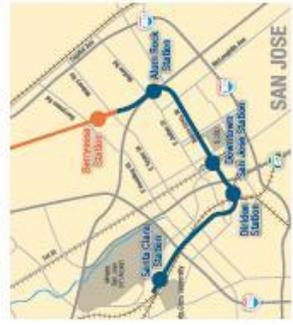
VTA's BART Silicon Valley Phase II Extension Project Schedule



SVSX TOD EVALUATION SUPPORTIVE MATERIALS

SVSX TOD ASSESSMENT SNAPSHOT

DO ADOPTED PLANS MEET BART'S GUIDELINES FOR BEING TRANSIT SUPPORTIVE?		IS THERE A SUFFICIENT TOD FRAMEWORK FOR THE SVSX STATION AREAS?					
BART PERFORMANCE SUBCATEGORY	Alum Rock Station	Downtown Station	Diridon Station	Santa Clara Station	Downtown Station	Diridon Station	Santa Clara Station
Supportive General Plan	YES	YES	YES	YES	NO	YES	NO
Supportive Adopted TOD Plan	YES	NO	YES	YES	NO	NO	NO
Track Supportive Zoning	NO	YES	NO	NO	NO	NO	NO
No Minimum Parking	NO	NO	NO	NO	NO	NO	NO
Mid-Density Parking	NO	NO	NO	NO	NO	NO	NO
Minimum Density of IS ULIAC	NO	NO	NO	NO	NO	NO	NO



Summary of Proposed VTA Transit Oriented Joint Development

Location	Acres	Residential Units	Retail Square Feet	Office Square Feet	TOD Parking	Park+Ride Parking
Alum Rock	11	275	20,000	500,000	2,150	1,200
Downtown West*	.35	-	10,000	35,000	128	0
Downtown East	3.84	-	160,000	303,000	1,398	0
Diridon S	?	-	72,000	640,000	400	TBD
Diridon N*	?	-	72,000	640,000	400	TBD
Santa Clara	10	220	30,000	500,000	2,200	1,000

Alum Rock Parking
 Offices: 4 per 1000
 Retail: 5 per 1000
 Residential: 1.25 to 1.7 per unit

Diridon Parking
 Offices: 1.6 per 1000
 Retail: 1.78 per 1000
 Residential: 1 per unit

Downtown Parking
 Offices: 2.5 per 1000
 Retail: 4 per 1000
 Residential: 1 per unit

Santa Clara Parking
 Offices: 3.3 per 1000
 Retail: 5 per 1000
 Residential: 1 to 3 per unit

VTA controls key development sites at each station

28th St / Alum Rock Station



Downtown San Jose Station

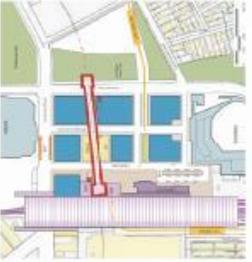


Five Wounds Urban Village Plan Future Land Use Diagram

2013



Diridon Station

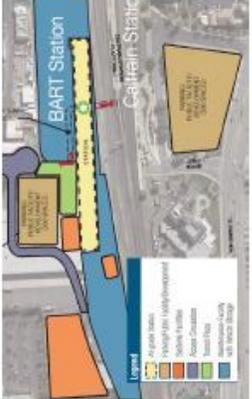


South Station Concept and VTA TOD sites in blue. Max allowed: 4.9 M SF of office, 0.4 M SF retail, 2588 units, and 900 hotel rooms.

Diridon Station Area Plan

2014

Santa Clara Station



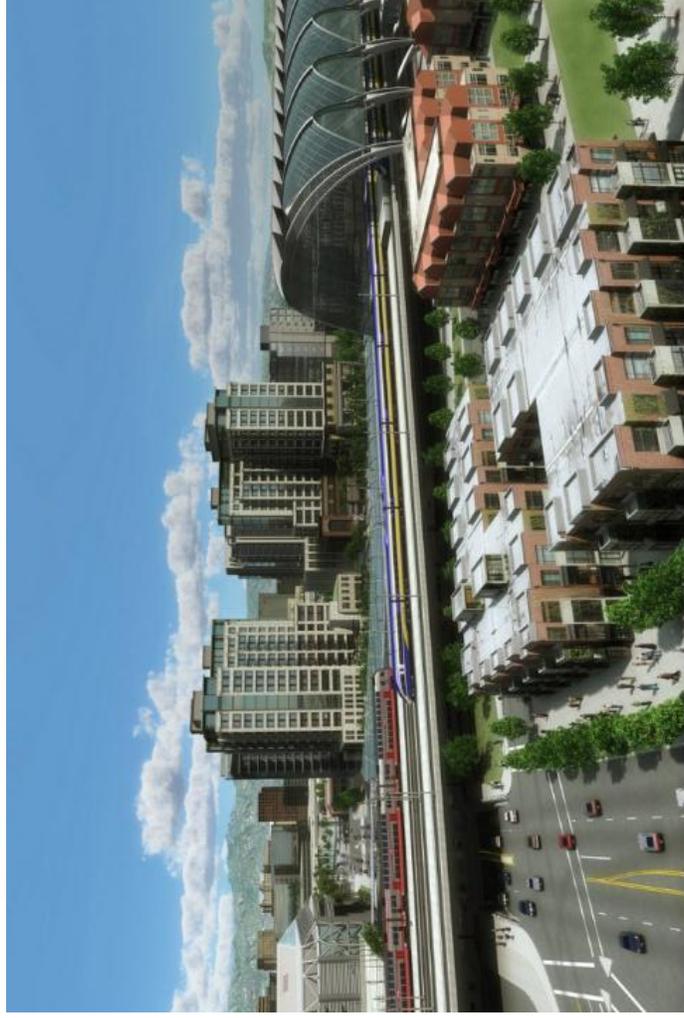
Santa Clara Station Area Plan allows 2 M SF of commercial and 1,650 units in SC and 1,800 jobs in SJ, (right)

2010





Diridon San Jose Intermodal Station Area



Key Issues:

- Transit Oriented Development
- Google Development
- Parking
- High Speed Rail Alignment