

Silicon Valley Rapid Transit Corridor/Warm Springs Extension PAB

Wednesday, April 29, 2009
3:00 PM

Board of Supervisors' Chambers
County Government Center
70 West Hedding Street
San Jose, CA

AGENDA

CALL TO ORDER

1. 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.

CONSENT

3. Approve Minutes of October 15, 2008.

REGULAR

4. Receive Warm Springs Extension Project Status Report.

5. Receive Summary of Draft Environmental Impact Statement (EIS) Findings.

6. Receive Summary of Real Estate Acquisition Management Plan.

7. Receive and file Silicon Valley Rapid Transit Program Update.

8. Receive and file the Silicon Valley Rapid Transit Project Engineering Progress Report - April 2009.

OTHER

9. ANNOUNCEMENTS

10. ADJOURN



Date: April 16, 2009
Current Meeting: April 29, 2009
Board Meeting: April 29, 2009

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Silicon Valley Rapid Transit Corridor/Warm Springs Extension PAB

THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Warm Springs Extension (WSX) Project Status Report

FOR INFORMATION ONLY

Warm Springs Project Status Report attached.

Prepared By: Carolyn M. Gonot



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

MEMORANDUM

DATE: April 10, 2009

TO: SVRT/WSX Policy Advisory Board

FROM: Paul A. Medved
Principal Engineer

SUBJECT: Warm Springs Extension (WSX) Project Status Report

Engineering:

Final Design of the Fremont Central Park Subway Contract was completed and the contract was advertised for bids on February 6, 2009. A Pre-Bid meeting was held on February 20, 2009 with numerous interested contractors and sub-contractors in attendance. The project team has since been actively supporting the bidding process, answering bidder questions and issuing addenda as appropriate. Bids are presently expected to be opened at 2 PM on Tuesday, April 21, 2009, followed by contract award in late May and NTP in late June or early July.

Meanwhile, Preliminary Engineering on the Line, Track, Station and Systems (LTSS) Contract continues following a 75% (of PE) design review submittal in December. A Value Engineering study on the LTSS Contract documents was conducted in February with its recommendations currently under evaluation. A 100% (of PE) design review is anticipated this spring. A Request for Qualifications (RFQ) for the LTSS contract is also expected to be issued this spring. A Request for Proposal (RFP) is anticipated this fall. Design coordination is on-going with VTA regarding WSX and SVRT project interfaces.

SF Regional Water Quality Control Board certification and permits from the US Army Corps of Engineers and California Department of Fish & Game are all now in place for the entire WSX project.

BART and the City of Fremont are in the process of drafting a Comprehensive Agreement intended to cover the project's construction phase as well as coordination of ongoing maintenance and emergency services. Further agreements are anticipated regarding the future Irvington Station, which may be added on an "in-fill" basis (subject

to availability of funding from the City of Fremont) to the operating Warm Springs extension.

Following construction and a program of start-up testing, BART expects to begin service to Warm Springs in 2014.

Funding:

The following actions have been taken by the respective agencies:

- ACCMA adopted strategy and committed RTIP
- BART endorsed the funding plan and committed funding
- SCVTA adopted strategy and committed SLPP and match funding
- ACTA/ACTIA adopted strategy and committed funding
- MTC amended the RM2 program, adopted SLPP plan, and committed funding
- RM-1 & RM-2 Bridge Toll funding totaling \$187M for the Subway Contract allocated by MTC
- Development of a construction phase funding agreement with ACTIA has commenced, to be complete in May
- CTC adopted the SLPP on April 16

The state budget deficit and the credit market freeze have led to a temporary suspension of FY08/09 Prop 1B allocations which are assumed to resume in FY09/10. LTSS Contract advertise/award will likely require an advance of \$98M SLPP, \$40M PTMISEA, \$34M augmented Bridge Tolls, and \$69M STIP-RIP.



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THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Summary of Draft Environmental Impact Statement Findings

FOR INFORMATION ONLY

On March 13, 2009 the availability of the Silicon Valley Rapid Transit Corridor Project Draft Environmental Impact Statement (EIS) was published in the Federal Register. Approximately 550 CDs were mailed to the distribution list in Chapter 12 of the Draft EIS. In addition, a Notice of Availability was mailed to over 30,000 businesses and individuals along the alignment and additional names on the mailing list. Power point presentations and public hearings were held at three locations including April 6th at the San Jose City Hall, April 13th at the Milpitas Unified School District Board Room and April 20th at the Santa Clara Senior Center Auditorium. The agency and public comment period ends May 8. Responses will be prepared for the comments received. Both the comments and responses will be included in the Final EIS.

The Draft EIS identified substantial unavoidable adverse affects in the following areas for the two station BEP Alternative: long-term adverse traffic effects to 4 freeway segments and at 9 intersections, long-term adverse noise effects at 4 residences in Fremont, long-term adverse vibration effects at 10 residences in Milpitas (north of SR 237), long-term system-wide peak hour demand for energy, construction street closure at the Kato Road crossing (full closure), construction street closure at the Dixon Landing Road crossing (full or partial closure), and adverse construction noise effects at construction sites throughout the alignment.

The Draft EIS also identified substantial unavoidable adverse effects in the following areas for the six station SVRTP Alternative: long-term adverse traffic effects to 9 freeway segments and at 26 intersections, long-term adverse noise effects at 4 residences in Fremont, long-term adverse vibration effects at 10 residences in Milpitas (north of SR 237),

long-term adverse effect to historic architectural resources for the Downtown San Jose Station entrance options, long-term system-wide peak hour demand for energy, construction street closure at the Kato Road crossing (full closure), construction street closure at the Dixon Landing Road crossing (full or partial closure), interruption of light rail service near the Downtown San Jose Station, construction street closures and degradation of three Santa Clara Street intersections within the Downtown San Jose Station area, construction street closures and degradation of intersections within the Diridon/Arena Station area, and adverse construction noise effects at construction sites throughout the alignment.

Prepared By: Tom Fitzwater



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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
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THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Summary of Real Estate Acquisition Management Plan

FOR INFORMATION ONLY

The following provides a brief overview of the status of the Real Estate Acquisition Management Plan (RAMP), and also provides you with a brief overview of the first step in the RAMP process, the Relocation Plan.

The RAMP is developed as a separate stand-alone document, for use as the guiding plan for real estate appraisal, acquisition and relocation processes in support of the SVRT program and has been submitted to the Federal Transit Administration (FTA) for approval.

The RAMP is intended to assist VTA in planning the SVRT Program by:

- Highlighting real estate acquisition requirements and their implementation in the SVRT program
- Outlining the appraisal, acquisition and relocation processes, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)
- Developing an organization structure composed of VTA staff and contracted consultants to manage, implement and streamline adopted RAMP processes assuring ongoing communications and cooperation of affected parties, and timely acquisition of real property and relocation of occupants as appropriate
- Coordinating the acquisition and relocations with the procedural requirements the FTA imposes on Grantees as a condition of reimbursement of associated costs
- Presenting preliminary budget estimates and the basis of the cost estimate

The overall goal and focus of the RAMP is to assist team members in directing a common effort for timely deliver of the real property rights required.

VTA has adopted an integrated team approach to the management of the SVRT Program. As the federal grantee, VTA is the direct point of contact for the FTA and is the agency ultimately

responsible for ensuring the success of the Program.

The VTA Real Property Acquisition and Management Team (RPAMT) has worked closely with the SVRT Team for the past eight years to identify right-of-way requirements, provide cost estimates for various options and provide right-of-way acquisition expertise to establish processes, procedures and timelines to identify the necessary property rights that meet the following requirements:

1. The public interest and necessity require the proposed property
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury

The RPAMT is responsible for overall management, implementation, administration, reporting and liaison related to the appraisal, acquisition and relocation processes, as follows:

- Monitoring and overseeing all ROW activities in the SVRT program and coordinating with associated public agencies
- Selecting and managing qualified consultants to conduct appraisals, negotiate property purchases and relocate occupants
- Obtaining title reports, real and personal property appraisal reports, making offers to purchase and conducting negotiations to acquire property rights providing relocation assistance services, escrow closures and property certifications
- Developing and regularly updating the rest estate acquisition schedule
- Coordinating the right-of-way (ROW) budget in support of the Full Funding Grant approval process
- Coordinating the development of agreements with legal counsel
- Identifying issues and possible solutions related to real estate acquisition and relocations
- Conducting real estate acquisition/coordination meetings

The RPAMT will monitor and report ROW costs and forecasts, report status of real property and goodwill appraisals, acquisition and relocation activities and ensure compliance of all property acquisition activities with governing regulations.

To date, as many as 250 parcels have been identified for possible acquisition for the full 16 mile build-out of the SVRT project. The current number of estimated relocations includes approximately 80 businesses and 4 residences.

The current New Starts Program will encompass the right-of-way from Warm Springs to Berryessa. Within this segment there are approximately 125 parcels to be acquired. Approximately 30 to 60 businesses and three residences may be relocated.

The acquisition process of a single parcel could take a total of 16 months if condemnation and relocation are necessary. Business relocations could require additional time, depending on the complexity of the business.

Once the ROW has been identified, the next steps are as follows:

1. Preparation of a Relocation Plan, community outreach, public review and VTA Board adoption
2. Preparation of appraisal maps, legal descriptions and plat maps
3. Conduct environmental site assessments
4. Property appraisals
5. Offers made to property owners
6. FTA review and approval (as required)
7. Commence relocation process
8. Negotiations/condemnation if necessary
9. Escrow Close/Final Order of Condemnation if necessary
10. Complete relocation activities

One of the first processes in the Real Estate Acquisition Management Plan is the Relocation Plan. VTA will retain the services of experienced relocation consultants to provide advisory services and administer the relocation processes on behalf of VTA. Relocation activities and payments will adhere to the requirements of the Uniform Act, as well as applicable State of California relocation law. The relocation process for all displacements will consist of the following elements:

- Relocation planning
- Issuing informational brochures and conducting personal interviews
- Providing relocation advisory assistance
- Making comparable replacement housing available
- Payment of replacement housing payments
- Payment of moving and related expenses
- Assistance with filing claims and appeals

We anticipate the following activities will commence in May 2009:

- Community Outreach
- Interviews with business owners and residents
- Preparation of a Draft Relocation Plan and distribute to the general public
- Receive Input and Update Relocation Plan
- Submit the Relocation Plan to the VTA Board of Directors for Adoption

Prepared By: Roberta Notrangelo



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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
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THROUGH: General Manager, Michael T. Burns

FROM: Chief SVRT Program Officer, Carolyn M. Gonot

SUBJECT: Silicon Valley Rapid Transit Program Update

FOR INFORMATION ONLY

The following activities are being conducted in support of policy and program level decisions for the Silicon Valley Rapid Transit (SVRT) project.

NEW STARTS SUBMITTAL

VTA continues to actively pursue federal funding and is currently preparing the project documentation for entry into the Federal New Starts program. To date, work products related to the Alternatives Analysis, Travel Forecasts, Cost, Scope and Schedule, 65% plans and specifications, and Project Management Plan have been provided to FTA for review in early submittals. During the last quarter, VTA conducted a kickoff meeting with the Project Management Oversight (PMO) consultant and FTA District IX staff, and lead FTA on a tour of the SVRT corridor. VTA presented draft New Starts ridership forecast data, provided updated definitions of the No Project, Baseline (TSM) and Project Alternatives and presented updated user benefits results to FTA headquarters in April. Feedback was provided by FTA staff to VTA regarding the development of the project ridership risk analysis assessment and development of the 'Making the Case' section of the submittal. The full New Starts Criteria Report submittal will be completed and submitted to FTA in September 2009.

STATION AREA PLANNING

VTA is 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 May 2009. The consultant team has been selected and was presented to the City of San Jose's council for approval in early June.

Preparation of the Santa Clara Station Area Plan Environmental Impact Report is currently underway and a draft is scheduled for public review in April 2009. The plan is still scheduled to be submitted with public comments to the Santa Clara and San Jose city councils, and respective commissions for adoption in spring of 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.

The Study's consultants have begun providing the station memos that cover the methodology of determining capacity and capacity recommendations/alternatives. The memos also include documentation of the evaluation process, alternatives that were studied and architectural drawings. Costing information is also included for the preferred alternatives, with detailed cost estimates for all station elements. Memos for all nine Study stations are anticipated to be complete by the end of April.

TRAVEL FORECAST

VTA's modeling team has completed the development of updated ridership and user benefits for the 2030 No Project, Baseline and Project alternatives. The draft results were transmitted to FTA Headquarters modeling staff on March 20, 2009, and formally presented to FTA on April 9, 2009 New Starts during a coordination meeting held in Washington DC.

Prepared By: Carolyn M. Gonot



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BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
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THROUGH: General Manager, Michael T. Burns

FROM: Chief Engineering & Construction Officer, Mark S. Robinson

SUBJECT: Silicon Valley Rapid Transit Project Engineering Progress Report - April 2009

FOR INFORMATION ONLY

Engineering Activities:

The Project's 65% Engineering phase was completed in December with the design teams issuing their 65% Design packages for review and comments. The design teams are now supporting the Engineering Readiness Work (ERW) phase which got underway on January 2, 2009. Work during this phase will focus on supporting the federal environmental clearance and Federal Transit Administration New Starts Program funding application processes, resolving third party coordination issues, and investigating cost-savings engineering solutions.

The Freight Railroad Relocation Team continued to focus on the third-party utility relocation work in preparation for the relocation of Union Pacific Railroad's tracks.

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 includes 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 Northern Area Guideway Design Team prepared a presentation on the construction sequence and alignment options for the grade separation at Dixon Landing Road for a workshop with the City of Milpitas. They presented a three-dimension model for relocation of utilities south of Curtis Avenue. The Team met with VTA Hazmat to develop needs and approach for additional

testing for all upcoming Northern Area Guideway projects and review dewatering and soil handling issues. Efforts on an interim End of Line Study were initiated during the month in consideration of a staged implementation of the SVRT Program. The Team developed criteria for study of the trackwork and end-of-line facilities.

Central Area

The Guideway Design Team started investigating cost saving solutions for Cut-and-Cover stations. The investigations include a study on the top-down sequence of construction of the Station Box. A preliminary draft of this study report was reviewed by an internal peer review panel in February. The Team also completed a study on a single-wall station construction concept and conducted a workshop with BART on the means and methods of construction. Case history of projects utilizing similar wall construction was presented during the workshop. Current station design is per BART Facilities Standard and is a two-walled structure. Other work initiated during the month includes the preparation of a field test plan to confirm the results of the high performance resilient ties.

Western Area

The Design-Build contract documents were completed and circulated for review. The comment period is closed. A coordination meeting with the City of Santa Clara was held on January 30, 2009 to discuss the remaining open issues to be addressed when design resumes. VTA continues to work with BART staff on all open Yard & Shops issues.

Project Wide Systems

The Systems Design Team initiated the resolution of potential conflict of the proposed location for a substation at Diridon with a City of San Jose plan for Los Gatos Creek walkway and Autumn Street widening. The Team reviewed fire hydrant requirements in the vicinity of the proposed locations for remote Systems sites in February. They continued to resolve potential conflicts of the proposed location of the Warren Avenue Traction Power Substation with the relocation of underground utilities. The Team prepared a Request for Variance on a BART Facilities Standard water and sewer requirement for Battery Room Emergency Eyewash. They continued to develop site layouts for emergency generator, transformers and switchgears at Mid-Tunnel Ventilation Shaft locations.

Freight Railroad Relocation

The Freight Railroad Relocation (FRR) Design Team resolved comments received from the review of 65% design for the C101 Mission Boulevard, Warren Avenue and UPRR Railroad Relocation contract and issued a report documenting the resolution of review comments. The 95% Design for the C101 contract is scheduled to be issued for review in March. Discussions with the City of Milpitas for a cooperative agreement for the implementation of the C211 Wrigley Creek Mitigation contract continued. Efforts on the preparation of the 35% Design package for the C211 contract progressed with a review scheduled for March. The Team continued to develop the 65% Design for the C222 Kato Road Grade Separation contract with a draft package scheduled to be issued for review in March. They investigated the option of using

the Deep Soil Mix wall construction technique for C222. Fieldwork to determine location of existing utilities in the C222 contract area is underway.

Design Integration

The Design Integration Team continued to provide Configuration Management Services, finalizing the 65% Engineering Facilities General Arrangement Location Schematics and Track Plan and Profile. The Team continued to support the development of Technical Coordination Memoranda (TCM). They prepared a New Starts submittal on the Passenger Level Boarding Design of the SVRT BART stations. They continued to compile design and specification documents prepared for the Berryessa Extension Project. They published updates to the Contract Implementation Plan for Northern Area and Project-Wide Systems.

Community Outreach:

VTA Community Outreach Team continued to provide support for the on-going utility relocation and civil construction work for FRR. The 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 businesses and FRR communities on an as needed basis. A spring newsletter is planned for the May/June timeframe to update residences and businesses about project activities along the FRR alignment. The Team continued to support the Permit-To-Enter process for both SVRT Program and FRR activities.

Community Outreach began coordinating discussions with key stakeholders affected by the Kato Grade Separation Project. The goal of these meetings is to inform stakeholders well in advance of construction about the project's schedule, process and impacts to their property and businesses. The sharing of information with surrounding stakeholders has led to positive design changes and aided in minimizing future effects to the project schedule.

Fire/Life/Safety:

The Fire/Life/Safety Team met with the Santa Clara and San Jose Fire Departments. Discussions included the proposed utility relocation in Northern and Western Areas, and Confined Space Rescue Training. The Team plans to conduct an on-site emergency drill in April with the Fremont and Milpitas Fire Departments

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

The Right-of-Way Team continued to review preliminary reports of properties impacted by the project. To date, 149 requests for permit-to-enter for field activities that support engineering design have been received. The number of requests executed is 93. The Team processed three relocation claims in February for tenants displaced due to the C210 contract.

The Third-Party Coordination Team continued to update utility location plans and to coordinate the preparation and execution of third-party utility relocation agreements. The Team initiated the preparation of a utility relocation cost breakdown for Northern Area utility relocation tasks to identify costs that will be fully borne by VTA and the amounts that will be subject to cost share.

The Railroad Coordination Team continued to work with representatives of the Union Pacific Railroad (UPRR) on issues relating to FRR. 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 November 2008 is \$712.8 million and includes the Environmental, Conceptual, Preliminary and 65% Engineering Phases of project development and Right-of-Way acquisition. Approximately 76% of the approved budget has been incurred through February 2009, as shown on Table 1.

Table 1: SVRT Program Budget Report

(Status as of February 2009)

Program Activities	(\$ in Millions)			
	Current Budget	Committed To-Date	Incurred To-Date (Feb09)	Budget Balance
	A	B	C	D = A - C
Program Planning & Engineering				
Program Planning & Engineering	\$ 405.1	\$ 389.2	\$ 359.7	\$ 45.4
Sub-Total	\$ 405.1	\$ 389.2	\$ 359.7	\$ 45.4
Freight Railroad Relocation				
VTA	\$ 154.2	\$ 110.5	\$ 93.3	\$ 60.9
Alameda County Transportation Authority, City of Fremont	\$ 6.5	\$ 6.3	\$ 5.9	\$ 0.6
Santa Clara Valley Water District	\$ 16.6	\$ 7.8	\$ 4.2	\$ 12.4
Sub-Total	\$ 177.3	\$ 124.6	\$ 103.4	\$ 73.9
Other Activities				
Newhall Yard	\$ 78.9	\$ 41.8	\$ 41.8	\$ 37.1
Mitchell Block	\$ 39.5	\$ 39.0	\$ 38.9	\$ 0.6
Kato Road	\$ 12.0	\$ 4.1	\$ 0.8	\$ 11.2
Sub-Total	\$ 130.4	\$ 84.9	\$ 81.5	\$ 48.9
Total	\$ 712.8	\$ 598.7	\$ 544.6	\$ 168.2

Prepared By: Mark S. Robinson, Chief E&C Officer