

# VTA's BART Silicon Valley Phase II Extension Project

MTC Programming and Allocations Committee



April 12, 2023

# VTA's BART Silicon Valley (BSV) Program

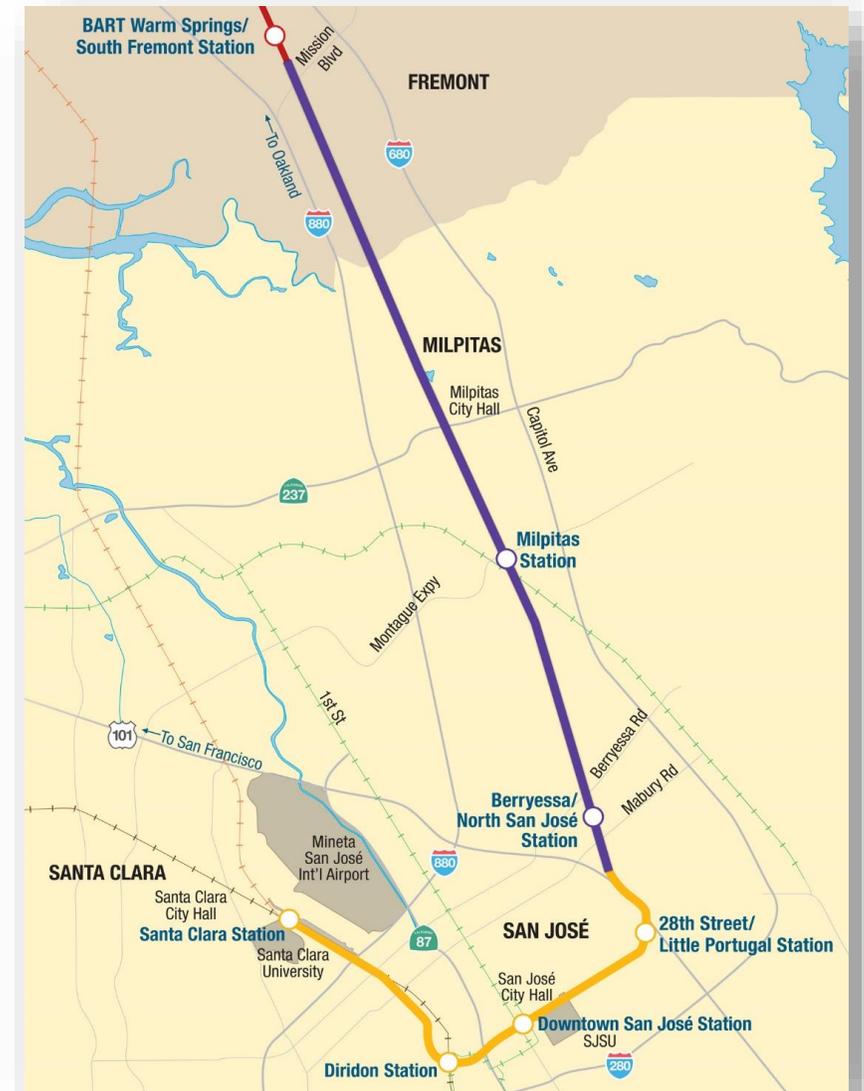


## Phase I Extension

- 10-mile extension
- 2 stations
- BART service started in 2020

## Phase II Extension

- 6-mile extension (5-mile subway)
- 4 stations
- 2 Mid-Tunnel Facilities
- Storage Yard & Maintenance Facility



*Ringing the Bay with fast, frequent transit*

# VTA's BART Silicon Valley Phase I Extension



- Two new VTA transit centers with BART stations in Milpitas and Berryessa/North San José
  - Bus transit centers
  - Secure bicycle parking
  - Paid vehicle parking
  - Taxi/TNC/shuttle drop-off/pick-up space
- Opened in 2020
- Funding:



Funding	Source	Amount
Federal	FTA New Starts	\$900M
Local	2000 Measure A	\$1,070M
State	Traffic Congestion Relief Program (TCRP)	\$361M
	<b>Total</b>	<b>\$2,331M</b>

# VTA & BART Partnership



*Santa Clara County is not part of the BART district. A Comprehensive Agreement and an Operations and Maintenance Agreement provide a framework for the partnership.*

## Santa Clara Valley Transportation Authority (VTA) Responsibilities

-  Pay all costs (capital, operations, and maintenance) associated with the extension
-  Contracting/Procurement/Design/Construction
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

## Bay Area Rapid Transit (BART) Responsibilities

-  Technical Assistance
-  Operations
-  Maintenance
-  Service Planning

*VTA is also responsible to pay an allocable portion of BART core system operating and capital costs.*

# BART Silicon Valley Phase II Extension



- 6-Mile Extension of BART Service
- Project Alignment
  - 5-mile single-bore tunnel, 1-mile at-grade

- 4 New BART Stations
  - 3 underground, 1 at-grade
- 2 Mid-Tunnel Facilities
- Storage Yard & Maintenance Facility

 6-Mile Extension of BART Service

 4 New BART Stations

 Single-Bore Tunnel

 2 Mid-Tunnel Facilities

 Storage Yard & Maintenance Facility

# Capital Cost (FTA New Starts Budget Request)



- Increasing cost challenges due to market conditions:
  - Material and labor escalation
  - Resource limitations
  - Increasing interest rates
  - Supply-chain challenges
  - Lack of competition
  - Pandemic effect
- Re-baselining of cost and schedule underway in coordination with FTA

FTA Standard Cost Category (SCC)	Description	Year of Expenditure (x1000)
10	Guideway & Track Facilities	\$1,781,418
20	Stations, Stops, Terminal, Intermodal	\$1,876,484
30	Support Facilities: Yards, Shops, Admin.	\$315,239
40	Sitework & Special Conditions	\$315,018
50	Systems	\$685,071
<b>Subtotal (SCC 10 to 50)</b>		<b>\$4,973,229</b>
60	ROW, Land, Existing Improvements	\$321,582
70	Vehicles	\$208,441
80	Professional Services	\$2,257,834
<b>Subtotal (SCC 10 to 80)</b>		<b>\$7,761,086</b>
90	Unallocated Contingency	\$991,571
<b>Subtotal (SCC 10 to 90)</b>		<b>\$8,752,657</b>
100	Finance Charges	\$564,953
<b>Total</b>		<b>\$9,317,610</b>

# Current Proposed Funding Plan



## Federal

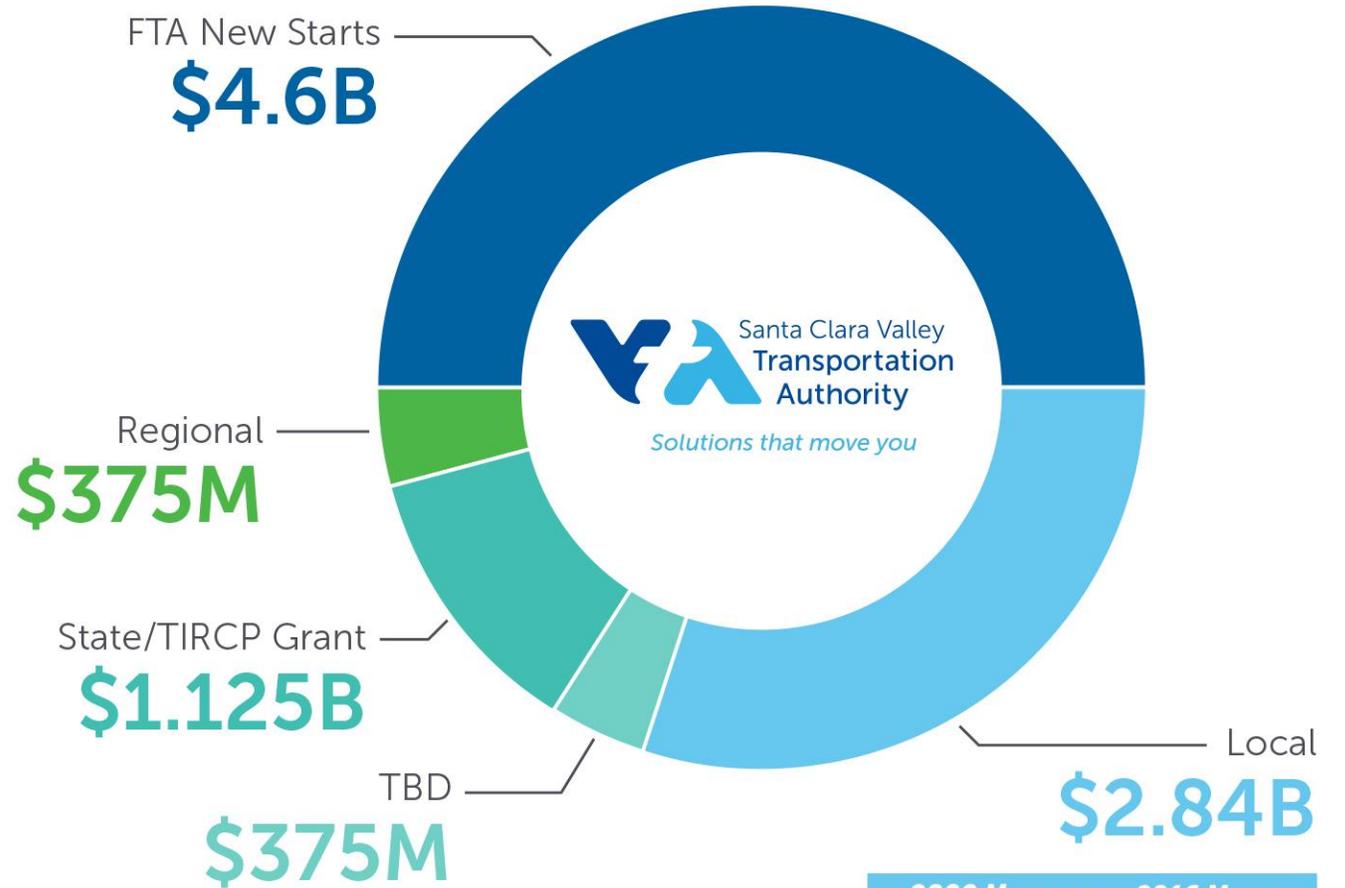
- Federal Transit Administration (FTA) New Starts Program
- Letter of No Prejudice (LONP) up to \$9.318 billion

## Local

- 2000 Measure A
- 2016 Measure B

## State/Region

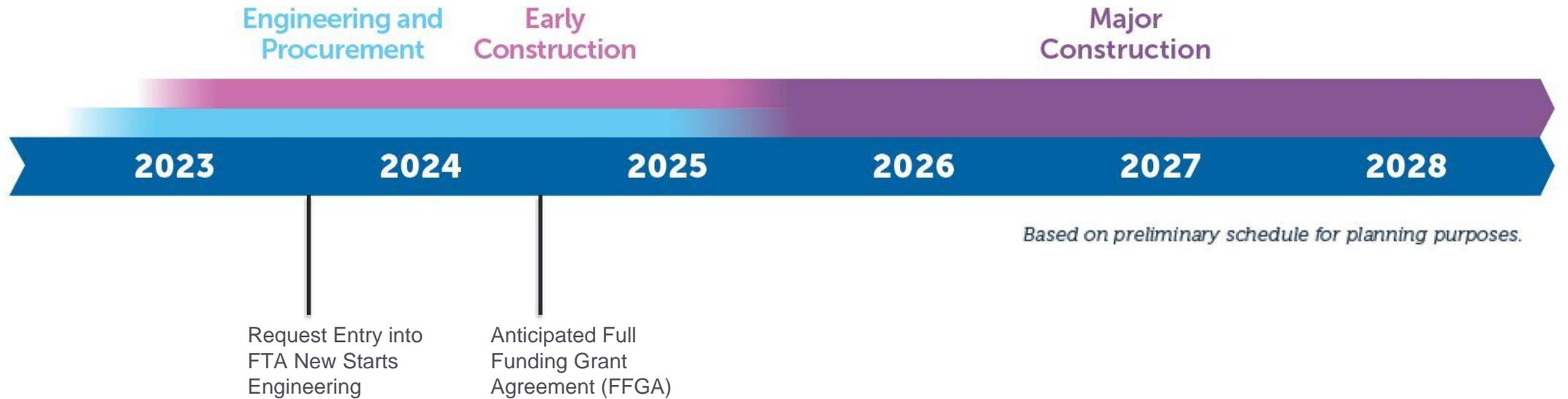
- Transit and Intercity Rail Capital Program (TIRCP)
- Regional Measure 3



- Ongoing monthly meetings with FTA and Project Management Oversight Contractor (PMOC)
- Currently in New Starts Project Development Phase
- Request for Entry into New Starts Engineering (NSE) this summer
- Working with FTA in anticipation of a FFGA in 2024
- President's FY24 Budget request includes \$500 million funding recommendation for Project



# Project Look Ahead



# Funding Plan Changes



Funding Source	FTA EPD	FTA New Starts Budget Request (August 2022)	Current (April 2023)
FTA	\$1,735M	\$4,603M	\$4,603M
TIRCP Tranche 1	750M	750M	750M
TIRCP Tranche 2	-	750M	375M
Other TBD	-	-	375M
2000 Measure A	2,056M	1,890M	1,965M
2016 Measure B	1,950M	875M	875M
Regional Measure 3	375M	375M	375M
Private Funding (P3)	75M	75M	-
<b>Total</b>	<b>\$6,941M</b>	<b>\$9,318M</b>	<b>\$9,318M</b>

Note: EPD amount differs from MTC MAP of \$7.3B due to non-eligible items included in MAP

# Operating Cost & Funding Overview



- VTA's obligation to BART:
  - Operating, maintenance and capital costs specific to BSV Extension Program
  - VTA share of BART core operational costs (operating and capital) for entire system
    - BART provides long-term projections of these costs – reviewed by both VTA and BART
- Funding source for this obligation:
  - Fare revenue
  - 2008 Measure B (30 year one-eighth cent sales tax)
- 2000 Measure A or 2016 Measure B require flexibility due to:
  - Potential changes in fare revenue projections/estimates as FFGA submittal is prepared
  - Increases in finance costs depending on federal distributions for approved FFGA amount
  - Potential for fare revenue and 2008 Measure B not meeting VTA's annual O&M obligation to BART
    - TDA stands in as a backstop for BART
      - » Reduces/eliminates material revenue source from VTA Transit Operations
      - » Creates potential deficit on VTA Transit Operations for bus and light rail

**Questions?**