

## BOARD OF DIRECTORS MEETING

**Thursday, April 5, 2018**

**5:30 PM**

Board of Supervisors' Chambers

County Government Center  
70 West Hedding Street  
San Jose, CA 95110

### **AGENDA**

To help you better understand, follow, and participate in the meeting, the following information is provided:


- Persons wishing to address the Board of Directors on any item on the agenda or not on the agenda are requested to complete a blue card located at the public information table and hand it to the Board Secretary staff prior to the meeting or **before the item is heard**.
- Speakers will be called to address the Board when their agenda item(s) arise during the meeting and are asked to limit their comments to 2 minutes. The amount of time allocated to speakers may vary at the Chairperson's discretion depending on the number of speakers and length of the agenda. **If presenting handout materials, please provide 25 copies to the Board Secretary for distribution to the Board of Directors.**
- The Consent Agenda items may be voted on in one motion at the beginning of the meeting. The Board may also move regular agenda items on the consent agenda during Orders of the Day. If you wish to discuss any of these items, please request the item be removed from the Consent Agenda by notifying the Board Secretary staff or completing a blue card at the public information table prior to the meeting or prior to the Consent Agenda being heard.

- Disclosure of Campaign Contributions to Board Members (Government Code Section 84308)

In accordance with Government Code Section 84308, no VTA Board Member shall accept, solicit, or direct a contribution of more than \$250 from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency. Any Board Member who has received a contribution within the preceding 12 months in an amount of more than \$250 from a party or from any agent or participant shall disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before VTA shall disclose on the record of the proceeding any contribution in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any Board Member. No party, or his or her agent, shall make a contribution of more than \$250 to any Board Member during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

- All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Monday, Tuesday, and Wednesday prior to the meeting. This information is available on our website, [www.vta.org](http://www.vta.org), and also at the meeting. Any document distributed less than 72-hours prior to the meeting will also be made available to the public at the time of distribution. Copies of items provided by members of the public at the meeting will be made available following the meeting upon request.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at (408) 321-5680 or \*e-mail: [board.secretary@vta.org](mailto:board.secretary@vta.org) or (408) 321-2330 (TTY only). VTA's home page is on the web at: [www.vta.org](http://www.vta.org) or visit us on  Facebook at: [www.facebook.com/scvta](http://www.facebook.com/scvta). (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY  
ANY ACTION RECOMMENDED ON THIS AGENDA.**

[70 West Hedding St.](#), San Jose, California is served by bus lines \*61, 62, 66, 181, and Light Rail. (\*61 Southbound last trip is at 8:55 pm for this location.)

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, [www.vta.org](http://www.vta.org).

**1. CALL TO ORDER AND ROLL CALL**

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- 1.1. ROLL CALL
- 1.2. Pledge of Allegiance
- 1.3. Orders of the Day

**2. REGULAR AGENDA**

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*Board of Directors*

- 2.1. ACTION ITEM - Approve VTA's BART Silicon Valley Phase II Extension Project (Phase II Project), formerly called the Silicon Valley Rapid Transit Corridor Bay Area Rapid Transit (BART) Extension Project to Milpitas, San Jose and Santa Clara, through the following actions:
- 1. Certify that the Subsequent Environmental Impact Report (SEIR):
    - a. Meets the requirements of California Environmental Quality Act (CEQA);
    - b. Represents the independent judgment of the Lead Agency; and
    - c. Was presented to, and reviewed and considered by, the VTA Board of Directors prior to making its decision on the Phase II Project.
  - 2. Adopt:
    - a. Findings;
    - b. Facts in Support of Findings; and
    - c. Statement of Overriding Considerations.
  - 3. Adopt a Mitigation Monitoring and Reporting Program.
  - 4. Adopt the Recommended Project Description and approve the Phase II Project that consists of the BART Extension with Transit-Oriented Joint Development

**3. AWARDS AND COMMENDATION**

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*There are no awards and commendation.*

## 4. PUBLIC COMMENT

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This portion of the meeting is reserved for persons desiring to address the Board of Directors on any item within the Board's jurisdiction. Speakers are **limited to 2 minutes**. The law does not permit Board action or extended discussion of any item not on the agenda except under special circumstances. If Board action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

## 5. PUBLIC HEARINGS

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### 5.1 HEARING - NOTICE OF INTENTION TO ADOPT RESOLUTIONS OF NECESSITY

ACTION ITEM - Close Hearing and adopt Resolutions of Necessity determining that the public interest and necessity requires the acquisition of property interests from two properties owned by: (1) CC Ventures Kifer, LLC; Simkifer, LLC; A. Anthony Campodonico and Anne-Marie Campodonico; John R. Campodonico, Trustee of the John R. Campodonico Trust, dated October 30, 2002; and Campodonico Brothers Partnership (property located at 960 Kifer Road, Sunnyvale, California, 94086); and (2) J.J.& W. Co., a partnership; and J.J. & W. Company, Inc. (property located at 1175 Aster Ave., Sunnyvale, California, 94086) for the Caltrain Peninsula Corridor Electrification Project.

#### **Property ID/Assessor's Parcel Number/Owner**

JPB-SC3-0206 (APN# 205-49-008) owned by CC Ventures Kifer, LLC; Simkifer, LLC; A. Anthony Campodonico and Anne-Marie Campodonico; John R. Campodonico, Trustee of the John R. Campodonico Trust, dated October 30, 2002; and Campodonico Brothers Partnership

#### **Property ID/Assessor's Parcel Number/Owner**

JPB-SC3-0208 (APN# 213-01-032, -033 & -034) owned by J.J.& W. Co., a partnership; and J.J. & W. Company, Inc.

**Note: Motion must be approved by at least a 2/3 of the Board (8 members).**

## 6. COMMITTEE REPORTS

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- 6.1. Citizens Advisory Committee (CAC) Chairperson's Report. (Verbal Report) (Fredlund)
- 6.2. Policy Advisory Committee (PAC) Chairperson's Report. (Verbal Report) (Miller)
- 6.3. Policy Advisory Board Chairpersons' Report. (Verbal Report)
- 6.4. Ad Hoc Financial Stability Committee Chairperson's Report. (Verbal Report) (Bruins)

## **7. CONSENT AGENDA**

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- 7.1. ACTION ITEM - Approve the Board of Directors Regular Meeting Minutes of March 1, 2018.
- 7.2. ACTION ITEM - Appoint Deputy General Counsel Evelynn Tran as Acting General Counsel for the Santa Clara Valley Transportation Authority (VTA) and establish a salary differential consistent with VTA policy.
- 7.3. ACTION ITEM – 1) Decommission the Santa Clara Valley Transportation Authority's (VTA's) Bay Area Rapid Transit (BART) Silicon Valley Ad Hoc Governance Negotiation Committee (formerly called VTA/BART District Temporary Governance Negotiation Committee) and rescind the 2018 appointments to that committee; 2) Authorize the Board Chairperson to establish Special and/or Ad Hoc committees addressing the relations between VTA and BART and make the appointments to the committee; and 3) Formally decommission the El Camino Real Rapid Transit Policy Advisory Board.
- 7.4. ACTION ITEM - Adopt a resolution authorizing the General Manager or her designee to file and execute grant applications, agreements, designation of alternate authorized agents, certifications and assurances and allocation requests for VTA's 2017/18 Low Carbon Transportation and Operations Program (LCTOP) for the 2019 Zero Emission Bus Purchase and the North First Street Light Rail Improvements with the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).
- 7.5. ACTION ITEM - Adopt a new *Transit Service Guidelines* policy that establishes a revised framework to objectively monitor and evaluate VTA's transit services, develop service change recommendations, and develop annual service plans that move VTA toward achieving the Strategic Plan's goal of providing fast, frequent, and reliable Transit.
- 7.6. ACTION ITEM - Authorize the General Manager to execute a contract with SP Plus in the amount of up to \$1,989,000 for a five year period ending in December 2023 for operation of the Parking Access and Revenue Control System (PARCS) and related parking services at the VTA-owned parking garage and surface lots located at the new Milpitas and Berryessa/North San Jose Intermodal Transportation Centers (Centers).
- 7.7. ACTION ITEM - Review and receive the Auditor General's report on the FY 2018 VTA Risk Assessment Refresh.
- 7.8. ACTION ITEM - Approve amending the FY 2018 and FY 2019 Internal Audit Work Plans to: (A) add two new high value, high priority projects for FY 2018; (B) accelerate one current FY 2019 project to FY 2018; (C) modify one existing FY 2018 project to add additional scope; and (D) defer two lower priority FY 2018 projects, one to FY 2019 and the other to a future Work Plan.
- 7.9. ACTION ITEM - Review and receive the Auditor General's report on the Special Events & Stadiums Service Assessment.

- 7.10. INFORMATION ITEM - Receive a report on the April 9, 2018 transit service changes.
- 7.11. INFORMATION ITEM - Receive the Public Review Draft of the Updated Santa Clara Countywide Bicycle Plan.
- 7.12. INFORMATION ITEM - Receive the Programmed Projects Quarterly Monitoring Report for October - December 2017.
- 7.13. INFORMATION ITEM - Receive the Valley Transportation Plan (VTP) Highway Program Semi-Annual Report Ending October 31, 2017.

## **8. OTHER ITEMS**

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- 8.1. General Manager Report. (Verbal Report)
  - 8.1.A. Receive Government Affairs Update.
  - 8.1.B. INFORMATION ITEM - Receive Silicon Valley Rapid Transit (SVRT) Program Update.
- 8.2. Chairperson's Report. (Verbal Report)
- 8.3. ITEMS OF CONCERN AND REFERRAL TO ADMINISTRATION
- 8.4. INFORMATION ITEM - Unapproved Minutes/Summary Reports from VTA Committees, Joint Powers Boards (JPB), and Regional Commissions
  - 8.4.A. VTA Standing Committees
  - 8.4.B. VTA Advisory Committees
  - 8.4.C. VTA Policy Advisory Boards (PAB)
  - 8.4.D. Joint Powers Boards and Regional Commissions
- 8.5. Announcements

## **9. CLOSED SESSION**

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*There are no closed session items.*

## **10. ADJOURN**

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Date: April 2, 2018  
 Current Meeting: April 5, 2018  
 Board Meeting: April 5, 2018

## BOARD MEMORANDUM

**TO:** Santa Clara Valley Transportation Authority  
 Board of Directors

**THROUGH:** General Manager, Nuria I. Fernandez

**FROM:** Chief Engineering & Program Delivery Officer, Carolyn M. Gonot

**SUBJECT:** Final Subsequent Environmental Impact Report Certification and VTA's BART Silicon Valley Phase II Extension Project Approval

APPROVED ACCEPTED ADOPTED AMENDED DEFERRED REVIEWED  
 Santa Clara Valley Transportation Authority  
 Board of Directors  
 Elaine F. Baltao, Board Secretary  
 BY: [Signature]  
 DATE: 4/5/18

Policy-Related Action: No

Government Code Section 84308 Applies: No

## ACTION ITEM

### RECOMMENDATION:

Approve VTA's BART Silicon Valley Phase II Extension Project (Phase II Project), formerly called the Silicon Valley Rapid Transit Corridor Bay Area Rapid Transit (BART) Extension Project to Milpitas, San Jose and Santa Clara, through the following actions:

1. Certify that the Subsequent Environmental Impact Report (SEIR):
  - a. Meets the requirements of California Environmental Quality Act (CEQA);
  - b. Represents the independent judgment of the Lead Agency; and
  - c. Was presented to, and reviewed and considered by, the VTA Board of Directors prior to making its decision on the Phase II Project.
2. Adopt:
  - a. Findings;
  - b. Facts in Support of Findings; and
  - c. Statement of Overriding Considerations.
3. Adopt a Mitigation Monitoring and Reporting Program.
4. Adopt the Recommended Project Description and approve the Phase II Project that consists of the BART Extension with Transit-Oriented Joint Development



## **BACKGROUND:**

VTA's BART Silicon Valley Program consists of a 16-mile extension of the BART system from BART's Warm Springs/South Fremont Station in southern Fremont in Alameda County into Santa Clara County through the Cities of Milpitas, San Jose, and Santa Clara. VTA's BART Silicon Valley Program is being implemented in two phases: the Phase I Berryessa Extension Project (Phase I) and the Phase II Project. Phase I is a 10-mile extension currently under construction and scheduled to be open in late 2018. The remaining approximately 6-mile extension of VTA's BART Silicon Valley Program, called Phase II, was the subject of the combined Final Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR), which includes both a National Environmental Policy Act (NEPA) and a California Environmental Quality Act (CEQA) analysis.

A CEQA SEIR was prepared to address substantial changes in the previously-approved project, including new alternatives considerably different from previous EIRs, and to consider new circumstances and information, such as new existing conditions, regulatory requirements, potential impacts, and mitigation measures. VTA's Board of Directors certified the first Final Environmental Impact Report (FEIR) and approved the 16-mile project on December 9, 2004. As preliminary engineering progressed, a number of design changes were identified, and a supplemental document was prepared to evaluate the environmental impacts. VTA's Board of Directors considered these changes and certified the first Final Supplemental Environmental Impact Report (FSEIR1) and approved the revised project on June 7, 2007. VTA's Board of Directors then certified a Final Second Supplemental Environmental Impact Report (FSEIR2) and approved the 10-mile Phase I extension on March 3, 2011.

On December 28, 2016, a combined Draft CEQA/NEPA SEIS/SEIR for the Phase II Project was released for public review. The Notice of Availability was published in local newspapers, distributed through a mass mailing, and posted on VTA's web site (<http://www.vta.org/bart/draft2016seis-seir>). Copies were also provided to eight local libraries. A Notice of Availability of the Draft SEIS/SEIR was published in the Federal Register on January 7, 2017. There were several requests to extend the public comment period. As a result, the close of the public comment period was extended from February 20, 2017, to March 6, 2017. Three public hearings were held during the public comment period at the following locations: East San Jose, at the Mexican Heritage Plaza on Wednesday, January 25, 2017, at 6:00 p.m.; City of Santa Clara, at the Santa Clara Senior Center on Thursday, January 26, 2017 at 6:00 p.m.; and City of San Jose, at the San Jose City Hall on Monday, January 30, 2017 at 6:00 pm.

## **DISCUSSION:**

The Final SEIS/SEIR was released to the public on February 21, 2018 and consists of three volumes. Volume I includes edits/changes to the Draft SEIS/SEIR as a result of public comments and changes resulting from refinements of the designs of the build alternatives. Volume II includes all of the comments received on the Draft SEIS/SEIR and responses to those comments. Volume III contains the Appendices.

Three alternatives were evaluated in the Final SEIS/SEIR in accordance with CEQA: the No Build Alternative, the BART Extension Alternative, and the BART Extension with Transit-Oriented Joint Development (TOJD) Alternative. The No Build Alternative consisted of planned



and programmed transit improvements but did not include the 6-mile BART Extension to Santa Clara. The BART Extension Alternative consisted of the 6-mile extension of the BART system from the Berryessa/North San Jose BART Station, currently under construction, through downtown San Jose to the vicinity of the Santa Clara Caltrain Station. The BART Extension with TOJD Alternative is the staff-recommended project and consists of the 6-mile BART Extension as described previously as well as TOJD at the BART Extension's four stations and two mid-tunnel ventilation structure sites. The TOJD may be constructed at the same time as the BART Extension or later in time dependent on the availability of funding and subject to market forces. VTA's TOJD is intended to be consistent with the general plans and approved area plans of the Cities of San Jose and Santa Clara, as applicable.

### **Staff Recommendations:**

After evaluation of each alternative and each option based on the environmental analysis and other factors, staff is making the following recommendations as described in the Recommended Project Description (Attachment A) and the Tunneling Methodology Background (Attachment B):

#### **CEQA Alternatives**

- BART Extension Alternative
- BART Extension with TOJD Alternative - Staff recommendation

#### **Downtown San Jose Station Location Options**

- Downtown San Jose Station East Option
- Downtown San Jose Station West Option - Staff recommendation

#### **Diridon Station Location Options**

- Diridon Station North Option - Staff recommendation
- Diridon Station South Option

#### **Tunneling Methodology Options**

- Single-Bore Option - Staff recommendation
- Twin-Bore Option

### **CEQA Project Alternative - Staff Recommendation: BART Extension with TOJD Alternative**

Staff recommends the BART Extension with TOJD Alternative because it would achieve the primary objective of encouraging transit ridership and supporting land use development patterns that make the most efficient and feasible use of the existing infrastructure and public services while promoting a sense of community as envisioned by the San Jose and Santa Clara General Plans and relevant adopted specific plans. The benefits of this alternative include: providing mobility choices, increasing public safety, increasing transit ridership, reducing rates of vehicle miles traveled, increasing household disposable income, reducing air pollution and energy consumption rates, conserving resource lands and open space, playing a role in economic development, contributing to more affordable housing, and decreasing local infrastructure costs.

### **Downtown San Jose Station Location Options - Staff Recommendation: Downtown San Jose**

## Station West Option

Staff recommends the Downtown San Jose Station West Option because it would provide the following benefits as compared to the East Option:

1. More opportunities for long-term revitalization of the downtown core;
2. Greater transit connectivity with a direct connection to VTA's light rail and key VTA bus transfer points in the downtown core;
3. More opportunity for maximizing high-density developable square footage and transit-oriented development; and
4. More convenient access to the downtown's western employment center.

In addition, the West Option would avoid the conflicts with the existing San Jose City Hall's underground parking garage that are associated with the East Option. The East Option's secondary entrance would be constructed on the plaza of San Jose City Hall, which would result in the removal of a large portion of the building's underground parking.

Although the East Option provides an adequate connection to key VTA bus and light rail transfer points, it is on the eastern edge of the downtown core and located farther from the downtown's western employment center and would not provide the benefits to the extent as associated with the West Option. The East Option would provide direct access to San Jose City Hall and to San Jose State University east of the downtown core.

Construction of the West Option would result in significant temporary impacts on vehicular traffic, bicyclists, pedestrians, and access to nearby businesses similarly to the East Option. However, VTA will implement a Construction Transportation Management Plan and an extensive outreach program to minimize disruption to businesses and inconvenience to customers.

The West Option is also supported by the City of San Jose because of its proximity to the higher-density areas of downtown, long-term economic development potential, and transit connectivity.

### **Diridon Station Location Options - Staff Recommendation: Diridon Station North Option**

The North Option would maximize the potential and flexibility for development by consolidating transit infrastructure close to Santa Clara Street, whereas the South Option would bisect the station area and would restrict future underground parking garages and development densities. Near-term, the North Option would provide opportunities to reduce construction impacts to transit rider and business patron parking through construction sequencing and coordination efforts.

The North Option would avoid conflict with the planned Delmas development project located east of Los Gatos Creek by crossing under Santa Clara Street rather than bisecting the future development site, as the South Option would, and thereby potentially reducing future underground parking garages and development densities.

The Diridon Station North Option is also supported by the City of San Jose with the recommendation that the station configuration and facility location be confirmed through the San

Jose Diridon Integrated Station Concept Plan process being led by VTA in partnership with the City, Caltrain, BART, and High Speed Rail.

### **Tunneling Methodology Options - Staff recommendation: Single-Bore Option**

Selection of the Single-Bore tunneling methodology option is the recommendation of staff based on evaluation of recent tunneling industry advancements, review of feasible alternative tunneling methodologies to reduce cut-and-cover construction and minimize impacts to street level activities in downtown San Jose, a peer agency review, and the following key benefits listed below. For decision-making purposes, the cost estimates for both tunneling options are comparable within a rough order of magnitude, and both tunneling methodology options meet all applicable operations maintenance and safety requirements.

The Single-Bore tunneling methodology would:

1. Provide for greater operational flexibility as compared to the Twin-Bore Option, allowing for the ability to provide multiple crossover tracks and areas to store train cars within the tunnel for emergencies, special events, or regular maintenance activities;
2. Provide for reduced tunnel maintenance resulting from minimal groundwater intrusion because egress passageways would be built inside the tunnel and the only key interfaces connecting to the tunnel structure would be the station entrances and ventilation structures;
3. Reduce impacts to vehicular traffic, bicyclists, and pedestrians as compared to the Twin-Bore Option because it would not require the closure of Santa Clara Street and adjacent roadways during construction;
4. Eliminate impacts to VTA's light rail service as compared to the Twin-Bore Option because the north/south light rail trackways that cross Santa Clara Street at 1<sup>st</sup> and 2<sup>nd</sup> Streets would not have to be temporarily closed for months with service maintained by bus bridges.
5. Reduce impacts to bus service as compared to the Twin-Bore Option because key bus transfer stations on Santa Clara Street would not have to be relocated;
6. Result in limited excavation within the street right-of-way, with most construction activities limited to off-street station entrance areas, which would result in less construction impacts to businesses and the community during construction way as compared to the Twin-Bore Option; and
7. Result in a greatly reduced area of cut-and-cover construction near historic buildings fronting Santa Clara Street as compared to the Twin-Bore Option and therefore would require a much lower level of effort for the mitigation measures to protect historic buildings.

### **Environmental Findings and VTA’s Board of Directors’ Actions:**

The actions required to complete the environmental review process and approve the Phase II Project are listed below with supporting information provided as attachments.

- 1) Certification of the Final SEIR as adequately addressing the environmental impacts resulting from the Recommended Project Description (Attachment A).
- 2) Adoption of Findings, Facts in Support of Findings, and Statement of Overriding Considerations (Attachment C). This acknowledges that the following impacts remain significant and unavoidable, but the Project’s benefits outweigh the impacts. The significant unavoidable impacts identified in the Final SEIS/SEIR are as follows:
  - a) Significant unavoidable construction-related impacts (Project and Cumulative) on vehicular traffic, bicyclists, and pedestrians at all four stations, the West Tunnel Portal, and the Newhall Maintenance Facility
  - b) Significant unavoidable construction-related impacts (Project and Cumulative) on bus transit at the Downtown San Jose and Diridon Stations
  - c) Significant unavoidable construction-related impacts (Project and Cumulative) on air quality due to total nitrogen oxides and reactive organic gases emissions from all facilities.
  - d) Significant unavoidable construction-related noise impacts (Project and Cumulative) at the Downtown San Jose and Diridon Stations.
  - e) Significant unavoidable operational impacts to vehicular traffic at the De La Cruz Boulevard and Central Expressway intersection resulting from TOJD at Santa Clara Station.
  - f) Significant unavoidable operational air quality impacts due to total reactive organic gases resulting from all TOJD locations.
  - g) Significant unavoidable operational greenhouse gas impacts due to total emissions resulting from all TOJD locations.
- 3) Adoption of the Mitigation Monitoring and Reporting Program to ensure that the mitigation measures in the Final SEIS/SEIR are implemented (Attachment D).
- 4) Approval of the Recommended Project Description for the BART Silicon Valley Phase II Project (Attachment A).

### **ALTERNATIVES:**

VTA’s Board of Directors could adopt the BART Extension Alternative or No Build Alternative, some or all of the options in staff’s Recommended Project Description, or other options where there is no staff recommendation but are addressed in the Final SEIS/SEIR. However, if VTA’s Board of Directors selects the BART Extension Alternative, then this item would need to be

brought back to VTA's Board of Directors at a later date with revised supporting Findings, Facts in Support of Findings, and Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for review and consideration prior to certification of the Final SEIS/SEIR.

**FISCAL IMPACT:**

The current estimated capital cost of the Phase II Project is \$4.78 billion in year of expenditure excluding unallocated BART Extension contingencies and potential borrowing costs. VTA has developed a funding strategy for the Phase II Project that relies on three key funding categories: 1) local sales tax, 2) state funds, and 3) federal funds. Local sales taxes supporting capital costs include the 2000 Measure A and 2016 Measure B. Operating and maintenance cost are supported by 2008 Measure B. State funds would be derived from the State Traffic Congestion Relief Program and the Transit and Intercity Rail Capital Program. VTA is also exploring other sources to augment the existing local and state commitments. Federal dollars would come from the Section 5309 New Start Program.

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) PARTICIPATION:**

Not applicable.

**SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:**

Not applicable.

Prepared by: Tom Fitzwater  
Memo No. 6509

**ATTACHMENTS:**

- 6509 Attachment A - RPD (PDF)
- 6509 Attachment B - Tunneling Methodology Background (PDF)
- 6509 Attachment C - Findings and SOC (PDF)
- 6509 Attachment D - MMRPTable (PDF)