



# VTA's BART Silicon Valley Phase II Extension Project

City of Santa Clara Council Meeting


October 27, 2020



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## VTA's BART Silicon Valley Phase II Extension

- 6-mile extension:
  - ~2.4 mile single-bore stacked
  - ~2.6 mile single-bore side-by-side
  - ~1 mile at-grade
- 4 stations:
  - 3 underground
  - 1 at-grade (Santa Clara)
- 2 Mid-Tunnel Ventilation/Emergency Egress Facilities
- Newhall Yard Maintenance Facility
- BART vehicles



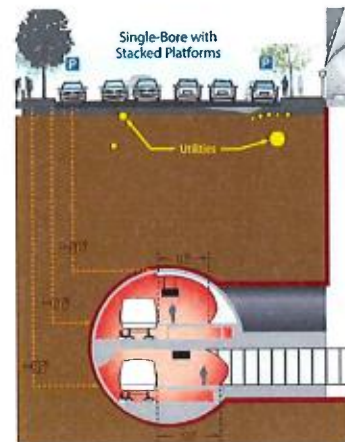
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## BART Phase II Background

- 2018** VTA and BART Board of Directors approved the BART Silicon Valley Phase II Project (through certification/acceptance of the SEIR) for a single-bore tunnel stacked platform station configuration with an agreement that VTA would explore side-by-side track arrangements

VTA received Federal environmental clearance (ROD) from the Federal Transit Administration (FTA) on the single-bore stacked platform station configuration



Approximately 48' TBM



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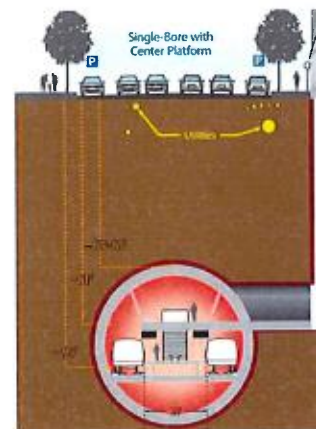
## BART Phase II Background

- 2019** Concurrent to pursuing federal funding, VTA and BART explored several single-bore side-by-side track arrangements

VTA advanced design on a 56' single-bore tunnel with side-by-side tracks and center platform

- 2020** Larger bore tunnel resulted in higher costs and risks, was thus eliminated from further consideration and VTA evaluated configuration options

VTA develops optimized single-bore concept that addresses BART's concerns and advances design



Approximately 56' TBM



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## 2020 Milestones



Passenger service for VTA's BART Silicon Valley Berryessa Extension on June 13, 2020

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## FTA's Expedited Project Delivery (EPD)

- VTA is pursuing funding through FTA's Expedited Project Delivery Program
- FTA pledged \$125M to VTA in August 2019
- FTA releases a Notice of Funding Opportunity in July which outlined program requirements
- VTA working expeditiously on remaining requirements needed to submit application

- ✓ Public-Private Partnership (P-3) agreement with Google
- ✓ Application of FTA's Simplified Trips-on-Project Software for modeling - completed
- ✓ FTA identified 10 critical third-party agreements – 7 completed; 3 nearing completion



FTA Acting Administrator Williams announcing \$125 Million funding pledge to VTA's BART Silicon Valley Extension in August 2019.



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## Contracting Plan

Contract	Title	Delivery Method*	General Scope
1	Systems (Approx. contract value \$500M)	Design-Build (DB)	<ul style="list-style-type: none"> <li>All rail system elements</li> </ul>
2	Tunnel & Trackwork (Approx. contract value \$2,000M)	Progressive Design-Build (PDB)	<ul style="list-style-type: none"> <li>Tunnel &amp; trackwork</li> <li>Mid-tunnel facilities</li> <li>28<sup>th</sup> Street/Little Portugal support of excavation</li> <li>Utility relocations as required</li> </ul>
3	Newhall Yard & Santa Clara Station (Approx. contract value \$500M)	Design-Build (DB)	<ul style="list-style-type: none"> <li>Yard &amp; Maintenance Facility</li> <li>Line &amp; track</li> <li>Santa Clara Station</li> <li>500 space parking garage</li> <li>Utility relocations as required</li> </ul>
4	Stations (Approx. contract value \$1,000M)	Design-Build (DB)	<ul style="list-style-type: none"> <li>28<sup>th</sup> Street/Little Portugal, Downtown and Diridon stations</li> <li>1,200 space parking garage (28<sup>th</sup> Street/Little Portugal Station)</li> <li>Utility relocations as required</li> <li>Adits</li> </ul>



\*DBF as a delivery/contracting method is under evaluation.

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## Cost Estimate & Funding Plan

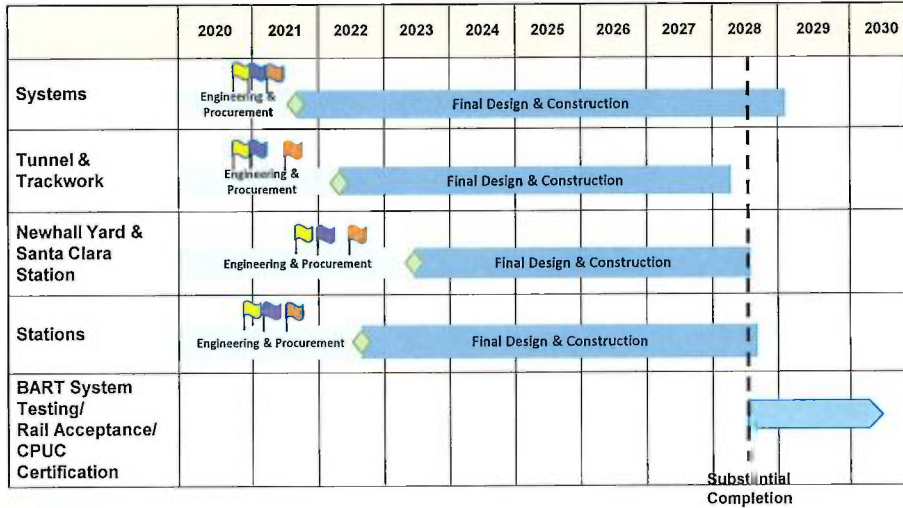
FTA Standard Cost Category	Description	Estimate (\$M YOY)	Funding Source	Amount Year of Expenditure (YOY) \$ millions
10	Guideway & Track Elements	\$1,525		
20	Stations, Stops, Terminals, Intermodal	\$1,593		
30	Support Facilities: Yards, Shops, Admin. Bldgs	\$275		
40	Sitework & Special Conditions	\$202		
50	Systems	\$471		
	Construction Subtotal:	\$4,066		
60	ROW, Land, Existing Improvements	\$318		
70	Vehicles	\$205		
80	Professional Services	\$1,256		
90	Unallocated Contingency	\$551		
100	Finance Charges	\$142		
	Subtotal:	\$6,538		
	Investment to Date: Legacy & Historical Costs (2003- 2020) (Environmental, Planning, Community Outreach, Project Management, Conceptual Engineering)	\$322		
	Total:	\$6,860		
			Federal - FTA Expedited Project Delivery Grant (25%)	\$1,714
			Non-Federal (75%)	\$5,145
			State/TIRCP Grant	\$750
			State/TCRP Grant	\$161
			Transit Oriented Development/P3	\$75
			2000 Measure A Sales Tax	\$1,954
			2016 Measure B Sales Tax	\$1,831
			Regional Measure 3	\$375
			TOTAL SOURCES OF FUNDS	\$6,860



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## Framework to Completion



### Legend

- NTP
- RFIF
- RFQ
- RFP

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## Phase II Project Alignment



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## Santa Clara BART Station and Maintenance Facility



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## VTA/City of Santa Clara Master Agreement

### Purpose of Agreement:

- Provides the general provisions for interaction, consultation, and cooperation between the City and VTA for design and construction of the Project.
- Will be supplemented with scope specific cooperative agreements to further define rights and obligations and to describe scope of work and costs to be reimbursed by VTA to City.
- Entails acknowledgement by VTA and City that the Project is funded in part with funds made available by FTA and thus the Agreement and obligations described will be interpreted consistent with applicable Federal and State laws and regulations.



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## VTA/City of Santa Clara Master Agreement

### Items deferred for future Cooperative Agreements:

- Document Project review milestones
- Time periods for City reviews and inspections
- Requirements for any Architectural Historic Properties
- Incorporation of updated Construction Standards
- Definition of Project Betterments
- Construction and post construction stormwater requirements
- Payment reimbursement requirements



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## VTA/City of Santa Clara Master Agreement

### Alternatives for Consideration:

1. Authorize the City Manager to negotiate and execute a Master Agreement with VTA related to BART Silicon Valley Phase II Extension Project;
2. Continue the Council Meeting and this item to October 29, 2020 and direct the City Manager to issue a draft Master Agreement for consideration; or
3. Do not authorize the City Manager to execute a Master Agreement with the VTA and provide further direction to staff.



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## VT A/City of Santa Clara Master Agreement

### **Staff Recommendation:**

- Authorize the City Manager to negotiate and execute a Master Agreement with VTA related to BART Silicon Valley Phase II Extension Project, and make minor changes, including time extensions, as necessary.



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