

SILICON VALLEY RAPID TRANSIT PROGRAM WORKING COMMITTEE

Monday, March 2, 2015
10:00 AM

VTA Conference Room B-104
3331 North First Street
San Jose, CA

AGENDA

CALL TO ORDER

1. ROLL CALL

2. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

3. Approve the Meeting Minutes of January 12, 2015.

4. Receive update on Mission Warren Truck (MWT) Rail Program (Verbal Report) (Costantini)

5. Receive the VTA BART Silicon Valley Berryessa Extension (SVBX) Project and Silicon Valley Rapid Transit (SVRT) Program Updates/key activities. (Verbal Report) (Ratcliffe)

- a. Schedule & Budget Update
- b. Property Acquisition Update
- c. Construction Progress (Activities/Safety/Interfaces)
- d. C700 Contract Status (Line, Track Stations, Systems)
- e. C730 Contract Status (Parking Structures)
- f. Status of Other Contracts
- g. Community Outreach Activities

6. Receive an update on Phase 2 - VTA BART Silicon Valley Santa Clara Extension (SVSX) Environmental Activities. (Verbal Report) (Gonot)


7. Receive Committee Staff Report. (Verbal Report) (Gonot)

8. Open/Pending issues (Verbal Report)

9. ANNOUNCEMENTS

10. ADJOURN

NOTE: - ITEMS SUBJECT TO CHANGE.

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, ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is: www.vta.org or visit us on  Facebook at: 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.



SILICON VALLEY RAPID TRANSIT PROGRAM WORKING COMMITTEE

Monday, January 12, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Silicon Valley Rapid Transit (SVRT) Program Working Committee was called to order at 10:07 a.m. by Chairperson Pro Tem Yeager in the Auditorium, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL

Attendee Name	Title	Status
Cindy Chavez	Vice Chairperson	Present
Jose Esteves	Member	Present
Ken Yeager	Member	Absent
Sam Liccardo	Chairperson	Present

*Alternates do not serve unless participating as a Member.

A quorum was not present and a Committee of the Whole was declared.

2. Public Presentations

Roland Lebrun, Interested Citizen, requested that meeting presentations be made available on VTA's website in advance of the meeting.

The Agenda was taken out of order.

6. VTA BART Silicon Valley Berryessa Extension (SVBX) Project and Silicon Valley Rapid Transit (SVRT) Program Updates/Key Activities

Dennis Ratcliffe, Deputy Director, Silicon Valley Rapid Transit (SVRT) Program, introduced himself and John Engstrom, Consultant, SVBX Project Director.

a. Schedule & Budget Update

Mr. Ratcliffe reviewed the SVRT Program Cost Summary, SVBX Project Cost Summary, and SVBX Project Integrated Summary Schedule.

b. Property Acquisition Update

Mr. Ratcliffe reported on the status of the SVBX Project Property Acquisitions.

c. Construction Progress (Activities/Safety/Interfaces)

Mr. Engstrom reported on the construction progress along the SVBX corridor. He reported on the Sierra/Lundy Trench Construction, highlighting: 1) the nine-month closure of the roadway intersection beginning January 26, 2015; and 2) extensive public outreach conducted.

d. C700 Contract Status (Line, Track Stations, Systems)

Mr. Engstrom reported on the C700 Change Order Report, noting the recent significant change orders and pending or future change orders.

e. C730 Contract Status (Parking Structures)

Mr. Engstrom reviewed the C730 Parking Structures Contract Summary.

f. Status of Other Contracts

Mr. Engstrom reported on the status of the following contracts: 1) C740 Milpitas Station Campus and Roadway; 2) C741 Milpitas Station Campus Area Landscaping; 3) C742 Berryessa Station Campus and Roadway; 4) C640 Montague Expressway and South Milpitas Boulevard Improvements; and 5) Residential Noise Insulation Program contracts.

g. Community Outreach Activities

Mr. Engstrom reviewed the Community Outreach Activities, highlighting: 1) release of new project video for Mission/Warren improvements and Milpitas Station Area; 2) public meeting held in October 2014 regarding the Sierra/Lundy intersection closure; 3) project press releases for the Hostetter Road opening and Mission/Warren completion and Sierra/Lundy public meeting; 4) project tours with Abu Dhabi Department of Transportation in October 2014, and Senator Barbara Boxer's staff in December 2014.

Carolyn M. Gonot, Director of Engineering and Transportation Infrastructure Development and Staff Liaison, noted staff would provide a report on the upcoming closure of the Montague Expressway Light Rail Station to build a pedestrian overcrossing at a future meeting.

Mr. Lebrun made the following comments: 1) encouraged VTA to look at the location of the high power voltage substation in the City of Anaheim when considering location at Diridon; 2) encouraged VTA to also consider placing floating track slabs in San Jose tunnels; and 3) expressed disappointment in existing regional flood study.

On order of Chairperson Pro Tem Yeager, and there being no objection, the Committee of the Whole received the VTA BART Silicon Valley Berryessa Extension (SVBX) Project and Silicon Valley Rapid Transit (SVRT) Program Updates/key activities.

Member Chavez took her seat at 10:29 a.m.

7. Update on Phase 2 - VTA BART Silicon Valley Santa Clara Extension (SVSX) Environmental Activities

Leyla Hedayat, Consultant and Vice President at Kemley-Horn, provided a presentation entitled, "Phase II VTA BART Silicon Valley Santa Clara Extension (SVSX) Environmental Activities," highlighting: 1) Phase II consists of a four-station project, noting cost of project is \$4.7 billion; 2) Environmental process kicks-off January 30, 2015; 3) Environmental review steps; 4) Scoping process, noting the upcoming Scoping meetings.

Members of the Committee made the following comments: 1) commended VTA staff on the community outreach meetings; 2) requested that presentations provided at community outreach meetings be made available on VTA's website the same day; 3) recommended that VTA establish a community working group in collaboration with City Councilmembers serving on VTA Board of Directors; and 4) recommended that this presentation be provided at the next Diridon Station Joint Policy Advisory Board meeting.

Member Esteves took his seat at 10:47 a.m. and a quorum was established.

Mr. Lebrun made the following comments: 1) asked that scoping be extended by two weeks; and 2) suggested extending Blossom Hill Caltrain Station, build a new station in Alviso and run diesel multiple units (DMUs) back and forth between these stations every 15 minutes, noting the cost savings.

On order of Chairperson Pro Tem Yeager, and there being no objection, the Committee received an update on Phase 2 - VTA BART Silicon Valley Santa Clara Extension (SVSX) Environmental Activities.

3. Conduct Voting to Determine the Committee's Vice Chairperson for 2015

Chairperson Pro Tem Yeager opened nominations from the floor for the position of Vice Chairperson for 2015.

Member Chavez volunteered to serve as the Vice Chairperson for 2015.

M/S/C (Yeager/Esteves) to close nominations and elect Cindy Chavez as the Committee's Vice Chairperson for 2015.

4. Meeting Minutes of October 6, 2014

M/S/C (Esteves/Chavez) to approve the Meeting Minutes of October 6, 2014.

5. 2015 Silicon Valley Rapid Transit (SVRT) Program Working Committee Meeting Schedule

M/S/C (Esteves/Chavez) to approve the 2015 Silicon Valley Rapid Transit (SVRT) Program Working Committee Meeting Schedule.

7.X. Update on C700 Contract Changes from Flood Study Mapping

Mr. Ratcliffe provided a presentation entitled, "Regional Flood Mapping Update and C700 LTSS Contract Impacts," highlighting: 1) Regional Floodplain Map; 2) SVBX Floodplain Analysis History; 3) Regional Flood Mapping Update; 4) Regional Flooding Pre-SVBX Project-C700 LTSS Contract Impacts; 5) C700 LTSS Contract-Design Impacts: a. North of Montague Expressway; b. Milpitas Station Area; and c. Berryessa Station Area; 6) Flooding Mitigation North of Calaveras Blvd. and near Milpitas Station; and 7) Flood Study Update-C700 Contract Changes, noting the direct cost impacts and schedule impacts.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

Members of the Committee made the following comments: 1) expressed concern regarding a potential risk to the BART alignment and inquired about installation of cameras to detect impacts; and 2) questioned about VTA's emergency services/communication procedures.

Staff noted would provide a report at a future meeting on VTA's communication protocols.

On order of Chairperson Pro Tem Yeager, and there being no objection, the Committee received an update on C700 Contract Changes from Flood Study Mapping

8. Committee Staff Report

There was no Committee Staff Report.

9. Open/Pending issues

Vice Chairperson Chavez recommended that staff provide a report on the topic of flood control to the Committees and then to the Board of Directors, noting VTA's responsibilities, existing and current conditions, and estimated amount of the contract changes.

10. Announcements

There were no Announcements.

11. Adjournment

On order of Chairperson Pro Tem Yeager and there being no objection, the meeting was adjourned at 11:29 a.m.

Respectfully submitted,

Tracene Y. Crenshaw, Assistant Board Secretary
VTA Office of the Board Secretary

SVRT Program Working Committee

March 2, 2015



SVRT Program Working Committee

Mission Warren Freight Rail Relocation (MWT) Program Update



Mission Warren Freight Rail Relocation Program



Mission Boulevard (SR 262) Widening

- Widening of Kato Road On/Off Ramps
- Demolish UPRR Bridges
- Construct UPRR and SVBX/BART Bridges

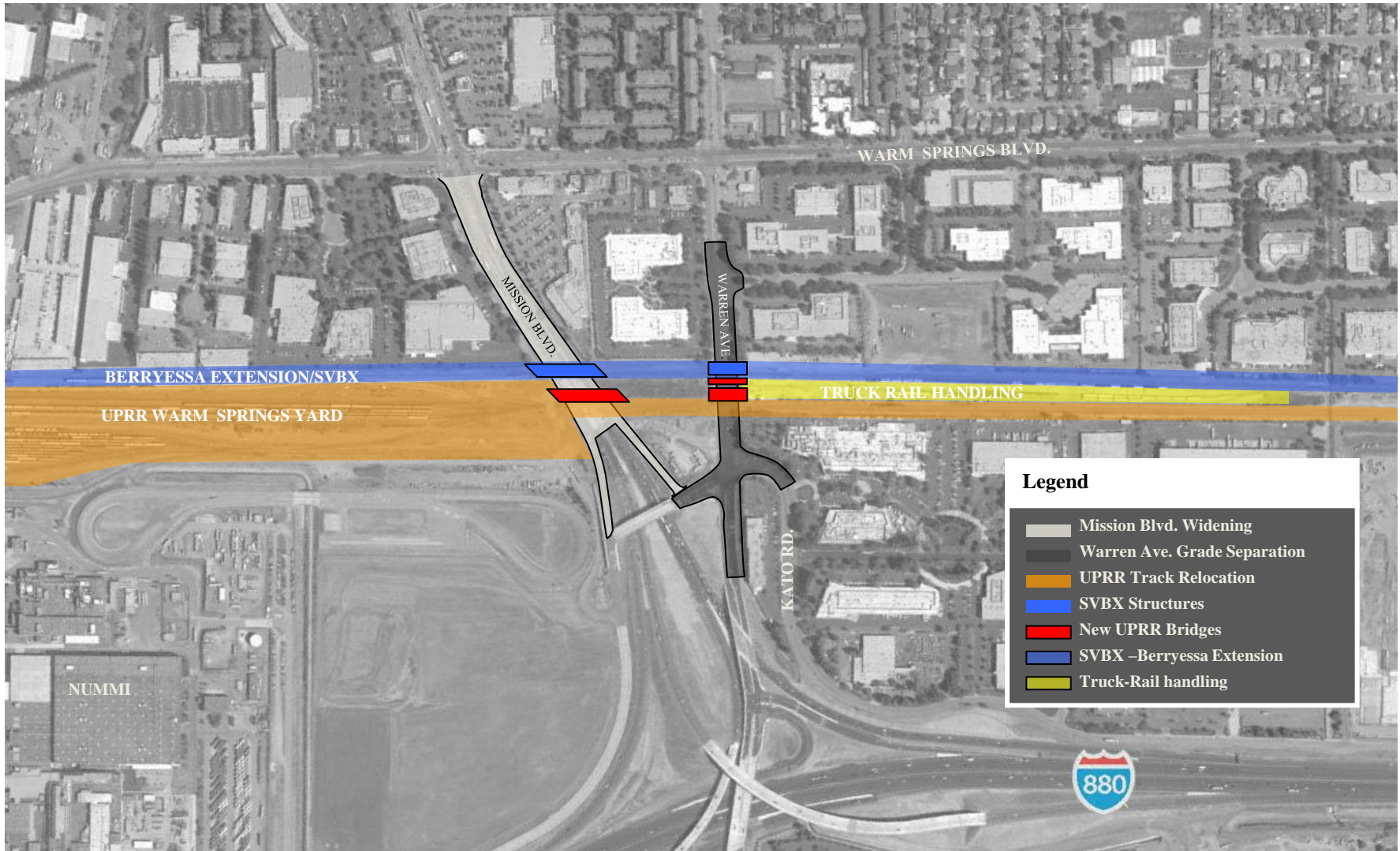
Warren Avenue Grade Separation

- Grade Separate Roadway from Freight and BART Tracks
- SVBX/BART Bridge & UPRR Bridges (freight and access)

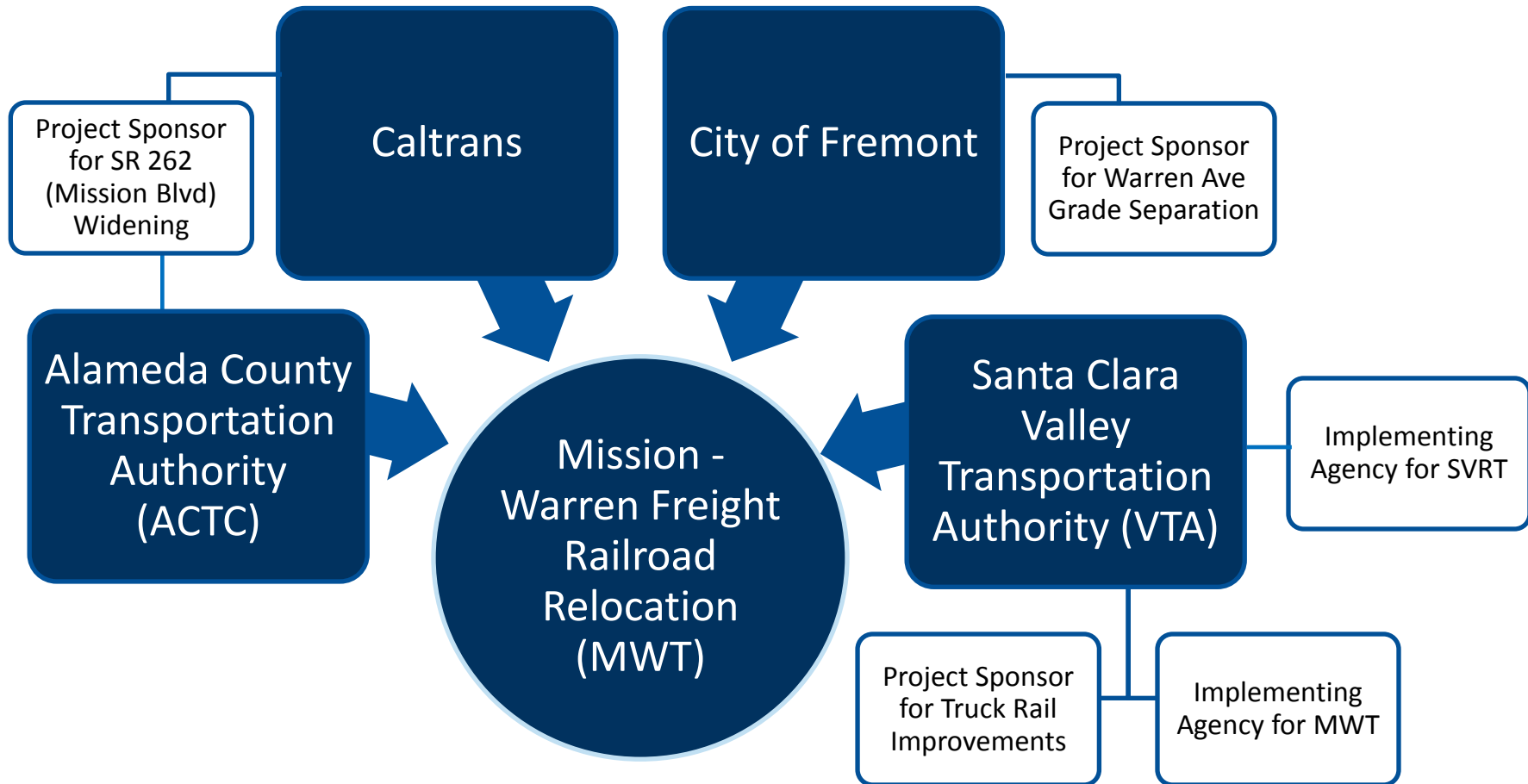
UPRR Relocation (Truck-Rail)

- UPRR Track Relocations
- Truck Rail Facility Reconfiguration

MWT Program Location Map



MWT Institutional Arrangements



MWT Project Development History

- **Late 1990's through 2003 – Caltrans/ACTA/Fremont** – Combined Warren Ave Grade Separation and I-880/SR 262 (Mission Blvd) Interchange into one project because of UPRR alignment discussions
- **Dec 2002** – VTA purchases approximately 15 mile segment of UPRR property which require VTA to clear the corridor, relocate tracks, and maintain the functionality of Truck Rail Handling facility
- **Feb 2004** – ACTA/Caltrans unable to agree on alignment with UPRR. UPRR recommends partners coordinate with VTA
- **Late 2004 to Late 2011– VTA/Caltrans/ACTA(ACTC)/Fremont** – Develop cost share and project delivery of combined MWFRR program
- **March 2011** – UPRR approves 100% design
- **2010/2011** – VTA and Fremont acquire right-of-way
- **December 2011** – Funding Plan is finalized
- **June 2012** – VTA awards main construction contract C101

MWT Funding Plan



Fund Source	Amount
Federal FHWA Earmark - ACTC	2,879,680
Federal FHWA Earmark - CoF	1,229,910
State AB1462 "Excess Land Sales" Fund	42,350,000
State Proposition 1B HRCSA	9,600,000
State STIP Ph1A Savings	2,300,000
State AB 1171	6,500,000
Local VTA Sales Tax 2000 Measure A	56,741,672
Local Fremont RDA	23,659,000
Local ACTC Sales Tax Measure B (Construction Phase)	3,500,000
Local ACTC Sales Tax Measure B (Design Phase)	2,300,000
TOTAL	151,060,262

AB 1462 and AB 1171 funds have been programmed but not yet allocated

MWT Construction Schedule



	2011	2012	2013	2014	2015	2016	2017
<u>Contract Packages:</u>							
C115 - Advance Creek Work	[Blue bar]						
C111 - Alum Rock Fish Passage		[Green bar]					
C791 - Fish Passage Landscape Maintenance				[Light Green bar]			
C101 - MWFRR Construction		[Yellow bar]					
<u>Milestones:</u>							
UPRR Switched to New Mission and Warren Bridges			[Red star]				
Warren Avenue Open to Traffic				[Red star]			
Corridor Turnover to SVBX C700 Contractor				[Red star]			
Mission Boulevard Open to Traffic					[Red star]		

C101 Contract



- Awarded in June 2012
- Award Amount: \$ 45,040,277
- Contract Scope:
 - Grade separate the Union Pacific Railroad (UPRR) freight tracks and roadway by depressing Warren Avenue
 - Construct steel UPRR railroad bridges and cast-in-place reinforced concrete bridges for BART service spanning over Warren Avenue and Mission Boulevard.
 - Construct a cast-in-place reinforced roadway access bridge serving the UPRR Yard, spanning over Warren Avenue
 - Widen Mission Boulevard (SR 262) and construct Kato Road on/off ramps
 - Construct embankment to support UPRR freight track construction
 - Reconstruct Truck-Rail Handling facility

C101 Milestones and Current Status



- The UPRR main track was switched over to the new UPRR Mission and Warren bridges in October 2013
- Warren Avenue was opened to traffic in August 2014
- The BART corridor was turned over to SVBX in September 2014
- New Mission Boulevard westbound lane was opened to traffic in February 2015
- New Mission Boulevard eastbound lane and Kato ramps will be opened to traffic in March 2015

Warren Freight Bridge/Truck Rail Access



New Westbound Lane on Mission



Truck Rail Facility



C101 Contract Summary



Original C101 Contract Value		\$45,040,277
Scope Transfer		
Changes due to transfer of scope from other contracts	\$5,217,990	
Changed Conditions		
Changes due to external requests	\$400,000	
Changes due to unforeseen conditions or design revisions	\$3,361,546	
	Total	\$8,979,536
Current Contract Value		\$54,019,813

C101 Scope Changes

- Drainage Issues, including Mission groundwater discharge and disposal, Warren trenchless drainage, and underdrain mods for Mission (15 items, \$2.2M)
- Mission widening at Brown Road (\$0.4M)
- Sitework changes, including Warren east conform digout, Mission east conform pavement rehab, MCI Warren hoppy structures, and additional S129 retaining wall, (19 items, \$2.1M)
- Re-staging/resequencing Mission and Warren (4 items, \$2.5M)
- Subgrade issues, including unsuitable conditions at Mission, TRH/S128, and lime treating the track bed for the WS Yard (7 items, \$1.2M)
- Truck Rail Handling (TRH) facility changes, including utility additions, sitework, and boiler relocation (5 items, \$2.4M)
- Union Pacific track issues, including the Warren shoofly construction, and UPRR additional support (6 items, \$1.5M)
- Utility issues, including MCI/fiber relocation, and BMMO conflicts (11 items, \$1.6M)
- Assorted other changes, including signal changes, pest control, and EVA gates, (25 items, 0.6M)

C101 Contract Amendments



- Contract augmentation for \$2.8M will be requested in April 2015

Original C101 Contract Authorization, June 2011	\$45,040,277
Change Orders (15% of Contract Value)	
Through early 2014	\$6,756,041
Board Authorized Contract Augmentation	
March 2014	\$2,750,000
Board Authorized Contract Augmentation	
August 2014	\$2,200,000
Contract Augmentation (anticipated)	
April 2015	\$2,800,000
Total	\$14,506,041
Forecast Contract Total Authorization	\$59,546,318

SVRT Program Working Committee

SVBX Project and
Silicon Valley Rapid Transit Program
Updates/Key Activities



SVRT Program Cost Summary



\$Millions - Year of Expenditure

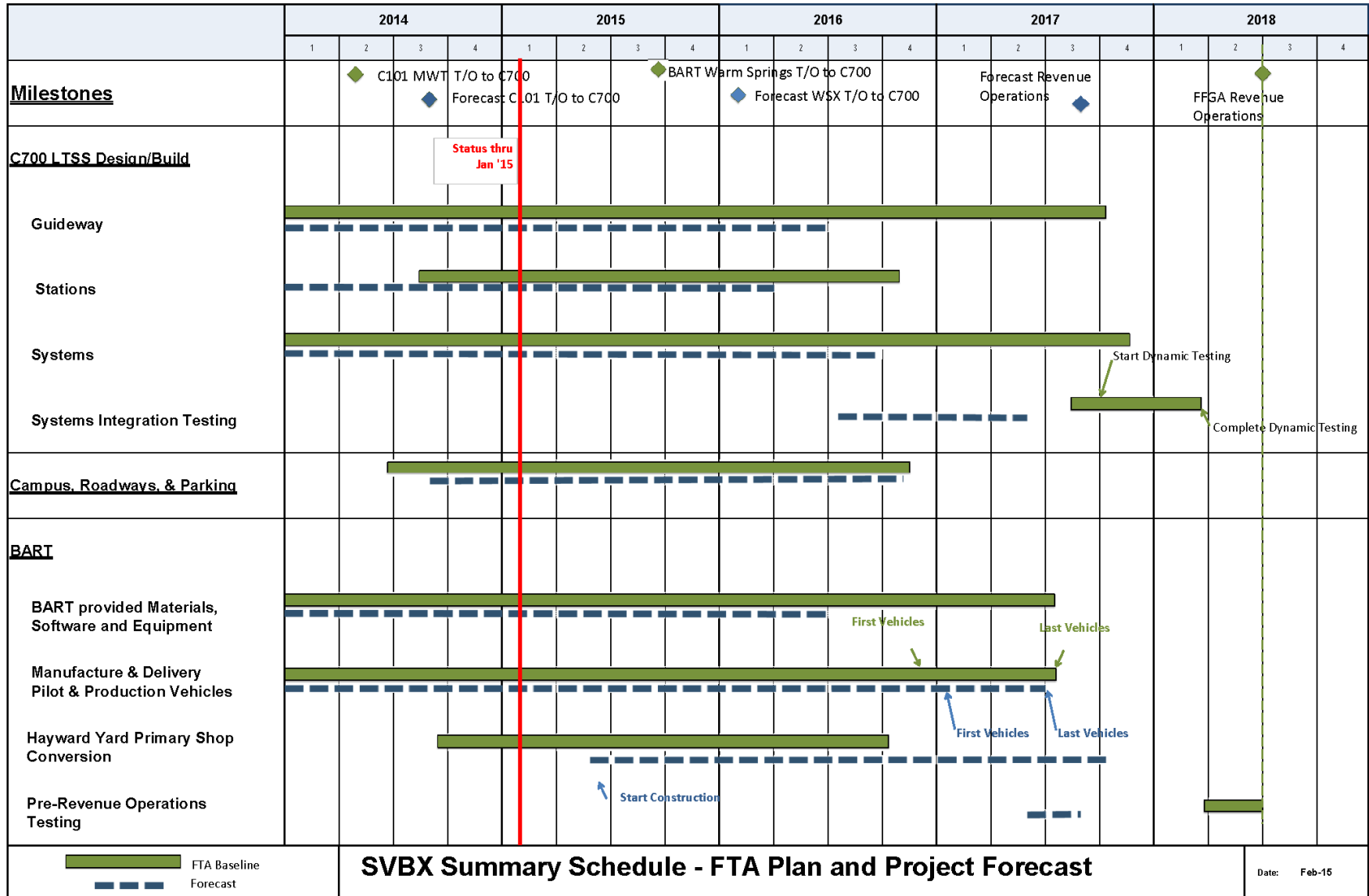
SVRT Program Element	Estimate	Incurred To-Date*	Status
SVRT Project Development			
Project Development Through 2009	209.2	209.2	<i>Closed</i>
Project Development 2010 and Ongoing	59.9	42.9	<i>Ongoing</i>
Project Development Total	\$ 269.1	\$ 252.1	
SVRT Corridor Establishment And Maintenance			
CEM Program-wide (CEMPW)	2.8	2.8	<i>Closed</i>
UPRR-Performed Activities (UPRR)	57.4	55.6	<i>Ongoing</i>
Newhall Yard Property (NHY)	42.6	41.5	<i>Ongoing</i>
Mitchell Block Property (MBP)	39.6	36.2	<i>Ongoing</i>
Kato Grade Separation Project (KGS)	52.7	49.8	<i>Substantially Complete</i>
Mission Warren truck-Rail (MWT)	156.0	136.8	<i>Under Construction</i>
Lower Berryessa Creek Project (LBC)	82.1	74.0	<i>Substantially Complete</i>
Montague Reconstruction Project (MRP)	16.4	0.6	<i>Design/ROW</i>
Upper Penitencia Creek Trail Connector (UPC)	2.4	0.3	<i>Design</i>
Corridor Establishment And Maintenance Total	\$ 452.0	\$ 397.6	
BART Silicon Valley Extension			
SVBX - Berryessa Extension Project	2,421.3	961.0	<i>Under Construction</i>
SVSX - Future Extension to Santa Clara**	4,304.4	137.9	<i>Under Development</i>
Newhall Maintenance Facility**	388.3	25.9	<i>Under Development</i>
BART Core System Modifications (BCS)	269.2	104.8	<i>Ongoing</i>
BART Silicon Valley Extension Total	\$ 7,383.2	\$ 1,229.6	
BART Warm Springs Extension			
Warm Springs Extension (WSX)***	8.0	8.0	<i>VTA Funding Commitment</i>
SVRT PROGRAM TOTALS	\$ 8,102.3	\$ 1,887.3	

* Incurred through January 31, 2015; The totals may differ from SAP totals due to rounding.

** Source: Short Range Transportation Plan FY2014-2023.

*** Program Estimates adjusted to reflect assignment of grant funds appropriated between VTA and BART.

SVBX Project Integrated Summary Schedule



SVBX Project Cost Summary



Silicon Valley Berryessa Extension Project Cost Report by Standard Cost Category

\$Millions - Year of Expenditure

SVBX Project Element (FTA Standard Cost Category)	Estimate	Forecast At Completion	Incurred To-Date**
Berryessa Extension Project - New Starts			
10 - GUIDEWAY & TRACK ELEMENTS	\$ 416.1	\$ 325.2	\$ 140.9
20 - STATIONS, STOPS, TERMINALS	\$ 250.3	\$ 269.9	\$ 44.5
30 - SUPPT. FAC. YARDS, SHOPS, ADMIN	\$ 46.5	\$ 64.3	\$ 3.9
40 - SITEWORK & SPECIAL CONDITIONS	\$ 220.1	\$ 238.4	\$ 115.6
50 - SYSTEMS	\$ 260.7	\$ 228.4	\$ 71.9
60 - ROW, LAND, EXIST. IMPROVEMENTS	\$ 261.0	\$ 249.7	\$ 155.3
70 - VEHICLES	\$ 174.3	\$ 150.8	\$ 11.4
80 - PROFESSIONAL SERVICES	\$ 548.3	\$ 542.2	\$ 392.7
90 - UNALLOCATED CONTINGENCY	\$ 40.2	\$ 148.6	\$ -
100 - FINANCE CHARGES	\$ 112.5	\$ 112.5	\$ -
FTA New Starts Total	\$ 2,330.0	\$ 2,330.0	\$ 936.3
999 - CONCURRENT NON-PROJECT ACTIVITIES*	\$ 91.3	\$ 91.3	\$ 24.7
SVBX Project Total	\$ 2,421.3	\$ 2,421.3	\$ 961.0

* BART Police Facility, Enhanced Stations Architecture, Bus Transit Center, Milpitas Blvd. Extension.

** Incurred through January 31, 2015

SVBX Project Property Acquisitions



Acquisition:

Number of properties to be acquired

Private - 70

Public - 27

Status of Possessions

Private - 61

Public - Encroachment Permits as required

Relocations:

Description	Total	Completed	Underway
Storage Tenants	870	870	0
Parking Tenants	71	71	0
Flea Market Vendors	41	41	0
Commercial Businesses	59	52	7

As of February 10, 2015

SVBX Construction Progress



Ballasted guideway and concrete ties in Fremont, looking south

SVBX Construction Progress (Cont.)



Track installed on concrete ties in Fremont

SVBX Construction Progress (Cont.)



Reinforcing at the southern end of the trench at Dixon Landing Road in Milpitas

SVBX Construction Progress (Cont.)



Wayside facility foundation pour at Railroad Court, south of Abel Street in the City of Milpitas

SVBX Construction Progress (Cont.)



Substation grading and compaction at the wayside facility at Railroad Court, south of Abel Street, in the City of Milpitas

SVBX Construction Progress (Cont.)



Rebar and formwork for the Milpitas trench walls south of Montague Expressway in the city of Milpitas

SVBX Construction Progress (Cont.)



Milpitas station construction

SVBX Construction Progress (Cont.)



Falsework and rebar for the concourse girders at the Milpitas Station

SVBX Construction Progress (Cont.)



Conduit installation in the concourse deck rebar at the Milpitas Station

SVBX Construction Progress (Cont.)



Foundation for the Pedestrian Overcrossing from the Milpitas Station to the Montague LRT Station

SVBX Construction Progress (Cont.)



Excavation at the south end of the Hostetter trench in the city of San Jose

SVBX Construction Progress (Cont.)



36" sewer line relocation at Sierra/Lundy in the city of San Jose

SVBX Construction Progress (Cont.)



Excavation of elevator pits at the Berryessa Station

SVBX Construction Progress (Cont.)



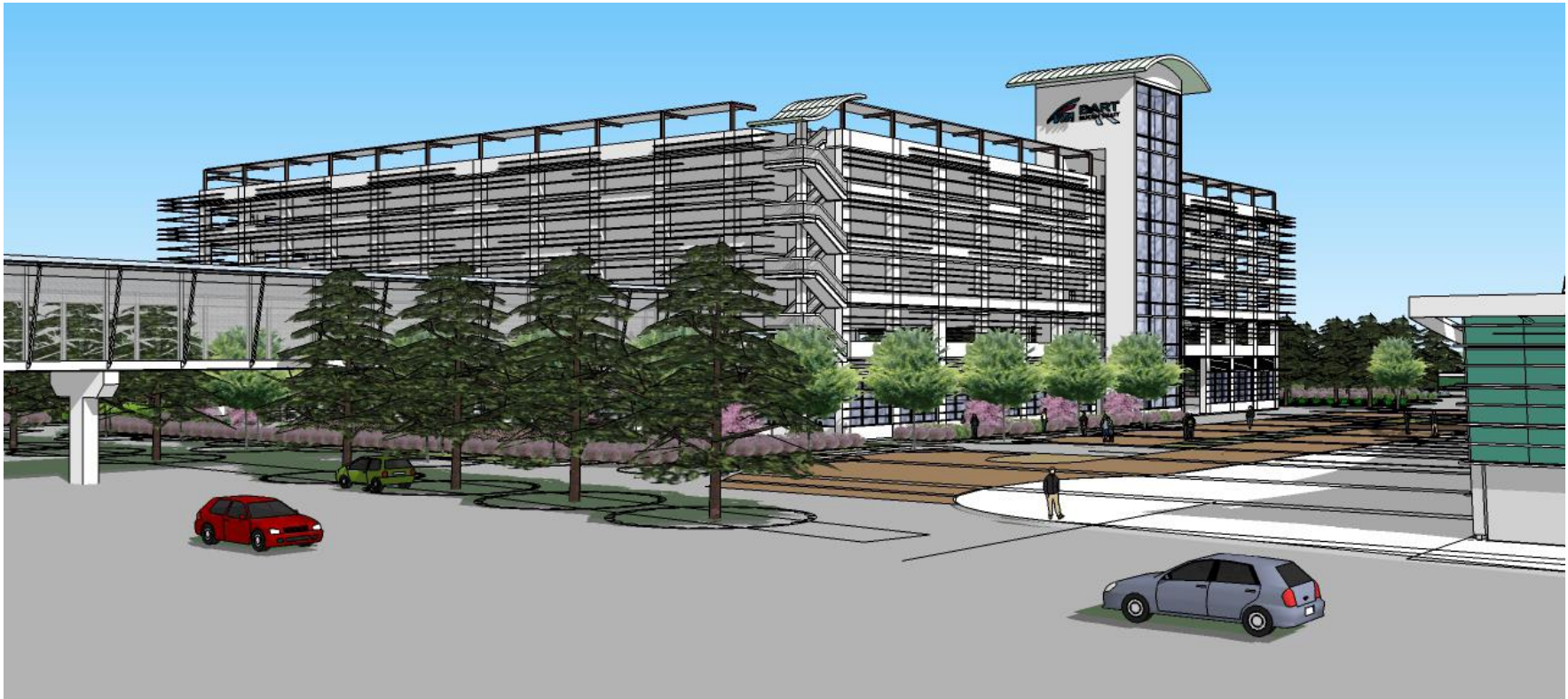
Rebar and formwork for the elevated guideway at the Berryessa Station

SVBX Construction Progress (Cont.)



Installing Mechanically-Stabilized Earth (MSE) walls along the aerial structure south of Berryessa Station

Milpitas Station Parking Garage



Berryessa Station Parking Garage



C700 LTSS Contract Summary



Original Contract Value		\$772,227,000
Executed Change Orders to Date, Value		
Scope Transfer		
Changes due to transfer of scope from other SVBX contracts (Budget Neutral)	\$11,993,031	
Changed Conditions		
Regulatory, changed site conditions, City/Third Party related changes, Exercise of Options	\$9,015,571	
Total Changes to C700		\$21,008,602
Current Contract Value		\$793,235,602

C700 LTSS Change Order Report

Recent Significant* Change Orders (Since Last PWC Mtg.)

Scope Transfer
None
Changed Conditions
None

Significant Pending or Future Change Orders	
Regional flood study impacts: \$TBD	City of Milpitas Agreements: < \$2M
Electrical power coordination at station sites: \$500k	Station LED lighting: \$880k
Sierra/Flickinger intersection improvements: \$450k	Berryessa Guideway Construction: \$350k
3 rd Rail Coverboard Bracket Specifications: \$875k	Joint Use Access Road: \$700k
Sierra/Lundy Petroleum Plume: \$950k	UPRR Maintenance Bridge: \$390k
VTA Communications Room at LRT: \$240k	

*Over \$150,000

C730 Parking Structures Contract Summary



Original Contract Value		\$86,851,623
Executed Change Orders to Date, Value		
Scope Transfer		
Changes due to transfer of scope from other SVBX contracts (Budget Neutral)	\$ -	
Changed Conditions		
Regulatory, changed site conditions, City/Third Party related changes	\$ -	
Total Changes to C730		\$ -
Current Contract Value		\$86,851,623

Status of Other Contracts

- C740 Milpitas Station Campus and Roadway
 - VTA Board approved at February 2015 meeting
 - Notice to Proceed in March 2015
- C741 Milpitas Station Campus Area Landscaping
 - Final Design underway
 - Target bid advertisement in 4th quarter of 2015
- C742 Berryessa Station Campus and Roadway
 - Bid advertisement in March 2015
 - Contract award planned for August 2015
- C640 Montague Expressway and South Milpitas Boulevard Improvements
 - Bid advertisement in June 2015
 - Contract award planned for November 2015

Status of Other Contracts (Cont.)

Residential Noise Insulation Program

	C750 (Group 1)	C751 (Group 2)	C752 (Group 3)	C753 (Group 4)	C754 (Group 5)	Total
Number of Units	48	64	55	80	11	247
Notice of Award Date	6/10/13	9/16/13	12/16/13	3/10/14	TBD	-
Verification of Measurements Completed	48	64	55	80	0	247
Construction in Progress	NA	NA	NA	0	0	4
Construction Completion	48	64	55	80	0	247
Construction Percent Completed	100%	100%	100%	100%	0%	96%

Community Outreach Activities

Mission/Warren Area Reopens with Safety and Circulation Improvements

With Warren Avenue reopened, and the Mission/Warren Area improvements nearly completed, south Fremont is benefiting from significant safety improvements and circulation enhancements. Mission Boulevard has been widened from four to six lanes between I-880 and Warm Springs Boulevard, and a lowered Warren Avenue separates the traveling public from freight train and future BART tracks. A new sidewalk and bicycle lanes were also added to increase safety and accessibility.



Lowered Warren Avenue with new bridge for the future BART system.

Sierra Road and Lundy Avenue Intersection Closed for Nine Months to Advance BART Progress



Beginning on January 26, 2015, the Sierra Road/Lundy Avenue intersection will be fully closed for approximately nine months to construct the trench underneath the roadway as efficiently and safely as possible. Traffic will be re-routed to Flickinger Avenue. Please follow designated automobile and pedestrian detour signs. Sierra Road will be extended and open to Berryessa Road concurrent with the full intersection closure. Construction work is permitted Monday through Friday, 7:00 a.m. to 10:00 p.m., Saturday 8:00 a.m. to 10:00 p.m. and Sundays as needed. Construction activities will be limited after 7 p.m.



Berryessa BART Station Campus

The Berryessa BART Station has already become a prominent feature of North San Jose's skyline. The elevated station platform is complete and the contractor has started work on the street level concourse and station building. Future work includes construction of the station's exterior walls and the installation of an architectural roof canopy.

Construction of the 7-story parking garage at the Berryessa BART Station will begin in Spring 2015. The project will incorporate green elements including solar panels, carpool/vanpool parking and fuel efficient parking.



Conceptual drawing of the future Berryessa BART Station.



Steel trusses for the architectural canopy that will cover the boarding platform.

Milpitas BART Station Campus

Located near the Great Mall, the Milpitas BART Station is beginning to take shape with the recent completion of the interior concrete columns, foundation and trackway. The boarding platforms and trench walls are nearly complete. In the months to come, the concourse—where commuters will enter the station—will be constructed at the street level and extend over the below-ground boarding platforms.

The 6-story parking garage at the Milpitas Station is currently under design. Similarly to the Berryessa BART Station, it will incorporate sustainable features and amenities in accordance with the California Green Building Standards. The construction of the garage is projected to start in Fall 2015.



Conceptual drawing of the future Milpitas BART Station.



Exterior walls of the station under construction.

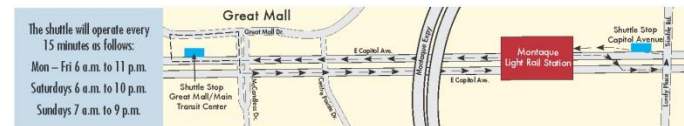
Montague Light Rail Station to Temporarily Close for BART Upgrades

One of VTA's objectives for extending BART into Silicon Valley is to enhance regional transportation connectivity. As such, several modifications will be made to the Montague Light Rail Station to construct a pedestrian overcrossing to create direct access to the future Milpitas BART Station. In March 2015, the station will be closed for approximately four months to accommodate the construction of the landing for the pedestrian bridge, making elevator modifications, installing a new escalator and reconstructing the stairway.

During the station closure, shuttle service will be provided to transport riders between the Montague Light Rail Station and Great Mall/Main Transit Center.



Milpitas BART Station featuring the pedestrian overcrossing to Montague Light Rail Station



- Quarterly project newsletter mailed to 30,000 corridor stakeholders
- Sierra/Lundy road closure started January 26, 2015
- Advanced public notification of temporary Montague LRT Station closure

Community Outreach Activities (Cont.)

• Significant Outreach Support Activities

- Dixon Landing Road, Capitol Avenue, Trade Zone Boulevard and Sierra/Lundy sheet piling activities
- Sierra/Lundy road closure started January 26, 2015

• 3 Traffic Advisories

- Dixon Landing Road weekend closure
- Sierra Road/Lundy Avenue intersection closure
- Mabury Road night closures

• 2 Project Tours

- San Jose District 4 Interim Councilmember Matthews, February 23, 2015
- Mission College Engineering Department, February 25, 2015

• Noise and Vibration Fact Sheet updated and posted to project website

• Developed Outreach Plan for parking structures contract

Berryessa Extension NOISE AND VIBRATION

Introduction
During the construction of transit projects, noise and vibration can be expected to affect VTA members, the surrounding community, and nearby businesses. VTA understands the importance of minimizing these impacts and has developed a noise and vibration mitigation plan to address these concerns.

How can I contact VTA if I have questions or concerns?
The VTA (Silicon Valley Community Outreach Team) provides a variety of outreach and communication services to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at www.vta.org.

What can VTA do to improve the design and construction of BART tracks that are on existing tracks?
VTA can provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at [.](http://www.vta.org.</p>
<p>Noise and Vibration due to Future Train Service
Noise and vibration due to future train service will be generated by the BART train service. The noise and vibration will be generated by the train service and will be affected by the track design and construction. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at <a href=)

What are considered sensitive areas for noise and vibration?
Sensitive areas are areas that are particularly sensitive to noise and vibration. These areas include residential areas, schools, hospitals, and other facilities. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at [.](http://www.vta.org.</p>
<p>How will VTA mitigate for noise and vibration impacts due to future BART service?
VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at <a href=)

Will VTA remove the existing soundwalls and build new soundwalls?
VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at [.](http://www.vta.org.</p>
<p>The Derived Aggregate (DA)
The Derived Aggregate (DA) is a material that is used to reduce vibration. It is made of a mixture of sand and gravel. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at <a href=)

Track Configuration and Maintenance
Track configuration and maintenance activities are important for ensuring the safe and reliable operation of the BART system. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at [.](http://www.vta.org.</p>
<p>Regular Vehicle Maintenance
Regular vehicle maintenance activities are important for ensuring the safe and reliable operation of the BART system. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at <a href=)

System Equipment
System equipment activities are important for ensuring the safe and reliable operation of the BART system. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at [.](http://www.vta.org.</p>
<p>Identifying Impacts and Mitigation is Needed
The Federal Exterior Noise Impact Criteria were used to evaluate noise impacts from the project. Existing background noise measurements and future train service noise projections were analyzed to determine potential impacts. VTA also implemented mitigation measures for project noise impacts that exceed a receptor community noise equivalent level (24-hour average) of 45 decibels (dB). Homeowners whose residences were identified as requiring noise mitigation have been contacted and analysis conducted through a Residential Noise Insulation Program.</p>
<p>Identification of Areas Sensitive to Noise and Vibration
Noise and vibration measurements were taken throughout the project corridor to document existing noise and vibration levels. Additional measurements were taken at receptor-sensitive areas within 300 feet of the future BART tracks or 250 feet from proposed station locations and BART system equipment. This process helped to identify sensitive structures and areas and establish base levels of existing noise already in the corridor.</p>
<p>Assessment of Future Noise and Vibration Levels
VTA recorded existing BART train and system noise and vibration to calculate future levels of the project. Design information on the type, location, and configuration of the future BART tracks were also used to project noise and vibration levels that would be generated by future train service.</p>
<p>Determining Impacts and Mitigation is Needed
The Federal Exterior Noise Impact Criteria were used to evaluate noise impacts from the project. Existing background noise measurements and future train service noise projections were analyzed to determine potential impacts. VTA also implemented mitigation measures for project noise impacts that exceed a receptor community noise equivalent level (24-hour average) of 45 decibels (dB). Homeowners whose residences were identified as requiring noise mitigation have been contacted and analysis conducted through a Residential Noise Insulation Program.</p>
<p>The Federal Exterior Noise Impact Criteria
The Federal Exterior Noise Impact Criteria are based on loudness and frequency of sound. Frequent events are defined as more than 70 vibration events per day, which will occur with the future BART service. VTA will implement mitigation for vibration impacts that exceed the federal criteria. Since impacts related to vibration are site-specific, mitigation measures will vary due to local circumstances, including but not limited to a location's distance from the vibration source, use of the location, and the surrounding environment.</p>
<p>Soundwalls
Soundwalls are barriers that are used to reduce noise and vibration. VTA will provide technical assistance and support to help you understand the project and provide input. You can contact VTA at (415) 947-3333 or visit our website at <a href=)

Floting Slab
Floting slabs are concrete pads that sit on top of thick rubber bearing pads, which help absorb vibration generated by the train. Floting slabs will be installed at locations where VTA does not provide sufficient vibration mitigation to meet the federal criteria.

Track Configuration and Maintenance
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System Equipment
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<p>Map of BART System
A map of the BART system showing the route from Fremont to San Jose, with various stations and transfer points marked.</p>
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SVRT Program Working Committee

Phase II VTA BART Silicon Valley
Santa Clara Extension (SVSX)
Environmental Activities



Approved California Environmental Quality Act (CEQA) Project

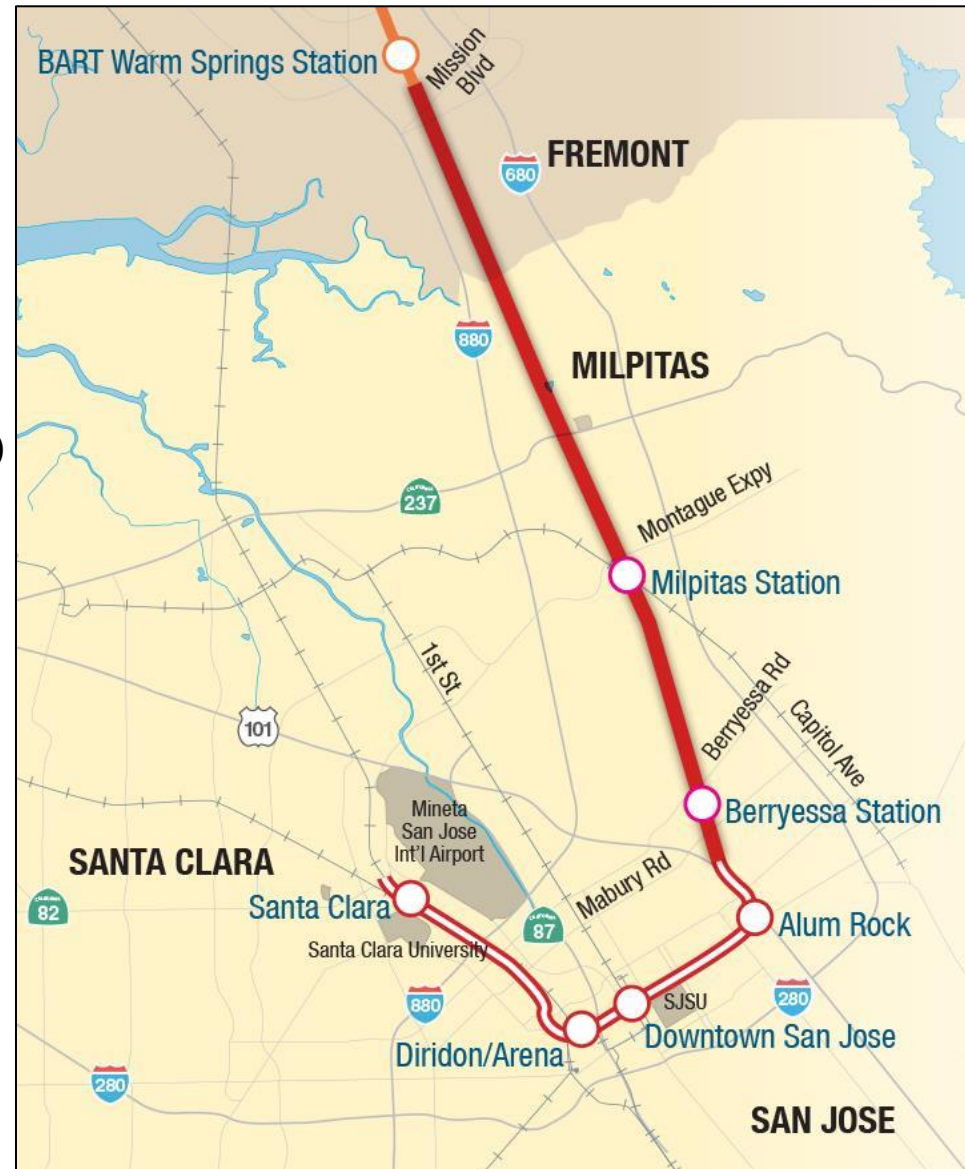


Berryessa Extension Project

- 10-mile extension under construction
- Two stations: (Milpitas and Berryessa)
- Forecast opening: Fall 2017
- Anticipated opening day ridership: 23,000

Phase II Extension

- 6-mile extension
- Four stations (Alum Rock, Downtown San Jose, Diridon, Santa Clara), and Newhall Yard maintenance facility
- Anticipated year 2035 ridership: 55,000

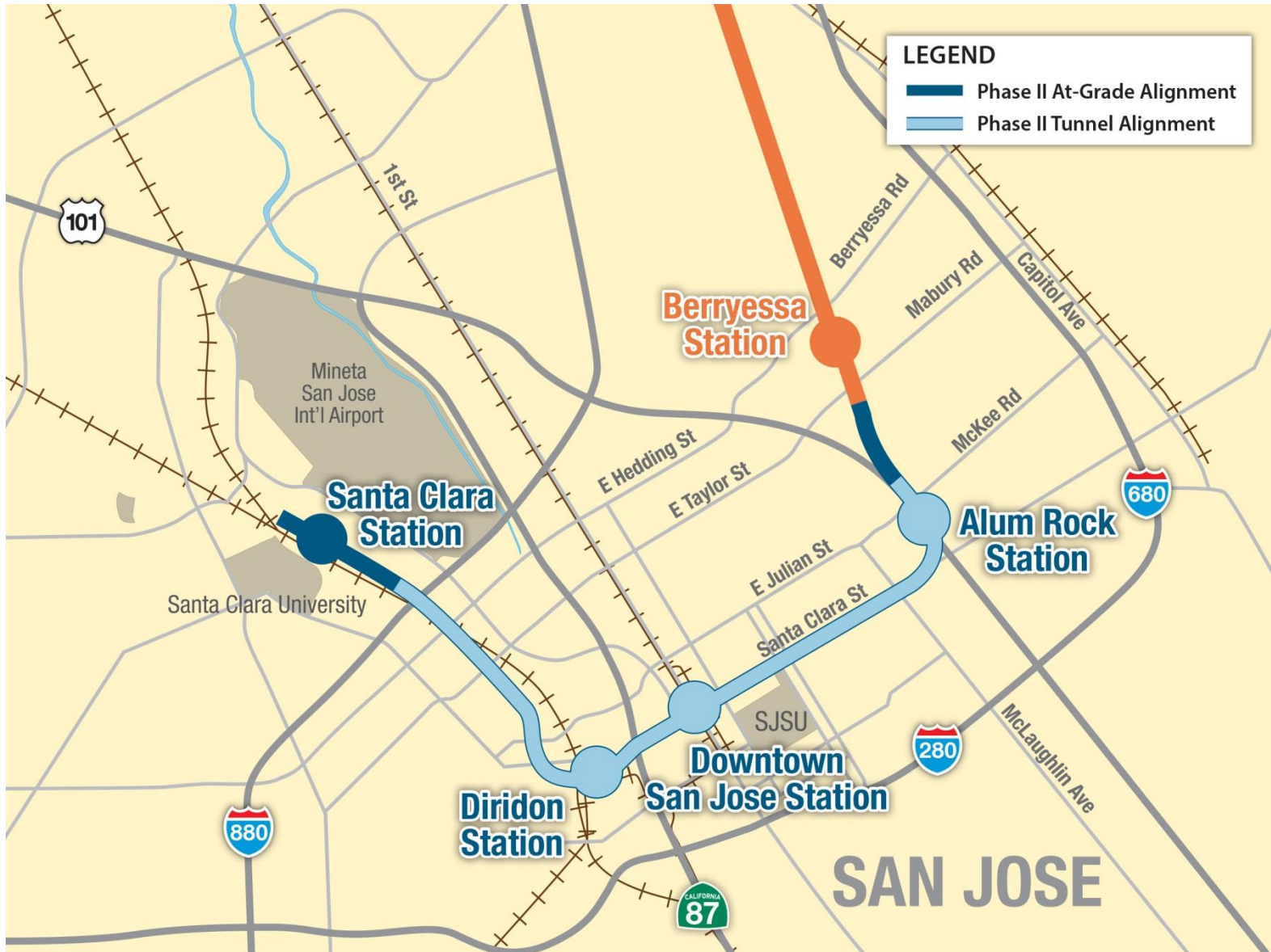


Alternatives to be Evaluated

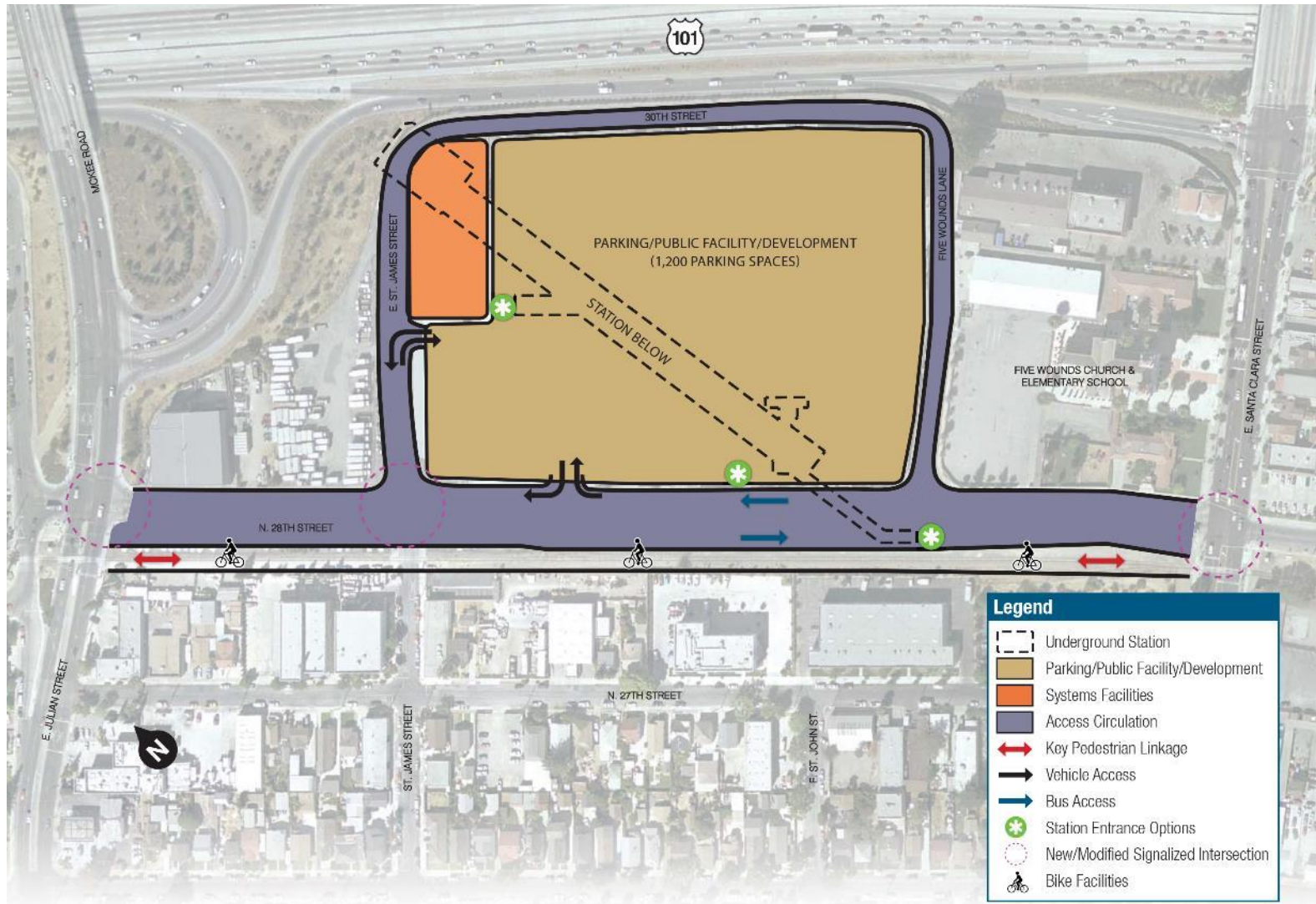


- No-Build Alternative (Berryessa Extension Project)
- Build Alternative (Six-mile, 4-Station extension with maintenance facility)

Build Alternative: Phase II Extension Project

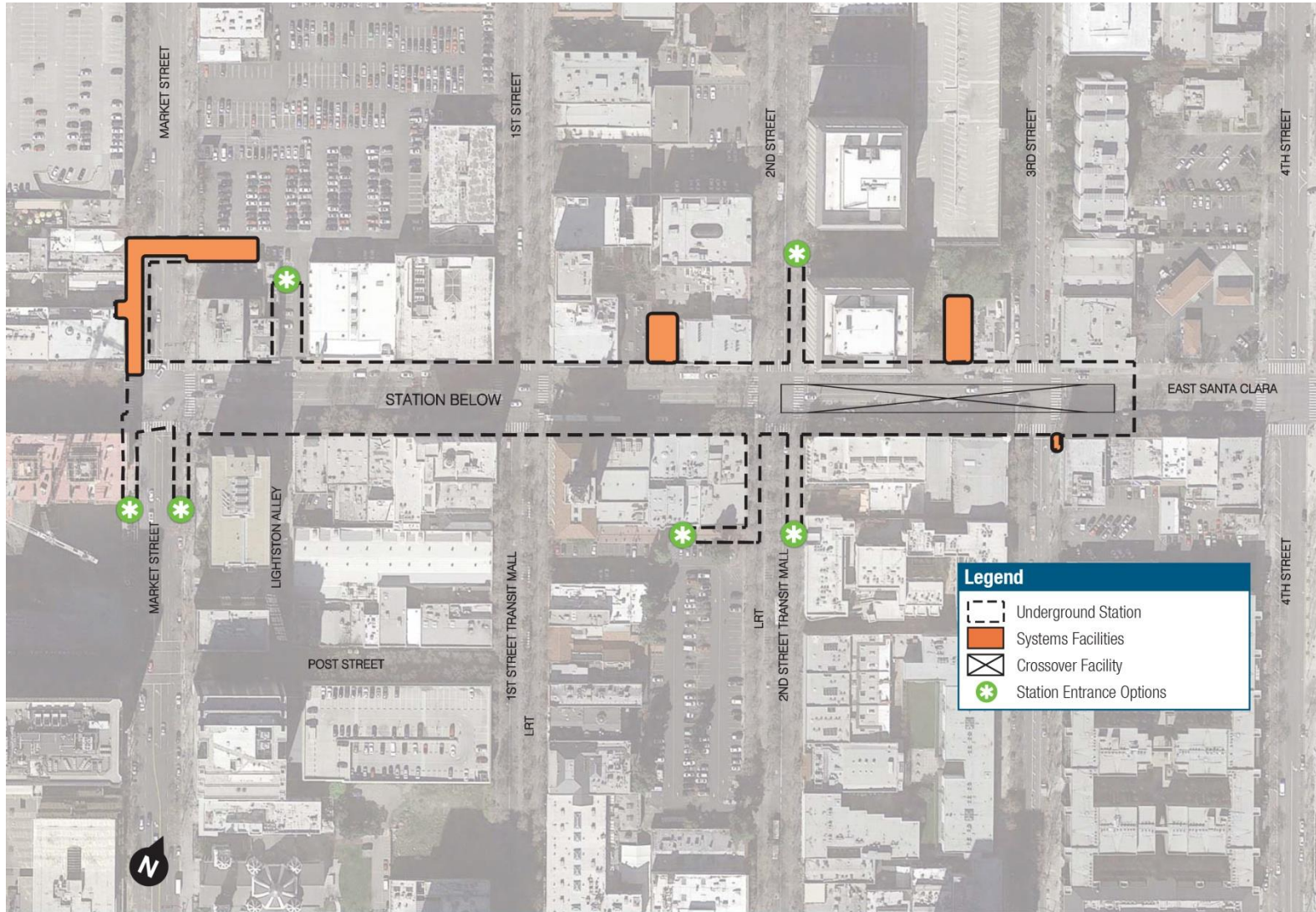


Alum Rock Station



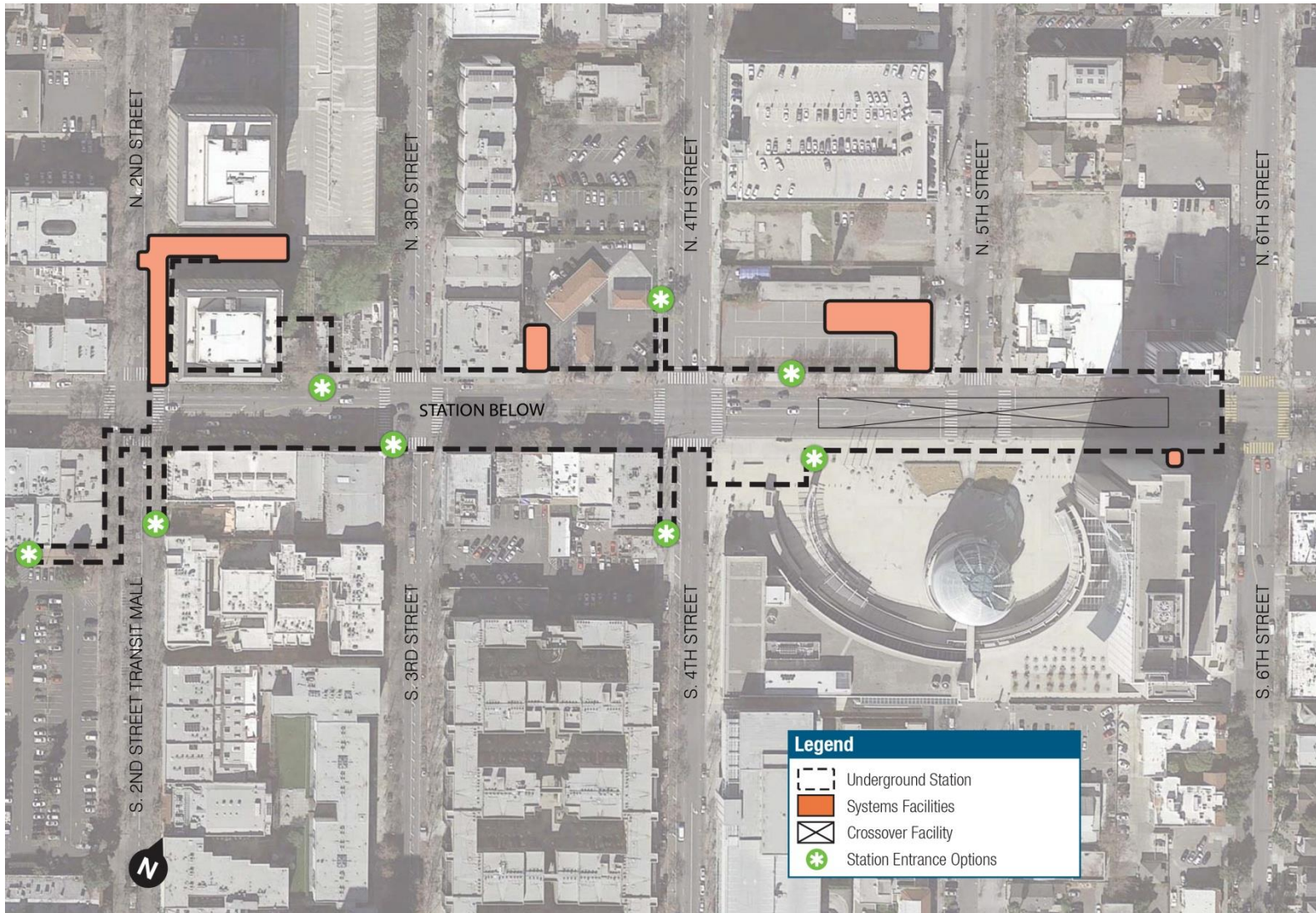
Legend	
	Underground Station
	Parking/Public Facility/Development
	Systems Facilities
	Access Circulation
	Key Pedestrian Linkage
	Vehicle Access
	Bus Access
	Station Entrance Options
	New/Modified Signalized Intersection
	Bike Facilities

Downtown San Jose Station – West Option



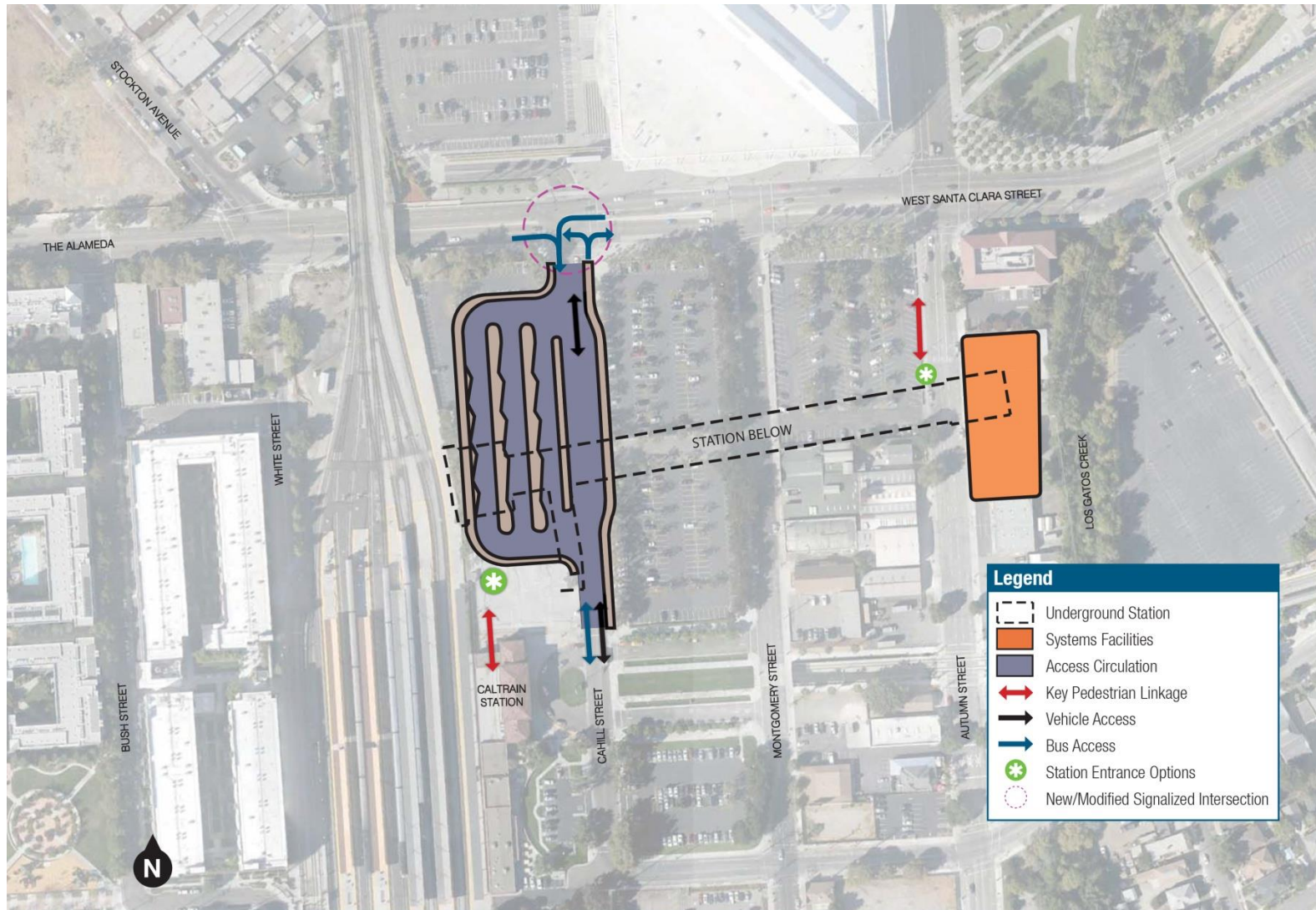
Downtown Station West Option Conceptual Site Plan
Phase II Extension Project

Downtown San Jose Station – East Option



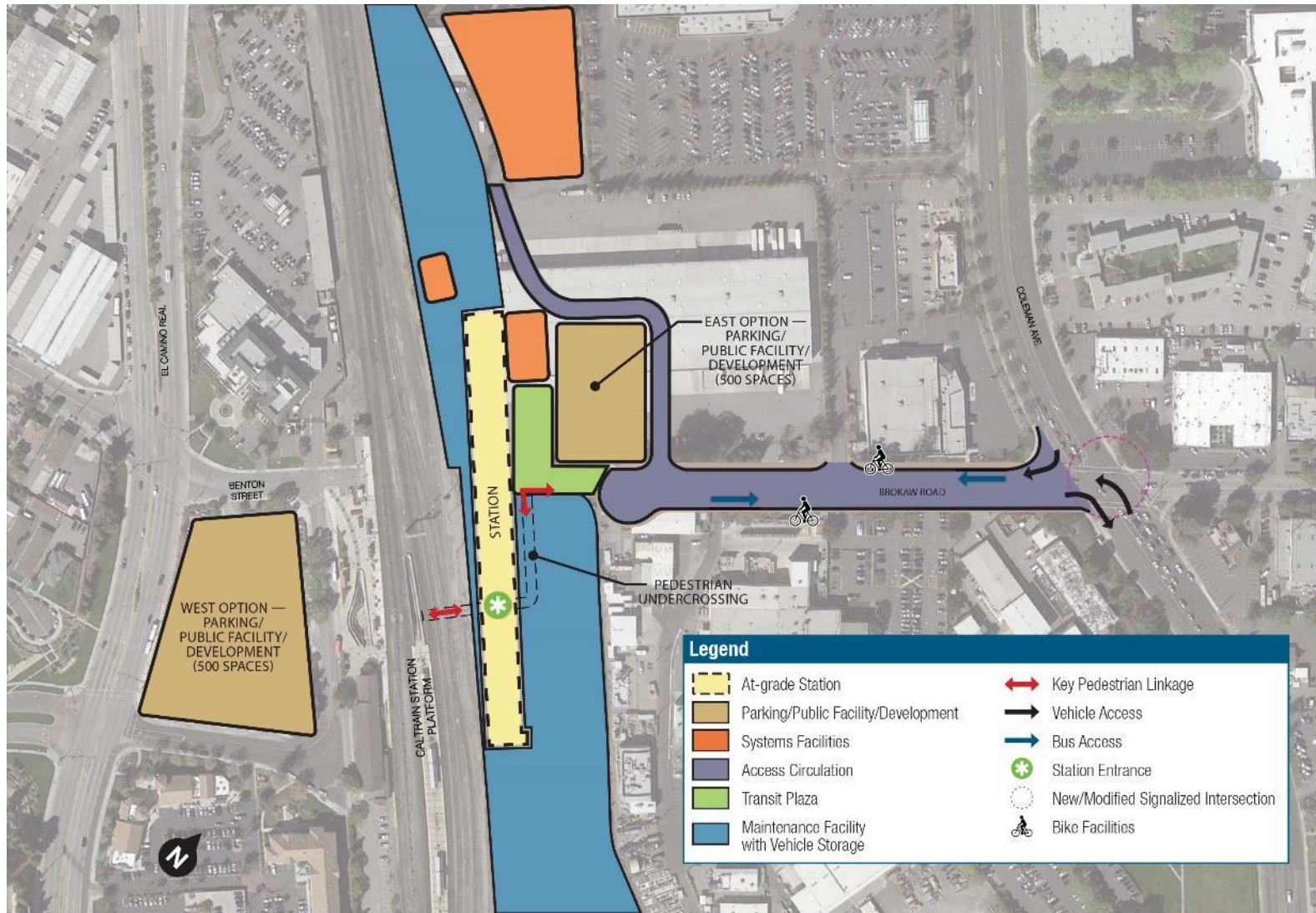
Downtown Station East Option Conceptual Site Plan
Phase II Extension Project

Diridon Station



Diridon Station Conceptual Site Plan
Phase II Extension Project

Santa Clara Station



Legend			
	At-grade Station		Key Pedestrian Linkage
	Parking/Public Facility/Development		Vehicle Access
	Systems Facilities		Bus Access
	Access Circulation		Station Entrance
	Transit Plaza		New/Modified Signaled Intersection
	Maintenance Facility with Vehicle Storage		Bike Facilities

Santa Clara Station Conceptual Site Plan
Phase II Extension Project

Environmental Review Steps

Initiate SEIS/SEIR3 Environmental Process



Early Consultation/Scoping



Prepare Draft Environmental Document



Comment Period & Public Hearing



Respond to Public Comments

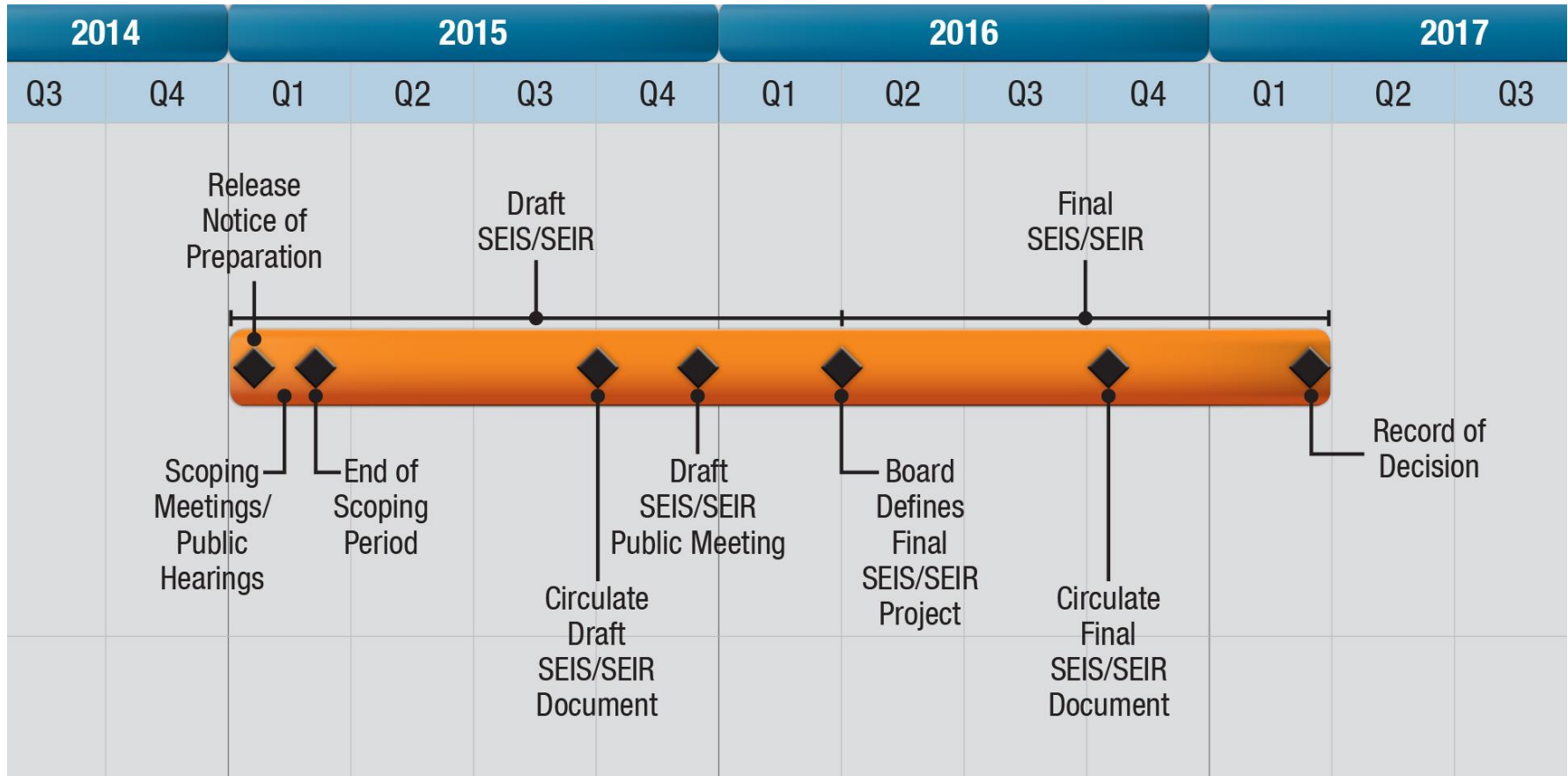


VTA Board of Directors Decision on the Project



Federal Record of Decision for the Project

Environmental Process



State (CEQA) and federal (NEPA) Environmental Process Timeline

Scoping ~ Environmental Kick-off



- Notice of Preparation released – January 30, 2015
- Scoping Meetings:
 - Thursday, February 12th: Santa Clara City Council Chambers
 - 39 attendees, 5 comments received
 - Tuesday, February 17th: VTA Customer Service Center, Downtown San Jose
 - 70 attendees, 19 comments received
 - Thursday, February 19th: School of Arts and Culture at Mexican Heritage Plaza, San Jose
 - 108 attendees, 15 comments received
- Meetings were held from 5:30 to 7:30 PM
 - Open House: 5:30 – 6:30 PM
 - Scoping Presentation: 6:30 – 7:30 PM
- Scoping will end on March 2, 2015

Summary of Scoping Comments



- 59 comments received (as of 2/26/15)

- Topics include
 - Support for the project
 - Extend BART further north beyond Santa Clara
 - BART to San Jose Airport
 - Concerns about :
 - building all 4 stations
 - traffic congestion
 - noise & vibration
 - security
 - Evaluate use of 101 bridge

Next Steps



- Community Working Groups (CWG)
- Financial Advisory Services for VTA's BART Silicon Valley Extension
- Focused outreach sessions ~ Spring/Fall 2015
 - Land use/Ridership
 - Station walking tours
 - Access/Connectivity
 - Funding
 - Construction methods
- CWG meetings scheduled for May, June, Aug and Oct 2015

End