

A blue-tinted landscape photograph showing a valley with a winding road, a large mountain in the background, and a town in the distance. The text 'VTA' is overlaid on the left side of the image.

VTA

ALTAMONT REGIONAL RAIL WORKING GROUP

Santa Clara Valley Transportation Authority's BART Silicon Valley Extension

Livermore Amador Valley Transit Authority

July 13, 2016

VTA/BART Relationship



Historical Context

- Santa Clara County is not a member of the BART District
- Becoming a member... Payment of historical taxes
- Regional Priorities - Connect to BART System
 - High Capacity
 - High Performance
 - Regional network
- Santa Clara Valley Transportation Authority
 - Bus
 - Light Rail
 - Paratransit
 - Congestion Management Agency
- VTA/BART Comprehensive Agreement

VTA/BART Comprehensive Agreement



VTA Responsibilities

- Fund and pay all costs associated with the extension
- Contracting/Procurement
- Construct to BART standards
- Retain ownership of infrastructure and rolling stock
- Participate financially in core system modifications

BART Responsibilities

- Technical assistance
- Operations
- Maintenance
- Fare policy

VTA's BART Silicon Valley Extension

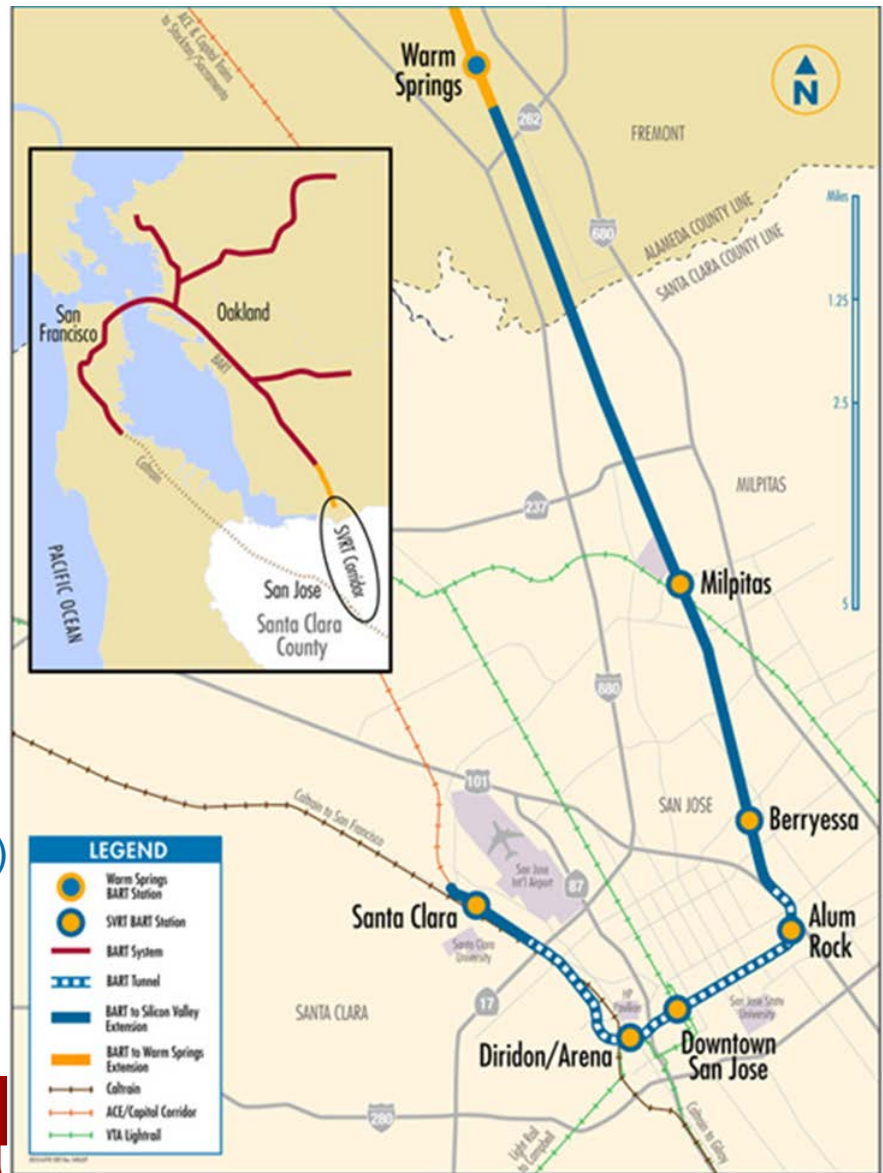


Phase I Berryessa Extension

- 10-mile extension under construction
- Two stations: (Milpitas and Berryessa)
- Forecast opening: Fall 2017
- Anticipated opening day ridership: 23,000
- \$2.3 billion

Phase II Extension

- 6-mile extension (5-mile tunnel)
- Four stations (Alum Rock, Downtown San Jose, Diridon, Santa Clara)
- Newhall Yard Maintenance Facility
- Anticipated ridership in 2035: 55,000
- \$4.7 billion



SVRT Program History

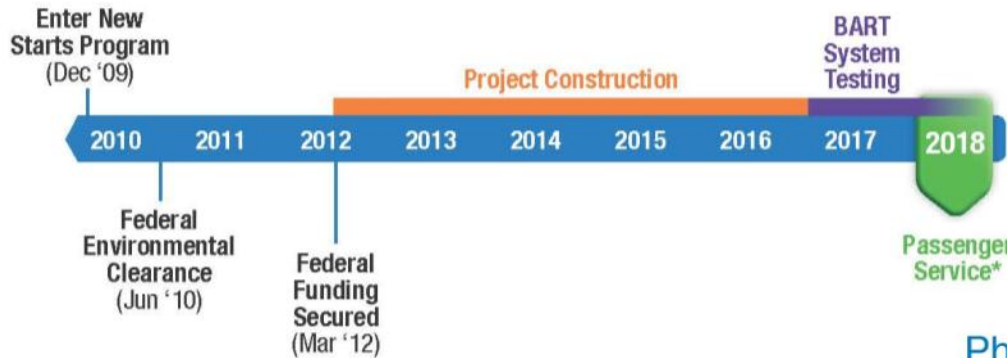


- 1994 MTC Fremont-South Bay Corridor
- 2000 Santa Clara County Measure A (1/4¢ Capital)
- 2001 MIS; EIS/EIR; VTA-BART Comprehensive Agreement
- 2002 VTA enters FTA New Starts; purchases UPRR Property
- 2004 VTA begins P.E.; completes EIR; economic downturn continues
- 2005 VTA withdraws from FTA New Starts - begins phasing
- 2006 VTA begins FRR Advance Works
- 2008 Santa Clara County Measure B (1/8¢ Operating)
- 2009 VTA re-enters FTA New Starts with Berryessa Extension Project

BART Silicon Valley Project Schedule



Berryessa Extension Project



Phase II Extension



**Based on preliminary schedule for planning purposes.*

Silicon Valley Berryessa Extension: Funding Sources



Phase I New Starts Project Cost: \$2.33 Billion¹

Funding Source	Amount
Local Funding (Existing Measure A)	\$1.179 Billion
State Funding	\$251 Million
FTA New Starts	\$900 Million
Total	\$2.33 Billion

¹ Includes contingency established by the FTA risk evaluation process.

Silicon Valley Berryessa Extension: Funding Sources



SVBX Estimate at Completion - May 2016* By FTA's Standard Cost Categories (SCC)

SCC	SCC Description	FFGA Estimate	Forecast At Completion	Incurred to Date
10	Guideway and Trackwork Elements	\$ 416.1	\$ 312.1	\$ 275.7
20	Stations, Stops, Terminals	\$ 250.3	\$ 265.8	\$ 146.3
30	Support Facilities	\$ 46.5	\$ 63.0	\$ 8.6
40	Sitework and Special Conditions	\$ 220.1	\$ 248.9	\$ 177.5
50	Systems	\$ 260.7	\$ 232.9	\$ 147.0
60	ROW, Land	\$ 261.0	\$ 204.8	\$ 158.3
70	Vehicles	\$ 174.3	\$ 147.9	\$ 11.4
80	Professional Services	\$ 548.3	\$ 592.0	\$ 455.8
Subtotal SCC 10-80		\$ 2,177.3	\$ 2,067.4	\$ 1,380.9
90	Unallocated Contingency	\$ 40.2	\$ 150.1	\$ -
100	Finance Charges	\$ 112.5	\$ 112.5	\$ 66.4
Total NSP - New Starts Project		\$ 2,330.0	\$ 2,330.0	\$ 1,447.0
Total CNPA - Concurrent Non-Project Activities		\$ 91.3	\$ 91.3	\$ 54.9
Total SVBX		\$ 2,421.3	\$ 2,421.3	\$ 1,501.9

*Work in Progress; Costs in Millions

Silicon Valley Berryessa Extension: Milpitas and Fremont Activities



Looking South at the Warm Springs Extension (WSX) Interface in Fremont.



Track installation within the trench at Dixon Landing Road.

Silicon Valley Berryessa Extension: Milpitas Station



View of the Milpitas Station and Garage from VTA Light Rail Aerial Station Platform

Silicon Valley Berryessa Extension: Milpitas Station



View of the Milpitas Station concourse with steel framing in place.



Rendering of completed Milpitas
Station concourse.

Silicon Valley Berryessa Extension: Milpitas Station



View of the Milpitas Station platform level.



Rendering of completed
Milpitas Station platform.

Silicon Valley Berryessa Extension: Milpitas Station

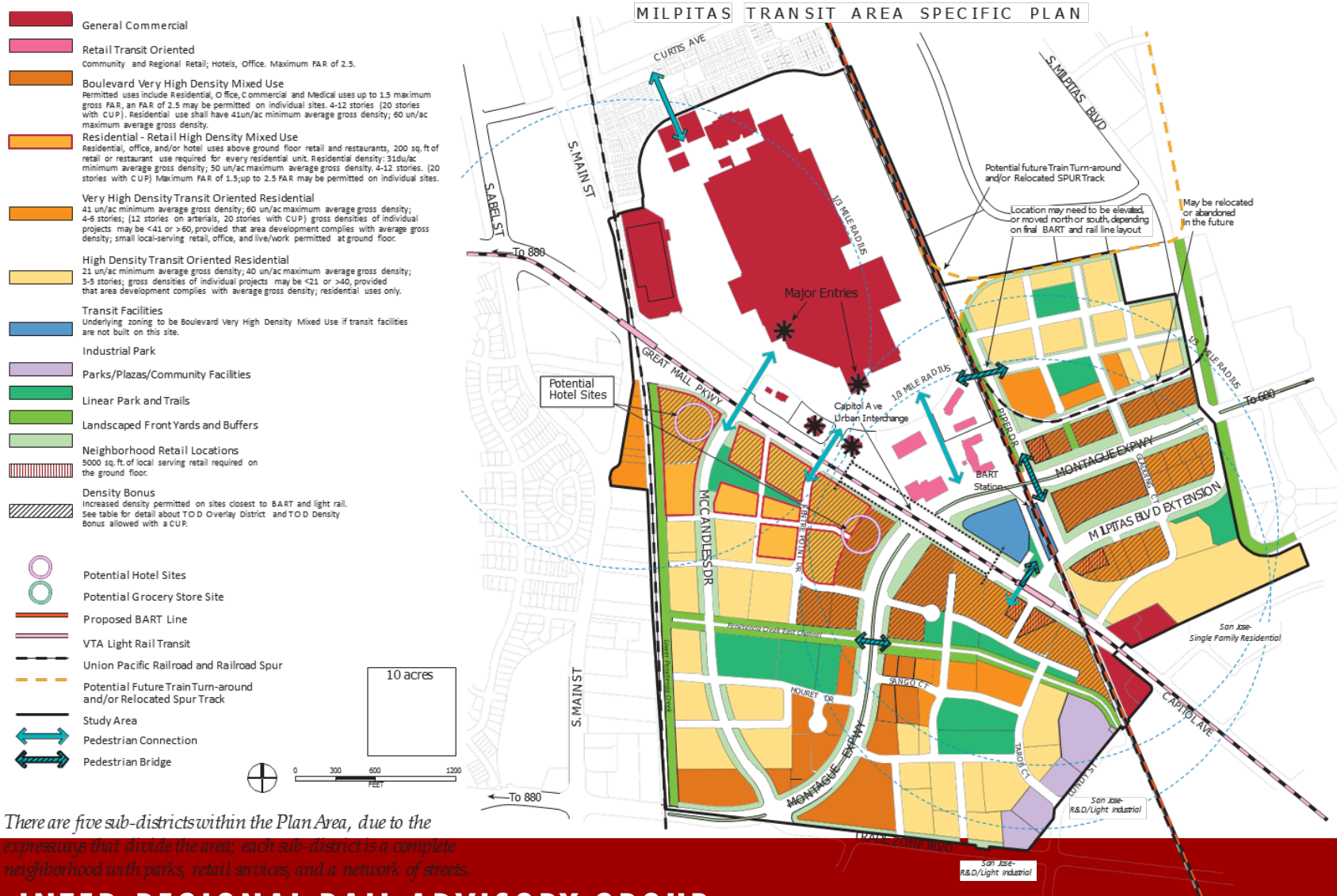


Looking west towards the Milpitas Station and parking structure.



The extension of S. Milpitas Blvd. will have a separated bike and bus lane from through-traffic leading into the station.

Silicon Valley Berryessa Extension: Milpitas Transit Area Specific Plan



There are five sub-districts within the Plan Area, due to the expressways that divide the area; each sub-district is a complete neighborhood with parks, retail services, and a network of streets.

Silicon Valley Berryessa Extension: Berryessa Station



Rendering of completed
Berryessa Station.

View of the Berryessa Station taking shape from the third floor
of the parking structure.

Silicon Valley Berryessa Extension: Berryessa Station



Construction of stairways and interior walls of the Berryessa Station concourse.



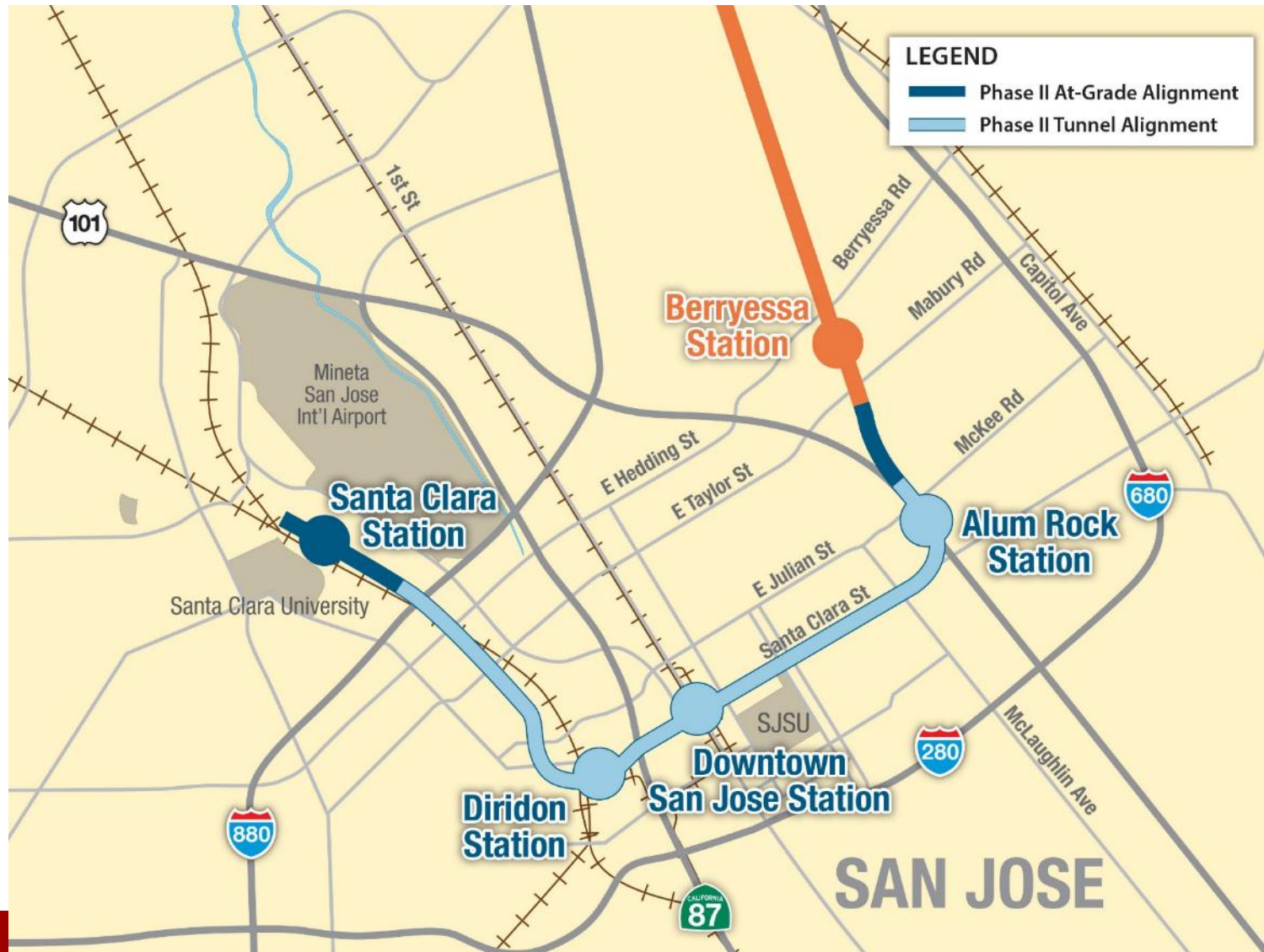
Construction of the Berryessa parking structure elevator tower.

Silicon Valley Berryessa Extension: Berryessa Station Development Plans



Phase II Extension Status

Phase II Alignment and Stations



Phase II Funding Strategy



Phase II Project Cost: \$4.69 Billion¹

Funding Status	Source	Target Value
Expended	Measure A Sales Tax & TCRP	\$160 Million
Projected	Existing Measure A Sales Tax	\$1 Billion
Projected	FTA New Starts	\$1.5 Billion
Projected	New Sales Tax Measure	\$1.5 Billion
Projected	Cap & Trade Program	\$750 Million ³
Total		\$4.91 Billion ²

¹ As part of the Federal New Starts review process, FTA will conduct a risk evaluation and establish with VTA the contingency levels for the project.

² The amount included in the funding strategy assumes a level of additional contingency resulting from the future risk assessment results.

³ VTA is targeting the maximum State Cap & Trade amount of \$750 million. The current program is competitive and any allocation awarded to VTA could be less than the target amount.

Phase II Current Activities and Next Steps



- Pursuing additional funding sources
- Federal Transit Administration's New Starts Project Development
- Draft EIR/EIS environmental document (Late Summer/fall 2016)
- Anticipate VTA Board defining final Phase II Project (Q1/Q2 2017)
- Community Working Groups
- Planning and technical studies

VTA's BART Silicon Valley Extension



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