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
Transit Oriented Development

Milpitas Station

S Milpitas Blvd
Piper Dr
Falcon Dr
Great Mall Pkwy
Great Mall Station
Main St
Abel St
Monteale Station
Capitol Ave

Potential Future Joint Development
Mixed Use (360 units, 11,000 sf commercial)
Future Mixed Use
Future Residential
Residential (998 units)
Residential (640 units)
Residential (340 units)

Mixed Use (216 units, 5,000 sf commercial)
Mixed Use (12,430 units, 375,000 sf commercial)

June 2017
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
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
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

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

*VTA and BART’s law enforcement agents may jointly use the Police Zone Facility pursuant to an Implementation Letter.*
Areas of Responsibility: Milpitas Station

Legend

- VTA
- BART
- Milpitas

Montague Exp'y
Parking Structure
Milpitas Station Building
S. Milpitas Blvd.
Surface Parking
Capitol Exp'y
Bus Transic
Operator Break Room
PG&E Substation and Emergency Generator
Areas of Responsibility: Berryessa Station

Legend
- VTA
- BART
- San Jose

Flea Market
Berryessa Station Building
To Parking Structure
Berryessa Station Way
Bus Transit Center
Surface Parking
Areas of Responsibility: Typical Cross-Section
<table>
<thead>
<tr>
<th>Agreement Topics</th>
<th>Resolved</th>
<th>In Progress</th>
<th>Under Development</th>
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<td>Acquisition/Ownership of Equipment and Facilities</td>
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<td>Maintenance Standards, Monitoring, Reporting, and Remediation</td>
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<td>Passenger Service Planning &amp; Operations</td>
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<td>Right of Way Conveyance</td>
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<td>Operation and Maintenance Cost Allocation (O&amp;M Cost Model)</td>
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<td>O&amp;M Dedicated Revenue (Subsidy Account, Deposit)</td>
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<td>Capital Reserves and Requirements</td>
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<td>Capital Improvement Program Review and Approval Process</td>
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<td>Risk Management (Liability, Indemnification and Insurance)</td>
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**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)
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
Draft Conceptual Exhibit

Downtown Station East Option
Draft Conceptual Exhibit
Diridon Station North Option
Newhall is the cornerstone of BART’s strategic facilities plan for shops and storage

- **Maintenance Shop**: Current shop capacity is strained, additional shop space is needed as the fleet exceeds 1,100 cars.

- **Fleet Storage**: Would provide 200+ usable storage spaces. Even with Hayward East, this storage is needed to accommodate a fleet of 1,100+ cars.

- **Train Operations**: Would enable responsible, resilient, and reliable service given that SVX would create BART’s longest line
VTA’s BART Silicon Valley Phase II Extension Project Schedule

August 25, 2017: VTA Board Workshop

October 5, 2017: VTA Board Meeting – Approval of Final Project Description

September 22, 2017: VTA Board Workshop


Environmental Clearance

FTA Record of Decision
March 2018

Receive FTA Full Funding Grant Agreement
December 2019

FFGA Application Process

Project Construction

BART System Testing

*Based on preliminary schedule for planning purposes.
Station Area Development Opportunities

SVSX TOD EVALUATION SUPPORTIVE MATERIALS

**SVSX TOD ASSESSMENT SNAPSHOT**

<table>
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<tr>
<th>Category</th>
<th>Main Rock Station</th>
<th>Boulder Creek Station</th>
<th>Berryessa Station</th>
<th>Fruitdale Station</th>
<th>Santa Clara Station</th>
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**Summary of Proposed VTA Transit Oriented Joint Development**

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<tr>
<th>Location</th>
<th>Acres</th>
<th>Residential Units</th>
<th>Retail Square Feet</th>
<th>Office Square Feet</th>
<th>TOD Parking</th>
<th>Park-n-Ride Parking</th>
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<td>Alum Rock</td>
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<td>275</td>
<td>20,000</td>
<td>500,000</td>
<td>2,150</td>
<td>1,200</td>
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<td>Downtown West*</td>
<td>35</td>
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<td>10,000</td>
<td>30,000</td>
<td>128</td>
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<td>Downtown East</td>
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<td>160,000</td>
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<td>Santa Clara</td>
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<td>220</td>
<td>30,000</td>
<td>500,000</td>
<td>2,200</td>
<td>1,000</td>
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*VTA controls key development areas at each station.

**28th St / Alum Rock Station**

Five Wounds Urban Village Plan Future Land Use Diagram, 2013

Alum Rock/28th Station Concept, VTA 2003

**Downtown San Jose Station**

The General Plan allows dense development in the areas surrounding the two downtown SVSX station alternatives.

**Diridon Station**

South Station Concept and VTA TOD sites in blue. Max allowed: 4.9 M SF of office, 0.4 M SF retail, 2,568 units; and 500 hotel rooms. Diridon Station Area Plan 2014

**Santa Clara Station**

Santa Clara Station Area Plan allows 2 M SF of commercial and 1,850 units in SC and 1,800 jobs in SJ (right) 2016

Preferred Land Use Concept, Diridon Station Area Plan 2014

Santa Clara Station Concept 2016

Legend

- Interchange
- Ramps
- Station
- Parking
- Hub
- City Limits
- Environmental
- Future
- Existing
- Station Entrance
- Station

September 28, 2017
Key Issues:

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