VTA’s BART Silicon Valley Phase II Extension Project

Downtown-Diridon Community Working Group

May 11, 2021
• Welcome and Introductions
• Follow-up Items
• CalMod Update
• Phase II Project Update
• Phase II Funding Update
• Phase II SBE / DBE Opportunities
• Real Estate & Transit-Oriented Development
• Community Engagement
• CWG Member Report Back
• Next Steps
Zoom Webinar Attendee Controls

**Audio Settings** (only visible if the host hasn't granted you permission to talk): Change your audio settings. You can also click the upward arrow (^) next to change your speaker.

**Unmute/Mute**: If the host gives you permission, you can unmute and all participants will be able to hear you talk. If the host allows you to talk, you will receive this notification - **click “unmute myself”**

**Raise Hand**: **Raise your hand** in the webinar to indicate that you want to make a comment.

**Question & Answer**: Open the Q&A window, allowing you to ask questions. The hosts can either reply via text in the Q&A window or answer your question live.
Upcoming Meetings – Downtown-Diridon

• Upcoming Downtown-Diridon CWG Dates
  - September 14, 2021, 4:00 PM
  - November 16, 2021, 4:00 PM

• VTA Board of Directors vta.org/about/board-and-committees
  - June 3, 2021, 5:30 PM
  - August 5, 2021, 5:30 PM
  - September 2, 2021, 5:30 PM

• Kate will email alerts for other meetings, e.g. Board Workshops
Follow-Up Items
Kate Christopherson, VTA
Follow-up Items: Downtown-Diridon

- Schedule meeting with Campus Community Association/Naglee Park ✓

- Share how Access & Service Needs interview feedback was incorporated into Draft Construction Transportation Management Plan (CTMP) – *included in Community Engagement agenda item*
Questions
CALTRAIN ELECTRIFICATION UPDATE

VTA’s Downtown-Diridon CWG Meeting
May 11, 2021
CALTRAIN SYSTEM

- 31 Stations Gilroy to San Francisco
- 68 Weekday Trains
- At-Grade Crossings, Viaducts, and Bridges
- Intermodal Connections
- Bike Commuters
PROJECT DESCRIPTION

**Project Area**
- 51 miles
- San Francisco to San Jose (Tamien Station)

**Project Elements**

**Electrification**
- Overhead Contact System (OCS)
- Traction Power Facilities

**Electric Trains***
- 19 7-car train sets
- 133 electric cars

*Includes 2018 State TIRCP Funding
PROJECT DESCRIPTION

Service Elements

- **Speed**
  - Up to 79 mph

- **Service Increase**
  - 6 trains / hour / direction
  - More station stops / reduced travel time
  - Restore Broadway service

- **Mixed-fleet Service**
  - (interim period)
  - Continue Tenant Service
    - ACE, Capitol Corridor, Amtrak, Freight
PROJECT BENEFITS

Improved Train Performance, Increased Service and Greater Capacity

Improved Regional Air Quality and Reduced Greenhouse Gas Emissions

Positive Economic Benefits for the Region

Reduced Engine Noise Emanating from Trains

Increased Revenue and Reduced Fuel Cost
SCHEDULE

* Note: Schedule subject to change
CONSTRUCTION PHASING

- 51 Miles Corridor
- 4 Work Segments
- 2,600 Poles
- 10 Traction Power Facilities
# FIELD WORK PROGRESSION

<table>
<thead>
<tr>
<th>Status</th>
<th>Activities</th>
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<tbody>
<tr>
<td><strong>Work Completed</strong></td>
<td>• Utility Survey</td>
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<tr>
<td></td>
<td>• Geotechnical Investigations</td>
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<tr>
<td></td>
<td>• Disposal of Soil from Geotechnical Investigations</td>
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<tr>
<td></td>
<td>• Soil Resistivity Testing</td>
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<td>• Site Surveys</td>
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<td></td>
<td>• Signal Cable Inspections</td>
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<td></td>
<td>• Potholing</td>
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<tr>
<td></td>
<td>• Foundation Installation</td>
</tr>
<tr>
<td></td>
<td>• Traction Power Substation Construction</td>
</tr>
<tr>
<td></td>
<td>• Tree Pruning/Removal</td>
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<tr>
<td><strong>Work In Progress</strong></td>
<td>• Pole Installation</td>
</tr>
<tr>
<td></td>
<td>• Foundation Installation</td>
</tr>
<tr>
<td></td>
<td>• Paralleling Station Construction</td>
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<tr>
<td><strong>Future Work</strong></td>
<td>• Wire Installation</td>
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<tr>
<td></td>
<td>• CEMOF Facilities Modifications</td>
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**FUTURE CONSTRUCTION ACTIVITIES**

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<tr>
<th>Date</th>
<th>Work Activity</th>
<th>Expected Duration*</th>
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<td>In Progress</td>
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<td>3-6 months</td>
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<tr>
<td>In Progress</td>
<td>Pole Installation</td>
<td>3-6 months</td>
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<td>Spring/Summer 2021</td>
<td>Wire Installation</td>
<td>3-6 months</td>
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<tr>
<td>Spring/Summer 2021</td>
<td>CEMOF Modifications</td>
<td>3-6 months</td>
</tr>
</tbody>
</table>

*Expected duration indicates first and last day of activity. Number of actual work days will be fewer.*
POLE INFORMATION

• 2,600 Installed throughout Corridor
  • Approx. 460 poles in San Jose
• Pole Height: 30-50’
• Pole Spacing: ~180’ apart
Example of Poles Planned for Use in San Jose
Example of Poles Planned for Use in San Jose

POLE TYPES SAN JOSE

Portal

Headspan
POLE INSTALLATION

Current Pole Installation
STRINGING WIRE
TRACTION POWER FACILITIES

- 10 Traction Power Facilities Installed throughout Corridor
  - 1 Traction Power Substation Installed in San Jose
  - 1 Paralleling Station in San Jose
  - Gantry structures up to 50’
- Provides electrical power to trains through the Overhead Contact System
- Unmanned station
- Day and weekend construction work
- Limited night work during construction
TRACTION POWER SUBSTATION

Example Traction Power Substation
TRACTION POWER SUBSTATION
PARALLELING STATION LOCATION
PARALLELING STATION EXAMPLE

Paralleling Station - Amtrak Northeast Corridor
GANTRY EXAMPLES

Main Gantry – San Mateo

Strain Gantry – Palo Alto
TEST TRACK LOCATION

Currently existing maintenance track (no new track)
TEST TRACK INFORMATION

• Approximately 1.5 miles of existing maintenance track (no new track)
• Located between Santa Clara Station and Caltrain CEMOF facility
• Foundations, poles and wires to be installed prior to electric train testing
• New Electric trains will be tested on track
• Testing to occur between late Summer 2021 to Spring 2022
• Testing anticipated to be during daytime
CONSTRUCTION INFORMATION

• Work will occur during day and night
• Some 24 hour weekend work
• Crews will utilize acoustical barrier blankets and position lights away from homes
• Dedicated hotline for construction complaints
PUBLIC OUTREACH

• Subscribe to Weekly Updates
  —Visit www.calmod.org/get-involved

• Social Media

• All project materials at
  https://calmod.org/resources/
PUBLIC OUTREACH

Doorhanger

Factsheet

Postcard

Public Meeting
CALMOD CONTACT INFORMATION

WEEKLY UPDATES ◼️ CalMod.org/get-involved

EMAIL ◼️ CalMod@caltrain.com

PHONE 📞 650-399-9659
800-660-4287 (Toll Free)

OFFICE ◼️ 2121 S. El Camino, Suite A-100
San Mateo, CA 94403
9 a.m. - 5 p.m. Monday - Friday

WEBSITE ◼️ CalMod.org

FACEBOOK 🌐 www.facebook.com/caltrain

TWITTER 🐦 @caltrain
Phase II Project Highlights

- VTA continues to work with FTA and their Project Management Oversight Consultant (PMOC) to complete review and approval for federal funding; workshops planned for later this month
- Cooperative agreements with Cities of San José and Santa Clara, and Caltrans completed
  - Targeting June 8th council dates for both cities
- VTA and BART working jointly to complete Design Criteria/Requirements Manuals to be included with procurement documents
- Preparation of Requests for Proposal (RFP) documents including technical specifications, contract terms and provisions progressing per Framework to Completion
Contracting Updates

Requests for Industry Feedback (RFIF)
- Released Tunnel RFIF on Sept. 16, 2020
- Released Systems RFIF on Oct. 16, 2020
- Released Stations RFIF on Nov. 20, 2020
- Released Santa Clara Station & Newhall Yard RFIF on March 3, 2021

Requests for Qualifications (RFQ)
- Released Tunnel RFQ on Dec. 29, 2020
- Released Systems RFQ on Feb. 26, 2021
- Stations RFQ to be released June 2021
- Santa Clara & Newhall Yard RFQ to be released August 2021
City of San José Engagement

To prepare City of San José staff to review and comment on cooperative agreements and contract packages, VTA held technical workshops with City staff in winter 2021.

- **Station Elements and Access Workshops** – Topics included construction approach, station configuration, and station access
- **Tunnel, Portals, & Mid-Tunnel Facilities Workshop** – Topics included an introduction on tunnels, shafts, and portals, tunnel construction safety, and mid-tunnel facilities (MTFs)

VTA is also preparing various City Facility Design Memos to create a shared understanding and ultimately an agreement regarding layout of BSV access facilities within City’s jurisdiction and to inform upcoming RFPs.

*Station cross sections subject to change*
Questions
Phase II Financial Update
Michael Smith, VTA
## Phase II Funding

### Uses

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<td>Financing Costs</td>
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<td>2016 Measure B</td>
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<td>State TIRCP Grant</td>
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<td>Other</td>
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<tr>
<td><strong>Total Sources</strong></td>
<td><strong>$6,941,181</strong></td>
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</table>
Phase II Funding Strategy

Balanced Funding Strategy:
- **Federal Funding**: 25%
- **State Funding**: 11%
- **Local Funding**: 64%

Local Funding is the largest component, followed by Federal Funding and then State Funding.
Questions
Phase II SBE / DBE Opportunities
Olga Medina, VTA
Disadvantaged Business Enterprise (DBE) / Small Business Enterprise (SBE) Goals

As of now, the work categories where there may be subcontracting opportunities have not been identified.

What we know:

• All four packages will have both a DBE and SBE goal
• When the Project Manager has defined the Scope of Work and identified subcontracting opportunities, the Office of Business Diversity Programs will set goals
• These goals become part of the RFPs and are a condition of award
• VTA will rigorously monitor prime contractor performance against the goals throughout the performance period
Register to be a Vendor

VTA has transitioned to a new user-friendly and efficient e-procurement portal hosted by ProcureNow. **New vendors should set up their accounts in the new system.**

Register at [www.vta.org/business-center](http://www.vta.org/business-center) and click on the green bar, **REGISTER IN NEW PORTAL**

When you click the green bar, a new page will appear, click on the green bar that reads, **REGISTER IN NEW PORTAL**

The system will ask for your email/password to set up a new account. **+Subscribe**
Solicitations

Procurement – Solicitations

**HOW DO I FIND UPCOMING SOLICITATIONS?**

Go to [www.vta.org/business-center](http://www.vta.org/business-center) and find the View Solicitations bar. You will see the same screen as when you clicked on REGISTER. Notice the solicitations on the screen and a green bar that reads OPEN. IF YOU ARE NOT SUBSCRIBED, you will not be able to open the solicitations. But VTA’S new system provides you with another opportunity to SUBSCRIBE at this screen.

As you review the solicitations, look for the list of “Plan Holders” (firms that have already downloaded the documents). These are the larger firms you will want to target to offer your goods and services.
DBE/SBE Goals

Get Certified – as contractors prepare their bid package, they will search DBE/SBE databases for firms that are certified in the work category that they need. If your firm is not in these databases, you will have missed an opportunity.

GET AHEAD OF THE LINE
Small Business Certifications

What types of Business Certifications does VTA require?

**State/Locally Funded Contracts – SBE Certification**
- Certification: VTA or Dept. of General Services
- DBE Certification accepted

**Federally Funded Contracts – DBE Certification**
- Certification: VTA or any other certifying agency, as part of the California Unified Certification Program (CUCP)

**State/Locally Funded Contracts – Women/Minority Owned Business Enterprise Certification**
- Certification: VTA
Small Business Certifications Requirements

**SBE Certification**
- US Citizen (or lawfully admitted permanent residents)
- Must meet Small Business size standard prescribed by 121 CFR 13
- Size standards have been established for types of industry under the North American Industry Classification System (NAICS). Can be obtained via the Internet at www.sba.gov
- Ownership/Control
- Independent
- Race Neutral

**DBE Certification**
- US Citizen (or lawfully admitted permanent residents)
- Small Business size standard prescribed by 121 CFR 13
- Member of minority groups: who are women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, Subcontinent Asian Americans, or other minorities found to be disadvantaged by the SBA
- Ownership/Control
- Independent

**Important Notice:** Businesses registered in the System for Award Management (SAM.gov) must update their SAM registration in order to have their small business status updated based on the new size standards that became effective on August 19, 2019. Until the SAM registration is updated, the SAM profiles will continue to display the small business status under the old size standards.
How & Where to Get Certified

VTA’s certifications are online applications, you can find the links to our certification modules at:

https://www.vta.org/business-center/business-diversity-programs
Did You Know?

• To help tear down the barriers to utilizing local small businesses, VTA pays certified firms on a Net 15 basis without a discount.

• Projects less than $150,000 in value can be set-aside for competition solely among small businesses. VTA is currently seeking legislative approval to increase this amount to $250,000.

• BART Phase II and the upcoming Eastridge to BART Regional Connector (VTA light rail extension) will include an Owner Controlled Insurance Program (OCIP) to mitigate the need for most insurance required by contractors working on the program.
Business Diversity Programs

VTA Publishes a Quarterly Newsletter which can be found at https://www.vta.org/business-center/business-diversity-programs and includes information on upcoming business and training events that are open to everyone at little or no cost.

If you have suggested stories for the Newsletter, please forward them to obdp@vta.org.
Contracting Opportunities

In addition to the Bart Silicon Valley Phase II Projects, in February, VTA presented details on our upcoming projects for 2021. If you were unable to attend our presentation, please visit our website at https://www.vta.org/business-center/business-diversity-programs under the “RESOURCES” tab. There you will find a recording of the event and can download the presentation slides with the project details.
Questions
Real Estate & Transit-Oriented Development
Ron Golem, VTA
TOD: Downtown San José & Diridon BART Stations

- **VTA Block**: Design Development Framework vision for 1.8M sf mixed-use world class TOD
  - Posted for public comment May 14th: [https://engagekh.com/vtadowntownddf](https://engagekh.com/vtadowntownddf)
  - VTA Board acceptance scheduled for June 3rd meeting
  - Guidance document for developers, community

- **Next step for VTA Block**: development master plan with other owners; public engagement; City approval

- **Diridon**: Ongoing work on options for how best to integrate residential mid/high-rise mixed-use TOD

- **Development Strategy**: Public-private development choices report scheduled for 8/5 VTA Board meeting
Questions
Community Engagement
Gretchen Baisa, VTA
Construction Outreach Management Program

- **Construction Education and Outreach Plan (CEOP):** communication during construction between VTA, cities of San José and Santa Clara, and the public

- **Construction Transportation Management Plan (CTMP):** coordinate circulation and access needs within and around the construction areas for all transportation options

- **Emergency Services Coordination Plan (ESCP):** coordinate with local emergency services to minimize impact to emergency service routes and response times due to construction activities

*Being incorporated into all contract specifications*
<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
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</table>
| Draft CTMP    | • Created by VTA, the City of San José and the City of Santa Clara jointly to minimize public disruptions as required in the SEIS/SEIR (environmental document)  
• Includes Final Emergency Services Coordination Plan (ESCP) as an appendix  
• Included in CP2, CP3, and CP4 contract specifications |
| Final CTMPs   | • Developed by the individual contract package teams, collaboratively with VTA, the City of San José and the City of Santa Clara  
• Builds from the draft plan and contains site-specific details for mitigating public impacts  
• Includes Final ESCP as an appendix |
| TCPs          | • Based on Final CTMPs  
• Site specific requirements on access routes, signage, notifications, parking, etc. |
CTMP Structure

**General Construction Transportation Management Requirements**

- General
- Traffic Handling Requirements
- Construction Requirements
- Operational Requirements
- Contingency Plan
- City of San José
- City of Santa Clara
- East Tunnel Portal
- 28th Street / Little Portugal Station
- 13th Street Mid-Tunnel Facility
- Downtown San José Station
- Diridon Station
- Stockton Avenue Mid-Tunnel Facility
- West Tunnel Portal
- Newhall Maintenance Facility
- Santa Clara Station
## Draft CTMP vs. Final CTMP

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<th>Requirement</th>
<th>Draft CTMP</th>
<th>Final CTMP</th>
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<td>Requirements per MMRP &amp; Master Agreements</td>
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<td>Traffic Control Plan (TCP) workflow and requirements</td>
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<td>Existing bike facilities and transit routes</td>
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<tr>
<td>Permit Requirements</td>
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3.2 SPECIFIC CONSTRUCTION TRANSPORTATION MANAGEMENT REQUIREMENTS

This section summarizes the specific construction transportation management requirements for each of the nine project elements.

3.2.4 Downtown San José Station

The Downtown San José Station is located off West Santa Clara Street to the south, bounded by Market Street to the west and 1st Street to the east, in the City of San José. The BART tracks will be below grade, with the two station headhouses and ventilation facility being the only above grade elements. There will be a secondary headhouse located on East Santa Clara Street between 1st and 2nd Street, as well as a ventilation structure located on East Santa Clara Street between 2nd Street and 3rd Street.

3.2.4.1 Transit Routes

The VTA routes along West / East Santa Clara Street and 1st Street (Routes 22, 23, 64A / B, 65, 68, 72, 73, 500, 522, 523, and 568, as well as the Green / Blue light rail lines) will continue to operate and any potential impacts will be addressed by the Contractor.

3.2.4.2 Haul Routes

Trucks will access the construction sites from Market Street via West Santa Clara Street, St. James Street, Notre Dame Avenue, and Almaden Boulevard, which connects to SR 87.

3.2.4.3 Private Property Access Requirements

Access will be maintained for the downtown businesses, religious institutions, and organizations along the adjacent streets, such as Market Street, West / East Santa Clara Street, and 1st Street. The Contractor must coordinate through VTA’s BSV EAT with nearby stakeholders, such as the Cathedral Basilica of St. Joseph, the San José Downtown Association, and the Silicon Valley Organization, as well as local businesses, to address any potential construction transportation impacts, such as ensuring direct, visible access during business hours. Any measures will be implemented by the Contractor.

The San José Downtown Association hosts the Downtown Farmers Market on San Pedro Square, and the Cathedral Basilica of St. Joseph and Trinity Cathedral host events throughout the year.

Refer to the Access & Service Needs Memorandum in APPENDIX B for further details.

3.2.4.4 Emergency Vehicle Access

Access to and from the San José Fire Department Station 1 at 225 North Market Street will be maintained at all times by the Contractor, as it may be along the path of travel to access the construction site.
1.1 EMERGENCY VEHICLE ACCESS

Emergency vehicle access to all businesses and residences adjacent to the construction site will be maintained. Emergency service vehicles include:

- Emergency medical vehicles;
- Utility maintenance vehicles for emergency purposes;
- Fire protection vehicles;
- Police vehicles.

If traffic lane reductions or detours are required, emergency service providers will be consulted and informed, and an updated Emergency Vehicle Access Plan, which will be prepared by the Design-Builder, will be submitted to the VTA for approval at least 30 days prior to the lane reduction. Once construction begins, weekly updates will be provided to local emergency service providers in writing by Friday noon regarding emergency vehicle access routes through and around the construction site for the following week; a copy of this weekly written information will also be provided to the VTA prior to Friday noon every week. A kick-off meeting will be held with the emergency service providers, Design-Builder, and VTA, and as necessary, monthly meetings will be held to ensure emergency service providers are made aware of any changes. A contact list of local emergency service providers will be developed and maintained as part of the Plan. Table 1 has the current list of emergency contacts for the City of San José and Santa Clara.
# COPIP – Example Communications Matrix

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<th>Significant Project Involvement</th>
<th>Information</th>
<th>Information Category</th>
<th>Timing</th>
<th>Potential Communication Methods</th>
<th>Suggested Tools</th>
<th>Suggested Materials</th>
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</table>
| Residents, Businesses, & Institutions | • Expected effects  
• Rerouting options  
• Proactive notice | • Closures  
• Routing  
• Transit Changes | • 1-month advance notice  
• Continuous updates | • Briefings  
• Door-to-Door Visits  
• Field office hours  
• Other group meetings  
• Personal communications  
• Public meetings  
• TV, newspaper, social media and radio advertisements  
• Tours  
• Word-of-mouth | • Phone Calls  
• Press Events  
• Public Service Announcements (PSAs)  
• Real Time Information  
• Social Media Sites  
• Project Website  
• Live Stream | • Advertisements  
• Brochures  
• Electronic Newsletters  
• Emails  
• Flyers  
• Presentations  
• Rider Notices  
• Signage – Construction areas  
• Signage-placemaking  
• Signage – project corridor  
• “Take One” customer newsletter  
• Visuals (maps, graphics, etc.) |
Updated Project Materials

VTA’s BART Silicon Valley Phase II Extension Project
Project Benefits

An Investment in Mobility

Increasing transit options and improving mobility for all Santa Clara County and Bay Area residents and employees is a primary objective of the extension of BART service into the heart of Silicon Valley. The project will complete a “ring” of rail around the Bay and connect BART with regional and intercity transportation services including:

- VTA light rail, local bus, and regional express bus services
- Caltrain
- Altamont Corridor Express
- Capitol Corridor and
- Amtrak
- Future California High Speed Rail (CHSRA) service

The Metropolitan Transportation Commission’s (MTC) Plan Bay Area 2040 long range plan identifies the extension of BART service to San Jose and Santa Clara as the number one priority of the region for improving mobility.

By 2040, the four new BART stations are projected to have approximately 55,000 average weekday ridership, with a projected 27,500 daily ridership at the Downtown San Jose Station alone. The two stations located adjacent to San José State and Santa Clara University are projected to serve over 5,500 university student trips per day, not including trips taken by staff and faculty. The project is further expected to carry approximately 1,750 rail-dependent riders each day – or 1.7 million annually.

Creating Infrastructure, Creating Jobs

Building transit infrastructure is an investment that pays off in jobs and local and regional economic windfall. The Project will stimulate the regional economy significantly, not only through direct and indirect job creation, but also by increasing the Gross State Product (GSP) through additional spending and wages.

The BART SV II Project is expected to support approximately 75,000 jobs – including almost 43,000 jobs directly related to the Project, and another 32,000 jobs tied indirectly to the impacts of spending from the Project.

Direct employment supported by the project is expected to result in over $3.5 billion in new labor income, with a total effect on labor income exceeding $5.8 billion. In addition to new income for the workers supported by these direct, indirect, and induced jobs, the project would also introduce approximately $6.5 billion in new GDP for California.

https://www.vta.org/projects/bart-sv/phase-ii/project-benefits
New Project Overview & Benefits Fact Sheet

VTA’s BART Silicon Valley Phase II Project is a six-mile, four-station extension of BART from Berryessa/North San Jose Station (opened 2020) through downtown San Jose to the City of Santa Clara. The Phase II Project is planned to include an approximately five-mile subway, three stations with underground platforms (87th Street/Little Portugal, Downtown San Jose, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

**Benefits**

- **At a Glance**
  - 54,600 Weekend riders in 2020
  - 75,000 Jobs created or supported through construction (including 5,000 in Santa Clara County)
  - First single-tier transit subway in USA
  - 6 Mile extension of BART service

- **Bringing the Bay**
  - Lasting one and a half ride from Berryessa to downtown San Jose to Santa Clara at stations all along the way via frequent and reliable transit.

- **Reducing Construction Impacts**
  - Minimizing single-occupant vehicle traffic through a comprehensive surface construction plan that will take place deep underground, easing the streets, visualize, and minimize noise and dust.

- **Sparing transit leaders communities**
  - Units will take place in a variety of communities, including central city and suburban areas.

- **Cleaner air**
  - Improved transit and transit-oriented communities, a less need to drive, fewer cars on the road means reductions in the air.

**Schedule**

- **2000**
  - Regional Transportation Study
  - Initial planning
  - Environmental analysis
  - Alternative corridor study
  - Environmental documentation
  - TVA Board approval

- **2004 - 2005**
  - Engineering refinements
  - Construction
  - Environmental documentation
  - Development
  - Right of way
  - Real estate acquisition
  - Transit-oriented communities strategy study

- **2006 - 2008**
  - Design-build
  - Marketing
  - Construction
  - Operations
  - Financial administration
  - Real estate administration
  - Transit-oriented communities strategy study

**Contact Us**

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*Estimated weekday ridership by 2040*
Business Resource Program Update

- Small Business Resource Study (SBRS) complete ✔
- Bringing in an expert to develop the Business Resource Program using SBRS and Small Business Task Force
- Will schedule task force meeting once expert on-board
- Small business update anticipated for September CWG meeting
Upcoming Field Work

Downtown San José Station – VTA Block

• Geotechnical testing anticipated June 14-18
• Work takes place on private property
• Approximately one week of work
We Want to Meet with You!

• This fall, VTA anticipates sharing an updated project schedule and construction information

• Please invite us to your organization’s meetings so we can inform your networks
Questions
CWG Member Report Back
Report Back

- Adina Levin *Friends of Caltrain*
- Alan Williams *Campus Community Association (Naglee Park)*
- Bert Weaver *Delmas Park Neighborhood Association*
- Carol Austen *Shasta / Hanchett Park Neighborhood Association*
- Charlie Faas *San José State University*
- Chris Morrisey *Arena Authority*
- Larry Clark *Alameda Business Association*
- Dana Grover *Horace Mann Neighborhood Association*

- Elizabeth Chien-Hale *Downtown Residents Association*
- Jeffrey Buchanan *Working Partnerships USA*
- Jim Goddard *Sharks Sports & Entertainment*
- Michael Lane *SPUR*
- Nikita Sinha *California Walks*
- Scott Knies *San José Downtown Association*
Next CWG meeting: September 14, 4:00 PM, Virtual Meeting

- CWG Member Report Backs
- Phase II Update
- Community Engagement
  - Business Resource Program
  - Station Area Update

Action Items