



**SILICON VALLEY RAPID TRANSIT CORRIDOR/
WARM SPRINGS BART EXTENSION
POLICY ADVISORY BOARD MEETING**

Wednesday, October 15, 2008
3:00 PM

City Council Chambers
Milpitas City Hall
455 East Calaveras Boulevard

Milpitas, California
For Information Contact: Jacqueline F. Golzio (408) 321-5680

AGENDA

1. **CALL TO ORDER/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 the next agenda. All statements that require a response will be referred to staff for reply in writing.
3. **Approve** Minutes of July 2, 2008.
4. **Receive** Warm Springs Extension Project Update. (Mayo, BART)
5. **Discuss** BART WSX Funding: Critical Action Items. (BART/MTC)
6. **Receive** SVRT BART Extension Economic Effects Evaluation Presentation. (Gonot, VTA)
7. **Receive and File** SVRT Program Progress Report. (Gonot/Robinson)
 - a. Program Office
 - b. Engineering
 - c. Freight Railroad Relocation

8. **Approve** 2009 Policy Advisory Board Meeting Schedule. (Gonot, VTA)
9. Announcements
10. **ADJOURN**

NOTE COMMITTEE MEMBERS: In order to establish a quorum for this meeting, members are asked to call the Office of the Board Secretary (408) 321-5680 or E-mail: board.secretary@vta.org before 5:00 p.m. on the day prior to the meeting. Thank you for your cooperation.

In compliance with the Americans with Disabilities Act (ADA), those requiring accommodations or accessible media for this meeting should notify the Board Secretary's Office 48 hours prior to the meeting at (408) 321-5680 or E-mail: board.secretary@vta.org TDD (408) 321-2330. VTA's Homepage is located on the Web at: <http://www.vta.org>



SILICON VALLEY RAPID TRANSIT CORRIDOR AND BART WARM SPRINGS EXTENSION POLICY ADVISORY BOARD MEETING

Wednesday, July 2, 2008

MINUTES

1. The Regular Meeting of the Silicon Valley Rapid Transit Corridor and BART Warm Springs Extension Policy Advisory Board (PAB) was called to order at 3:04 p.m. by Chairperson Ken Yeager at the City of Milpitas, City Council Chambers 455 East Calaveras Boulevard, Milpitas, California.

ROLL CALL

Members Present

Tom Blalock, Vice Chairperson
Scott Haggerty
Bill Harrison
Joe Kornder
Bob Livengood
Gail Murray
Ken Yeager, Chairperson
Bob Wasserman

Alternates Present

None

Members Absent

Bob Franklin
Sam Liccardo
Madison Nguyen
Nancy Pyle

Alternates Absent

James Fang
Patricia Mahan
Anu Natarajan

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

There were no Public Presentations.

3. Minutes of January 16, 2008

M/S/C (Murray/Kornder) to approve the Minutes of January 16, 2008.

4. Conduct Voting to Determine Chairperson and Vice Chairperson for Calendar Year 2008 to Complete the Election Process

Chairperson Yeager opened the nominations from the floor for the position of SVRT/WSX Extension PAB Committee Chairperson for 2008.

Member Livengood nominated Member Yeager for the position of SVRT/WSX Extension PAB Committee Chairperson for 2008.

M/S/C (Haggerty/Livengood) to close the nominations and elect Member Yeager as SVRT/WSX Extension PAB Committee Chairperson for 2008, on a white ballot.

Chairperson Yeager opened the nominations from the floor for the position of SVRT/WSX Extension PAB Committee Vice Chairperson for 2008.

Member Haggerty nominated Member Blalock for the position of SVRT/WSX Extension PAB Committee Vice Chairperson for 2008.

M/S/C (Haggerty/Livengood) to close the nominations and elect Member Blalock as SVRT/WSX Extension PAB Committee Vice Chairperson for 2008, on a white ballot.

4.X. Appointments to Silicon Valley Rapid Transit/Warm Springs Extension Joint Policy Advisory Committee

Carolyn Gonot, Chief SVRT Officer and Staff Liaison, provided a brief overview of the BART/VTA Comprehensive Agreement and commented regarding the administrative procedures in the process to merge the Silicon Valley Rapid Transit/Warm Springs Extension Joint Policy Advisory Committee.

Ms. Gonot stated that with the assistance of General Counsel, staff will return to the PAB with formal administrative rules and procedures. Ms. Gonot stated that discussion will include quorum voting requirements, meeting schedules, and the election of the Chairperson and Vice Chairperson.

On order of Chairperson Yeager, there being no objection, the Committee received the Appointments to Silicon Valley Rapid Transit/Warm Springs Extension Joint Policy Advisory Committee.

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

5. **SVRT Planning Program Progress Report**

A. **Planning Update**

Carolyn M. Gonot, Chief SVRT Program Officer, provided a Planning Progress Report highlighting: 1) Station Area Planning; 2) BART Core Modifications Study; 3) Travel Forecasting; 4) Economic Impact Analysis; and 5) Financial Plan.

Ms. Gonot commented that the SVRT Station Areas Vision Plan and Parking and Toolkit documents have been completed and the Final Draft Santa Clara Station Area Plan will be presented to the Santa Clara and San Jose City Councils for adoption in the fall. She further noted that the BART Core Modification Study completed a Station Profile Passenger Survey and that 40,000 surveys were completed and returned to VTA.

Ms. Gonot commented that in regards to a new requirement of the New Starts process VTA has met with FTA regarding risk analysis assessment for the travel forecast.

Tom Fitzwater, Environmental Resources Planning Manager, provided a report on the Federal Environmental Impact Statement (EIS) highlighting: 1) Notice of Intent; 2) Scoping Period; 3) Final Coordination Plan; 4) Submittal of 1st Admin. Draft of EIS to VTA/BART; 5) Submittal of 2nd Admin. Draft EIS to VTA/BART for review; 5) Revisions, FTA Review and finalization; 6) Circulation of DRAFT EIS; 7) Respond to comments/FTA; 8) Review and Approval; 9) Circulation date for Final EIS; and 10) Proposed date FTA publishes the Record of Decision (ROD).

B. **Engineering Progress Report**

Mark Robinson, Acting Chief Engineering and Construction Officer, provided a report regarding Freight Rail Relocation (FRR) Activities that include: 1) The 65 percent Engineering Phase is 74 percent complete; 2) Northern tunnel realignment has been established at Coyote Creek following community outreach meetings; 3) Community outreach meetings held to select preferred site for east vent shaft near Coyote Creek; 4) The plans for initiating community outreach process for west vent shaft location on Stockton Avenue; 5) 65 percent designs are being issued for review by all designers; 6) The development and review of 65 percent design cost estimates, and 7) The Budget Summary.

Mr. Robinson commented that the Budget Summary indicates that of the total approved budget of \$723.4 million, \$456.6 million has been incurred to date (63 percent), leaving a balance of \$266.8 million.

Mr. Robinson provided a brief overview of the Freight Rail Relocation Project highlighting: 1) Project Location; 2) Project Limits; 3) Combined Project Scope regarding property, utilities, bridges, culverts, roadbeds, and track; 4) Individual Agency Objectives (VTA, Santa Clara Valley Water District, Alameda County Transit Authority/Caltrans, and the City of Fremont); 5) Freight Rail Relocation Budget; and 6) Project Activities.

Mr. Robinson commented that the approved project budget for FY 2009 allows the progression for the following Freight Rail Relocation Project activities that include: 1) Purchase property and sever access to freight services; 2) Initiate utility relocations to clear VTA right – of – Way; 3) Implement improvements at Lower Berryessa Creek; 4) Relocate freight railroad facilities in the Lower Berryessa Creek area; and 5) Begin utility relocations at Mission & Warren.

C. Federal Transportation Administration (FTA)

Ms. Gonot, provided a brief overview regarding the FTA New Starts Submittal Requirements. She commented that VTA is working closely with the FTA on the EIS, the Travel Forecast, Uncertainty Analysis, Project Management Plan, and the Real Estate Acquisition Management Plan.

On order of Chairperson Yeager, there being no objection, the Committee received the SVRT Planning Update

6. Warm Springs Extension Planning Update

Kathy Mayo, Deputy Executive Manager of Transit System Development, provided a Powerpoint presentation regarding the BART Warm Springs Extension (WSX) Progress Report highlighting: 1) Right – of – Way Acquisition that includes the Subway Box Contract, the Line, Track, and System Contract; 2) Permits-U.S. Army Corps of Engineers, Regional Water Quality Control Board and the California Department of Fish and Game; 3) Design- Subway Box Contract 85 percent Line, Track Station and Systems in Preliminary Engineering, Preparation of Design-Build Contract Documents and the Irvington Station Study; 4) Work in Advance of Construction that includes utility relocations and site investigations; 5) Construction; and WSX Project Schedule.

Member Haggerty inquired if there are actions that can be taken now to improve the project's cost effectiveness in the future. Ms. Mayo commented that the Irvington Station Study would evaluate those options.

On order of Chairperson Yeager, there being no objection, the Committee received the Warm Springs Extension Planning Update.

7. **MTC Resolution 3434 Regional Transit Expansion Program Strategic Plan Update**

Carolyn Gonot, introduced Kenneth Folan, Senior Transportation Analyst, Metropolitan Transportation Commission (MTC), who provided a PowerPoint presentation entitled, “Resolution 3434 Draft Strategic Plan” highlighting: 1) Resolution 3434 Background; 2) Funding; 3) Strategic Plan; 4) Potential New Sources Available for Strategic Plan; 5) Additional Near-Term Funding Possibilities – November 2008; 6) Project Tiers; 7) Recommended Strategies; 8) Project Delivery Focus-Closing the Funding Gap on Tier 2 Projects; 9) Alameda County (AC) Transit Bus Rapid Transit; 10) BART Extension to Warm Springs; 11) BART Oakland Airport Connector; 12) Caltrain Electrification; 13) Summary of Strategic Plan Recommendations and Conditions; 14) Funding Recommendations; 15) Small Starts Recommendation; and 16) Next Steps.

Mr. Folan commented that MTC staff completed the Strategic Plan Update June 2008. He provided a brief overview and background of Resolution 3434. He noted that the Resolution was adopted in 2001 and establishes vision for regional transit expansion with a list of 20 projects identified that include: 1) Bus; 2) Rail; 3) Ferry; and 4) Terminal Investments. He further noted that the transit oriented development element added to require supportive land use policies and the current program cost is \$17 billion at the year of expenditure.

Mr. Folan further commented that the purpose of the Strategic Plan is to provide a framework for successful program and project delivery by addressing the escalating project costs, near-term funding requests, and the development of the financially constrained element of the Transportation 2035 Plan.

The Draft Strategic Plan recommends the following; 1) Place projects in 4 categories to address specific program and project challenges; 2) Continuation of monitoring of project progress and milestones; 3) Provide advocacy support; 4) Take specific programming actions to deliver otherwise ready-to-go projects; and 5) Endorse one additional regional Small Starts project.

Member Haggerty commented that he supports the Dumbarton Rail Project and he recommends delaying the funding for that project to first complete the BART Extension to Milpitas, San Jose, and Santa Clara. Chairperson Yeager commented that he supports the recommendation of Member Haggerty.

Member Murray recommended that the PAB attend the next MTC meeting. Ms. Gonot commented that staff would prepare a letter to MTC endorsing MTC Resolution 3434 Regional Transit Expansion Program Strategic Plan Update signed by the Chairperson and Vice Chairperson of the PAB.

M/S/C (Haggerty/Blalock) to adopt support position for MTC Resolution 3434 Regional Transit Expansion Program Strategic Plan Update.

8. Revised SVRT/Warm Springs Extension PAB Meeting Schedule

On order of Chairperson Yeager, there being no objection, the Committee approved the meeting schedule as amended to, cancel the Wednesday, August 20, 2008 meeting and schedule the next SVRT/WSX PAB meeting to Wednesday, August 27, 2008 at 3:00 p.m. at Milpitas City Hall, City Council Chambers, 455 East Calaveras Boulevard, Milpitas, California.

9 Announcements

There were no Announcements.

10 ADJOURNMENT

On order of Chairperson Yeager, there being no objections, the meeting adjourned at 3:53m.

Respectfully submitted,

Jacqueline F. Golzio, Board Assistant
VTA Board of Directors

Date: _____ October 6, 2008

Committee Meeting Date: _____ N/A

Board Meeting Date: _____ October 15, 2008

BOARD MEMORANDUM**INFORMATION ITEM**

TO: SVRT/Warm Springs Extension Policy Advisory Board

FROM: Funding Partners Working Group

SUBJECT: Warm Springs Extension Funding: Critical Action Items

FOR INFORMATION ONLY**BACKGROUND:**

MTC approved the Resolution 3434 Strategic Plan on September 24, 2008, which included a funding strategy for closing the funding shortfall on the BART Warm Springs Extension. Subsequently, the Warm Springs Funding Partners Working Group identified the timeline of critical actions for attaining the full funding for the Warm Springs project. The timeline was based on meeting a schedule that allows the subway construction of the Warm Springs extension to be advertised in February 2009.

TO: SVRT/Warm Springs Extension Policy Advisory Board DATE: October 15, 2008

FR: Funding Partners Working Group

RE: Warm Springs Extension Funding: Critical Action Items

On September 24th, 2008, MTC approved the Resolution 3434 2008 Strategic Plan. Included in the plan was a funding strategy to close the \$144 million funding shortfall for the BART to Warm Springs Extension project. Additionally, the plan identified a cashflow strategy, including access to an additional \$91 million in Regional Measure 2 funds, allowing the project to proceed to construction in 2009.

MTC Funding Contribution - Specific Conditions

The MTC contributions of \$74 million to close the shortfall and \$91 million to meet cashflow demands are conditioned on the following:

1. BART contributing \$24 million from the State Local Partnership Program or other fund source
2. Alameda and Santa Clara Counties contributing \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds
3. VTA's Board committing to a full funding plan for an operable BART segment in Santa Clara County

Actions Necessary to Meet the Specific Conditions

In order to satisfy the conditions of Resolution 3434 related to the release of the MTC funds, the actions listed below and shown in the attachment must be taken. *Note that to avoid delaying the construction start date for the BART to Warm Springs Extension subway contract, all actions must be completed by January 1st, 2009.*

1. The Santa Clara Valley Transportation Authority (VTA) Board takes action committing to a full funding plan for an operable BART segment in Santa Clara County
2. The BART Board adopts a resolution committing \$24 million to the project
3. The Alameda County Congestion Management Agency (ACCMA) Board adopts a resolution committing \$91 million in future state Regional Transportation Improvement Program funds to the Dumbarton Rail project
4. The Alameda County Transportation Improvement Authority (ACTIA) Board adopts a resolution committing \$30 million in Proposition 1B – State Local Partnership Program funds to the project
5. The Santa Clara Valley Transportation Authority (VTA) Board adopts a resolution committing \$16 million in Proposition 1B – State Local Partnership Program or other funds to the project

Once these actions are initiated, MTC will hold a public hearing to reassign the \$91 million in Regional Measure 2 funds to the BART to Warm Springs project and adopt a resolution committing \$40 million in Proposition 1B – State Local Partnership Program funds and \$34 million in additional bridge tolls to the project.

BART WSX PROJECT DELIVERY CRITICAL ACTION ITEMS

Agency	Task	Sep-08	Oct-08	Nov-08	Dec-08	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09	Jul-09	Aug-09	Sep-09
BART	Phase I - Subway Contract													
	Refine Cash Flow Requirements for WSX	█												
	Complete Bid Package for Subway	█	█	█	█	█								
	Board Endorse WSX Funding Plan including commitment of \$24m to the project				█	█								
	Advertise Subway Contract/Selection of Contractor						█	█	█	█				
	Board to Award Subway Contract									█	█			
	NTP on Subway Contract										█	█		
	Phase II - Line Track Station and Systems (LTSS) Contract													
	Issue RFQ for LTSS Contract/Selection Process				█	█	█							
	Short-Listed LTSS teams to Board							█	█	█	█	█		
Complete Bid Package for LTSS Contract								█	█	█	█	█		
Issue RFP for LTSS Contract												█	█	
MTC	Approval of Resolution 3434 Strategic Plan	█												
	RM2 Program Amendment to redirect \$91 Million of Dumbarton funds to WSX				█	█	█							
	Commission adopts SLPP Program Priorities				█	█								
	Resolution allocating funds to Subway Contract					█	█							
ACTIA	Board to Adopt Financial Strategy for WSX Phases				█	█								
	Agreement with BART for LTSS Funds				█	█	█							
	Board makes finding on fully funded segment to Santa Clara County					█	█							
	Resolution committing \$30m SLPP funds to Subway Contract					█	█							
VTA	Santa Clara County Vote on 1/8 cents sales tax			█	█									
	VTA Board takes action committing to a full funding plan for an operable segment in Santa Clara County				█	█								
	Release SVRTC Draft SEIS with fully funded segment into Santa Clara County					█	█							
	Resolution committing \$16 million SLPP to WSX					█	█							
	ROD/Full Funding Grant Agreement SVRTC												█	█
ACCMA	Board action to reassign RTIP: \$91m from Warm Springs to Dumbarton			█	█									
	Board policy strategy for \$69m STIP commitment		█	█	█									
All	Track SLPP funds and availability	█	█	█	█									
	Funding Working Group	█												
	October 15 PAB		█	█										
	Concurrence on Financial Plan for Subway Contract				█	█								
	Concurrence on Financial Plan for LTSS Contract					█	█							
	MTC and ACTIA advance \$27m each, BART repays with SFO revenue - Timing TBD													
	Regional Action on 2010 STIP												█	█

Funding for Subway Contract Secured

Funding for LTSS Contract Secured

MTC Resolution 3434, Revised
Adopted by MTC on September 24, 2008
Specific Conditions Related to BART to Warm Springs
Attachment D, Specific Conditions

4. BART Extension to Warm Springs: MTC commits the following funds subject to availability: \$40 million from MTC's share of Proposition 1B State Local Partnership Program, \$29 million in RM1 and \$5 million in AB 1171. These funding commitments are conditioned upon: 1) BART contributing an additional \$24 million; 2) Alameda and Santa Clara Counties contribute \$30 million and \$16 million, respectively, from Proposition 1B State Local Partnership Program proceeds; and 3) VTA's Board committing to a full funding plan for an operable BART segment in Santa Clara County.

To address the cash flow challenges wherein the \$145 million surplus fare revenue on the BART SFO Extension are not expected to be available during the BART to Warm Springs construction period, \$91 million of Regional Measure 2 (RM2) and \$54 million, shared equally, in funding advanced from MTC and BART/ACTIA are proposed. This proposal is conditioned on the following: 1) the Commission holding a public hearing and approving reassignment of \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project; and 2) first priority and equivalent repayment of \$27 million each to MTC and ACTIA/BART from the surplus BART SFO Extension revenues

7. Dumbarton Rail: Should the Commission hold an RM2 Public Hearing and reassign \$91 million in RM2 funds from the Dumbarton Rail project to the BART to Warm Springs project, the \$91 million will be replaced with \$91 million in Alameda Regional Transportation Improvement Program (RTIP) funds. The reassignment is conditioned on the Alameda County Congestion Management Agency adopting a board resolution committing the RTIP funds to the project. MTC, in cooperation with Caltrain and the other funding partners, shall:

1. Support completion of the alternatives analysis and environmental phase
2. Support steps toward the purchase of Right-of-Way in the ACE, Capitol, and Dumbarton Corridors
3. Support expanded cost-effective express bus service in the corridor to build ridership
4. Explore other funding opportunities, including the potential for future bridge tolls, to accelerate repayment of the reassigned \$91 million in RM2 funds.
5. In conjunction with all funding partners, explore other funding opportunities, including the potential for future bridge tolls, to close the \$300 million project shortfall.



MEMORANDUM

DATE: October 15, 2008

TO: Silicon Valley Rapid Transit Corridor and BART Warm Springs Extension Policy Advisory Board

FROM: Carolyn M. Gonot
Chief SVRT Program Officer

SUBJECT: BART Extension Economic Effects Evaluation

FOR INFORMATION ONLY

BACKGROUND:

Santa Clara Valley Transportation Authority (VTA) commissioned Wilbur Smith Associates to conduct a study to assess the economic impacts of the proposed Silicon Valley Rapid Transit (SVRT) BART Extension over the analysis period 2008-2030. VTA conducted the economic effects evaluation in response to Federal Transit Administration and federal surface transportation legislation – *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) guidelines. Projects seeking federal funding are encouraged to include a project's economic development benefits as part of FTA's evaluation and ratings process.

The *Economics Effects Analysis of the BART Extension* includes estimations of the potential transportation efficiency gains and the long-term economic impacts resulting from (a) travel efficiency gains accruing to highway users and potential SVRT BART users, (b) construction, operations, and maintenance expenditures of the SVRT BART Extension, (c) new land developments at future SVRT BART stations, and (d) an expanded labor market attributable to improved worker mobility and accessibility.

The region analyzed in this study is comprised of Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo counties. Some benefits of the SVRT BART investment are anticipated to spill over from the immediately impacted geography of Santa Clara County into the aforementioned counties. In order to quantify the spillover effect and evaluate as much of the total economic impacts as reasonably possible, the overall study region is considered when modeling the long-term economic impacts of the proposed investment.

The findings from this study are intended to enable decision-makers within VTA to strategically assess the available policy options concerning the SVRT BART Extension investment and to have sufficient information to make key decisions with the consideration of the corridor as a potential economic asset to the county, the region, and the State of California. Findings of this study include an indication of the general magnitude of the regional economic impacts ensuing from the SVRT BART Extension.

To assist with the study, VTA formed a Study Technical Advisory Committee (TAC) comprised of members from each local jurisdiction to provide input and analysis. The Study TAC members included representatives such as economic development directors, redevelopment managers, planning directors and city managers. Additionally, the consultant interviewed individuals from local and regional stakeholder organizations, including chamber of commerce offices, business and city associations, and transportation and planning organizations to obtain a better understanding of the region prior to conducting the evaluation.

DISCUSSION:

Short-term and long-term economic impacts of the proposed SVRT BART Extension were estimated utilizing an economic impact modeling software, developed by Regional Economic Models Inc. (REMI). This economic simulation model has the capability to forecast the impact that a change in an economic activity or policy will have on a region's economy. Impacts measured include changes in gross regional product (GRP), personal income, and employment. GRP is defined as the market value of all final goods and services produced within a metropolitan area in a given period of time. Personal income is defined by the United States' Bureau of Economic Analysis as income received by persons from all sources. Employment is defined by temporary and permanent jobs. Temporary jobs are predominantly associated with construction of the extension and influx of new construction development around stations. Permanent jobs are predominantly associated with highway/transit user benefits, operations & maintenance, and increased mobility and accessibility once the project is in operation.

Key findings from the evaluation are summarized in **Table 1**. The analysis results include low and high monetary estimates of the overall economic impacts that the SVRT BART Extension is expected to have on Santa Clara County and the study region from 2008 to 2030. Low estimates are based on initial conservative inputs for the evaluation's estimates, forecasts and assumptions. High estimates are based on sensitivity tests conducted to gauge the responsiveness to changes in input assumptions. Each factor introduces the possibility of error into the results, which is important when assessing and making policy decisions. Additionally, this evaluation estimates the Return on Investment (ROI) associated with the extension. The above-mentioned results are summarized below.

- Based on lower and higher estimates, the evaluation anticipates that the SVRT BART Extension will generate between \$6 billion and \$11.42 billion, respectively, in GRP in the study region.

- The evaluation estimates that between \$2.28 billion to \$3.27 billion in personal income, and \$4.56 billion to \$8.65 billion in travel-time savings to travelers commuting over the analysis period will be generated in the study region.
- Highway user benefits, construction of the SVRT BART Extension, and affordable mobility and accessibility benefits will comprise 86% of GRP (32.4%, 25.6% and 28.0%, respectively) based on the lower estimates of the overall benefits. Based on higher estimates, these three items will account for 89.4% of GRP with highway user benefits comprising 60.0% of GRP.
- It is expected that the SVRT BART Extension will create, on average, between 2,415 and 2,555 temporary jobs annually in association with construction activities pertaining to both the SVRT BART Extension and induced land use development around the six proposed stations. Between 2,426 and 7,357 permanent jobs are estimated to be tied to the travel efficiency gains, operation and maintenance of the SVRT BART Extension, induced development, and affordable mobility and accessibility benefits on average, annually.
- In Santa Clara County, it is anticipated that the GRP generated would range from \$4.48 billion as a low estimate to \$6.99 billion as a high estimate, personal income benefits would range from \$1.5 billion to \$2.1 billion, and travel-time savings would range from \$2.5 billion to \$4.8 billion. On average the extension would generate between 1,606 to 1,746 temporary jobs and 1,643 to 5,755 permanent jobs.
- Project ROI associated with construction, operations and maintenance was estimated based on a 50-year “years of useful life” timeframe. The estimated range of ROI for the project ranges from a factor of 3.83 to 10.01, based on estimated low and high monetary gains of \$25.98 to \$59.26 billion in the study region.
- In addition to estimating ROI on 50-years of useful life, a sensitivity analysis was conducted for 30-years of useful life and 70-years of useful life scenarios.

Table 1: Summary of Key SVRT Economic Impact Findings in millions in 2005\$ (2008 – 2030)

Economic Factors/Measures	Economic Impact (Low Range)	Economic Impact (High Range)

Gross Regional Product (Study Region)	\$6,010	\$11,420
Gross Regional Product (Santa Clara County)	\$4,480	\$7,000
Personal Income (Study Region)	\$2,279	\$3,270
Personal Income (Santa Clara County)	\$1,539	\$2,053
Commute Travel Time Savings (Study Region)	\$4,556	\$8,649
Commute Travel Time Savings (Santa Clara County)	\$2,537	\$4,799
Average Annual Temporary Employment (Study Region)	2,415	2,555
Average Annual Temporary Employment (Santa Clara County)	1,606	1,746
Average Annual Permanent Employment (Study Region)	2,426	7,357
Average Annual Permanent Employment (Santa Clara County)	1,643	5,755
50-Year Return on Investment	3.83	10.01
30-Year Return on Investment (Sensitivity Analysis)	2.42	8.85
70-Year Return on Investment (Sensitivity Analysis)	4.57	12.42



MEMORANDUM

DATE: October 15, 2008

TO: Silicon Valley Rapid Transit Corridor and BART Warm Springs Extension Policy Advisory Board

FROM: Carolyn M. Gonot
Chief SVRT Program Officer

SUBJECT: SVRT Program Update

FOR INFORMATION ONLY

The following activities are being conducted in support of policy and program level decisions for the SVRT project.

FUNDING

Measure B

On August 7, 2008, with support from business, labor, environmental, academic and civic leaders, the VTA Board of Directors adopted a resolution to place a measure on the November 2008 ballot asking residents to consider a one-eighth cent (1/8 cent) sales tax to fund operations and maintenance for BART to Silicon Valley.

This tax is limited to thirty years and would provide operating and maintenance expenses and capital reserve contribution for the SVRT Project to take effect upon receipt of appropriate funding from the state and federal government.

TCRP Allocation Plan

The CTC approved an Allocation Plan for the Traffic Congestion Relief Program. The action established a Tier 1 set of projects and gives priority to these projects. The TCRP Allocation Plan commitments take priority over and supersede Letters of No Prejudice, i.e. the Allocation Plan identifies specific funding committed by year to each of the Tier 1 projects. The BART to Silicon Valley Project will receive \$40 million per year for five years and \$39 million in the

sixth year, beginning in the 09/10 fiscal year, as long as funding is allocated to the program. The most recent estimates for the TCRP Program predict that the funding will be available each year.

Highway-Railroad Crossing Safety Account (HRCSA) Program

In August, the CTC approved a list of grade separations to receive funding from the HRCSA Program. The program was included in the Proposition 1B bond revenue act. The Warren Avenue and Kato Road grade separations were included in this list with guaranteed funding of \$19.6 million.

MTC

MTC approved the strategic funding plan for the Regional Transit Expansion Program (Resolution 3434). By approving the plan, the Warm Springs Extension received the \$91 million in funding necessary to be fully funded.

FINANCIAL PLANNING

In September, VTA's financial planning consultant, AECOM Consult, presented to BART management the methodology used to develop operations and maintenance cost estimates of the extension. BART management confirmed that AECOM followed the methodology from the 2001 Comprehensive Agreement between BART and VTA.

STATION AREA PLANNING

The City of Santa Clara, City of San Jose, and VTA have completed a public review draft *Santa Clara Station Area Plan* (SCSAP). The team will address public comments and submit a final draft SCSAP to the City of Santa Clara and City of San Jose councils, and respective commissions, for adoption in the spring of 2009. A *Draft Santa Clara Station Area Plan Environmental Impact Report* (EIR) for the SCSAP is currently under way and a public draft EIR will be released in January 2009.

VTA is also a participant in the Diridon Station Area Plan, which was selected by MTC to receive \$750,000 in grant funding. The planning effort is being lead by the City of San Jose's Department of Transportation and is expected to begin in early 2009.

BART CORE MODIFICATION STUDY

In 2007, BART and VTA entered into an agreement to complete a detailed analysis of BART Core Systems Impact and Systems Integration Modification Analysis. BART and VTA initiated this analysis due to a change in planning horizon from 2025 to 2030 and new regionally adopted land use projections. The project is anticipated to be completed in 2009.

Since July 2008, the study team reviewed station selection methodology results and approved moving ahead with spreadsheet modeling and field work on nine initial stations. This work evaluates the platform capacity, vertical circulation and faregate circulation for each station and will assist the architectural teams in determining where and what type of capacity improvements should be made.

Data processing and tabulation from the Station Access Survey portion of the study was completed in September. Final tabulations at the station level will be utilized when preparing a Technical Data Report and Station Profile Report. The Station Access Survey provides detailed information on customer access at all BART stations, including access mode, travel patterns and trip characteristics. The survey, which is expected to be completed at the end of October, will be used to inform access investment decisions related to the SVRT project.

TRAVEL FORECAST

AECOM Consult, Inc. is continuing to run additional risk analysis assessments for year 2030 ridership forecasts to test for varying effects of changing development densities. Hexagon Transportation Consultants, Inc. has provided additional model runs to test the impacts of parking charges at the proposed Santa Clara County BART stations. VTA staff and consultants are in the process of developing refined ridership estimates for the revised New Starts application process, which is anticipated to be submitted to FTA in 2009. VTA staff continues to assist BART staff in the geocoding of the 2008 BART station access surveys for use in the BART Core Modification Study.

ECONOMIC IMPACT ANALYSIS

VTA conducted the BART Extension Economic Effects Evaluation in response to Federal Transit Administration and federal surface transportation legislation - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) guidelines. Projects seeking federal funding are encouraged to include a projects economic development benefits as part of FTAs evaluation and ratings process.

The evaluation, conducted by Wilbur Smith Associates, was completed in September and presented to VTA's Technical Advisory Committee and Policy Advisory Committee in October and will be presented to VTA's Transit Planning and Operations Committee Meeting in November. Overall, the evaluation presented positive benefits for both Santa Clara County and the entire study region, which also included Alameda, Contra Costa, San Mateo and San Francisco counties. The Evaluation's executive summary is included in this meeting packet.

MEASURE A REVENUE AND EXPENDITURE PLAN UPDATE

The VTA Board of Directors adopted Policy Guidance for updating the Measure A Revenue and Expenditure Plan at their June Board meeting. The Policy Guidance includes measures to evaluate individual projects, based on criteria such as:

- Debt Coverage Service Levels
- Annual Service Levels
- Capital Improvement Program Funding
- Mode Split
- Project-level/Countywide boardings
- VMT, VHT, changes in GHGs and Particulates
- Population and Employment growth to support Transit-Oriented Land-use

In preparation for future Board discussion and comparison of Measure A projects, staff is developing a Project Evaluation matrix based on the above-mentioned criteria.



MEMORANDUM

DATE: October 6, 2008

TO: Silicon Valley Rapid Transit Policy Advisory Board (PAB)

FROM: Mark S. Robinson
Acting Chief Engineering and Construction Officer

SUBJECT: Silicon Valley Rapid Transit Project
Engineering Progress Report – September 2008

FOR INFORMATION ONLY

Engineering Activities:

The Project's 65% Engineering phase progressed with the design teams focusing on design development, geotechnical activities, third party utility relocation and engineering support agreements, and evaluating Value Engineering alternatives. As of the end of September 2008, 65% Engineering work is 82% complete. The 65% Engineering phase is scheduled for completion by December 2008.

To facilitate management and reporting during the 65% Engineering phase, the Project has been organized into three geographic areas plus Project-Wide Systems. Design of the guideway, stations, campus facilities and parking structures from the end of the proposed Warm Springs extension to the East Tunnel Portal is included in the **Northern Area**. The **Central Area** design efforts include approximately five miles of tunnel guideway, three underground stations, campus facilities and parking structures from the East Tunnel Portal to the West Tunnel Portal. The **Western Area** includes design of the guideway, Yard & Shops facilities, Santa Clara Station, campus facilities and parking structure from the West Tunnel Portal to the end of the tail track. **Project-Wide Systems** is responsible for design of Project-wide train control, security, communications, and traction power systems.

Northern Area

The Guideway Design Team addressed review comments received on the 65% designs for the C201 Civil Construction South of Sierra Lundy contract and issued the updated design package. Preliminary construction cost estimates for two civil construction contracts were

circulated for review and the Team continued to refine the construction schedule by addressing review comments. They finalized reports on the study of traffic impacts during construction at four locations in the Northern Area.

The Stations Design Team circulated a preliminary construction cost estimate for the two Northern Area Demolition and Parking Structure construction contracts for review. They issued a report on their response to comments received on the 65% design for the C250 Berryessa Station contract and plan to issue the Issued for Record drawings in September.

Central Area

The Guideway Design Team conducted a design review workshop presenting the design for the C312 Alum Rock Demolition, Hazmat and Utility Relocation and C321 Alum Rock Station Shell (Support Walls and Excavation) contract packages. A schedule for the Central Area Guideway construction and procurement activities, and preliminary cost estimates for seven Central Area contracts were issued for review. The Team circulated 65% plans and specifications for C390 West Mid-Tunnel Vent Shaft (STS) contract for review.

The Stations Design Team issued updated reports on the Utility Conflict Identification and Relocation Study, and the Power Load Requirements Study. Preliminary construction cost estimates for three procurement and four Central Area construction contracts were circulated for review. Efforts on the development of 35% designs for the C355 Santa Clara Street Improvements contract progressed with a review package issued in August. The Team finalized their response to comments received on the 65% design for the C340 Alum Rock Station and issued the Formal Design Review Report with the Issued for Record package.

Western Area

The Yard & Shops Design Team updated the design package for the C420 Yard & Shops Design-Build contract, incorporating review comments. They also completed refinements to the technical specification and Statement of Work for the C420 Design-Build contract. Updated deliverables are scheduled to be issued in September.

The Stations Design Team finalized their response to comments received on the design package for the C430 Santa Clara Station Design-Build contract and issued the Formal Design Review Report with the Issued for Record package.

Project Wide Systems

The Systems Design Team circulated a preliminary construction schedule for the implementation of Project-Wide Systems contracts for review. They issued 65% plans and specifications for the S518 High Voltage Substations for Tunnel Boring Machines and S530 Communication Systems contracts for review. The Team circulated updated reports on the Computational Fluid Dynamics analysis for the underground stations, and the Systems Right-of-Way requirement for review.

Design Integration

The Design Integration Team continued to support the development of Design Development and Technical Coordination Memoranda. They continued to audit drawings for interfaces between contracts during design reviews. The Team continued to support the development of the Contract Implementation Plan (CIP) and updates to eight Northern Area CIPs were issued.

Community Outreach:

The Community Outreach Team continued to communicate with and notify property owners, tenants and the general public via flyer drops, email notifications, site visits and stakeholder meetings with Santa Clara Street businesses and the San Jose Downtown Association on an as needed basis. They continued to support the Permit-To-Enter process for SVRT Program.

Fire/Life/Safety:

The Fire/Life/Safety Team conducted emergency drills with the Milpitas and Fremont Fire Departments, and in September conducted a tour of the BART Emergency Operations Center with the Fire Departments.

Right-of-Way, Railroad & Third-Party Coordination:

The Real Estate Team and Legal Counsel finalized the terms of the agreement with Frank-Lin Distillers. Frank-Lin Distillers is a company located south of Montague Expressway that will lose freight service as a result of relocation of the freight rail. The agreement is being executed by Frank-Lin Distillers and will be forwarded to VTA for execution.

The Right-of-Way Team continued to review preliminary reports of properties impacted by the project. To date, 134 requests for permit-to-enter for field activities that support engineering design have been received. The number of requests executed is 90.

The Third-Party Coordination Team continued to expedite the execution of third-party utility relocation and engineering support agreements. The Team coordinated with design teams and public agencies, facilitating the development and approval of technical coordination memoranda.

The Railroad Coordination Team continued to work with representatives of the Union Pacific Railroad (UPRR) on issues relating to the FRR Project. The Team continued developing solutions for severing the freight rail services to industries along the alignment in the Northern Area.

Budget Status:

The current authorized budget for the SVRT Program through August 2008 is \$712.8 million and includes the Environmental, Conceptual, Preliminary and 65% Engineering Phases of project development and Right-of-Way acquisition. Approximately 69% of the approved budget has been incurred through August 2008, as shown on Table 1.

Table 1: SVRT Program Budget Report

(Status as of August 2008; \$ in millions)

Phase	Approved Budget	Incurred To-Date	% Incurred	Balance
Conceptual Engineering/EIR	\$45.2	\$44.9	99%	\$0.3
UPRR Right-of-Way ^{Note 1}	\$81.7	\$61.6	75%	\$20.1
Newhall Yard Property	\$38.4	\$38.4	100%	\$0.0
Early ROW Requirements	\$80.0	\$42.1	53%	\$37.9
UPRR Relocation	\$103.9	\$13.0	13%	\$90.9
Preliminary Engineering	\$151.7	\$151.6	100%	\$0.1
65% Engineering	\$211.9	\$137.1	65%	\$74.8
TOTALS	\$712.8	\$488.7	69%	\$224.1

^{Note 1} \$20.1 million balance generated from sale of Warm Springs Extension Right-of-Way to BART.



MEMORANDUM

DATE: October 6, 2008

TO: Silicon Valley Rapid Transit Policy Advisory Board (PAB)

FROM: Mark S. Robinson
Acting Chief Engineering and Construction Officer

SUBJECT: Silicon Valley Rapid Transit Project
Freight Rail Relocation Activities – September 2008

FOR INFORMATION ONLY

Freight Rail Relocation Scope:

The Freight Rail Relocation consists of activities required to meet the terms of the purchase agreement between VTA and UPRR. Primary driver is to maintain UPRR Freight Rail operations along the corridor. This requires relocation of freight operations to adjacent UPRR property, maintain access for Truck-Rail Transfer facility and shippers serviced from the Milpitas Wye, and relocate or compensate industries south of Montague Expressway which will have freight service severed.

The scope includes approximately eight miles of track installation/rehabilitation from just north of Mission Boulevard to just south of Montague Expressway, relocation of eight third-party utilities along the corridor, modifications to nine creek crossings and four street crossings, the addition of a new wye and relocation/compensation to severed shippers.

This work will be accomplished via two primary construction packages: C101 at Mission/Warren/Truck-Rail (MWT), and C210 at Lower Berryessa Creek Crossing (LBC). Multiple third-party utility contracts will also be awarded to relocate existing petroleum and fiber optic cables.

Design:

The Freight Rail Relocation (FRR) Design Team issued a construction schedule, structural calculations, and an updated 65% design review package for the C101 Mission Blvd/Warren

Ave UPRR Relocation contract. The Environmental Impact Compliance Report for the C210 contract was finalized.

The Team issued “Issued for Bid” documents for the C210 Berryessa Creek Crossing, Abel Street Retrofit, and UPRR Relocation contract and held a Pre-Bid conference on July 24. Bids were received and opened on September 12, 2008. Bids are currently being evaluated with award expected at the November VTA Board meeting.

Construction cost estimates for the C101 Mission Blvd/Warren Ave UPRR Relocation contract based on 65% designs were developed for cost sharing negotiations with Alameda County Transportation Authority, Caltrans and the City of Fremont.

The Santa Clara Valley Water District Board approved the FRR cost-sharing agreement with VTA for C210 Berryessa Creek Crossing, Abel Street Retrofit, and UPRR Relocation.

The Team issued Technical Memoranda on the evaluation of the cross-drainage structures at four locations along the railroad alignment.

Construction:

The Third-Party Utilities include Chevron, Kinder Morgan, MCI/Verizon, Sprint, Qwest, Level3, AT&T and PG&E. Verizon is acting as the lead company for all of the fiber optic relocations. Prior to start of construction the Construction Management Team completed pre-construction surveys of street conditions and neighboring properties.

Chevron started relocation efforts in July and has completed Horizontal Directional Drilling (HDD) at the final location at Toroges Creek. Chevron is currently constructing tie-in points in anticipation of a cutover from the existing pipeline to the relocated pipeline.

Kinder-Morgan started relocation efforts in July and completed HDD at Kato Road/Scott Creek and Dixon Landing Road which completes their drilling for the C210 Berryessa Creek Crossing project area.

Verizon started relocation efforts in July and continues trenching on the VTA property from Calaveras Boulevard north to Toroges Creek. Verizon also completed several HDD bores including Scott Creek, Calera Creek, Wrigley Creek and parts of Berryessa Creek.

Community Outreach:

VTA Community Outreach Team continued to support the ongoing FRR activities with multiple field crews. At certain industrial locations in Fremont, utility relocation work is occurring 24/7 with no impacts to the surrounding businesses. Multiple face-to-face meetings have occurred with stakeholders affected by the construction activities to increase communication and coordination. With the start of the school season in late August, Outreach and Customer Service staff continued to work with local Fremont and Milpitas schools to inform teachers and parents on how to contact VTA’s Youth Outreach Program or Operation Lifesaver for a more comprehensive safety education presentation.



DATE: October 15, 2008

TO: Silicon Valley Rapid Transit Corridor & BART Warm Springs Extension Policy Advisory Board

FROM: Carolyn M. Gonot, Chief SVRT Program Officer

SUBJECT: SVRT Corridor & BART WSX PAB 2009 Meeting Schedule

RECOMMENDATION:

Approve the proposed Silicon Valley Rapid Transit (SVRT) Corridor & BART WSX PAB 2009 Meeting Schedule.

DISCUSSION

Listed below is the proposed 2009 Meeting Schedule for the SVRT Corridor & BART WSX PAB. The meetings will be held at Milpitas City Council Chambers, 455 East Calaveras Boulevard, Milpitas, California.

Wednesday, January 21, 2009, 3:00 p.m.

Wednesday, April 15, 2009, 3:00 p.m.

Wednesday, August 19, 2009, 3:00 p.m.

Wednesday, October 21, 2009, 3:00 p.m.

Please review the schedule and notify your alternate and Jacqueline Golzio, Board Assistant, at 408.546.7977 or email Jacqueline.Golzio@vta.org of any meeting you cannot attend.

Prepared by: Rosemarrie Gonzalez, Executive Secretary