

VTA's BART Silicon Valley Phase II Extension

Alum Rock Community Working Group Orientation

May 13, 2015



Agenda



- Welcome and Introductions
- Introduction to CWG Process
- Overview of VTA's BART Silicon Valley Program
 - Financial Update
 - Environmental Update
- Discussion
- Next Steps

Welcome



- Introductions
- Meeting format
 - Presentation on various topical areas
 - Round table discussion
 - No public comments

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CWG Process

Eileen Goodwin, Facilitator

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Role of the CWG



- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project

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Your Role as a CWG Member



- Attend CWG meetings
 - Bring your own binder (BYOB)
- Be honest
- Provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

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Role of the CWG Team



CWG Team Member	Role
Eileen Goodwin	Facilitator
Kathleen Podrasky	Primary Outreach Contact
Leyla Hedayat	Phase II Project Manager
Erica Roecks	Technical Lead
Michael Brilliot	City of San Jose – Planning Liaison
Rosalynn Hughey	City of San Jose – Planning Liaison
Ray Salvano	City of San Jose – DOT Liaison
Jessica Zenk	City of San Jose – DOT Liaison

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CWG Meetings



- No alternates
- Commitment dates for 2015:
 - June 10, 2015 (4-6 PM)
 - August 12, 2015 (4-6 PM)
 - October 14, 2015 (4-6 PM)

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CWG Proposed Work Plan



- Ridership/modeling
- Connectivity/land use
- City & VTA related projects in BART corridor
- Development and station areas
- Economic analysis update
- Financial gap analysis
- FTA process/New Starts Project Development
- Envision project update
- Construction methods
- Environmental process

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Overview of Project

**Leyla Hedayat,
Phase II Project Manager**

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Phase I – Berryessa Extension



- 10-mile extension under construction
- Two Stations:
 - **Milpitas**, near the Great Mall
 - **Berryessa**, near the San Jose Flea Market
- Forecast opening date is Fall 2017
- \$2.3 billion total project cost
- Anticipated daily ridership for Phase I: 24,000 opening day (doubles in 15 years)

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Phase I – Berryessa Extension



- | | |
|--|------------|
| • Federal Funding Secured | March 2012 |
| • Groundbreaking | April 2012 |
| • Substantial Construction Complete | 2016 |
| • Start Systems and Pre-Revenue Operations | Early 2017 |
| • Forecast Opening Date | Fall 2017 |

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Phase I – Construction Milestones



View into Milpitas Station platform

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Phase I – Construction Milestones



Trench at Hostetter Road with systems facility adjacent to alignment

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Phase I – Construction Milestones



Berryessa Station canopy

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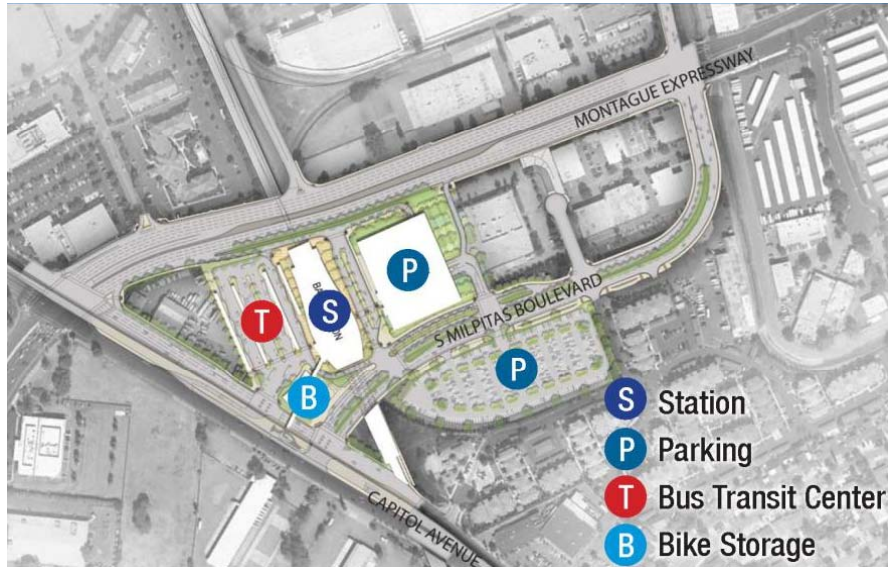
Phase I – Construction Milestones



Mechanically Stabilized Earth (MSE) wall construction south of Mabury Road In San Jose

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Phase I – Milpitas Station Area



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Phase I – Berryessa Station Area



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Phase II Extension Project

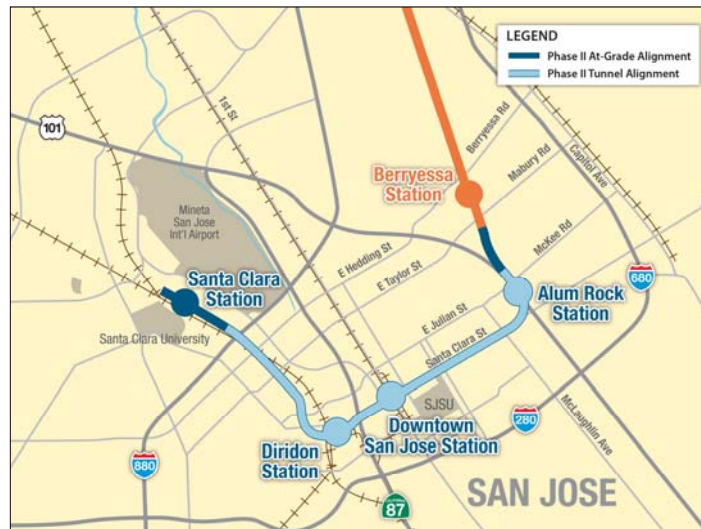


- 6-mile extension
- 4 stations
 - Alum Rock (underground)
 - Downtown San Jose (underground)
 - Diridon (underground)
 - Santa Clara (at-grade)
- Maintenance facility in San Jose/Santa Clara
- Anticipated ridership of 55,000 in 2035 (based on 2012 model)



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Phase II – Overview



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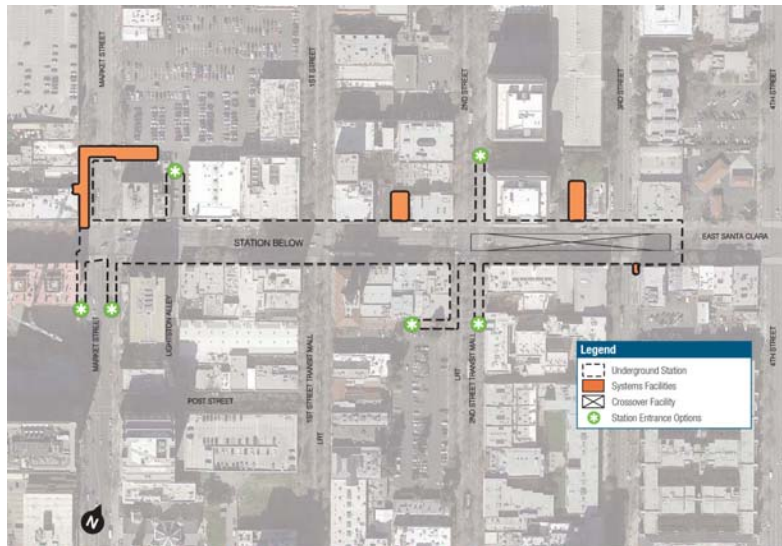
Alum Rock Station



Alum Rock Station Conceptual Site Plan
Phase II Extension Project



Downtown San Jose Station – West Option



Downtown Station West Option Conceptual Site Plan
Phase II Extension Project



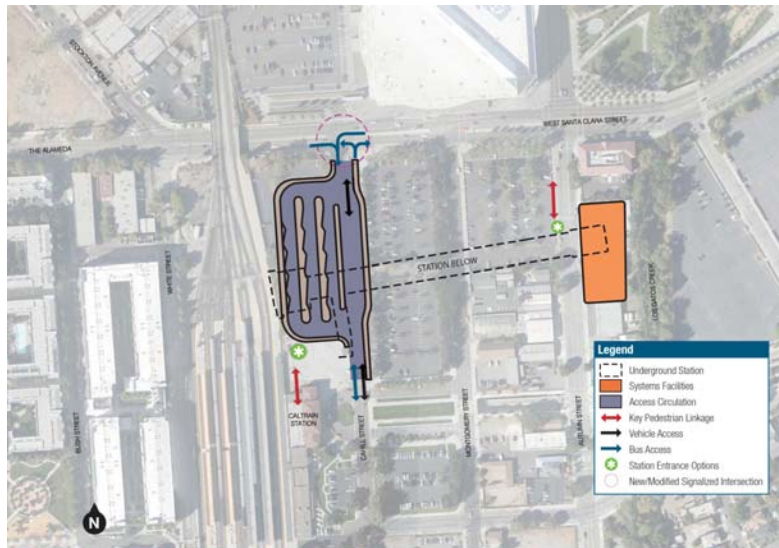
Downtown San Jose Station – East Option



Downtown Station East Option Conceptual Site Plan
Phase II Extension Project

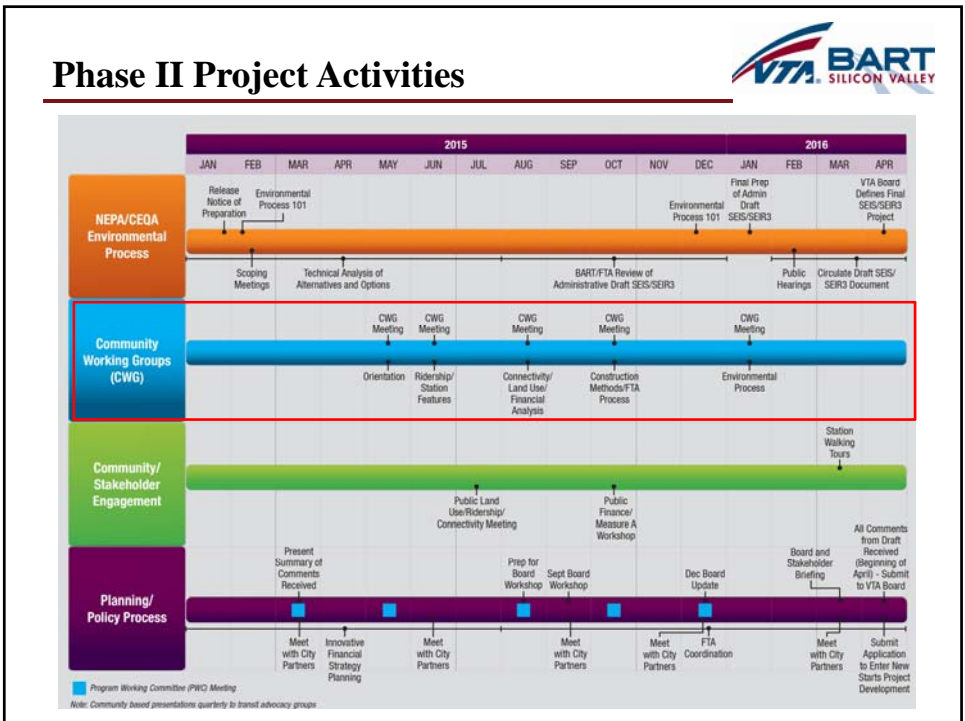
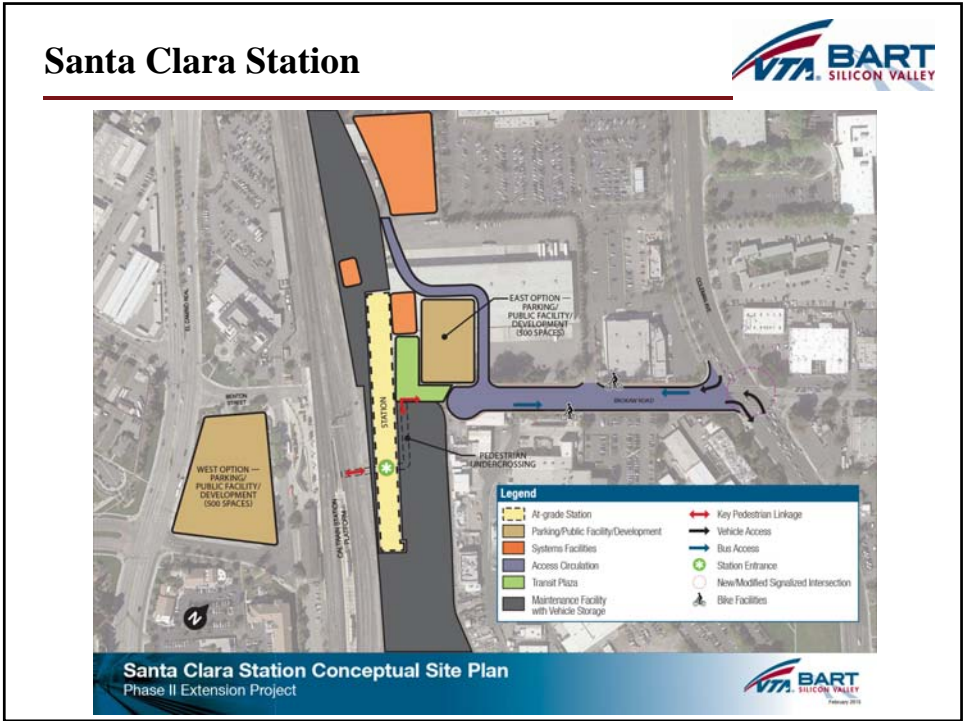


Diridon Station



Diridon Station Conceptual Site Plan
Phase II Extension Project





Phase II – Community Engagement



- Land use/ridership/connectivity workshop
- Finance/Measure A workshop
- Station walking tours
- Construction methods workshop

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Phase II – Relevant Projects



- City staff updates on Specific Plans associated with BART station areas
- City projects within BART corridor
- VTA projects within BART corridor
- Station multi-modal access planning process

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Funding Status



- Measure A funds constrained
- Additional funding needed to build Phase II
- VTA will pursue federal funding from the Federal Transit Administration's (FTA) New Starts Program
 - New Starts rating for projects is based on two criteria:
 - Project Justification (50%)
 - Local Financial Commitment (50%)

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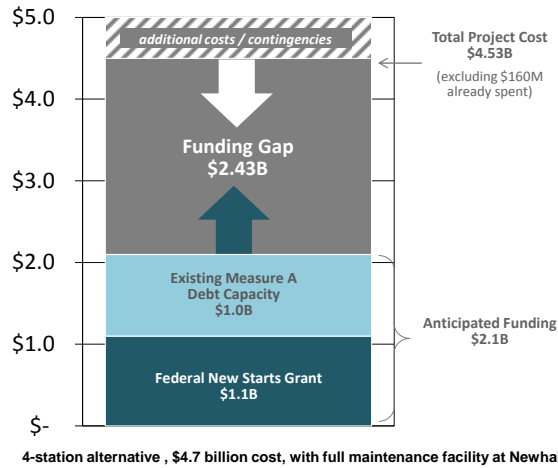


Financial Update

Raj Srinath, Chief Financial Officer
&
Mike Smith, Fiscal Resources
Manager

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Phase II – Funding

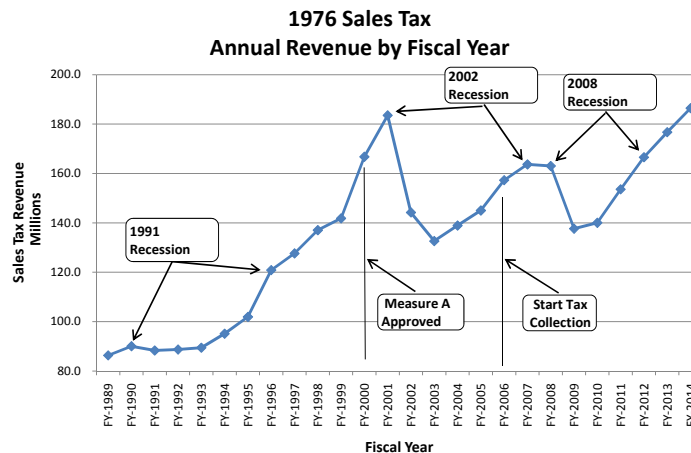


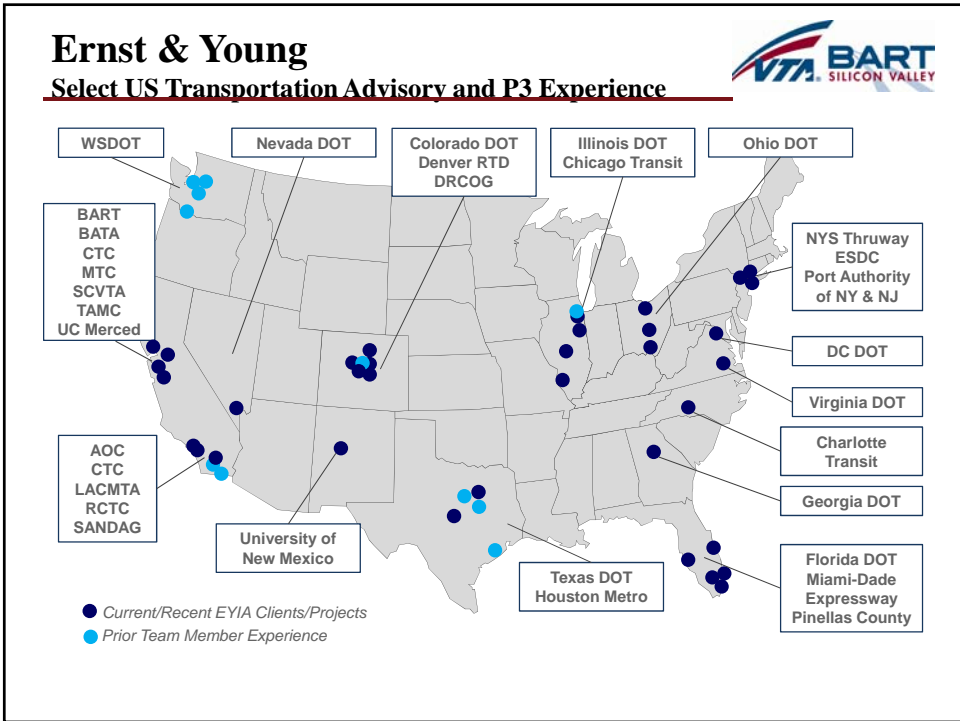
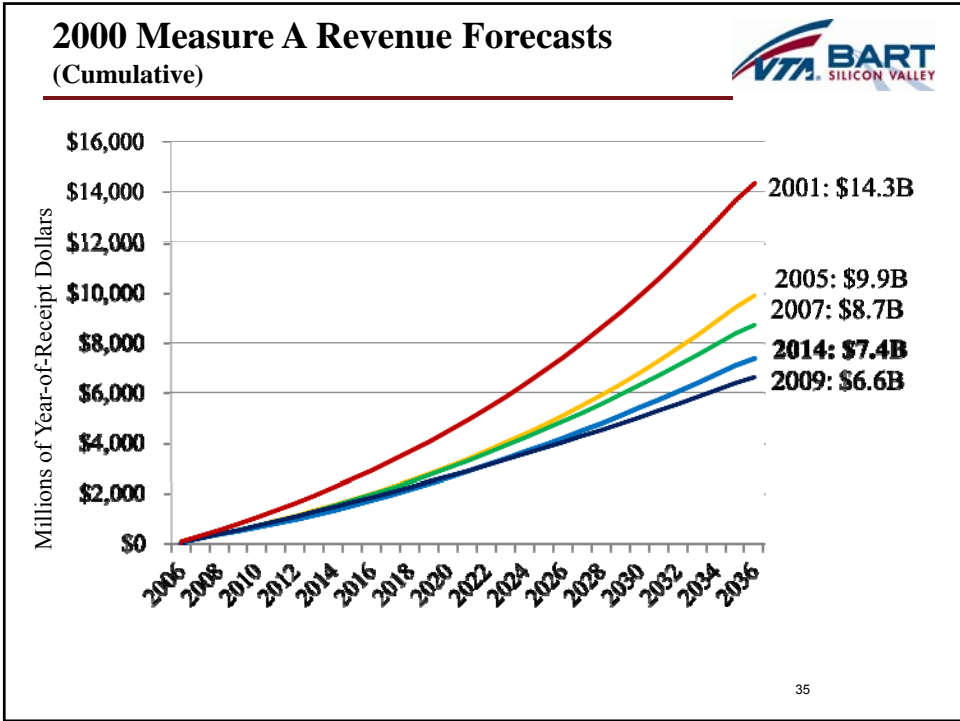
- Successful mega projects focus on strategies that address both revenue generation and cost management

2000 Measure A



- The Measure A tax was intended to deliver the 16 mile BART Extension
 - So, why is Measure A not sufficient?





Ernst & Young



- A leading transportation infrastructure advisor
- 400 EY professionals across a global infrastructure network
- 700+ EY projects since 1996 (250+ reached financial close)
- \$20 billion of new and potential US transportation projects
- Focus on alternative delivery strategy, finance and policy
 - *Pioneered hybrids of PPPs and innovative finance methods*
 - *8 Federal TIFIA loans closed (4 in last 18 months)*
- VTA's team can seamlessly leverage other skillsets
 - *Real estate market valuations and development*
 - *Construction management, oversight and controls*
 - *Transactional tax and accounting services specialized in PPP-related issues*
 - *Economic Impact Analysis*
- EY provides US infrastructure advisory services through its affiliate Ernst & Young Infrastructure Advisors, LLC (EYIA)

Scope of Services



Ernst & Young Infrastructure Advisors, LLC will identify, research, analyze and implement a range of financial and cost management alternatives and strategies to fund Phase II

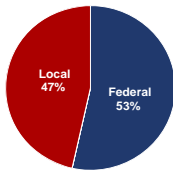
- Identify new funding sources
 - Federal grants
 - State grants
 - Local funding
- Identify ways to increase borrowing capacity
 - Federal and state infrastructure loan programs
 - Use of interim and short-term borrowing

Examples of Funding Splits

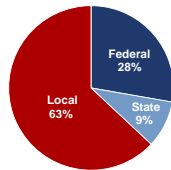


Various Large Transit Capital Investment Program Projects

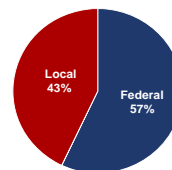
RTD Eagle P3



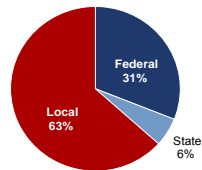
MTA Second Avenue Subway



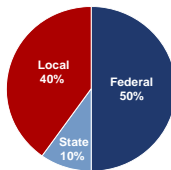
Houston N./S.E. Corridor LRT



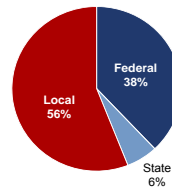
WMATA-Dulles Corridor



Minneapolis LRT



Aggregate of 5 Projects



- Breakdown by Funding Source for Comparable Transportation Projects
Source: U.S. Department of Transportation; Federal Transit Administration



Environmental Update

Tom Fitzwater,
Environmental Program Manager

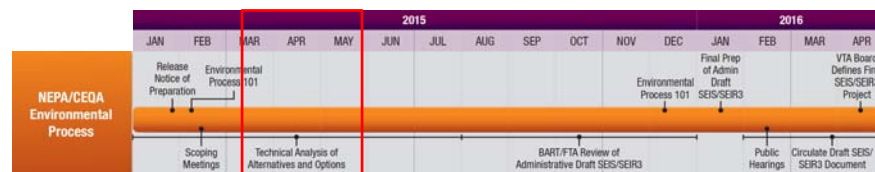
Environmental Process



- 2004 – State clearance (CEQA) on Final Environmental Impact Report (EIR): 16-miles
- 2007 – CEQA clearance on Final Supplemental EIR (SEIR): 16-miles
- 2010 – Federal clearance (NEPA) on Final Environmental Impact Statement (EIS): 10-miles
- 2011 – CEQA clearance on 2nd SEIR: 10-miles
- 2015 – Joint CEQA and NEPA document (SEIS/SEIR3): 6-miles

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Phase II – Environmental Process



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

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Phase II – Environmental Activities



- Scoping period ended on March 2, 2015 (92 comments were received)
- Scoping Report documents and consolidates comments received on the project scope, alternatives to be considered, and environmental issues to be addressed
- Consideration of comments received
 - Topics/concepts that have already been analyzed
 - Topics/concepts that are not feasible and/or outside of scope of environmental process
 - New topics/concepts that are feasible and warrant analysis
- Currently conducting technical analysis for development of draft document

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Discussion

Eileen Goodwin, Facilitator

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Discussion



What else would you like
to learn about?

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Next Steps



- Next meeting: Wednesday, June 10, 2015 ~ 4:00-6:00 PM,
Mexican Heritage Plaza ~ BYOB
- Action Items

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