

Berryessa BART Station

Frequently Asked Questions

Overview

The BART Silicon Valley Berryessa Extension is the largest transportation infrastructure project in South Bay history. The \$2.3-billion, 10-mile project will be under major construction through 2016, followed by system testing and completion of the station facilities, access roadways and parking structures through 2017. Current and near-term construction includes demolition of existing buildings, large-scale excavation (digging) and dirt storage, utility relocation beneath city streets that cross the future BART corridor, and significant construction activities within the future 10-mile BART corridor, extending from south Fremont to San Jose's Berryessa neighborhood.

These construction activities are required to deliver a voter-approved Measure "A" capital project, bringing BART to Silicon Valley. The Berryessa Extension will provide a transportation alternative to the heavily-congested I-880/I-680 commute corridor and contribute to significant economic development opportunities around the future BART stations. The project will provide convenient access to the entire BART system, which provides a direct connection from Silicon Valley jobs and housing to the job and entertainment centers of the East Bay and San Francisco.

Construction Activities:

Q: What level of construction noise and vibration is allowable and what is VTA doing to protect the community?

A: VTA's contractor is required to stay within noise and vibration levels that are established by the federal government in an effort to protect the community. In cooperation with local residents, VTA installed a vibration monitor, and five noise monitors in the vicinity of the future Berryessa BART Station to monitor construction noise and vibration in the surrounding neighborhoods. Noise and vibration is monitored 24 hours a day. If construction noise levels are exceeded, the contractor is required to stop work and make changes to address the issue. The contractor has installed temporary noise walls along Berryessa Road and Salamoni Court to help stay within noise level requirements. Mitigation measures will continue to be implemented as required to adhere to state and federal guidelines related to noise and vibration.

Q: Why are there generators running 24 hours a day?

A: There are two generators operating 24 hours a day in the Upper Penitencia Creek area. One is pumping water from Upper Penitencia Creek and rerouting the water around the construction site, so environmental restoration of the creek can continue. Once the restoration area is completed in late October 2012, the creek flow will

be re-established and the generator will no longer be necessary. The other generator is for a sewer bypass pump that will remain in use until three remaining industrial buildings are demolished and sewer lines permanently relocated in early 2013. A plywood enclosure was recently installed around the sewer bypass generator to reduce noise.

Q: What is VTA doing to control construction dust?

A: Piles of construction materials (referred to as stockpiles), such as dirt in the Berryessa Station area, are the result of excavation/digging for the Upper Penitencia Creek restoration effort. This work has resulted in a significant amount of dirt, some of which has been hauled to area recycling facilities; what remains on site will be utilized for other project uses, such as topsoil. The contractor will stockpile and re-use dirt for the duration of the project to meet VTA's sustainability and recycling requirements. Stockpiles not in use can be covered or sealed with a soil binder to prevent dust. The stockpiles that are not covered are actively being used in construction. There are also stockpiles of other recyclable materials, such as concrete, that will be re-used by the project in other locations.

Dust is part of every construction project. VTA and the contractor are very conscious that residents live within close proximity to the project. To properly maintain the site, the contractor waters it down throughout the day, and also requires dump trucks to drive over metal grates before leaving the site to leave residual dirt behind. The contractor has dedicated street sweepers on-site to minimize dust impacts to surrounding streets. High-pressure water hoses are used to spray down construction activities that cause dust, such as earthwork or building demolition. All measures required to stay within state and federal guidelines related to dust control are being implemented.

Q: What if I think construction activities have caused damage to my property?

A: The contractor has included neighborhoods surrounding construction areas for construction surveys. These surveys document the existing conditions of a property's foundation, concrete, stucco walls, windows, etc. While some construction activities have already begun in some areas on the project, construction surveys are still being conducted to document the conditions of properties before major construction activities begin. Other major construction activities for the Berryessa Station area include additional demolition, driving of steel beams (pile driving), station site improvements, a parking structure, an above-ground track guideway structure and the BART station facility. If, for any reason, you feel your property may have been damaged as a result of project construction, please read VTA's procedure for damage claims at the following link: http://www.vta.org/bart/images/construction/ConstructionNotices/Damage_Claims_BSV2012.pdf

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Future BART Station:

Q: What opportunities did/does the public have to comment on the project?

A: BART Silicon Valley has been studied for nearly 40 years. Recent design development and environmental approvals have been ongoing since early 2000. In addition to formal public environmental hearings, VTA has conducted overall project outreach and updates to local stakeholder groups and site-specific community meetings held in various neighborhoods. The BART Silicon Valley Community Outreach Team provides timely, pertinent project information and responds to project inquiries or concerns via the project hotline, at (408) 934-2662, or via email at vtabart@vta.org. The project alignment, station locations and features have been displayed and discussed at public meetings since 2004. VTA has also provided project information in construction and traffic advisories and in quarterly newsletters mailed to more than 33,000 residents and businesses living and working along the future BART corridor. To view project documents, including environmental, please visit the document section of our VTA BART Silicon Valley website at <http://www.vta.org/bart/documentlibrary.html>.

Q: What studies were done to evaluate non-auto access to the BART station?

A: The Berryessa BART Station will have dedicated bicycle paths, multi-use paths, wide sidewalks, private shuttle areas and a bus transit center, in addition to parking facilities. BART stations are public facilities and have open access to the public unless there are existing security fences or walls adjacent to the property. The previous private office/business park, which was fenced, is now owned by VTA and considered public land. In addition to access from Berryessa Road and Mabury Road, the project includes a bicycle and pedestrian connection between the end of Salamoní Court and the new BART station. The planned connection would serve as an access point for local residents and an interim pedestrian and bicycle link for the Upper Penitencia Creek Trail, which currently terminates east of King Road along the south side of the creek.

Q: How will security at the BART station be addressed?

A: There will be a BART Police substation located on the Berryessa BART Station campus. Officers located at that substation will typically respond to incidents that originate at the BART station, but will also respond to any BART-originated incidents outside the BART station, including adjacent neighborhoods. Any crimes reported outside the BART station or facility would be the responsibility of the local jurisdiction. BART Police will work closely with the local jurisdictions to ensure the continued safety and security of surrounding neighborhoods.

Q: Will there be adequate parking at the Berryessa BART Station, or will BART Riders utilize public streets to park?

A: The Berryessa Station will have both a parking garage and surface parking. Parking facilities are being built to meet the parking demand up to 10 years from now. At opening day, there will be twice as many parking spaces as needed to accommodate BART riders. In addition, the parking facilities are being designed to accommodate expansions to meet future parking needs. The City of San Jose also has plans to work with Salamoní Court residents to implement a parking permit program.