METROPOLITAN TRANSPORTATION COMMISSION

Meeting Transcript

PROGRAMMING AND ALLOCATIONS COMMITTEE

WEDNESDAY, APRIL 12TH, 2023, 9:45 AM

CHAIR, CINDY CHAVEZ: GOOD MORNING EVERYONE I'D LIKE TO CALL OUR PROGRAMMING AND ALLOCATIONS COMMITTEE MEETING TO ORDER. THIS MEETING IS BEING WEBCAST ON THE MTC WEBSITE, AND MEMBERS OF THE PUBLIC PARTICIPATING BY ZOOM WISHING TO SPEAK SHOULD USE THE RAISE HAND FEATURE OR DIAL *9 AND I WILL CALL UPON THEM -- OR, ACTUALLY, KIMBERLY WILL, AS APPROPRIATE. TELECONFERENCE ATTENDEES WILL BE CALLED UPON BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER. SO, FIRST, KIMBERLY, WILL YOU PLEASE CALL THE ROLL

CLERK OF THE BOARD: GOOD MORNING. CHAIR CHAVEZ?

CHAIR, CINDY CHAVEZ: HERE.

CLERK OF THE BOARD: VICE CHAIR MILEY?

V. CHAIR, NATE MILEY: HERE.

CLERK OF THE BOARD: COMMISSIONER ABE-KOGA?

MARGARET ABE-KOGA: HERE COMMISSIONER FLEMING?

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VICTORIA FLEMING: HERE COMMISSIONER GLOVER?

FEDERAL D. GLOVER: HERE COMMISSIONER PAPAN?

GINA PAPAN: HERE.

CLERK OF THE BOARD: COMMISSIONER RONEN? COMMISSIONER THAO IS ABSENT. AND NON-VOTING MEMBER EL-TAWANSY IS ABSENT. WITH THAT, WE HAVE A QUORUM

CHAIR, CINDY CHAVEZ: THANK YOU VERY, VERY MUCH. AND WE DON'T NEED TO ROLL ADDITIONAL TAPE. WE'RE GOOD. BECAUSE WE STARTED IN THE MORNING. GOOD. I'M GOING TO OUR CONSENT CALENDAR ITEMS 2A THROUGH ITEMS 2G, ARE THERE ANY QUESTIONS COMMENTS OR CONCERNS ON THE CONSENT CALENDAR THIS MORNING FROM ANY OF MY COLLEAGUES? I SEE NONE. DO I HAVE A MOTION TO APPROVE THE CONSENT CALENDAR?

GINA PAPAN: PAPAN MOVE APPROVAL.

CHAIR, CINDY CHAVEZ: THANK YOU. IS THERE A SECOND?

MARGARET ABE-KOGA: SECOND, ABE-KOGA.

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CHAIR, CINDY CHAVEZ: I'M GOING TO FIRST SEE IF THERE ARE ANY COMMENTS FROM THE PUBLIC, KIMBERLY IF THERE WERE ANY ITEMS THAT WE RECEIVED ON THIS ITEM?

CLERK OF THE BOARD: THERE IS NOTHING RECEIVED IN WRITING FOR THIS ITEM AND I SEE NO MEMBER OF THE PUBLIC WITH THEIR HAND RAISED AT THIS TIME.

CHAIR, CINDY CHAVEZ: GRIT. ANY COMMENTS OR DISCUSSION ON THIS ITEM? SEEING NONE. I'LL CALL FOR THE VOTE.

SPEAKER: AYE.

CHAIR, CINDY CHAVEZ: ANY OPPOSED? THAT PASSES UNANIMOUSLY WITH NO ABSTENTIONS. I'M GOING TO ITEM 3A MTC RESOLUTION 4510 REVISED TRANSIT CAPITAL PRIORITIES POLICY PROGRAMS FOR FISCAL YEAR 2021, '22, 2023, '24, AND UPDATES TO THE TCP PROGRAM INCLUDING UPDATES. WELL, YOU CAN READ THE REST OF IT. LET ME SAY WELCOME TO YOU MARGARET.

SPEAKER: GOOD MORNING COMMISSIONERS. MARGARET DOYLE WITH MTC STAFF I'M HERE TO PRESENT THE UPDATES TO TRANSIT CAPITAL PRIORITIES PROGRAM TCP FISCAL YEARS 2022 THROUGH 2024. THIS ITEM PROPOSES MAJOR PROGRAMMING UPDATES TO SF MTA CALTRAIN AND BART AS WELL AS PROGRAMMED INCREASED FIXED GUIDEWAY FUNDS AND

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ZERO-EMISSIONS BUS INFRASTRUCTURE SET ASIDES SOME MINOR PROGRAMMING UPDATES FOR FISCAL YEARS 2023, 2024 SFMTA AND CALTRAIN HAVE REQUESTED PROGRAMMING CHANGES FOR RAIL CAL PROCUREMENTS THAT AFFECT BOTH THE CURRENT PROGRAM AND ANTICIPATED FUTURE YEAR PROGRAMMING SF PDA HAS REQUESTED THAT THEIR FISCAL YEAR 2025 AND 2026FTA FUNDS ANTICIPATED AS PART OF THE CORE CAPACITY CHALLENGE GRANT PROGRAM BE ADVANCED TO FISCAL YEAR 2024 DUE TO CASH FLOW NEEDS RELATIVE TO FTA GRANT TIMING FOR THE LIGHT RAIL VEHICLE REPLACEMENT PROJECT AS SHOWN IN TABLES ON PAGE 1 AND 2 OF YOUR MEMO REFLECTING ACCELERATION AT SFMTA'S PLANNED PROGRAMMING INCLUDING FROM OUTSIDE THE FISCAL YEARS 2022, 2024 PROGRAMMING WINDOW BUT IT IS NET NEUTRAL TOTAL REQUEST PROPOSED PROGRAMMING ADVANCED $116 MILLION TO FISCAL YEAR 2024 REDUCED ANTICIPATED PROGRAMMING FOR FISCAL YEAR '25 TO $117 MILLION AND ZERO OUT FISCAL YEAR 2026 ADDITIONALLY CALTRAIN REQUESTS NEW FUNDING FOR REPLACEMENT RAIL CARS. TODAY'S ITEM WILL PROGRAM $30.4 MILLION IN FTA FUNDS OVER FISCAL YEARS 2023, 2024 FOR THE PURCHASE OF FOUR ELECTRIC MULTIPLE UNIT OR EMU TRAIN SETS TO REPLACE DIESEL TRAIN SETS. THESE EMUS ARE NOT PART OF THE CALTRAIN ELECTRIFICATION PROGRAM BUT WILL ALLOW FOR CALTRAIN TO MEET SERVICE LEVELS SPECIFIED UNDER THE CALTRAINS FUNDING GRANT AGREEMENT WITH FTA WITH A MORE ELECTRIFIED FLEET. THE PROJECT EXPENSE ESTIMATED AT $220 MILLION THOUGH 2023-2027, WITH FEDERAL COMMITMENT, TCP FUNDING UP TO 80%, $176 MILLION.

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CALTRAIN HAS APPLIED FOR FTA GRANT FUNDING. THESE SHIFTS WILL REQUIRE A REDUCTION IN PAY GO FOR BART RAIL CAR REPLACEMENT PROGRAM ACCORDINGLY INCREASE PROJECTED FINANCING. UNDER DIRECTION BIPARTISAN INFRASTRUCTURE LAW DIRECTED TO PAY GO BART RAIL REPLACEMENT CARS IN ORDER TO REDUCE FINANCING COSTS AS. INDICATED IN THE TABLE ON YOUR MEMO PAY GO REDUCTION IS APPROXIMATELY $60 MILLION AND THAT'S A CORRESPONDING $60 MILLION WILL NEED TO BE FINANCED. THIS ADDS TO THE DEBT SERVICE THAT WILL BE PAID THROUGH THE TCP IN FUTURE YEARS. MTC STAFF PLAN TO BRING A FINANCING PLAN TO THE BAY AREA INFRASTRUCTURE FINANCING AUTHORITY OR BAIFA AS SOON AS THIS SUMMER. IN ADDITION TO THE MAJOR PROGRAMMING SHIFTS FOR SFMTA CALTRAIN AND BART TODAY AN ACTION SET ASIDE PROGRAMS FOR THE PROGRAM LAST YEAR WITH 20% INCREASE FOR FIXED GUIDEWAY CAP FOR STATE OF GOOD REPAIR PROJECTS AND THE ZERO EMISSION BUS INFRASTRUCTURE SET ASIDE. STAFF PROPOSED APPROXIMATELY $21 MILLION IN PROGRAMMING BASED ON INCREASED FIXED GUIDEWAY TRACKS FOR PROJECTS SUCH AS TRACK REHABILITATION AND [INDISCERNIBLE] CONTROL AND $16 MILLION IN ZERO-EMISSIONS BUS INFRASTRUCTURE SET ASIDE FOR CRITICAL FACILITY UPDATES CHARGING INFRASTRUCTURE AS OPERATORS TRANSITION THEIR FLEETS. FINALLY TODAY'S ACTION PROPOSES MINOR UPDATES TO THE PROGRAM AS REQUESTED BY OPERATORS AND UPDATES THE 5339 FUNDS IN URBANIZED AREAS TO MATCH THE APPORTIONMENT CALTRANS'S RELEASE LAST MONTH MORE DETAIL ON PROPOSED PROGRAMMING ACTIONS CAN BE

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FOUND IN TODAY'S MEMO FOLLOWING THE DISCUSSION TRANSIT OPERATORS THROUGH FORUMS AS THE TRANSIT FINANCE WORKING GROUP OTHER AMENDMENT TO THE FISCAL YEARS 2022 THROUGH '24 PROGRAM WILL BE BROUGHT TO THE COMMISSION FOR CONSIDERATION AS APPROPRIATE AND FOLLOWING COMMISSION APPROVAL OF THE TCP PROGRAM STAFF WILL INCLUDE PROJECTS AND FUNDING IN UPCOMING ADMINISTRATIVE MODIFICATIONS AND AMENDMENTS TO THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM THE TIP AS APPLICABLE RECOMMENDS REFERRAL OF MTC RESOLUTION 4510 REVISED TO THE COMMISSION FOR APPROVAL AND WILL RETURN TO THIS COMMITTEE IN THE COMING MONTHS FOR ADDITIONAL PROGRAMMING. HAPPY TO ANSWER ANY QUESTIONS

CHAIR, CINDY CHAVEZ: THANK YOU VERY MUCH. ANY QUESTIONS FROM MY COLLEAGUES? SEEING NONE. THERE ARE MEMBERS OF THE PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: I HAVE ONE MEMBER OF THE PUBLIC.

SPEAKER: GOOD MORNING MY NAME IS ALFONZO RODRIGUEZ WITH THE TRANSBAY JOINT POWERS AUTHORITY I SERVE AS THE PROJECT DIRECTOR FOR THE DOWNTOWN RAIL EXTENSION KNOWN AS THE PORTAL I'M HERE TO SPEAK ON BEHALF OF THE TRANSBAY JOINT POWERS AUTHORITY AND SUPPORTIVE OF CALTRAIN'S REQUEST FOR FUNDING FOR THE EMU FLEET IT SERVES THEIR OBJECTIVES TO MEET THEIR

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COMMITMENTS AND ALIGNS WITH OUR OBJECTIVES TO PROVIDE SERVICE NOT JUST THROUGH THE PENINSULA BUT ALL THE WAY TO DOWNTOWN SAN FRANCISCO WHEN THE PORTAL IS COMPLETED. I SIMPLY WANTED TO OFFER OUR SUPPORT FOR THE ITEM. THANK YOU.

CHAIR, CINDY CHAVEZ: THANK YOU.

CLERK OF THE BOARD: THANK YOU. THE NEXT MEMBER OF THE PUBLIC IS ADINA LEVIN BY ZOOM. GO AHEAD AND UNMUTE YOURSELF. YOU WILL HAVE TWO MINUTES.

ADINA LEVIN: GOOD MORNING COMMISSIONERS. ADINA LEVIN WITH FRIENDS EVER CALTRAIN. I ALSO WANTED TO SPEAK UP ABOUT THE ELECTRIC TRAIN ITEM FOR CALTRAIN. THIS IS SOMETHING WHERE CALTRAIN HAS A TIME LIMITED OPTION TO BUY THESE TRAINS AT A DISCOUNT. SO IF THIS WINDOW IS MISSED IT'S GOING TO BE SIGNIFICANTLY MORE EXPENSIVE IN THE FUTURE BY CLEANING UP THE DIESEL SOONER RATHER THAN LATER THAT IS PROTECTING THE HEALTH OF COMMUNITIES, INCLUDING LOW-INCOME COMMUNITIES THAT LIVE ALONG THE LINE, SO THAT IS HELPING WITH AIR QUALITY. AND, ALSO, IMPORTANTLY, REPLACE -- PURCHASING THESE ADDITIONAL DIESEL TRAINS WILL ALLOW CALTRAIN TO RETIRE MORE OF ITS DIESEL TRAINS AND THERE IS A HUGE MAINTENANCE BACKLOG THAT IS AS CALTRAIN REPORTED AT THEIR BOARD FINANCE WORKSHOP, OVER $500 MILLION IN MAINTENANCE BACKLOG ON THE OLD DIESELS, SO

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REPLACING THEM SOONER RATHER THAN LATER WILL BE A SIGNIFICANT BUDGET BENEFIT. AND, IN ADDITION, GOING TO A MORE FULLY ELECTRIC SERVICE WILL ALSO GIVE CALTRAIN OPTIONS OF RUNNING MORE EFFICIENT SERVICE PATTERNS THAT COULD POTENTIALLY EVEN SAVE OPERATING FUNDING. SO, THIS IS A HEALTH BENEFIT AND ENVIRONMENTAL BENEFIT AND A FINANCIAL BENEFIT TO CALTRAIN AND A REALLY EFFICIENT USE OF THE RECENT FUNDS AND SO JUST SUGGEST SUPPORTING THIS ITEM. THANK YOU.

CLERK OF THE BOARD: NEXT MEMBER OF THE PUBLIC IS MICHELLE BOUCHARD. PLEASE UNMUTE YOURSELF. YOU WILL HAVE TWO MINUTES.

MICHELLE BOUCHARD: THANK YOU FOR THE OPPORTUNITY TO COMMENT MY NAME IS MICHELLE BOUCHARD AND I SERVE AS THE EXECUTIVE DIRECTOR OF CALTRAIN. ON BEHALF OF THE RAILROAD WE WANT TO THANK YOU FOR YOUR CONSIDERATION OF OUR REQUESTS FOR PROGRAMMING FUNDS FOR REPLACING OUR AGING DIESEL LOCOMOTIVES AND CARS WITH EMUS, WHICH WILL BENEFIT THE ENTIRE CORRIDOR WITH REDUCED NOISE BETTER SERVICE AND CLEANER AIR. THE TIMING OF THIS REQUEST IS CRITICAL AS WE HAVE AN EXISTING OPTION ON OUR CONTRACT WITH STADLER THAT WILL SAVE US TENS OF MILLIONS OF DOLLARS VERSUS GOING OUT FOR THE NEW PROCUREMENT. BUT THAT TIMING IS, AS OF AUGUST 2023, THAT OPTION WILL NO LONGER BE AVAILABLE FOR US. SO, IT IS CRITICAL, AND WE WOULD SUPPORT THIS ALLOCATION OF FUNDS. WE ALSO URGE YOUR SUPPORT FOR THIS

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REQUEST TO PROGRAM THE FIRST TWO FISCAL YEAR AND WE LOOK FORD WORKING WITH MTC STAFF TO MAKE SURE THAT WE SAVE THE REGION AS MUCH MONEY AS POSSIBLE WHILE KEEPING OUR CLIMATE GOALS AND REGULATIONS. WE WANT TO THANK YOU VERY MUCH AGAIN FOR THE OPPORTUNITY TO COMMENT.

CLERK OF THE BOARD: THANK YOU. I SEE NO ADDITIONAL HANDS RAISED, MADAM CHAIR.

CHAIR, CINDY CHAVEZ: THANK YOU, KIMBERLY. ANY QUESTIONS OR COMMENTS FROM MY COLLEAGUES?

HILLARY RONEN: THANK YOU. I WANT TO APPRECIATE BOTH THE PUBLIC COMMENTERS MTC FOR INCLUDING THIS REQUEST IT'S THE RIGHT TIME AND IT ALLOWS US TO LEVERAGE FEDERAL FUNDS IT'S GOING TO MAKE HUGE IMPROVEMENTS ENVIRONMENTALLY. SO JUST WANTED TO APPRECIATE THE GREAT WORK.

CHAIR, CINDY CHAVEZ: ANY OTHER COMMENTS OR QUESTIONS? MAY I GET A MOTION FOR APPROVAL?

HILLARY RONEN: MOTION TO APPROVE.

MARGARET ABE-KOGA: SECOND, ABE-KOGA.

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CHAIR, CINDY CHAVEZ: RONEN FIRST, SECOND ABE-KOGA. ALL IN FAVOR PLEASE NOTE BY AYE.

SPEAKER: AYES.

CHAIR, CINDY CHAVEZ: PASSES UNANIMOUSLY. THANK YOU VERY MUCH. FOR ALL PRESENT. -- I WAS GOING SAY JEANNE, YOU'RE NOT THE BOSS OF ME -- JUST REMIND ME TO SAY. [LAUGHTER] -- NO, I LOVE HER. I WAS JUST REMINDING ME THAT I NEED TO SAY FOR ALL PRESENT, VERSUS THE -- [INDISCERNIBLE] THAT'S A LAWYER THING. I'M GOING TO BLAME THE LAWYERS. NOW GOING INTO OUR NEXT ITEM, 4A THE MAJOR PROJECTS ADVANCEMENT POLICY UPDATE. KENNETH YOU'RE GOING TO BE LEADING US IN THIS AREA? AND THEN WE'RE GOING TO BE HEARING FROM VTA AND ALSO THE TRANSBAY JOINT POWERS AUTHORITY, AS WELL.

KENNETH FOLAN: THANK YOU. KENNETH F MTC STAFF. THIS IS ITEM 4A AN INFORMATION ITEM ON THE MAJOR PROJECT ADVANCEMENT POLICY. I'LL GIVE A QUICK UPDATE ON OUR SCHEDULE, BECAUSE WE HAVE BEEN COMING TO YOUR PAC MEETINGS FOR SOMETIME, AND THEN I'LL INTRODUCE OUR COLLEAGUES ON THE MEGA PROJECTS THAT WE'LL BE TALKING ABOUT TODAY. SO, AGAIN, TODAY WE'LL DO TWO PRESENTATIONS. AND PART OF THIS IS STEM FROM THIS WORKSHOP WE HAD LAST YEAR WHERE YOU ALL HAD ASKED FOR KIND OF MORE INFORMATION ON THE PROJECTS AND HEARING FROM THE PROJECT

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SPONSORS. SO IN RESPONSE TO THAT TODAY WE'LL HEAR FROM THE DOWNTOWN RAIL EXTENSION OR PORTAL AND ALSO FROM VTA STAFF ON THE BART TO SILICON VALLEY PHASE TWO PROJECT. NEXT MONTH WE HAVE INVITED BART ON THEIR CORE CAPACITY PROJECT AS WELL AS THE VALLEY LINK STAFF FROM ALAMEDA COUNTY. THIS SUMMER WE PLAN TO BRING FURTHER UPDATES ON THE MAP STAGE GATE PROCESS, AS WELL AS THE PROGRAMMATIC CATEGORIES, AND THEN LATER IN 2023, WE WOULD BRING A RECOMMENDED UPDATE TO YOU ALL FOR CONSIDERATION, WHICH WOULD UPDATE THE ENDORSEMENT TABLE, THE STAGE GATE POLICY AND PROCEDURE, IT WOULD ADOPT THAT, AS WELL AS FURTHER DEFINING SOME OF THE PROGRAMMATIC CATEGORIES. SO, WITH THAT I'LL INTRODUCE BOTH TEAMS NOW AND THEN WE'LL GO INTO THE PRESENTATION AND, CHAIR, YOU CAN KIND OF HANDLE THE QUESTIONS, IF YOU WANT TO HAVE BOTH PRESENTATIONS FIRST, OR IF YOU WANT TO HAVE QUESTIONS IN BETWEEN, I'LL LEAVE THAT FOR YOU. THE PRESENTERS TODAY FOR THE DOWNTOWN RAIL EXTENSION, OR PORTAL PROJECT, FROM TRANSBAY JOINT POWERS AUTHORITY STAFF, WE HAVE ANDREA MILLER, THE CHIEF FINANCIAL OFFICER, AS WELL AS ALFONSO RODRIGUEZ, THE PROJECT DIRECTOR AND FROM SANTA CLARA TRANSPORTATION AUTHOR WE HAVE CAROLYN GONOT PROGRAM MANAGER GREG RICHARDSON CFO AND GARY GRIGGS CHIEF PROGRAM OFFICER FOR THE PROJECT. SO WITH THAT, I BELIEVE THE FIRST PRESENTATION WE HAVE IS THE DOWNTOWN RAIL EXTENSION. SO, IF WE COULD PULL THAT UP, AND I'LL INVITE STAFF FROM THAT AGENCY TO COME FORWARD.

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ANDREA MILLER: GOOD MORNING. ANDREA MILLER. AS STATED. I RECENT BE JOINT TRANSBAY POWERS AUTHORITY AS CHIEF FINANCIAL OFFICER. I'LL BE PRESENTING THE PROJECT FUNDING OVERVIEW OF DOWNTOWN EXTENSION DTX KNOWN AS THE PORTAL I'M JOINED BY ALFONSO RODRIGUEZ PROJECT DIRECTOR WHO MAY ASSIST TO ANSWER ANY TECHNICAL QUESTIONS. FIRST THANK YOU FOR YOUR CONTINUED SUPPORT OF THE TJPA AND THE PROJECT OVER THE LAST TWO DECADES INCLUDING BEING OUR PARTNERS ON OUR STEERING COMMITTEE TO DELIVER THE PROJECT WITH EXECUTIVE DIRECTOR ANDY FREMIER PREVIOUSLY SERVING AS VICE CHAIR. NEXT SLIDE. TJPA WAS CREATED OVER 20 YEARS AGO AFTER PASSAGE OF PERSPECTIVE H BY SAN FRANCISCO VOTERS AND WAS TASKED WITH CONSTRUCTING OPERATING WORLD CLASS TRANSIT CENTER EXTENDING RAIL INTO DOWNTOWN SAN FRANCISCO AS OPERATOR OF THE TRANSIT CENTER WE ARE COMMITTED TO WORKING WITH OUR TRANSIT PARTNERS TO DELIVER ON THE IMPORTANT SERVICES RIDERS DEPEND ON DAILY AND WE CONNECT TO NINE TRANSIT SYSTEMS FOUND IN THE EIGHT AREA COUNTIES AS THE LEAD AGENCY FOR DTX PROJECT WE ARE COMMITTED TO DELIVERING COMPLETING PROJECTS PHASE ONE TRANSIT CENTER COMPLETING THE CENTER PICTURE WHICH WAS RESULT OF HARD WORK ADVOCACY AND THE PARTICIPATION OF ALL PARTNERS AND STAKEHOLDERS MULTIMODAL STORY FACILITY DOWNTOWN SAN FRANCISCO INCLUDES BELOW GRADE TWO LEVEL TRAIN BOX THAT WAS COMPLETED WITH 400 MILLION IN AMERICAN RECOVERY INVESTMENT RECOVERY ACT FUNDING RECEIVED IN 2010 FROM THE OBAMA ADMINISTRATION TOTAL OF $744 MILLION WITH

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LOCAL MATCH WITH TWO LEVEL TRAIN BOX BUILT UNDERNEATH THE CENTER AS YOU CAN SEE IN THE FAR RIGHT GRAPHIC REAL SERVICE WILL COME INTO SALESFORCE TRANSIT WE ESTIMATE 1.5 BILLION ESCALATED COSTS FOR THE CONSTRUCTION OF TWO LEVEL TRAIN BOX CONSTRUCTION OF THE CENTER WAS 80% FEDERAL FUNDED WITH 20% LOCAL MATCH MTC'S CONTRIBUTION INCLUDED MORE THAN $350 MILLION IN BRIDGE TOLLS WE APPRECIATED MTC'S CONTINUED SUSPECTS TO DELIVER DTX AND PROVIDE ROBUST REGIONAL TRANSPORTATION SYSTEM FOR BAY AREA RIDERS. NEXT SLIDE. ALIGNMENT WITH THE GRAPHIC FOUND ON THE LEFT THE PROJECT CONSISTS OF TWO NEW STATIONS AND FOURTH AND TOWNSEND SALESFORCE TRANSIT CENTER WHICH WILL CONNECT TO CALTRAIN 77 MILE SYSTEM AND THEN ULTIMATELY TO CALIFORNIA HIGH SPEED RAIL SYSTEM TO LOS ANGELES AND ANAHEIM IT IS THE SINGLE MOST IMPORTANT MILE IN THE STATE HIGH SPEED RAIL SYSTEM AS THE NORTHERN TERMINUS FOR THE STATES RAIL SYSTEM KEY TO REGIONAL CONNECTION FOUNDATIONAL INVESTMENT BAY AREA REGIONAL TRANSPORTATION SYSTEM PREPARING FOR SECOND TRANSIT LINK 21 CLOSES GAP BETWEEN DOWNTOWN SAN FRANCISCO CONNECTING 11 REGIONAL TRIP CONNECTING REGIONAL TRANSIT AND HOLE TRANSIT SYSTEMS PROVIDING IMPORTANT JOB AND HOUSING ACCESS FROM THE EAST BAY TO THE PENINSULA TO SOUTH BAY AND THE REST OF THE STATE PROMOTES SUSTAINABILITY BY FACILITATING CONVENIENT OPTION TO DRIVING REDUCING TRAFFIC CONGESTION AND GREENHOUSE GAS EMISSIONS THE PORTAL RECOGNIZED PROJECT STATEWIDE REGIONAL LOCAL IMPORTANCE CALIFORNIA STATE RAIL PLAN

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MTC'S REGIONAL TRANSPORTATION PLAN CALIFORNIA HIGH SPEED RAIL AUTHORITIES BUSINESS PLAN AND THE SAN FRANCISCO TRANSPORTATION PLAN ALONG WITH THE SAFETY LOU PROJECT OF NATIONAL AND REGIONAL SIGNIFICANCE NEXT SLIDE. BENEFITS ENVIRONMENT ECONOMY AND CREATES EQUITY BETWEEN COMMUNITIES INCLUDES REDUCED CLIMATE CHANGE IMPACTS BY IMPROVING AIR QUALITY REDUCING 355 MILLION BMTS PER YEAR ALONG THE US 101 OF THE MOST CONGESTED CORRIDORS ON THE BAY AREA IMPROVED ACCESS TO JOBS AND HOUSING EXPANDING WORSE FORCE ACCESS TO LARGER BAY AREA EMPLOYMENT OPPORTUNITIES ENABLING EMPLOYERS TO DRAW FROM A LARGER LABOR POOL BY CONNECTING CALTRAIN IN CALIFORNIA HIGH SPEED RAIL SERVICE DIRECTLY TO 11 OTHER REGIONAL TRANSIT SERVICES. THIS PROJECT IS ESTIMATED TO CREATE OVER 21,000 LOCAL JOBS OVER 41,000 NATIONALLY. EQUITY BENEFITS INCLUDING BUILDING TWO NEW RAIL STATIONS IN THE AREAS WITH HIGHEST EXPECTED POPULATION GROWTH WITHIN HALF MILE OF TEN EQUITY PRIORITY COMMUNITIES AND/OR ACCESS FOR AREAS OF POVERTY. THE DTX PROJECT HAS BEEN ENVIRONMENTALLY CLEARED SINCE 2019 AND RECEIVED FEDERAL TRANSIT ADMINISTRATION RECORD OF DECISION IN 2019. IT HAS BEEN ACCEPTED IN FTA CAPITAL INVESTMENT GRANTS STATE PROGRAM IN PROJECT DEVELOPMENT PHASE IN DECEMBER 2021. THROUGH THE PARTICIPATION OF OUR MOU PARTNERS INCLUDING CALTRAIN, CALIFORNIA HIGH SPEED RAIL AUTHORITY, SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY, CITY AND COUNTY OF SAN FRANCISCO, AND MTC, WITH MOST RECENTLY EXECUTIVE DIRECTOR ANDY FREMIER

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SERVING ON OUR EXECUTIVE STEERING COMMITTEE WE HAVE BEEN ABLE TO MEET THE ACCELERATED PROJECT SCHEDULE TO BRING US TO WHERE WE ARE TODAY. DTX IS 30% DESIGNED AND CAN BEGIN ADVANCED WORK LIKE RELOCATING UTILITIES AND STRATEGIC RIGHT OF WAY PRESERVATION IN SPRING OF 2024 AND GENERAL CIVIL CONSTRUCTION CAN START AS EARLY AS 2025 DEPENDING ON FUNDING. IN FEBRUARY 2023 REQUEST DEGREE INTO THE ENGINEERING PHASE OF THE FTA SIG PROGRAM AND RATING WE EXPECT SUBMIT REQUEST FOR FULL FUNDING GRANT AGREEMENT OR FFGA IN FALL SO WE CAN EXECUTE IN 2025 AND EXPECT TO BE READY FOR REVENUE SERVICE IN 2032 ASSUMING WE RECEIVED FUNDING NECESSARY TO EXECUTE ALL TECHNICAL WORK REQUIRED. NEXT SLIDE PLEASE. BEFORE I GET INTO THE NUMBERS HERE ARE KEY COST ESTIMATED ASSUMPTIONS WE EVALUATED SCHEDULE, ESCALATION, RISK, DESIGN AND CONSTRUCTION CONTINGENCY, PROGRAM RESERVE, PROGRAM WIDE COST AND ESTIMATED COST. NEXT SLIDE PLEASE. OVER THE LAST YEAR, WE UNDERTOOK A BOTTOM-UP COST ESTIMATE TO ARRIVE AT NEW PROJECT COST SHOWN HERE, INCLUDED SUPPORT OF PEER REVIEWERS OUR MOU PARTNERS AND FUNDING EXPERTS TO ARRIVE AT NEW COST ESTIMATES. ESTIMATES ARE PRESENTED IN YEAR OF EXPENDITURE EXCLUDED FINANCING COSTS SUBJECT TO CHANGE AFTER FTA REVIEW THIS SUMMER CONSTRUCTION SUBTOTAL INCLUDES 2.336 BILLION FOR CIVIL TUNNEL PROGRAM RESERVE ABOUT 35% IS INCLUDED. FOR TOTAL OF YEAR OF EXPENDITURE COST OF 6.68 BILLION. NEXT SLIDE. THANK YOU MTC FOR LONG-STANDING COMMITMENT FUNDING OF 6.8 BILLION CONSISTS OF PLANNED AND

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COMMITTED FORCES. WE WORK CLOSELY WITH FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANTS PMOC, EXECUTIVE COMMITTEE PARTNERS, SFCTA AND MTC MODEL TRANSPARENCY THROUGH MOU CONTINUING THROUGH END OF THE YEAR. YOU SEE HERE STATE PORTION 50% OR $3.452 BILLION ALONG WITH THE PLANS COMMITTED WHICH BRINGS PROJECT TOTAL COMMITTED FUNDS TO ESTIMATED 75% FUNDING IDENTIFIED. NEXT SLIDE TJPA IN COORDINATION WITH SAN FRANCISCO EXECUTIVE STEERING COMMITTEE PARTNERS SEEK TO COMMITMENT OF LOCAL MATCHING FUNDS REWARD BY FEDERAL TRANSIT ADMINISTRATIONS CAPITAL INVESTMENT GRANTS FTA STATE PROGRAM WITH PARTNERSHIP WE HAVE REACHED MILESTONE 1 OF 30% NON-STATE FUNDING WITH AUGUST 2023 ON THE HORIZON WE CONTINUE TO NEED MTC SUPPORT TO REACH MILESTONE TWO TO SHOW COMMITMENT OF 1.7 BILLION OR 50% OF THE NON-CAPITAL INVESTMENT GRANT LOCAL MATCH TO SUBMIT FULL FUNDING GRANT AGREEMENT REQUEST LINES UP TO COMPLETE MILESTONE THREE FFGA BY 2025 WHICH WE EXPECT TO SECURE FTA STATE FUNDING AMOUNT OF HALF OF THE PROJECT COST FUNDS RECEIVED LEVERAGING 3.4 BILLION IN FEDERAL FUNDS THROUGH FTA GRAND. NEXT SLIDE. REQUESTED UPON PROJECT COMPLETION HERE ARE FOREVER CASTED OMM COSTS WHICH ARE STILL REFINING WITH OUR FUTURE TRANSIT OPERATOR. INCREMENTAL O&M FUNDING APPROACH IDENTIFIED IN YEAR TERM 20 YEAR FINANCIAL PLAN INCLUDES KNOWN OPERATING FUNDING SOURCES SUCH AS INCREMENTAL FARE REVENUE INCREMENTAL FACILITY RESERVES FOLLOWING POTENTIAL FUNDING SOURCES WILL BE EVALUATED TO COVER FORECASTED SHORE FALLS. NEXT SLIDE. THIS CONCLUDES

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OUR PRESENTATION AND I WANT TO THANK THE COMMISSION FOR YOUR TIME.

CHAIR, CINDY CHAVEZ: ANDREA, THANK YOU VERY MUCH. COLLEAGUES WHAT I WOULD LIKE TO DO, IF YOU ARE COMFORTABLE, I WOULD LIKE TO HEAR BOTH, AND ASSUME WE CAN KEEP OUR NOTES IN OUR HEAD. AND THE REASON IS, I THINK THERE MAY BE SOME COMPARATIVE OPPORTUNITIES RELATIVE TO THE REGIONAL ROLE THAT WE PLAY VERSUS THE, YOU KNOW, HOW MANY SCREWS ARE WE GOING TO PUT IN. SO, I'M SURE ALL OF THE -- THE FOLKS OUT THERE ARE SAYING, GOOD. GOOD. SO, CAN WE HAVE VTA COME FORWARD? NEXT TIME I WANT TO SEE TEAM T-SHIRTS FOR ALL PROJECTS. [LAUGHTER] WELCOME.

SPEAKER: GOOD AFTERNOON. I'M CAROLYN GONOT, GENERAL MANAGER CEO FOR VTA. THIS IS GOING TO BE A THREE PART PRESENTATION BUT STILL FAIRLY SHORT. I WANT TO GIVE AN UPDATE ON THE BART SILICON VALLEY PHASE TWO EXTENSION PROJECT. WE CAN GO TO THE NEXT SLIDE. SO, I WANTED TO LET YOU KNOW THAT THIS IS ACTUALLY A 16 MILE PROJECT OF THE OVERALL PROGRAM IT INCLUDES PHASE ONE EXTENSION, AND PHASE TWO. PHASE ONE OPENED IN 2020 AND INCLUDED TWO STATIONS AND A TEN MILE EXTENSION. THIS PROJECT WE'RE WORKING ON NOW, THE PHASE TWO IS SIX MILE EXTENSION, INCLUDES A FIVE MILE SUBWAY FOUR STATIONS AND TWO MID-TUNNEL FACILITIES INCLUDES A STORAGE YARD AND BART MAINTENANCE FACILITY AT THE END OF THE LINE. THREE OF THE STATIONS ARE

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UNDERGROUND AND YOU WILL HEAR A LITTLE BIT ABOUT THAT. THIS CLOSES THE GAP THAT HAS BEEN THERE FOR A VERY LONG TIME AND GETTING INTO DOWNTOWN AND SAN JOSE THEN CONNECTS WITH CALTRAIN. SO IT WOULD ALLOW RINGING OF THE BAY BY REGIONAL RAIL SERVICES. NEXT SLIDE. JUST TO GIVE AN UPDATE I KNOW THERE ARE SOME QUESTIONS ABOUT THE WAY WE HAVE BUILT AND WORKED WITH BART. ON PHASE ONE WE HAD EXTENSION TO TWO NEW TRANSIT CENTERS WITH BART STATIONS AT MILPITAS BERRYESSA NORTH SAN JOSE THEY INCLUDE BUS TRANSIT CENTER SECURED PARKING WE HAVE VEHICLE PARKING WHICH VTA OPERATES AS WELL AS ROOMS WHERE AREAS FOR DROP OFF AND PICK UP. OPENED IN 2020 DURING THE PANDEMIC WE HAVEN'T SEEN RIDERSHIP BENEFITS AS OF YET THE PROJECT WAS 2.331 BILLION MOST OF THOSE FUNDING SECURED THROUGH FTA NEW STARTS MEASURE AND STATE TCRP. WE DID RECEIVE 750 MILLION FOR TCRP SOME OF THAT MONEY WAS USED TO BUY THE CORRIDOR AS WELL AS SUPPORT WARMS -- HELP SUPPORT WARM SPRING EXTENSION IN FREMONT AS WELL AS CLEARING THE CORRIDOR IN ADVANCEMENT OF THE PROJECT BECAUSE THE PHASE ONE WAS OVER TEN MILES WE'RE CURRENTLY 90 MILLION UNDER BUDGET WE'RE CLOSING IT OUT WE EXPECT TO CLOSE OUT AT THE END OF THE YEAR EVEN THOUGH IT WAS OPEN THE DELAY OF THE START DATE WAS OPEN IT WAS DELAYED WE WERE ABLE TO STILL HAVE COST SAVINGS ON THAT PROJECT. NEXT SLIDE. WANT TO QUICKLY -- BECAUSE I KNOW THIS IS IMPORTANT TO UNDERSTAND THAT RELATIONSHIP BETWEEN VTA AND BART PARTNERSHIP AND I KNOW THE PORTAL WILL HAVE THE SAME WITH CALTRAIN THAT IS

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VTA PRIMARILY PAYS ALL THE COST FOR THE PROJECT AND FOR FUTURE EXTENSION BECAUSE WE ARE NOT PART OF THE BART DISTRICT AT THIS TIME THE CONTRACTING PROCUREMENT DESIGN CONSTRUCTION WITHIN VTA CONSTRUCT ALL APPLICABLE BART STANDARDS WE INTEGRATE THE TEAM THEY HELP SUPPORT ACTIVITIES BUT WE RETAIN THE OWNERSHIP OF ALL THE INFRASTRUCTURE WE OWN VEHICLES THAT ARE DRIVING ALONG THE ENTIRE SYSTEM WE OWN STRUCTURES WE OWN THE ENTIRE BART FACILITIES WE OWN THE STATIONS BART PROVIDES A LOT OF TECHNICAL ASSISTANCE AND WE HAVE AN O&M AGREEMENT THAT ALLOWS FOR THEM TO OPERATE AND MAINTAIN THIS AS WELL THEY DO THE SERVICE PLANNING AND THERE IS A LONG DOCUMENT THAT I'M -- SIT THROUGH ACTUALLY NEGOTIATED FOR TWO AND A HALF YEARS OF MY LIFE WITH BART BUT IT DEFINES HOW OUR TWO SYSTEMS WORK TOGETHER. I'M GOING TO TURN PHASE TWO OVER TO OUR CHIEF PROGRAM OFFICER FOR THE PROJECT GARY GRIGGS, AND HE WILL GO THROUGH THE PHASE TWO PROJECT.

SPEAKER: THANK YOU CHAIR CHAVEZ AND COMMISSIONERS. MY NAME IS GARY GRIGGS. I AM THE CHIEF PROGRAM OFFICER FOR SILICON VALLEY PHASE TWO EXTENSION. NEXT SLIDE. OUR GENERAL MANAGER GAVE A GOOD BRIEFING ON THE PROJECT I WANT TO SAY A FEW THINGS BEFORE WE MOVE ON TO THE PRIMARY FOCUS OF THIS MEETING WHICH IS COST AND FUNDING PLANS THAT WE WERE REQUESTED TO ADDRESS. WE'RE DOING SOME INNOVATIVE THINGS ON THE EXTENSION PHASE TWO EXTENSION. ONE IS FOR THE FIRST TIME IN THE UNITED STATES

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USING WHAT'S KNOWN AS SINGLE BOAR APPROACH TO THE TRANSIT SYSTEM WHICH MEANS THAT WE CAN AVOID DISRUPTING SURFACE STREETS AND ALSO MINIMIZING IMPACTS TO UTILITIES ALL THE WAY THROUGH DOWNTOWN SAN JOSE AND SANTA CLARA BY PUTTING OUR SYSTEM WITHIN THE SING CELL BORE TUNNEL IT'S BEEN USED IN EUROPE IN PARTICULAR IN SPAIN SO WE'RE APPLYING THAT TECHNOLOGY HERE AS WELL. THE OTHER THING WE'RE DOING IS A UNIQUE DELIVER METHOD CALLED PROGRESSIVE DESIGN BUILT IT'S DIFFERENT THAN A TRADITIONAL DESIGN PROJECT WHERE WE HAVE INITIAL PHASES OF THE PROJECT WHERE WE WORK TOGETHER WITH OUR CONTRACTOR TEAM TO DEVELOP INNOVATIONS AND BETTER APPROACHES TO THE PROJECT TO BENEFIT IN THE LONG-TERM. WE'RE VERY FORTUNATE TO HAVE TREMENDOUS CONTRACTOR TEAM ON BOARD IT'S JOINT VENTURE OF KIEWIT AND SHEA TRAILER BROTHERS THEY ARE LEADERS IN THE TRANSIT AND TUNNELLING INDUSTRY HERE IN THE UNITED STATES AND HAVE EXTENSIVE EXPERIENCE THEY'RE ON BOARD WE SELECTED THEM BACK IN MAY OF 2022 WE HAVE CONTRACTOR MOBILIZED TEAM IN PLACE LED BY OUR PROJECT MANAGEMENT TEAM JOINT VENTURE OF HNTB AND WSP AND WE HAVE OUR GENERAL ENGINEERING CONSULTANT ON BOARD AS WELL IN ADVANCING THE DESIGN NEXT SLIDE. WE ENTERED INTO THE CAPITAL INVESTMENT PROGRAM NEW STARTS PROGRAM LAST DECEMBER FEDERAL TRANSIT ADMINISTRATION INVITED US INTO THAT PROGRAM. WE HAVE BEEN WORKING CLOSELY WITH THE FEDERAL TRANSIT ADMINISTRATION IN DEVELOPING OUR COSTS AND SCHEDULE ESTIMATES THIS GIVES

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BREAKDOWN IN ACCORDANCE WITH THE FTA STANDARD COST CATEGORIES COVERING ASPECTS OF CONSTRUCTION AS WELL AS RIGHT OF WAY PROCUREMENT. WE'RE PURCHASING 48 BART VEHICLES AS PART OF OUR PROGRAM THAT'S INCLUDED IN OUR PROFESSIONAL SERVICES, OUR CONTINGENCY AND ALSO OUR FINANCE CHARGES. SO WE'RE WORKING, AS I SAID, VERY CLOSELY WITH FTA AND ONE THING WE'RE DOING NOW, AS WE'RE APPROACHING THE MIDDLE OF THIS YEAR TO ENTER WHAT WE CALL NEW STARTS ENGINEERING, WE'RE DOING A REBASELINE OF OUR COST ESTIMATE, AGAIN, IN CONJUNCTION WITH THE FEDERAL TRANSIT ADMINISTRATION. AND AS ALL PROJECTS IN THE UNITED STATES, IF NOT AROUND THE WORLD, WE ARE CONCERNED ABOUT THE CURRENT ECONOMIC CONDITIONS THAT WE'RE FACING. WE'RE SEEING A MAJOR ESCALATION IN MATERIALS AND LABOR. WE'RE SEEING INCREASED INTEREST RATES. WE'RE SEEING SUPPLY CHAIN CHALLENGES AND OTHER THINGS ALL OF OUR PROJECTS ARE FACING, SO WE'RE MAKING SURE TO TRY TO DO THE BEST WE CAN TO MITIGATE THAT AS WE DO OUR REBASELINING. A FEW OF THE THINGS THAT WE'RE DOING, WE COMPLETELY HAD A NEW LOOK AT HOW WE WANT TO DELIVER THE PROGRAM OVERALL, WE HAVE THE MAJOR, BIGGEST CONTRACT, AS I MENTIONED, CURRENTLY, UNDER THE KST, TRAILER CONTRACTOR TEAM BUT WE HAVE OTHER ASPECTS OF THE PROGRAM SUCH AS SYSTEMS AND THE STATIONS AND THE YARD AND MAINTENANCE FACILITY THAT WE'RE LOOKING AT DELIVERY APPROACHES THAT CAN HELP US TO MITIGATE SOME OF THESE POTENTIAL IMPACTS. AND WE'LL BE SPEAKING MORE OF THAT AS WE GO FORWARD. NEXT SLIDE, PLEASE. SO, WE'RE VERY

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FORTUNATE TO HAVE A ROBUST FUNDING PLAN LAID OUT HERE, BOTH FROM FEDERAL, LOCAL, AND STATE SOURCES. IN PARTICULAR, GOING INTO THE NEW STARTS PROGRAM, WE ARE ELIGIBLE UP TO CLOSE TO 50% OF THE FUNDING LEVEL OF THE 9.3 BILLION. WE ALSO HAVE OUR TWO MEASURES, TAX MEASURES IN SANTA CLARA COUNTY THAT ARE PROVIDING SIGNIFICANT FUNDING TO US, AS WELL, AND THEN OF COURSE WE HAVE THE STATE AND REGIONAL ASPECTS OF THE FUNDING, AS WELL. SO, AND WE ALSO WANT TO THANK THE MTC FOR YOUR SUPPORT OF OUR PROJECT AND OUR FUNDING PLAN. NEXT SLIDE, PLEASE. A FEW THINGS ABOUT WHAT WE'RE DOING RIGHT NOW WITH FTA. WE HAVE ONGOING MEETINGS WITH THE FEDERAL TRANSIT ADMINISTRATION HEADQUARTERS, AND ALSO WITH OUR PROGRAM MANAGEMENT OVERSIGHT CONTRACTOR, PMOC. WE CURRENTLY ARE IN WHAT'S KNOWN AS THE NEW STARTS DEVELOPMENT PHASE. WE DID AND WILL BE REQUESTING ENTRY INTO THE NEW STARTS ENGINEERING THIS SUMMER, AND WE'RE ALSO WORKING TOWARDS A FULL FUNDING GRANT AGREEMENT WHERE WE'LL GET THAT MAJOR FEDERAL CONTRIBUTION AND COMMITMENT AS WE MOVE INTO 2024. I SHOULD MENTION THAT WE DID GET, IN DECEMBER, ALONG WITH ENTERING NEW STARTS ENGINEERING, WE ALSO GOT A LETTER OF NO PREJUDICE WHICH IS BASICALLY THE FEDERAL GOVERNMENT TELLING US THAT THE COSTS THAT WE'RE INCURRING NOW WILL BE ELIGIBLE FOR REIMBURSEMENT USING FEDERAL FUNDS ONCE WE GET OUR FULL FUNDING GRANT AGREEMENT THAT LETTER OF NO PREJUDICE WAS IN THE AMOUNT OF 9.3 BILLION, THE FULL AMOUNT OF THE ANTICIPATED FUNDING AT THAT TIME. I BELIEVE

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THAT'S THE FIRST TIME THAT'S HAPPENED WITH THE FTA TO GIVE US THAT LEVEL OF SUPPORT. AT THAT POINT SOME REALLY GOOD NEWS IT JUST HAPPENED AS WE HAVE $500 MILLION IN THE PRESIDENT'S BUDGET SO WE'RE VERY PLEASED WITH THAT AND ANXIOUSLY WAITING FOR CONGRESS TO APPROPRIATE THAT 500 MILLION. STARTING CONSTRUCTION IN THE PROCESS OF PROCURING A TUNNEL BORING MACHINE NEGOTIATING THAT CURRENTLY IT WILL BE THE SECOND LARGEST MACHINE EVER USED IN THE UNITED STATES BECAUSE A SINGLE BORE APPLICATION IT WILL BE A 53 FOOT TWO INCH DIAMETER TVM TUNNEL BORING MACHINE SO THEY'RE MOVING FORWARD WITH SOME OF THE EARLY WORKS OF THE PREPARATION ESPECIALLY HARD YARD LAUNCHING FOR LAUNCHING OF THE TUNNEL BORING MACHINE A COUPLE OF KEY MILESTONES INTO NEW START ENGINEERING MID-YEAR AND THEN PROCEEDING TOWARDS FULL FUNDING GRANT AGREEMENT IN MID-2024 AND UNDERTAKE MAJOR CONSTRUCTION STARTING TUNNELLING IN 2025 SO I WOULD LIKE TO TURN IT OVER TO GREG RICHARDSON.

SPEAKER: GOOD MORNING COMMISSIONERS GREG RICHARDSON GENERAL MANAGER OF CFO AT VTA NEXT SLIDE PLEASE IDENTIFYING THE FLASH BACK, IN THE SECOND COLUMN FTA EPD, THOSE ARE THE VALUES THAT WERE IDENTIFIED WHEN WE WENT INTO THE EPD PROGRAM THE FTA APPROVED IN THE MIDDLE OF THE LOI BACK IN OCTOBER 2021, MAXIMUM CONTRIBUTION THAT THE FEDS WERE PUTTING FORWARD TO THE PROJECT UNDER THE EPD WAS 25% OF THE PROJECT DOLLARS. ADDITIONALLY 6.9 THE ONE PIECE OF THIS, THE ENTIRE 6.9 DIFFERS

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FROM WHAT MAY HAVE BEEN SEEN HISTORICALLY IN THE MTC GROUP WITH THE MAP. THERE WAS A $7.3 BILLION FIGURE IDENTIFIED MUCH EARLIER IN THE GAME. SOME OF THOSE DOLLARS WERE EXTENDED BEFORE THE 2016 TIME FRAME WHEN WE STARTED GETTING INTO THE EPD PROGRAM AND THEY WERE NOT INCLUDED IN THE OVERALL PROJECT. EVERYTHING WE WERE DOING GOING FORWARD WAS BASED ON THE $6.9 BILLION FIGURE SO THAT'S THE DIFFERENCE BETWEEN WHAT YOU MAY HAVE SEEN IN THE PAST TO WHAT WE HAVE BEEN SHOWING IN THE PROJECT INITIALLY WITH EPD MOVING FORWARD. SECOND COLUMN IS WHERE WE ARE TODAY WITH THE SUBMITTAL WE MADE WITH THE NEW STARTS PROGRAM. AND AS GARY MENTIONED, ONE OF THE MAJOR ELEMENTS OF THIS, AND ONE OF THE THINGS THAT WE IDENTIFIED GOING FORWARD WITH THIS PROJECT WAS THE FEDERAL CONTRIBUTION THAT WAS GOING TO BE ELIGIBLE UNDER THE NEW STARTS. SO A MAJOR DIFFERENCE YOU'RE SEEING BETWEEN THE FTA NUMBERS WAS THAT 25% OF WHAT WAS THE $6.9 BILLION PROJECT AND NOW A POTENTIALLY $4.6 BILLION NUMBER ON THE 9.3 THAT'S THE MAJOR SHIFT OCCURRED FOR US GOING INTO THE NEW STARTS. ONE OTHER ITEMS THAT WE ANTICIPATED HAPPENING WAS THE SECOND TIRCP TRANCHE THAT WAS GOING TO COME FORWARD OF THE 750 PART OF OUR APPLICATION THE INITIAL APPLICATION WITH THE FEDS INCLUDED BOTH INITIAL TRANCHE OF 750 AS WELL AS THE SECOND TRANCHE OF 750 THAT WAS SEEING A LITTLE BIT OF THE REDUCTION IN THE 2000 MEASURE AND 2016 MEASURE B. WHAT THAT DID IS IT ELIMINATED SOME OF THE PRESSURE THAT EXISTED ON THE LOCAL SALES TAX BECAUSE OF THE

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OBLIGATIONS WE HAVE UNDER NEW STARTS IS THE 20 YEAR HORIZON TO MAKE SURE OPERATING COSTS WERE SUSTAINABLE FOR THAT ENTIRE 20 YEAR PERIOD NOT JUST FOR VTA LIGHT RAIL AND BUS, BUT ALSO FOR THE ENTIRE BART SYSTEM AS WELL, OUR OBLIGATION, REDUCING THAT AMOUNT GIVING US THAT OPPORTUNITY TO USE THOSE DOLLARS FOR OPERATING COSTS CRITICAL IN GETTING THAT 750. THIRD COLUMN MILD UPDATE I ANTICIPATED CHANGES WILL OCCUR BEFORE WE DO OUR FINAL SUBMISSION FOR ENGINEERING. BUT THE KEY ITEM ON THIS IS THE FACT THAT WE'RE GRATEFUL TO GET THE 375 IN THAT TIRCP PIECE BUT WE STILL NEED THAT OTHER 375. SO YOU'RE SEEING THE 375 IDENTIFIED AS A TO BE DETERMINED. AND THE OTHER PIECE MINOR SHIFT THAT OCCURRED THE PRIVATE FUNDING WE INITIALLY IDENTIFIED AS $75 MILLION WAS REALLY MORE OF A REDUCTION IN COST ALREADY BURIED INTO THE OVERALL PROJECT SO THEREFORE WAS NOT A REVENUE SOURCE WE ELIMINATED IT AND USED MEASURE A TO PLUG THAT GAP FOR THAT $75 MILLION. SO THAT'S THAT PIECE THERE. IF YOU GO TO THE NEXT SLIDE. THE NEXT SLIDE IDENTIFIES MORE FOR THIS BODY TO UNDERSTAND SOME OF THE THINGS THAT CAROLYN WAS TALKING ABOUT AS FAR AS OPERATING COST. SO, THE FIRST SET OF BULLETS IS IDENTIFYING THOSE COST OBLIGATIONS WE HAVE. OPERATIONS COST MAINTENANCE COST AND ALSO CAPITAL, NOT RELATED TO THE ACTUAL PROJECT. SO, LONG-TERM CAPITAL PROJECTS. WE WORK WITH BART ON THOSE PROJECTIONS AND WILL CONTINUE TO WORK WITH THEM AS WE MOVE FORWARD. THE FUNDING SOURCE FOR THAT IS REALLY, I'LL CALL IT TWO SOURCES, IT'S THE FARE REVENUES

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THAT COME IN, AND THEN IT'S THE 2,000 MEASURE B. THOSE ISSUE THE TWO PRIMARY SOURCES THAT'S GOING TO ENSURE THAT WE HAVE OPERATING AND MAINTENANCE COSTS AS WE MOVE FORWARD. AND WHAT'S IMPORTANT ABOUT THAT IS YOU GET INTO THE THIRD BULLET ON THE 2,000 MEASURE A AND 2016 MEASURE B IN FLEXIBILITY THERE IS A LOT GOING ON BETWEEN NOW AND THE TIME WE DO OUR ENGINEERING SUBMITTAL FOR THE FFGA. AND ASSUMPTIONS WILL MOST LIKELY CHANGE. THEIRS WILL MOST LIKELY BE FOUND AS WE GO THROUGH THIS PROCESS. AND WHEN WE REALIZE AND UNDERSTAND THE IMPACT ON THE OPERATING SIDE FOR THE NEXT 20 YEARS, THOSE LOCAL DOLLARS, THAT FLEXIBILITY, IS CRITICAL FOR US AS WE MOVE FORWARD. AGAIN REINFORCING THAT ADDITIONAL 375 TBD, TO BE DETERMINED, AMOUNT BECOMES CRITICAL FOR US. TO KEEP IN MIND FOR VTA IS, IF BY CHANCE THE FARE REVENUES FOR MEASURE B ARE NOT THERE, THEY'RE NOT SUFFICIENT TO PROVIDE OPERATING COSTS NECESSARY FOR BART WE HAVE OBLIGATION WITHIN OUR SYSTEM TO PROVIDE THEM OUR TDA DOLLARS TO CELL ANOTHER SALES TAX MEASURE THAT ACTS AS A BACKSTOP WHEN THAT BACKSTOP COMES INTO PLAY THEREFORE VTA FROM RAIL AND BUS OPERATIONS PERSPECTIVE IS NOT RECEIVING THOSE SAME SALES TAX DOLLARS TO SUPPORT ITS OPERATIONS WE NEED THOSE OTHER FUND TO SUPPORT IF THAT MECHANISM EVER COMES INTO PLAY AND AGAIN THAT GOES INTO THE FLEXIBILITY OF NEEDING THOSE DOLLARS. SO WITH THAT I'LL LEAVE THAT FOR ANY OTHER QUESTIONS.

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CHAIR, CINDY CHAVEZ: GREAT. I KNOW MY COLLEAGUES WILL HAVE MANY QUESTIONS. I SEE MANY OF THEM LEANING IN. I WANT TO ASK DO WE HAVE PUBLIC COMMENT ON THIS ITEM?

CLERK OF THE BOARD: I DON'T SEE ANY RAISED HANDS AT THIS TIME. AND I HAVE RECEIVED NOTHING IN WRITING.

CHAIR, CINDY CHAVEZ: OKAY. I'M GOING TO CLOSE THE PUBLIC HEARING. OH I'M SO SORRY. I'M IN THE WEARING MY GLASSES. BUT THERE IS SOMEBODY HERE WHO WOULD LIKE TO SPEAK. THANK YOU. I SO APPRECIATE MY --

SPEAKER: [INDISCERNIBLE].

CHAIR, CINDY CHAVEZ: YEP. THIS WOULD BE THE TIME IF YOU WANT TO SPEAK TO ANY -- EITHER ITEM ON THIS AGENDA -- I'M SORRY -- EITHER PRESENTATION ON THIS ITEM, WOULD BE GREAT.

CLERK OF THE BOARD: TOUCH TIME DO YOU WANT TO GIVE?

CHAIR, CINDY CHAVEZ: TWO MINUTES.

MICHAEL BALDINI: GOOD MORNING MICHAEL BALDINI, POLICY ADVISORY COUNCIL MEMBER FORMER TRACK INSPECTION, UNION PACIFIC RAILROAD SOUTHERN PACIFIC RAILROAD THE PORTAL PROJECT AS PRESENTED I

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HAVE A COUPLE OF QUESTIONS ON THE 290 DEGREE CURVES COMING INTO THE FACILITY. THAT'S ALWAYS BEEN A PROBLEM AND TRACK CONSTRUCTION AS FAR AS THE NOISE EFFECT AND THOSE FLANGES AGAINST THE STEEL WHEELS, WHAT DO YOU GAIN -- WHAT DO YOU GAIN AS FAR AS MONEY SPENT AS WELL AS TIME I HAVE SPENT TWO AND A HALF HOURS GETTING FROM LA TO SAN FRANCISCO AND WHAT IT IT GOING TO TAKE TO GET ME ANOTHER MILE OR SO TWO MILES CLOSER AS FAR AS THE EXPENSE INCURRED WE ALREADY HAVE THE SF MUNI CENTRAL SUBWAY THAT CUTS THROUGH THAT AREA AND SERVES THE SAME SITUATIONS, ORIGINALLY BACK IN 1916 WHEN ONE MARKET WAS CONSTRUCTED AS A STATION THAT MAKES SENSE TO ME LOOPING IT AROUND AND CONNECTING WITH THE FERRY, ANOTHER AREA OF TRANSPORT THAT'S UNDERUTILIZED IN THE SAN FRANCISCO BAY AREA. THOSE ARE JUST SOME OF THE QUESTIONS THAT COME TO MIND BEFORE WE SPEND THAT KIND OF MONEY, WHAT IS THE TRUE VALUE TO THE PASSENGER AND TO THE TAXPAYER. THANK YOU.

CHAIR, CINDY CHAVEZ: THANK YOU MR. BALDINI. ANY OTHER COMMENTS FROM THE PUBLIC?

CLERK OF THE BOARD: NO ADDITIONAL HANDS RAISED.

CHAIR, CINDY CHAVEZ: THANK YOU. I'M GOING TO CLOSE THE PUBLIC HEARING AND THEN I'M GOING TO GO TO MY COLLEAGUES. GINA, I SAW YOUR LIGHT ON FIRST. I'M GOING TO GO TO YOU. GINA.

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GINA PAPAN: THANK YOU MADAM CHAIR. I DON'T KNOW HOW YOU WANT TO TAKE THIS, BUT THE PORTAL PROJECT, FIRST, I HAD SOME QUESTIONS HERE. THESE ARE EXCITING PROJECTS BUT SOME GOOD QUESTIONS ARE BEING ASKED HERE. SO, YOU PRESENTED TWO STATIONS, HAVEN'T SEEN ANY DETAILS ON THE FIRST STATION, AND I AM INTERESTED IN THE CONNECTIVITY THE WHOLE IDEA WITH OUR BLUE RIBBON TRANSIT RECOVERY IF YOU'RE GETTING OFF AT ONE STATION AND ONE STATION IS JUST SO CLOSE AS FAR AS THE SALESFORCE STATION YOU CAN ELABORATE?

SPEAKER: THE SALESFORCE STATION IS CONSTRUCTED.

GINA PAPAN: I'M AWARE OF THAT. THE TOWNSEND ONE -- I HAVE -- JUST CURIOUS.

SPEAKER: WE ARE HAPPY TO COME BACK WITH RENDERINGS, WE'RE 30% DESIGN IT'S BELOW GRADE STATION IT WILL SERVE THE SOUTH END OF OUR ALIGNMENT NEAR THE BALL FIELD. I DON'T KNOW HOW I COULD DESCRIBE IT WITHOUT VISUALS BUT I WOULD BE HAPPY TO COME BACK AND SHOW YOU ILLUSTRATIONS AND LAY OUT BUT IT DOES SIT UNDERNEATH SECOND STREET.

GINA PAPAN: IT'S INTERESTING HERE BECAUSE WE TALKING ABOUT OVERALL FUNDING AND I HAVE NOT SEEN ANY OF THOSE TO BEGIN

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WITH. THE SALESFORCE STATION IS AMAZING. IT'S THE CONNECTIVITY THAT I'M ALSO INTERESTED IN, AND THESE STATIONS ARE VERY CLOSE TOGETHER. AND SO ONE QUESTION I HAD, TOO, THE FUNDING FROM MTC HERE WOULD BRING UP THE LOCAL MATCH, IS THAT CORRECT?

SPEAKER: THAT'S RIGHT. YES. IT IS PART OF OUR FUNDING PLAN THAT DEMONSTRATES LOCAL COMMITMENT.

GINA PAPAN: OKAY. SO, ALL RIGHT. AND THEN, AS NOTED, SO WHO OPERATES, ACTUALLY, SALESFORCE STATION, AND WHO WOULD OPERATE THE DOWNTOWN STATION?

SPEAKER: THE TRANSBAY JOINT POWERS AUTHORITY IS CHARGED WITH DELIVERING AND OPERATING THE SALESFORCE TRANSIT CENTER. IF WE'RE TALKING ABOUT THE STATIONS, THE STATION IS A PART OF A CONVERSATION WE'RE HAVING WITH CALTRAIN RIGHT NOW, AS WE COMPLETE OUR NEGOTIATIONS FOR THE MASTER COOPERATIVE AGREEMENT THAT SPECIFIES ROLE RESPONSIBILITY AND ASSET DISPOSITION. THE CONVERSATIONS INCLUDE, SPECIFICALLY, THOSE COMPONENTS OF THE PROJECT WHERE TRAIN OPERATIONS OCCURS. BECAUSE RIGHT NOW, AS I SAID, TRANSBAY JOINT POWERS AUTHORITY HAS THE CHARGE TO MANAGE THE SALESFORCE TRANSIT CENTER, BUT WHEN TRANSIT OPERATION IS ONLINE, OF COURSE WE HAVE TO HAVE AN AGREEMENT IN PLACE TO DELINEATE RESPONSIBILITIES BETWEEN THE TWO ENTITY.

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GINA PAPAN: AND I THINK THAT'S WHAT I'M INTERESTED IN THAT I DON'T SEE IN MANY OF THESE OPERATIONS. I THINK, REGIONALLY, WE'RE NOT GOOD AT STATIONS, SO WHAT I WOULD LIKE TO SEE, AND I DON'T KNOW IF IT'S ACTUALLY IN THE PLAN HERE, IS THE CUSTOMER SERVICE. I DON'T QUESTION YOUR OPERATIONS. THAT'S NOT MY AREA. BUT WHEN WE SET UP STATIONS, AND WE INVEST SO MUCH IN STATIONS HERE, IS THERE A COMMERCIAL ASPECT THAT WOULD BRING ADDITIONAL REVENUE TO THE OPERATIONS OF A STATION, PUBLIC SAFETY, ALL OF THAT, I THINK THAT'S AN ELEMENT WE ALL SEEM TO BE MISSING IN THE PLANNING PROCESS. AND, AGAIN, YOU'RE EARLY IN THIS PROCESS, BUT THIS IS PROBABLY THE TIME THAT THESE ISSUES SHOULD BE ADDRESSED. BECAUSE WE DON'T -- WE DON'T SEE THAT. THE ONLY PLACE YOU SEE STATIONS WITH A WHOLE COMMERCIAL LIFE ARE AIRPORTS. AND NOT TRAIN STATIONS OR TRANSIT STATIONS.

SPEAKER: THAT'S WHY I WELCOME THE OPPORTUNITY TO HOST VISITS TO OUR SALESFORCE TRANSIT CENTER. FOR THOSE OF YOU THAT HAVE SEEN T I AM SURE THAT YOU WILL AGREE. IT'S NOT ONLY A BEAUTIFUL CIVIC AMENITY BUT IT DOES ACTIVATE THAT PART OF THE AREA WITH RETAIL, WITH OPEN SPACE, WITH COMMERCIAL AND OFFICE SPACE WITHIN THE TRANSIT CENTER ITSELF. I THINK IT EMBODIES ALL OF THE ELEMENTS THAT YOU ARE ASKING ABOUT, AND WITH THE CONSTRUCTION OF THE DO YOU WANT RAIL EXTENSION, THE PORTAL, WE DO PLAN TO BRING RETAIL SPACES INTO THE TRAIN BOX ON THE MEZZANINE LEVEL, AND I THINK THAT WOULD BE A HELPFUL

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PRESENTATION TO THIS GROUP TO SHOW THE ADDITIONAL RETAIN WE PLAN AND ENVISION WITHIN THE TRAIN BOX.

GINA PAPAN: I WOULD LOVE TO SEE THAT THROUGH THE ALL OF OUR STATION AREAS BECAUSE I YOU THINK IT'S A PART OF THE BUSINESS ASPECT OF STATIONS AND THEN ALSO, BECAUSE WE HAVE TALKED ABOUT IT AND I'M SURE YOU'RE GOING TO HAVE ALL OF THIS BUT IT'S THE REALTIME INFORMATION IT'S THE RIDER EXPERIENCE AND THIS IS NOT THE PLACE FOR IT BUT THOSE KIND OF ELEMENTS THAT ARE VERY BENEFICIAL TO US, THE FUNDING IS AMAZING THAT I SEE HERE BUT I REALLY WANT TO SEE WE ARE MAKING THESE EXTENSIONS AND PUTTING THEM TOGETHER HERE AND THEN I WOULD LIKE TO REMIND YOU THAT THERE'S A STATION IN BETWEEN WHICH CONNECTS WITH A REGIONAL AIRPORT SOMEWHERE ALONG THE LINE WE'RE HOPEFUL THAT EVERYTHING WILL FLOW TOGETHER. SO INTERESTED -- IT'S NOT THE TIME HERE. WE'RE HERE FOR THE FUNDING. I APPRECIATE YOUR PRESENTATION, BUT IT WOULD FILL A LOT OF GAPS IN THE FUTURE, IF OFFLINE SOMEBODY WOULD SEND US SOME MATERIAL THAT WOULD BE GREAT.

SPEAKER: WOULD BE HAPPY TO.

GINA PAPAN: PASSING BACK TO MY COLLEAGUES.

CHAIR, CINDY CHAVEZ: I WILL COME BACK TO YOU. I'M GOING TO GO TO MY VICE CHAIR MR. MILEY.

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V. CHAIR, NATE MILEY: YES. I'M INTERESTED IN THE VTA PIECE, AND CALL ME WEIRD, BUT WITH THE SINGLE BOAR, THAT'S A BIG MACHINE, RIGHT? I'M JUST CURIOUS. BECAUSE I WOULD LOVE TO SEE EITHER A PICTURE OF THAT MACHINE, OR HOW THAT MACHINE OPERATES.

SPEAKER: YES.

V. CHAIR, NATE MILEY: AND THIS IS THE FIRST TIME IT'S BEEN UTILIZED HERE IN THE UNITED STATES?

SPEAKER: YES. YES. WE WERE ASKED SPECIFICALLY TO FOCUS ON OUR PROCESS -- FUNDING.

V. CHAIR, NATE MILEY: I KNOW.

CHAIR, CINDY CHAVEZ: COULD YOU LEAN IN A LITTLE BIT. I'M SORRY. YOU HAVE TO TALK SUPER LOUD. BECAUSE YOU'RE SO TALL. I'M SORRY.

SPEAKER: YES. WE WOULD LIKE TO BRING ADDITIONAL RENDERINGS BEFORE YOU, BUT WITH THE FOCUS OF THIS WE WERE ASKED TO CONCENTRATE ON THE ESTIMATING, AND ALSO THE FUNDING. BUT THE SINGLE BORE, IT'S A 53 FOOT TWO INCH DIAMETER TON BORING

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MACHINE AND BASICALLY IT'S A LARGE FIT CENTER PLATFORM SIDE BY SIDE TRACK WAY SIMILAR TO WHAT YOU SEE ON THE TRADITIONAL BART SYSTEM. THE DIFFERENCE IS WHEN THEY DID THE BART SYSTEM DOWN ON MARKET STREET THEY OPENED UP MARKET STREET TO THE TON DOWN CONSTRUCTION OF THE STATIONS AND YOU PROBABLY ARE AWARE OF THE IMPACT THAT HAD ON MARCUS STREET. THE REASON WE'RE USING SINGLE BORE HERE IS TO AVOID DISRUPTION OF THE SURFACE BECAUSE WE WOULD BE DIGGING UP THOUSANDS OF FEET OF THE SANTA CLARA STATION TO PUT THE STATIONS IN IF WE DID A TOP DOWN CONSTRUCTION.

V. CHAIR, NATE MILEY: I'M STILL FASCINATED BY THIS. YEAH, I REALLY WOULD LIKE TO TAKE A LOOK AT THIS. IF YOU CAN'T BRING IT INTO US, I'LL COME DOWN TO SANTA CLARA TO TAKE A LOOK. I'M JUST REALLY FASCINATED. I'M SURE IT'S GOING TO WORK. YOU KNOW, I HAVE GOT AN A LOT OF CONFIDENCE THAT IT'S GOING TO WORK. IF IT'S NOT GOING TO WORK IT'S GOING TO ESCALATE THE COST AND WE'LL HAVE ANOTHER BIG DIG OR SOMETHING.

CHAIR, CINDY CHAVEZ: OH MY GOSH. YOU PUT THAT OUT THERE.

SPEAKER: THE TRADITIONAL APPROACH IS CALLED A TWIN BORE APPROACH YOU DO A SEPARATE TUNNEL FOR EACH OF THE TRACK WAYS AND THIS IS DONE TO AVOID THE DISRUPTION AT THE STREET LEVEL

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AND REDUCE IMPACT ON UTILITIES. WE WELCOME ANYBODY TO COME DOWN.

V. CHAIR, NATE MILEY: ALL RIGHT.

CHAIR, CINDY CHAVEZ: ONE THING I'LL SAY TO MY COLLEAGUES, I'M KEEPING TRACK OF THE REQUEST YOU'RE MAKING SO WE'LL FIND A WAY TO HAVE THEM PRESENTED AT THE COMMITTEE AND MAKE SURE THAT IN ADDITION TO MAKING SURE MATERIALS GET SENT.

SPEAKER: JUST REAL QUICKLY ON THE LARGER TUNNEL BOAR. ONE OF THE THINGS CITIZEN TUNNELLING INDUSTRY, EVEN WHEN WE STARTED BUILDING THIS PROJECT HAS REALLY GONE, YOU KNOW, PROBABLY BLOSSOMED IN T HEIR TECHNOLOGIES AND WHAT THEY'RE DOING. AND THEY ARE USING 50 FOOT BORE TUNNELS IN OTHER PARTS OF THE WORLD. THEY HAVE DONE ONE -- I THINK TWO IN THIS COUNTRY BUT WE'RE THE FIRST TO DO FOR TRANSIT. THEY USE THEM FOR WATER AND THEY HAVE DONE ONE FOR HIGHWAY PROJECT BUT NOT FOR TRANSIT. WE'RE THE FIRST TO DO IT FOR TRANSIT. THERE IS ONLY ONE OPERATING SYSTEM IN THE WORLD RIGHT NOW THAT'S SINGLE BORE AND THAT'S IN BARS LOAN ON,TRANSBAY MAY BE LOOKING AT IT AND THE SECOND CROSSING LOOKING AT IT, THAT'S THE DIFFERENCE FOR US COMPARED TO WHERE WE'LL BE SIMILAR TO BARCELONA ACTUALLY HOSTING THE PLATFORMS IN THE STAGE IN THE TUNNEL. THAT WAS STARTED AT THE END OF THE 18, 19 HUNDREDS AND WE'RE IN THE

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21st CENTURY, SO WE'RE MOVING FORWARD WITH THE TECHNOLOGY THAT'S AVAILABLE.

CHAIR, CINDY CHAVEZ: THANK YOU. I'M GOING TO GO TO HILLARY AND COME RIGHT BACK TO YOU. GO AHEAD.

HILLARY RONEN: I JUST WANTED TO SAY I, TOO, AM COMPLETELY FASCINATED BY THIS, AND I WONDER IF WE COULD DO A FIELD TRIP.

CHAIR, CINDY CHAVEZ: THAT WOULD BE FUN. ABSOLUTELY, WE'LL DO THAT. FIELD TRIP. OKAY. I'M ADDING THAT TO MY LIST. FIELD TRIP. WE'LL DO ONE OF OUR MEETINGS OUT THERE.

SPEAKER: THANK YOU. MY QUESTION WAS HOW STAFF WILL RESPOND TO THE QUESTIONS TO THE COMMENTER ABOUT THE 90 DEGREE ANGLES, AND IT'S NOT THE SHORTEST DISTANCE AS THE CROW FLIES, AND I HOPE YOU CAN HELP US AND THE PUBLIC UNDERSTAND THE 90 DEGREES.

SPEAKER: IF YOU LOOK OUT ON THE STREET IN THE ENVIRONMENT IT'S A DENSER URBAN ENVIRONMENT, WHEN YOU TAKE A TRAIN ALIGNMENT UNDERNEATH, A FEW THINGS THE GEOLOGY THEN OF COURSE THE EXISTING BUILT ENVIRONMENT AT THE ENTRANCE TO SALESFORCE TRANSIT CENTER AT THE WEST END OF THE STATION SECOND STREET COMES RIGHT UP AT THE HOWARD ALIGNMENT IT'S TRAIN BOX HAS BEEN BUILT IT HAS A SWEEP, I THINK THAT'S WHAT THE GENTLEMAN WAS

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REFERRING TO IT'S THE 90S DEGREE PEND IT DOESN'T SWEEP BECAUSE IT'S ALREADY AT AN ANGLE INTO THE BUILT STATION, THE CURBS HAVE BEEN DESIGNED TO TRY TO MINIMIZE IMPACTS TO THE EXISTING BUILDINGS THAT ABUT THAT INTERSECTION. WE WILL HAVE TO DO SOME UNDERPINNING, BUT NOT AS MUCH AS YOU MIGHT THINK. BUT, CERTAINLY, THE ALIGNMENTS THAT HAVE BEEN SET ALREADY WHEN WE BUILT THE SALESFORCE MEET THE RAILROAD REQUIREMENTS FOR THAT KIND OF CURVE. SO, I AM NOT SURE THAT YOU KNOW, 90 DEGREES IS QUITE ACCURATE BECAUSE LIKE I SAID IT'S ALREADY PARTIALLY SWEEPING INTO THE TRAIN BOX BUT IT IS A BEND BECAUSE IT DOES NEED TO GO NORTH SOUTH FROM AN EAST WEST DIRECTION. I WANT TO POINT OUT SOMETHING THAT WAS ASKED ABOUT CONNECTIVITY BECAUSE FOR THOSE OF YOU THAT ARE FAMILIAR, THE ALIGNMENT DOES ALLOW CALTRAIN AND SOME DAY HIGH SPEED RAIL TO COME INTO THE SALESFORCE TRANSIT CENTER WHICH SERVES AS A CONNECTION THROUGHOUT THE ENTIRE BAY AREA. IT WOULD CONNECT THAT MODE OF TRANSIT TO TEN OTHER DIFFERENT OPERATORS THAT SWEEP THE BAY. SO, IT IS AN IMPORTANT EXTENSION OF THAT COMMUTER RAIL SERVICE. AND LIKE I SAID, SOME DAY CALIFORNIA HIGH SPEED RAIL BECAUSE OF ITS CONNECTIVITY BENEFIT.

SPEAKER: THANK YOU.

CHAIR, CINDY CHAVEZ: DAVID?

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DAVID CANEPA: THANK YOU VERY MUCH MADAM CHAIR. THESE ARE TWO INCREDIBLE PROJECTS AND HILLARY WILL LAUGH. I REMEMBER WHEN I USED TO WORK IN SAN FRANCISCO CITY HALL, AND I REMEMBER WILLIE BROWN, AND AT THE TIME THIS GOES BACK, I THINK IT WAS MARIA -- MARIA EHREDAY, AND THE CONCEPT OF THE TRANSBAY TERMINAL, I THINK THE SALESFORCE TOWER IS JUST INCREDIBLE, I THINK THE OPEN SPACE IS IMPORTANT. I THINK THAT VISION EVER MAKING THAT CONNECTION IS JUST CRITICAL. AND I THINK, YOU KNOW, WHEN IT LOOKS TO BART, BART WHEN YOU THINK ABOUT THE 1960s, THEY TALKED ABOUT THE VISION OF BASICALLY CONNECTING THE WHOLE REGION. YOU KNOW, I GUESS -- YOU KNOW, MY BIG QUESTION IS, HOW DO WE CONTROL CONSTRUCTION COSTS? OR CAN WE? TO ME, THAT SEEMS TO BE SOMETHING THAT REALLY COULD BE A POTENTIAL DRAG. AND I DON'T KNOW -- WHAT IS YOUR NAME, SIR? CFO?

SPEAKER: GREG.

DAVID CANEPA: GREG. SORRY GREG. I DON'T KNOW WHAT YOUR PERSPECTIVE IS IN TERMS OF PLANNING. HOW DO YOU MANAGE THAT THERE IS -- WE'RE DOING ABOUT $1.2 BILLION IN CAPITAL FOR THE COUNTY, AND THAT'S REALLY BEEN, SORT OF, A CHALLENGE FOR US IN TERMS OF ESCALATING COST. HOW DO YOU MANAGE THAT? I MEAN, THAT'S A PRETTY BROAD QUESTION. BUT --

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CHAIR, CINDY CHAVEZ: AND AS GREG COMES UP, YOU KNOW, ONE THING THAT -- GREG, I DON'T KNOW IF YOU HAVE THE ANSWER TO THIS, BUT I MIGHT TALK ABOUT, OR CAROLYN YOU MIGHT WANT TO TALK ABOUT PHASE ONE. I THINK EVERY ONE OF US WANTS TO KNOW THE MAGIC ANSWER TO THAT QUESTION WHICH IS, HOW DO YOU KEEP COSTS UNDER CONTROL, WHAT ARE THE BEST PRACTICES, AND, FRANKLY, HOW CLOSE ARE WE COMING?

SPEAKER: GREG RICHARDSON, CFO, ETA, I LOOK AT GARY AND I SAY, GARY CONTROL THESE COSTS.

CHAIR, CINDY CHAVEZ: [LAUGHTER]

SPEAKER: GENERALLY SPEAKING, AS WE GO THROUGH THE PLANNING PROCESS, AND AS GARY WORKS ON THE CONTRACTING SIDE AS HE REFERS, TO THE DIFFERENT DELIVERY METHODS CAN DICTATE HOW YOU CONTROL THOSE COSTS AND ONCE YOU START DOWN A PARTICULAR PATH NOW YOU'RE HAVING TO LIVE WITHIN THOSE CONFINES. SO FROM MY PERSPECTIVE, WHAT I'M TRYING TO MAKE SURE I'M UNDERSTANDING IS, WHAT IS OUR OUTSIDE RISK. WHAT'S THAT -- THE ULTIMATE NUMBER THAT I NEED TO KNOW THAT, I NEED TO BE AWARE OF, AND HOW DO WE MAKE SURE THAT WE CAN MAKE THAT HAPPEN? AND A LOT OF THAT COMES WITHIN, MAYBE IT'S CREATIVE FINANCING. MAYBE IT'S PUSHING BACK ON CONTRACTORS. YOU KNOW, TO ME, THIS IS A HUGE PARTNERSHIP THAT EXISTS AMONGST NOT ONLY VTA AND BART, BUT

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THOSE WHO ARE A PART OF THIS PROJECT. AND THE TJPA, AS WELL. THESE ARE MAJOR PROJECTS, THAT, AS CONTRACTORS, SHOULD YOU WANT YOUR NAME ATTACHED TO IT. AND, SO THERE SHOULD BE A MEETING OF THE MINDS THAT GETS THERE AT SOME POINT THAT MAKES PEOPLE REALIZE THAT WE CAN GIVE A LITTLE YOU CAN GIVE A LITTLE. WE GOT TO MAKE THIS THING WORK. BECAUSE IT'S RIGHT FOR EVERYTHING THAT WE'RE DOING. AND SO FOR ME, IT'S GARY LETTING ME KNOW WHAT'S GOING ON, ME THEN PLANNING FOR HOW WE GO ABOUT FINDING THE FUNDING COMING UP WITH CREATIVE FINANCING MECHANISMS IF THEY EXIST, BEGGING, PLEADING, WHATEVER IT TAKES TO MAKE SURE WE GET THOSE DOLLARS, BUT IT IS SOMETHING THAT KEEPS US UP AT NIGHT.

DAVID CANEPA: I'LL CLOSE BY SAYING THIS, ONE OF THE THINGS I WAS IMPRESSED WITH GARE, IS WHAT YOU TALKED ABOUT USING AS A POTENTIAL CONTINGENCY E THE MEASURE A, MEASURE B FUNDS. I REALLY JUST THOUGHT THAT WAS -- YOU TALKED ABOUT CREATIVITY, AND I THOUGHT THAT WAS CREATIVE. I'M SORRY.

CAROLYN GONOT: I DO WANT TO SAY THAT PARTNERSHIP WITH VTA IS CRITICAL TOO, BECAUSE THEY DO A RISK REFRESH, ASSESSMENT, AND ANOTHER RISK REFRESH ON OUR PROJECTS AND THAT'S REALLY BECAUSE THEY ARE PUTTING IN A LARGE INVESTMENT AS WELL. THEIR POC IS RUNNING US THROUGH THE RINGER TO AN COMMENT. I HAVE ALWAYS ENJOYED THE RUNNING THE RINGER WITH THEM BECAUSE BUILDING

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SINGLE BORE BIGGEST RISK ON THE PROJECT IS UTILITY LOCATION. THE COST TO THE CONTRACTOR IS MOSTLY THE HEAVY CONSTRUCTION, THE CIVIL WORK. IF YOU HAVE TO DELAY THE CIVIL WORK BECAUSE THE UTILITY RELOCATION YOUR COST ESCALATE AND IT'S ON YOU. OUR WORK RIGHT NOW IS AVOIDING THE RISK OF UTILITY RELOCATION, WE HAD A JOB IN SANTA CLARA RIPPED UP THE STREET IT WAS A MESS AND DELAYED FOR A WHILE I CAN'T IMAGINE IF IT WAS FOR A TUNNEL AND WE'RE DIGGING UP EIGHT FOOTBALL FIELDS WORTH OF THE LENGTH OF SANTA CLARA STREET THOSE ARE THE THINGS YOU LOOK AT WEIGHING THE REDESIGN OF CONSTRUCTION PACKAGE AND VOLATILITY, AND DON'T PANIC WHEN YOU SEE IT JUST THINK ABOUT HOW YOU'RE GOING TO MOVE FORWARD AND THINK OF WAYS BUT ALSO HAVE A LOT OF CONTINGENCY PLANS. THERE IS A LOT OF WORK INVOLVED. I RAN THE ENGINEER -- WE'RE DOING ANOTHER $3 BILLION IN PROGRAMS OVER THE NEXT 15 YEARS WITH OUR MEASUREMENT PROGRAMS OUTSIDE OF THE BART PROJECT SO WE'RE AWARE OF A LOT OF -- SAN MATEO AND OTHERS, THE COST VOLATILITY RIGHT NOW IS SUBSTANTIAL AND WE'RE TRYING TO MITIGATE THAT RISK. I APPRECIATE YOUR QUESTION.

CHAIR, CINDY CHAVEZ: ALL RIGHT. GINA? THANK YOU. OH GREAT. SORRY. GARY.

SPEAKER: MAYBE I'LL JUST ADD A COUPLE OF THINGS, IF GREG CAN'T GIVE ME ENOUGH MONEY, WHAT WE'LL TRY TO DO.

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CHAIR, CINDY CHAVEZ: [LAUGHTER]

SPEAKER: IT IS A DIFFICULT TIME RIGHT NOW FOR ALL PROJECTS WITH THE WORLD, AND ESCALATION WE'RE SEEING INTEREST RATE INCREASES AND WE'RE SEEING THINGS COOL, WE'RE HAVING A RELOOK AT THE DELIVERY APPROACH TO SEE IF THERE IS A WAY TO REDUCE IMPACTS OF FACTORS THAT WE'RE CURRENTLY EXPERIENCING. THE OTHER THING I WANT TO POINT OUT IS WE'RE USING A PROGRESSIVE DESIGN BUILD APPROACH WITH OUR CONTRACT DESIGN TEAM RIGHT NOW, WITH THE TUNNEL AND TRACK WORK CONTRACT FOR US, LARGEST OF ALL THE CONTRACTS, PART OF THAT PROGRESSIVE DESIGN BUILD IS THAT WE DO WHAT WE CALL OVER THE SHOULDER COST ESTIMATING WITH THEM. SO WE'RE CURRENTLY, RIGHT NOW, NEGOTIATING WITH THEM ON WHAT THE COST OF THEIR CONTRACT IS GOING TO BE, AND WE HAVE THE ABILITY THEN TO LOOK AT WAYS TO REDUCE THOSE COSTS. SO THAT'S GIVING US GOOD FLEXIBILITY AND IT'S OPEN BOOK SO THEY NEED TO SHOW US EXACTLY HOW THEY'RE GETTING TO THE NUMBERS THAT THEY ARE, SO WE CAN COME TO AN AGREEMENT ON IT, SO THAT'S ANOTHER MEASURE THAT WE HAVE IN THIS DELIVERY POACH THAT WILL HELP US.

CHAIR, CINDY CHAVEZ: GINA?

GINA PAPAN: THANK YOU. SO, WAIT, DON'T GO TOO FAR FROM VTA. [LAUGHTER] LOOK, BLESS YOU. BECAUSE I KNOW BART IS NOT EASY TO

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DEAL WITH HERE. SO I AM VERY INTERESTED IN THAT RELATIONSHIP. YOU ARE BUYING THE BART CARS?

CHAIR, CINDY CHAVEZ: SORT OF.

CAROLYN GONOT: THE RELATIONSHIP -- WE ACTUALLY HAVE A SEPARATE VEHICLE AGREEMENT WHEN THEY PURCHASE A VEHICLE THEY PURCHASE THE FLEET OF THE FUTURE WE'RE PART OF THAT AND WE'RE BUYING MORE VEHICLES. SO ACTUALLY WE PAY THEM FOR THE VEHICLES, WE HAVE AN AGREEMENT, AND ACTUALLY THEY CAUGHT THE MARKET RIGHT AS WELL THAT WAS GREAT FOR PHASE ONE. WE'RE GOING TO BE BUYING ANOTHER 48 VEHICLES WE'RE LOOKING AT FOR THE SECOND PHASE. THOSE -- WE'LL OWN A SPECIFIC CAR, WILL BE DEDICATED, WE'LL SAY IT'S OWNED BY VTA JUST SO WE CAN DEAL WITH OWNING THAT ASSET AND HOW WE REPORT IT BUT THAT'S HOW THAT CURRENT SYSTEM IS.

GINA PAPAN: I'M VERY INTERESTED IN THAT BECAUSE WE ARE FREQUENTLY FUNDING BART CARS HERE FROM MTC. SO HOW THAT RELATIONSHIP WORKS IS OF GREAT INTEREST ME, AND I APPLAUD YOU, BECAUSE, AGAIN, I WOULD BE INTERESTED IN THE DATA, AS THIS PLAYS OUT, AS FAR AS FINANCING HERE. SO, YOU DID MENTION THE FARES. SO WHEN THIS EXTENSION HAPPENS -- AGAIN, I DON'T EXPECT AN ANSWER HERE, IS THAT FARE RATE GOING TO COME TO YOU?

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CAROLYN GONOT: BART SETS THE FARES AND THE ZONE INSTRUCT. WE HAVE OPTION TO PUT A SURCHARGE ON SOMETHING THE PORTAL WAS TALKING ABOUT, WE AS A BOARD HAVE THE OPTION TO AS A SURCHARGE TO THAT BART FARE.

GINA PAPAN: THE DATA IS GOING TO BE INTERESTING TO ME JUST AS I'M HOPING YOU WILL BE RUNNING THE STATIONS, THAT YOU HAVE MENTIONED.

CAROLYN GONOT: CURRENTLY, THE WAY THE CURRENT SYSTEM IS WITH THE ABOVE GROUND STATIONS IS THAT THEY RUN THE STATION BUT WE RUN OUTSIDE THE STATION. AND BY THAT I MEAN, TRULY, THERE IS A TRUE DRIP LINE WHERE PRIMARILY THEIR PROPERTY AND NEEDS ARE ENDS, WE TAKE CARE OF ALL THE BUS PLAZAS, ROADWAYS, EVERYTHING ENTAILED AROUND THAT STATION IS VTA'S RESPONSIBILITY AND WE TAKE CARE OF THOSE.

GINA PAPAN: OKAY SO I'M HOPING YOUR EXPERIENCE WILL BE MUCH BETTER THAN OURS IN THAT STATIONS ARE NOT GENERALLY RUN WELL, THEY'RE UNDERSTAFFED THERE, IS PUBLIC SAFETY. ALL OF THIS STUFF. BUILDING NEW ONES.

CAROLYN GONOT: ONE OF THE THINGS WE HAVE WITH BART IS WE WILL BE PUTTING THE FARE GATES AT THE STREET LEVEL. SO THAT YOU DON'T HAVE -- LIKE RIGHT NOW THE PUBLIC PASSAGES THAT ARE THE

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UNDERGROUND STATIONS CURRENTLY IN THE BART SYSTEM YOU GET TO THE FARE GATES SO THEY'RE REALLY OPEN AREAS UNTIL YOU GO THROUGH THE FARE GATES SO THEY WILL BE AT THE TOP AT STREET LEVEL SO FOR THOSE WHO JUST WANT TO, SORT OF, STAY NOT FOR THE RIDE.

GINA PAPAN: FROM A FINANCIAL PURPOSE PERSPECTIVE, WITH THE FOUR STATIONS THREE UNDERGROUND SOMEWHERE THERE IS BUSINESS ASPECT SO THAT THE RIDER EXPERIENCE IS ENHANCE SAID RETURN ON INVESTMENT IS ENHANCED I DIDN'T SEE ANY OF THAT.

CAROLYN GONOT: WE DIDN'T BRING THAT FORWARD, JUST RECENTLY WITH THE INNOVATIONS ON THE TUNNEL AND HOW STATIONS ARE BUILT WE WORK WITH SPUR AND THE CITY OF SAN JOSE TO DO REDESIGN TO SUPPORT THE CUSTOMER EXPERIENCE WE HAD TOD AND ASPECTS AT EVERY ONE OF OUR STATIONS WORKING WITH THE CITIES FAIRLY SUBSTANTIAL STATION WE OWN A BLOCK DIRIDON THE MAIN AREA WHOLE AREA IT'S A PLANNING EFFORT SO WE'RE LOOKING AT THE BUSINESS ASPECTS AND COMMERCIAL ASPECTS OF THOSE STATIONS AS WELL WE DID CLEAR THE TOD AT THE STATE LEVEL FOR THE STATE ENVIRONMENTAL PROCESS AS PART OF OUR PROCESS SO THAT WE COULD BUILD HOUSING COMMERCIAL AND OFFICE.

GINA PAPAN: BEEN THERE, DONE THAT. [LAUGHTER] BECAUSE THIS IS A FINANCIAL PROPOSAL HERE, I REALLY WOULD LIKE TO ENCOURAGE

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YOU THAT THIS IS AN OPPORTUNITY THAT DOES NOT EXIST PRESENTLY -- I MEAN, BART HASN'T DONE IT IN DECADES, IF, WHOMEVER, I AM HOPING IT'S YOU ALL WHO ARE TAKING ADVANTAGE OF THAT AND IT ENHANCES THE RIDER EXPERIENCE GREATLY.

SPEAKER: YES AND IF YOU DON'T MIND, BOTH OF YOUR QUESTIONS, I WANT TO ADDRESS IN THIS CONVERSATION AS IT RELATES TO FUNDING. THE ONE THING I WANT TO REINFORCE FOR EVERYBODY AS CAROLINE HAS SAID THE STATIONS, THE PROJECT, THE IN ADDITION CONSTRUCTION, ALL ON US. AT SOME POINT, IT'S NOT JUST THE O&M AND THE CAPITAL COSTS RELATED TO THOSE STATIONS WHEN THEY'RE IN SERVICE. OUR OBLIGATION TO BART IS WE HAVE OBLIGATION TO FUND THE ENTIRE SYSTEM, THEIR ENTIRE BART SYSTEM AT CERTAIN AMICABLE COMMENTS, DEPENDING ON THE DISTANCE OF THE STATION, RIDERSHIP, ALL OF THOSE DIFFERENT THINGS. IMPORTANT FOR THIS GROUP TO UNDERSTAND THAT'S A NUMBER SOMEWHAT OUT OF OUR CONTROL AS COSTS ESCALATE, SO DO OURS. AS WE GET CLOSER AND CLOSER TO SUBMITTING FOR THE FGA AGAIN IT GOES BACK TO THOSE LOCAL DOLLARS, THE TRANCHE REQUESTED, THE 750 THOSE BECOME SPECIFIC DOLLARS FOR THE PROJECT FOR THE CONSTRUCTION FOR THE CAPITAL COST OF THAT BUILD. AND THOSE ARE CLEARLY FOR THAT. MEASURE A AND MEASURE B, ALTHOUGH THERE CAN BE SOME DISCUSSIONS ABOUT HOW MUCH FLEXIBILITY EXISTS FOR EITHER ONE ON CAPITAL OPERATING, I WOULD ARGUE THAT THERE IS A CONVERSATION TO BE HAD ON BOTH THAT THAT PROVIDES US THEN

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FLEXIBILITY FROM AN OPERATING PERSPECTIVE TO TAKE CARE OF IT. THOSE OTHER FUNDS DO NOT GIVE US THAT FLEXIBILITY WHICH IS WHY WE NEED AS MUCH AS WE CAN GET ON THE FRONT END IS THE CAPITAL IN THIS CASE $9.3 BILLION NUMBER THE FOCUS OF TRYING TO GET THAT FIXED AMOUNT ON THE PROJECTS SO WE CAN UTILIZE A AND B FOR THOSE OPERATING COSTS THAT YOU'RE REFERENCING TODAY THAT WE NEED TO BE PLANNING FOR.

GINA PAPAN: THANK YOU. I WANT TO EMPHASIZE HERE BECAUSE LEARNING FROM EXPERIENCE, I WANT TO YOU GET YOUR FUNDING, AT THE FRONT END NEEDS TO INCLUDE, IF YOU ARE TALKING ABOUT STATIONS, THE BUSINESS ASPECT, AND BLESS YOU, BUT WE HAVE BEEN AGREEMENTS WITH BART YOU KNOW, WHERE RIDERSHIP, AND THEN YOU ENDS UP PAYING THEM, AND THEY DON'T, FOR INSTANCE, OUR SITUATION, THEY DIDN'T MAKE THE CONNECTION TO SFO FREQUENT ENOUGH, SO, I WARN YOU HERE. IF THEY ARE RUNNING THOSE STATIONS IN SUCH A WAY, THE IMPACT TO YOU ALL AND YOUR FUNDING, YOU MAY END UPKEEP PAYING THEM, BECAUSE THEY DON'T ENHANCE THE RIDER EXPERIENCE. SO, THAT IS THE IMPORTANT PART. ARE YOU BUYING THIS BORING TUNNEL, OR THIS BORING MACHINE?

SPEAKER: YES.

GINA PAPAN: YOU ARE?

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CAROLYN GONOT: I WAS GOING TO SAY WE'RE A LITTLE BIT FURTHER ALONG THAN PLANNING. WE HAVE HIRED THE CONTRACTOR AND ARE ABOUT TO FINALIZE THE NEGOTIATION -- WELL THE CONTRACTOR WILL FINALIZE THE NEGOTIATION WITH THE TUNNEL BORING MACHINE AND PURCHASE IT AND WE'LL HAVE A DOWN PAYMENT ON THAT AS WELL.

GINA PAPAN: IS THIS A REGULAR BORING MACHINE WITH A DRILL BIT?

CAROLYN GONOT: I'LL LET GARY EXPLAIN WHAT IT LOOKS LIKE.

SPEAKER: YES IT'S A FAIRLY TRADITIONAL EARTH PRESSURE BALANCE MACHINE THAT CUTS AND TURNS AS YOU GO THROUGH WITH THE LONG TRAINING GEAR IT'S FULLY AUTOMATED BECAUSE AS IT MOVES FORWARD IT PUTS THE LINER TUNNEL LINERS BEHIND IT AS IT MOVES FORWARD. IT'S A VERY, VERY SOPHISTICATED METHOD OF TUNNELLING.

GINA PAPAN: WE ARE INTERESTED IN SUCH THINGS HERE. SO THERE IS SUCH TECHNOLOGY THAT'S WONDERFUL. AND I HOPE THAT'S GREAT AND YOU CAN USE IT LATER. AND ONE THING I DID NOT SEE IN THIS WHOLE PROPOSAL HERE, BECAUSE WHEN YOU ARE TALKING ABOUT THESE EXCEPTIONS HERE AND INCORPORATING ALL THESE DIFFERENT OPERATORS AND STUFF LIKE THAT, WHEN YOU HAVE A STATION, ESPECIALLY AN END OF THE LINE STATION, WHO IS GOING TO HANDLE -- IS THERE PARKING? IS THERE ACCESS FOR CARS?

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CHAIR, CINDY CHAVEZ: SO, I'M GOING TO WRAP US UP ON SOME OF THE DETAILS FOR THIS. THIS WAS INTENDED TO BE KIND OF HIGH-LEVEL. BUT LET ME JUST MAKE AN OBSERVATIONS ABOUT THE QUESTION YOU'RE ASKING. I WOULD LIKE TO RECOMMEND AS WE PREPARE FOR FUTURE MEETINGS THAT WE GET THE GROUP SOME SPECIFIC INFORMATION AND, IN PARTICULAR, I THINK THE CURRENT AGREEMENT THAT WE HAVE WITH BART SHOULD BE SENT TO THIS COMMITTEE. BECAUSE I THINK, GINA, THAT WILL ANSWER A LOT OF YOUR QUESTIONS. AND THEN SECOND IS OF ALL, I DO THINK THERE IS A -- IT'S A REALLY GOOD IDEA FOR US TO THINK ABOUT THIS, COLLEAGUES, ABOUT WHETHER OR NOT WE WANT TO DO A COUPLE OF SPECIAL MEETINGS. I THINK, WHERE WE HAVE MEGA PROJECTS. SO, I WOULD LOVE TO HOST YOU ALL IN SAN JOSE TO ACTUALLY GET DURING, WE WOULD DO IT OUT -- I WOULD LIKE IT TO BE A PROGRAMMING COMMITTEE MEETING BUT WE COULD DO IT ON A DIFFERENT DAY SO YOU COULD GET A CHANCE TO HAVE A PRESENTATION, BUT ALSO TO GET A FEEL FOR WHY WE'RE MAKING THE DECISIONS THAT WE'RE MAKING BECAUSE IT SPEAKS TO HOW WE MANAGE OR DON'T MANAGE COSTS WELL, BECAUSE THAT'S ULTIMATELY ONE OF THE QUESTIONS THAT THIS COMMITTEE WANTS TO ASK. SECOND I'M GOING TO GO THROUGH THE MATERIALS AND HIGHLIGHT A FEW OF MY OWN REQUESTS FOR INFORMATION. SO, ONE IS THAT I THINK IN THE INTERIM, WE HAVE A FEW VIDEOS OF HOW THE TUNNEL BORING MACHINE WORKS. I WOULD JUST RECOMMEND WE GET THAT OUT TO THE COMMITTEE, AS WELL, THROUGH OUR CLERK. BECAUSE IT'S REALLY INTERESTING AND KIND OF

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FASCINATING. I DON'T KNOW, MAYBE I WAS FASCINATED WITH T BUT I THINK IT WOULD BE GREAT TO SEE. AND THEN I THINK THE OTHER ISSUES THAT WERE RAISED HERE THAT I WANT TO HIGHLIGHT IS JUST MAKING SURE THAT ANY FUTURE PRESENTATION, OR IN THE INTERIM, IF WE COULD GET INFORMATION ON THE CONNECTEDNESS OF THE DTX STATIONS WHO GETS IN AND OUT OF THEM, WHAT ARE THE IMPLICATIONS FOR THE AIRPORT CONNECTOR IN SAN MATEO COUNTY, TO THE SAN FRANCISCO AIRPORT. I THINK, FOR ALL OF US, WHAT YOU HAVE HEARD NOT JUST FROM GINA, BUT I HAVE HEARD THIS IN MANY OF OUR MEETINGS, WHICH IS HOW IS THIS -- HOW ARE ALL OF OUR INVESTMENTS ALIGNING WITH THE REGIONAL GOALS OF MTC, WHICH ARE THE CUSTOMER EXPERIENCE. AND, SO, ONE THING WE MAY WANT TO DO, AND I'LL JUST LOOK AT THE MTC STAFF FOR THIS, IS THAT, AS WE ASK PEOPLE TO PRESENT, THAT WE'RE ALIGNING OUR OVERARCHING GOALS WITH YOUR NETWORK MANAGEMENT, WHICH IS, YOU KNOW, HOW ARE WE WAYFINDING, HOW ARE WE CONNECTING, WHAT'S A CUSTOMER EXPERIENCE. BECAUSE I THINK WHAT WE WANT THE MTC BOARD BE THINKING ABOUT ARE THREE THINGS. YOU KNOW, OBVIOUSLY, THE FINANCING BECAUSE WE PLAY A BIG ROLE IN THAT BUT ALSO HOW DOES THIS ALIGN WITH GOALS ALREADY SET SO THIS PRESENTATION SHOULD TOUCH ON THOSE THAT COME BEFORE THE BOARD AND LASTLY, I WILL -- [INDISCERNIBLE] -- I WILL ASK THE -- DOES THAT MAKE SENSE? I'M SORRY. ALIX, DOES THAT MAKE SENSE?

ALIX BOCKELMAN: YES. DEFINITELY.

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CHAIR, CINDY CHAVEZ: I SAW YOU -- [LAUGHTER] AND THEN THE OTHER THING ON THE TOWNSEND STATION, I THINK IT WOULD BE OF VALUE TO GET RENDERING TO THE BOARD ABOUT WHAT THAT STATION WILL ULTIMATELY LOOK LIKE, AND I THINK THAT COULD BE COORDINATING THROUGH THE CLERK. COLLEAGUES, DID GET YOUR BIG ISSUES? JUST ONE, I DON'T NEED YOU TO ANSWER THIS TODAY BECAUSE I'M SURE YOU DON'T KNOW THE ANSWER BUT I WANT TO RAISE IT AS I'M FASCINATED, THE IDEA THAT HIGH SPEED RAIL WILL BE CONTRIBUTING MONEY TO ANY PROJECT SO I YOU THINK THAT I'M ASKING THIS REALLY ABOUT MTC STAFF THAT AT SOME FUTURE PROGRAMMING MEETING WE NEED TO UNDERSTAND OUR REAL EXPECTATIONS FOR HIGH SPEED RAIL AND BOTH IN TERMS OF WHAT OUR EXPECTATIONS ARE FOR CONTRIBUTIONS FOR PROJECTS ALONG THE ALIGNMENT THAT INCLUDE DIRIDON STATION I'M INCLUDING, WHAT WE'RE DOING WITH CALTRAIN IN TERMS OF GETTING PREPARED FOR HIGH SPEED RAIL IN TERMS OF CONTRIBUTIONS FROM HIGH SPEED RAIL TO THESE PROJECTS UNDER THE TERMS AND CONDITIONS DOES THAT HAPPEN WHAT OUR ROLE IS IF ANY THAT MTC NEEDS TO PLAY IN BUTTRESSING OUR ALLIES AND HELPING THEM GET THAT RESOURCE THROUGH HIGH SPEED RAIL PROJECTS OTHER THING I'M GOING TO RECOMMEND BASED ON MY COLLEAGUE'S QUESTIONS AT SOME FUTURE MEETING I THINK THERE IS VALUE IN US UNDERSTANDING WHAT ARE THE MAIN TRIGGERS FOR PROJECT COST ELEVATION AND -- ESCALATION, I'M SORRY -- AND WHAT I MEAN BY THAT IS, THERE ARE

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SOME CONSISTENT MOVES -- A LOT OF YOU HAVE SAT ON THIS BOARD, THERE IS COST OF LABOR INCREASED COST OF PROJECTS BECAUSE HOW LONG THEY TAKE RIGHT WE START AT PINTS IF THE PROJECT'S NOT BUILT FOR 20 YEARS THERE IS GOING TO BE AN INCREASE IN ACTUAL DOLLARS, THEN WHAT ARE THE BEST PRACTICES THAT WE HAVE SEEN FROM ORGANIZATIONS THAT HAVE BEEN ABLE TO MANAGE COST. ONE OF THE THINGS I'M WORRIED ABOUT IS WE HAVE THIS BELIEF THAT THERE IS SOME INSTITUTION SOMEWHERE THAT ALWAYS BUILDS ON TIME AND UNDER BUDGET AND IF THAT ORGANIZATION EXISTS I WOULD LOVE FOR THEM TO COME AND EDUCATE US. BUT WHAT WE'RE LOOKING AT ARE THERE ARE TRIGGERS LIKE DEALING WITH UTILITIES. WE DON'T HAVE AN UNDERGROUND AUTHORITY IN OUR ENTIRE REGION WHICH MEANS WE DON'T HAVE THE BEST BELOW GRADE MAPS, AND WE'RE DIGGING ALL OVER THE PLACE. SO I LOOK AT THOSE, WHETHER OR NOT WE HAVE MEDIATION PROCESSES IN OUR CONSTRUCTION PACKAGES, RIGHT, SO WHETHER WE'RE ABLE TO MEDIATE IN REALTIME AND NOT JUST SUE EACH OTHER. BECAUSE I FEEL LIKE FOR MANY, MANY CONSTRUCTION COMPANY THERE IS THE CONSTRUCTION TIME FRAME AND THEN THERE IS THE LAWSUIT TIME FRAME AND I THINK THOSE GET BUILT INTO SOME OF OUR CONSTRUCTION PARTNERS, AND I WOULD LIKE US TO STOP DOING THAT AND GET AHEAD OF THAT. AND I'M SURE -- AND FINANCING. I THINK WE HAVE LEARNED A LOT FROM BUILDING BART AND I'LL GIVE YOU TWO EXAMPLES. ONE, WE MISJUDGED SOME OF THE TIMING AND WE BORROWED MONEY EARLIER THAN WE SHOULD HAVE, AND THAT COST US A LOT. I WANTED TO BUY THE TUNNEL MACHINE WHEN WE

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STARTED PHASE ONE, BECAUSE I THOUGHT, OH WE'RE GOING TO BE SO FAST, WE'RE GOING TO NEED THAT TUNNEL MACHINE. WE HAVE WHOLE NEW TECHNOLOGIES NOW. WE WOULD HAVE HAD A TUNNEL MACHINE AND GOD ONLY KNOWS WHERE WE WOULD HAVE STORED IT AND THEN YOU HAVE TO PAY FOR THE TUNNEL MACHINE. MY POINT S I THINK TO KEEP US FROM KIND OF PICKING PROJECTS APART AT THE SAME SET OF QUERIES IS WHAT DO WE THINK BEST PRACTICES ARE, AND THAT COULD BE PRESENTED TO THE COMMITTEE SO THAT THE COMMITTEE HAS THE APPROPRIATE LENS WHEN WE HAVE PEOPLE WHO ADDRESS US THAT WE UNDERSTAND WHAT WE'RE ASKING INSTEAD OF WHAT -- I THINK THERE IS A FRAMEWORK THAT WE SHOULD FOLLOW. IS THAT OKAY WITH STAFF AND WITH MY COLLEAGUES. DOES THAT MAKE SENSE? WE'RE GOOD? OKAY. GOOD. THANK YOU ALL VERY MUCH. AND MY WHOLE THING IS HIGH SPEED RAIL, AND I DON'T WANT TO DO A BAKE SALE FOR 375 MILLION SO I WANT US DISH APPRECIATE THAT CAME FORWARD AND I WANT TO SAY TO MY COLLEAGUES THAT MY NERVOUSNESS WEARING MY HAT BOTH AS AN MTC COMMISSIONER BUT ALSO AS A MEMBER OF THE VTA BOARD I'M WORRIED ABOUT US MISSING THAT MONEY THEN MISSING THE FEDERAL GRANT OPPORTUNITIES WE HAVE BEFORE US. AS WE'RE LOBBYING THE STATE AND TALKING TO EVERYBODY WHO WE CAN, I'M FEELING VERY URGENT ABOUT MAKING SURE WE GET THOSE RESOURCES IN PLACE, BECAUSE, AGAIN, TIME COSTS, AND THAT'S WHAT I'M WORRIED ABOUT. THANK YOU. WE DON'T NEED AN ACTION ON THIS RIGHT? BECAUSE IT WAS JUST A REPORT. JUST WANT TO SAY THANK YOU VERY MUCH FOR SPENDING TIME WITH US. WE DEEPLY APPRECIATE

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IT AND WE LEARNED A GREAT DEAL AND LOOK FORWARD TO HAVING YOU BACK AGAIN. AND WE'LL DO A FIELD TRIP AND WE SHOULD DO A FIELD TRIP HERE FOR DTX AS WELL BECAUSE YOU'RE CLOSE. WE'LL WORK WITH STAFF ON BOTH OF THOSE. ALL RIGHT. THANK YOU. MOVING TO ITEM 4B AND I'LL TURN THIS OVER TO MY COLLEAGUE FOR OUR CTC UPDATE.

SPEAKER: ALL RIGHT. ITEM 4B, CALIFORNIA TRANSPORTATION COMMISSION UPDATES. STAFF WILL PROVIDE AN UPDATE ON THE CTC'S MEETING OF MARCH 22ND AND 23rd.

THERESA ROMMELL: GOOD MORNING COMMISSIONERS. THERESA ROMMEL WITH FUNDING POLICY AND PROGRAMS. KENNETH KAO IS ONLINE TO PROVIDE AN UPDATE BUT IS HAVING SOME DIFFICULTY IN HEARING SOME OF THE PROCEEDINGS TODAY I WOULD GIVE A QUICK UPDATE IN THE INTEREST OF TIME. I WOULD HIGHLIGHT TWO ACKNOWLEDGES AND GOINGS FOR CT C1 IS A NEW COMMISSIONER APPOINTED GOVERNOR JOSEPH CRUZ OF SACRAMENTO WHO REPLACES ROCCO DAVIS WHO RECENTLY RETIRED AND IF YOU HAVE NOT BEEN AWARE CTC EXECUTIVE DIRECTOR MITCHELL WEISS ANNOUNCED HIS RESIGNATION EFFECTIVE MARCH 24TH SO I IMAGINE THERE WILL BE RECRUITMENT STARTING SOON FOR HIS REPLACEMENT. WITH THAT I'LL ANSWER ANY QUESTIONS.

V. CHAIR, NATE MILEY: ANY QUESTIONS FROM ANYBODY? DO WE HAVE ANYBODY ONLINE WHO WANTS TO SPEAK, ORS IN THE AUDIENCE?

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CLERK OF THE BOARD: THANK YOU. I SEE NO MEMBER OF THE PUBLIC ONLINE WITH QUESTIONS, NONE IN THE BOARDROOM, AND I HAVE RECEIVED NOTHING IN WRITING.

V. CHAIR, NATE MILEY: OKAY. THIS IS INFORMATIONAL, RIGHT?

CLERK OF THE BOARD: THAT'S RIGHT.

V. CHAIR, NATE MILEY: OKAY. SO, READY FOR AGENDA ITEM FIVE. PUBLIC COMMENT. I'LL ASK THE CLERK TO LIST ITEMS RECEIVED UNDER PUBLIC COMMENT ASSOCIATED TO THIS ITEM, AT INFO@BAYAREAMETRO.GOV BY 5:00 P.M. YESTERDAY INTO THE RECORD I WOULD ALSO ASK IF THERE IS ANY MEMBER OF THE PUBLIC PARTICIPATING BY TELECONFERENCE WITH GENERAL COMMENTS NOT RELATED TO AN ITEM ON TODAY AGENDA, PLEASE USE THE RAISED HAND FEATURE OR DIAL STAR NINE. IN-PERSON MEMBERS OF THE PUBLIC SHOULD FORM A LINE NEAR THE PODIUM AND I WILL CALL UPON YOU TO SPEAK.

CLERK OF THE BOARD: THANK YOU. I SEE NO MEMBER OF THE PUBLIC ONLINE WITH THEIR HAND RAISED, AND I HAVE RECEIVED NOTHING IN WRITING AS OF 5:00 P.M. YESTERDAY. AND I DON'T SEE ANY MEMBER OF THE PUBLIC IN THE BOARDROOM WISHING TO SPEAK.

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V. CHAIR, NATE MILEY: OKAY. SO, I THINK WE CAN ADJOURN THE MEETING. WHEN THE CHAIR GETS BACK, WE WILL BE ADJOURNED. SO, THE NEXT MEETING OF THE PROGRAMMING AND ALLOCATIONS COMMITTEE IS SCHEDULED TO BE HELD AT THE BAY AREA METRO CENTER, 375 BEALE STREET, HERE IN SAN FRANCISCO, 9:45 ON WEDNESDAY, MAY THE 10th. ANY CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC. SO, THANK YOU ALL. WE'RE ADJOURNED. [ADJOURNED].

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