

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688

**NOTICE AND AGENDA**  
**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY PARTNERSHIP**  
**SPECIAL COMMITTEE**

March 21, 2019  
3:00 p.m.

COMMITTEE MEMBERS: Directors Ames, Dufty, McPartland, and Raburn

Director Dufty has called a Meeting of the Santa Clara Valley Transportation Authority Partnership Special Committee on Thursday, March 21, 2019, at 3:00 p.m., in the BART Board Room, Kaiser Center 20<sup>th</sup> Street Mall – Third Floor, 2040 Webster Street, Oakland, CA 94612. This meeting will be a joint meeting with the Joint Santa Clara Valley Transportation Authority (VTA)/San Francisco Bay Area Rapid Transit District (BART) Working Committee.

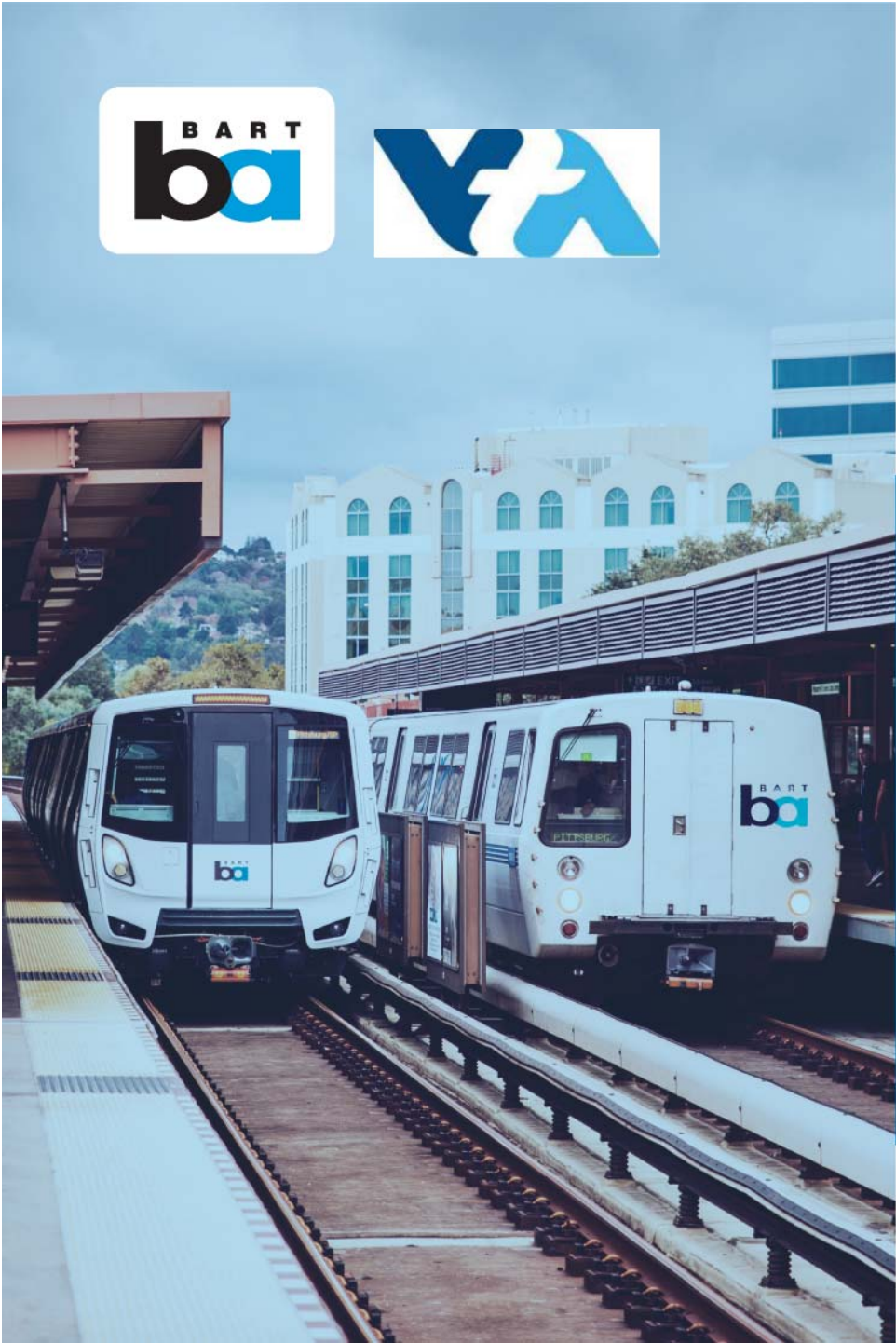
AGENDA

1. Call to Order.
  - A. Roll Call.
    - BART Committee members
    - VTA Committee members
  - B. Pledge of Allegiance.
  - C. Introduction of Committee Members and Staff.
2. Public Comment.
3. Status Report on BART Extension to Silicon Valley: Phase I to Berryessa. For information.
4. Status Report on Operation and Maintenance Agreements between Santa Clara Valley Transportation Authority and San Francisco Bay Area Rapid Transit District. For information.
5. Status Report on BART Extension to Silicon Valley: Phase II to Santa Clara. For information.

Patricia K. Williams  
District Secretary

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to this meeting, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board matters. A request must be made within one and five days in advance of a Board or committee meeting, depending on the service requested. Please contact the District Secretary's Office at (510) 464-6083 for information.



# BART & VTA Partnership Special Committee Meeting

March 21, 2019



# Agenda

1. Introduction
2. Phase 1
3. Phase 2
4. Operations and Maintenance (O&M) Agreement
5. Discussion/Q&A



# VTA's BART Silicon Valley Extension

- Phase I - \$2.4B
  - 10 - miles
  - 2 stations
  - Opening late 2019 (per VTA)
- Phase II - \$4.78B (projected)
  - 6 - miles
  - 4 Stations
  - Yard & Maintenance Facility (200-cars)
  - Opening 2026 (per VTA)



## VTA Performance & Control

## BART Performance & Control

**6 Months (Minimum)**

\*Contingent on condition of:

- Assets when BART receives from VTA
- VTA test results and
- Punch list items

### Station Construction



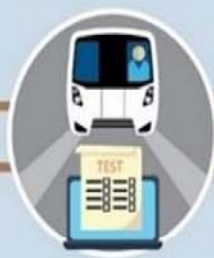
Complete landscaping, station interiors and exteriors

### Static Testing



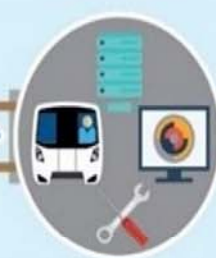
Perform all communications, track and signal tests

### 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





## Phase I

### Schedule Status

- FTA acknowledges VTA's planned completion date of December 31, 2019
- To meet completion date, BART assumes clean, thorough, completely documented hand-off to BART by June 1 to begin BART testing by July 1, 2019



## Phase I

### **RISKS identified by all parties**

***Will require aggressive daily management prior to testing hand-off to BART to achieve December 31, 2019 completion date***

- Traction Power
  - Phasing issues
- Switch Replacement
  - Procurement/Lead Time Concerns
- Train Control
  - Currently only testing static components, not entire length
  - Begin testing with train runs 1<sup>st</sup> Week of April 2019
- Seismic
- Emergency Ventilation
- VTA Testing Program & Documentation submittals
- Track Welding - QA/QC issues, did not meet BART standards
- Automated Fare Collection testing must be complete before holiday banking restrictions (Nov 11-Jan 19)
- BART Testing Program – unknown incomplete work that may delay testing



# Phase II

## April 2018 Final Supplemental EIS/Subsequent EIR for Phase 2

- April 5, 2018 - VTA Board certifies SEIR & approves project
- April 26, 2018 – BART Board accepts SEIR, adopts findings & approves project
- Approved options: Single Bore tunnel, West DTSJ Station, North Diridon Station
- Future options TBD include underground entrance locations with City of San Jose

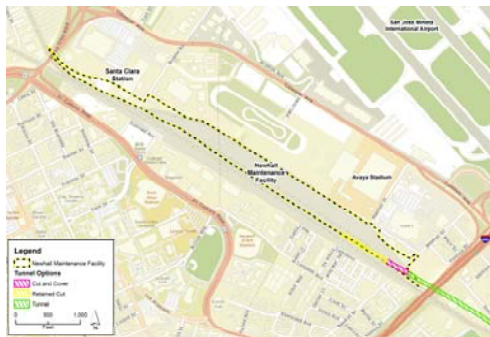
## June 2018

- FTA Record of Decision and BART Board Resolution re: TOD and Access Policies

## November 2018

- VTA submits Expression of Interest to FTA to enter Expedited Project Delivery (EPD) Pilot Program in lieu of New Starts
- EPD requires “P3” & caps federal contribution at 25% of total project cost

Newhall Yard and Maintenance Facility



Phase 2 Station	Ridership (2035, est.)
Alum Rock / 28 <sup>th</sup> St.	10,300
Downtown San Jose	24,287
Diridon	9,553
Santa Clara	7,871





## Phase II

- VTA Board approved the Award of PM & GEC Agreements
- BART and VTA working to finalize side-by-side tunnel
- Focus on starting GEC to achieve 30% design and updated cost estimates for April 2020 application to FTA's Expedited Project Delivery Pilot Program
- Field Investigations underway
- Planning Studies (by VTA and other VTA partners)
  - VTA's TOD Corridor Strategies & Access Planning Study - Summer 2019 completion
  - City of San Jose Access Studies – underway
  - Diridon Integrated Station Concept (DISC) - underway
- Station Naming
  - San Jose City Council formally recommended renaming Alum Rock/28<sup>th</sup> St to 28<sup>th</sup> St/Little Portugal



## O&M Agreement Considerations

- The Comprehensive Agreement anticipated a single-start revenue service, but the project was later phased.
- Under the Comprehensive Agreement, BART would operate and maintain the entire extension but it later developed that VTA would operate and maintain certain elements.
- An Operations & Maintenance (O&M) Agreement is needed to:
  - Distinguish BART and VTA roles and responsibilities;
  - Provide greater details on the BART-VTA relationship during the ongoing operation of the extension; and
  - Address ongoing O&M and Capital costs and funding matters.
- The Comprehensive Agreement will remain in effect as to non-O&M matters.



## Basic O&M Terms

- BART to be responsible for the operating corridor, station buildings, and wayside facilities
- VTA to be responsible for the transit centers (intermodal areas and parking facilities) and shared access areas
- Each Party will have full decision-making authority over its separate operations and maintenance activities using its own standards and practices
- VTA has full responsibility for the operating, maintenance and capital costs attributable to the operation of the extension



# O&M Negotiation Status

Agreement Topics	Substantially Resolved	In Progress	Comments
General Agreements		X	
Operations and Maintenance – Areas of Responsibilities	X		
Policing and Security Responsibilities	X		
Public Communications	X		
Maintenance Standards, Monitoring, Reporting, and Remediation	X		
Passenger Service Planning & Operations	X		
Right-of-Way Use, Conveyance and Control		X	
Ongoing O&M and Capital Costs and Funding		X	Critical Path
Risk Management (Liability, Indemnification and Insurance)	X		
Default and Termination	X		



# Ongoing O&M and Capital Funding

- Measure B Sales Tax Funds
  - Flow of funds & control of residual funds
  - Trigger Events for increasing the Subsidy
- Transportation Development Act (TDA) Pledge Agreement
- Reassessment of Cost and Revenue Formulas
  - Operating, Maintenance and Capital Costs
  - Fare Revenue
- Sales Tax Trust Agreement
- How to determine if/when SVRT ridership is negatively impacting Core loads or access and process for implementing mitigations for such.



# Steps to O&M Agreement Execution

## Target:

**Execute the Agreement 90 Days Before Revenue Service**

