VTA’s BART Silicon Valley Phase II Extension Project

28th Street / Little Portugal Community Working Group

May 12, 2021
• Welcome and Introductions
• Follow-up Items
• En Movimiento 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 – 28th Street / Little Portugal

• Upcoming 28th Street / Little Portugal CWG Dates
  - September 15, 2021, 4:00 PM
  - November 17, 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: 28th Street / Little Portugal

• Provide update on Five Wounds Trail coordination – *Update to be provided in Real Estate & Transit-Oriented Development agenda item*

• Include link to City of San José’s Anti-Displacement Strategy in meeting summary ✅
Questions
Objectives:
• Build from and **advance** past/ongoing planning efforts

• To **identify and prioritize projects** that align with local and citywide goals

• Produce **designs**, estimates, and implementation strategies for highest priority improvements

• Focus City efforts to **implement** highest priority items
**PROJECT TIMELINE**

**Existing Conditions & Background Research**
Dec. 2018 – March 2019
- Community Leader Interviews
- Preliminary Plan
- Public Engagement Plan
- Community Engagement #1

**Evaluation & Recommendations**
Apr. – Dec. 2019
- Evaluation
- Conceptual Designs
- Prioritization
- Community Engagements #2 & 3

**Cost Estimates, Implementation Strategies**
Jan. – Feb. 2020
- Cost estimates
- Timeline
- Strategies

**Final Plan**
Feb. 2020
- Community Engagement #4
- Final Report
Community Engagement

- Community Based Organizations on the project team
- 34 Engagements
- Multilingual
- SPUR, Bike Pedestrian Advisory Committee (BPAC), VTA’s BART Community Working Group, CommUniverCity
- Created the En Movimiento Community Advisory Group
En Movimiento
Study Area
What are the locations in the area that are in **greatest need of improvement** for walking, biking, or accessing transit?

**Corridors:**
- E. Santa Clara Street and Alum Rock Avenue (3rd St. to I-680)
- 24th Street (E. Santa Clara Street to William Street)
- San Antonio Street (24th Street to US-101)
- E. Santa Clara Street & Coyote Creek

**Specific hotspot locations:**
- E. Santa Clara Street & US-101
- Alum Rock Avenue & King Road
- Alum Rock Avenue & Jackson Avenue
- E. Julian Street & San Jose High School
- E. Julian Street & US-101
What makes it difficult to walk/bike/take transit in the study area?

<table>
<thead>
<tr>
<th>Issue</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>High vehicle speed on streets,</td>
<td>40</td>
</tr>
<tr>
<td>Lack of safe and secure bike</td>
<td>20</td>
</tr>
<tr>
<td>Transit is too slow</td>
<td>15</td>
</tr>
<tr>
<td>Unreliable or infrequent transit</td>
<td>20</td>
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<tr>
<td>Long or uncomfortable crossings</td>
<td>25</td>
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<tr>
<td>Uncomfortable to bike</td>
<td>15</td>
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<tr>
<td>Bus stop is too far away</td>
<td>10</td>
</tr>
<tr>
<td>Missing crosswalks</td>
<td>15</td>
</tr>
<tr>
<td>Unsure of walking, biking, or other</td>
<td>10</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
</tr>
<tr>
<td>Missing sidewalk</td>
<td>0</td>
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</table>
**Project Corridors**

- US-101 Overcrossing
- Bike Boulevard
- BART Connections
- Major Streets
- On-Street Trail Crossings
- Transit Priority
- ESJ MTIP Planning Boundary
Common Project Features – Street Trees
Common Project Features – Pedestrian Scale Lighting
Common Project Features – High Visibility Crosswalks
Common Project Features – Bulb Outs
Common Project Features – Separated Bike Lanes
Transit Priority Features

Corridors:
• E. Santa Clara
• King Rd.

Features:
• Enhanced Bus Stops
• Public Service Lanes
Transit Priority Features – Enhanced Bus Stops
Transit Priority Features – Public Service Lanes
Transit Priority Features Together
Expanding Roadway Capacity

Transit lanes & bike lanes expand roadway capacity

Private Motor Vehicles
600–1,600/HR

Mixed Traffic with Frequent Buses
1,000–2,800/HR

Two-Way Protected Bikeway
7,500/HR

Dedicated Transit Lanes
4,000–8,000/HR

Sidewalk
9,000/HR

On-Street Transitway, Bus or Rail
10,000–25,000/HR

The capacity of a single 10-foot lane (or equivalent width) by mode at peak conditions with normal operations.
12 Corridors (St. John, San Fernando, San Antonio, Shortridge, William, Kammerer, 21st St, 31st St, 33rd St, Sunset, Jose Figueres)

Features:
• Traffic Calming
• Signage and On-street Markings
Bike Boulevard Features – Quick Build
Traffic Circle
Bike Boulevard Features – Permanent Traffic Circle
Quick build vs Capital Improvements

[Images of urban streetscapes, one with pedestrian and bicycle infrastructure, the other with dedicated bike lanes.]
Implementation – Paving Program

2020
1. 10th & 11th
2. San Antonio

2021
1. McLaughlin
2. St. John

2022
1. 21st Street
Implementation – Construction Grants

MTC Quick Strike
1. St. John
2. 21st St Bike Boulevard
3. William
4. 28th St
5. Julian
6. 33rd St
7. Kammerer
8. Sunset
9. Jose Figueres

Federal Earmark
1. Alum Rock
2. 31st St
Implementation – Additional Planning

1. E. Santa Clara St – Transit Priority
2. St. John – Connection to BART
3. King Road – Transit Priority
Summary

- Plan Completed in February 2020

- Implementation - Ongoing

This plan is just the beginning:
  - En Movimiento Community Advisory Group
  - www.movesanjose.org

Staff Presenting:
Peter Rice, Transportation Specialist, Planning, Policy & Sustainability
Nick Frey, Transportation Specialist, Planning, Policy & Sustainability
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.
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

<table>
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<th>Uses</th>
<th>Values (in $000)</th>
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<tr>
<td>Project Costs</td>
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<td>Financing Costs</td>
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<tr>
<td><strong>Total Uses</strong></td>
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### Sources

<table>
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<th>Sources</th>
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<tr>
<td>FTA EPD Grant</td>
<td>$1,735,250</td>
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<td>2000 Measure A</td>
<td>$2,056,351</td>
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<td>2016 Measure B</td>
<td>$1,949,580</td>
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<td>State TIRCP Grant</td>
<td>$750,000</td>
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<td>Regional Measure 3</td>
<td>$375,000</td>
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<tr>
<td>Other</td>
<td>$75,000</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%
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,

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 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
What types of Business Certifications does VTA require?

<table>
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<tr>
<th>State/Locally Funded Contracts – SBE Certification</th>
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<tbody>
<tr>
<td>Certification: VTA or Dept. of General Services</td>
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<tr>
<td>DBE Certification accepted</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Federally Funded Contracts – DBE Certification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certification: VTA or any other certifying agency, as part of the California Unified Certification Program (CUCP)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State/Locally Funded Contracts – Women/Minority Owned Business Enterprise Certification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Certification: VTA</td>
</tr>
</tbody>
</table>
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)
- Must meet 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
"Test Fit" Site Planning for BART Phase II to date:

- **Parking:** 400 surface spaces change to shared spaces in TOD; reduces structure by 1/3
- **Areas next to tunnel:** 500k sf commercial & 500 residential units per Transit Oriented Communities Playbook
- **Area on top of tunnel:** public use green space, “commons” for public, workers, residents
- **West of 28th St:** development TBD; Five Wounds Trail in “urban configuration”

**Upcoming work and community engagement:**

- Five Wounds Urban Village Plan Update (City)
- Design Development Framework (VTA)
- Five Wounds Trail Plan (City, County, Open Space Authority, VTA)
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*
CTMP Development

**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

<table>
<thead>
<tr>
<th>Category</th>
<th>Draft CTMP</th>
<th>Final CTMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Sequencing</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Requirements per MMRP &amp; Master Agreements</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Traffic Control Plan (TCP) workflow and requirements</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Special Events</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>Detour Routes</td>
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<tr>
<td>Existing bike facilities and transit routes</td>
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<td>✓</td>
</tr>
<tr>
<td>Work Hours</td>
<td></td>
<td>✓</td>
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<tr>
<td>Haul Routes</td>
<td>✓</td>
<td></td>
</tr>
<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.

3.2.2 28th Street / Little Portugal Station

The 28th Street Station is located off 28th Street / Little Portugal to the west, bounded by St. James Street to the north, 30th Street to the east, and Five Wounds Lane to the south, in the City of San José. The BART tracks will be below grade, with the station being the only above grade element.

3.2.2.1 Transit Routes

The VTA routes along East Santa Clara Street and McKee Road / Julian Street (Routes 22, 23, 64A / B, 522, and 523) will continue to operate and any potential impacts will be addressed by the Contractor.

3.2.2.2 Haul Routes

Trucks will access the construction site from 28th Street via McKee Road, which connects to US-101.

3.2.2.3 Private Property Access Requirements

The Five Wounds Portuguese National Parish is located on East Santa Clara Street, with parking accessible via 28th Street / Little Portugal and Five Wounds Lane. The Contractor must coordinate through VTA’s BSV EAT with the Parish to address any potential construction transportation impacts, especially during any church events. Any measures will be implemented by the Contractor. Refer to the church calendar on page 100 of the December 15, 2020 Access & Service Needs Memorandum in APPENDIX B for an example list of events held at the Parish.

The IES Hall / Portuguese Athletic Club is located on East Santa Clara Street, with parking accessible via East Santa Clara Street and Five Wounds Lane. The Contractor must coordinate through VTA’s BSV EAT with IES Hall / Portuguese Athletic Club to address any potential construction transportation impacts, particularly for the Holy Ghost Celebration in June where they typically close East Santa Clara Street between 28th Street to 33rd Street. Any measures will be implemented by the Contractor. Refer to page 12 in the January 21, 2021 Access & Service Needs Memorandum in APPENDIX B for further details.

3.2.2.4 School Zone Safety

Cristo Rey San José Jesuit High School is located on East Santa Clara Street, with parking accessible via 28th Street / Little Portugal and Five Wounds Lane. The pick-up / drop-off occurs on the south side of Five Wounds Lane. The Contractor must coordinate through VTA’s BSV EAT with the high school to address any potential construction transportation impacts to ensure the safety of students. Truck routes will not pass by the school. The Contractor will also ensure the noise curtain being installed during construction does not block sidewalk access. If there are any lane / sidewalk closures required, the Contractor will implement measures, such as ensuring flaggers are present during school pick-up / drop-off times, providing alternate sidewalks / crosswalks, and prioritizing construction traffic during off-peak hours. Refer to the Schools section starting on page 28 of the December 15, 2020 Access & Service Needs Memorandum in APPENDIX B for further details.

Anne Darling Elementary School, Sunrise Middle School, Rocketship Discovery Prep, and San José High School are located within a ½ mile radius of the station. The Contractor must coordinate through VTA’s BSV EAT with these schools to address any potential construction transportation impacts to ensure the safety of the students. If there are any lane / sidewalk closures required, the Contractor will implement measures, such as ensuring flaggers are present during school pick-up / drop-off times, providing alternate sidewalks / crosswalks, and prioritizing construction traffic during off-peak hours.
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

<table>
<thead>
<tr>
<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>
</tr>
</thead>
</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
- A primary objective of the extension of BART service into the heart of Silicon Valley. The project will complicate 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 (CHSR) 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 35,000 average weekday ridership, with a projected 27,300 daily ridership at the Downtown San Jose station alone. The two stations located adjacent to San Jose State and Santa Clara Universities are projected to serve over 9,600 university student trips per day, not including trips taken by staff and faculty. The project is further expected to carry approximately 9,700 pedestrian-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 Project is expected to support approximately 75,000 jobs – including almost 3,000 jobs directly related to the project, and another 52,000 jobs indirectly or through the impacts of spending from the project.

Direct employment supported by the project would also 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 $6.3 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 Extension Project is a six-mile, four-station extension of BART from Berryessa/North San José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include approximately five-mile subway, three stations with underground platforms (Berryessa, Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

Benefits

- **Reducing Construction Impacts**
  - Through the innovative single-bore construction method, construction will take place deep underground, affecting the street, utilities, and businesses largely undetected.

- **Cleaner air**
  - BART service will reduce the number of cars on the road, helping to cut emissions and improve air quality.

- **Economic viability**
  - In addition to job creation during construction, the Phase II Project will connect communities to thousands of jobs around the Bay Area.

- **Attracting the Bay Area**
  - Each of the six BART stations along the extension is designed to attract traffic and promote frequent and reliable transit.

- **Spurring transit-oriented development**
  - The project is part of a larger initiative to create walkable and accessible blocks to live, work, shop, and play through compact, mixed-use development.

Schedule

- **2000-2008**
  - Plan Development
  - Feasibility Study
  - Initial environmental assessment
  - VTA Board approval

- **2006-2008**
  - Engineering design
  - Construction
  - Contracting

- **2008-2030**
  - Service design
  - Construction
  - Real estate acquisition
  - Train/Station design
  - Station facilities, and systems

Contact Us:

- **(408) 321-2575**
- **(408) 321-2300**
- **(408) 321-2330**
- tta.org/bart
- facebook.com/bartsv
- twitter.com/bartsv
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
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

- Bill Rankin *Friends of Five Wounds Trail*
- Carlos Diaz *Alum Rock Business Network*
- Chris Patterson-Simmons *East Santa Clara Street Business Association*
- Cobán López *Cristo Rey San José Jesuit High School*
- Connie Alvarez *Alum Rock Santa Clara Street Business Association*
- Danny Garza *Plata-Arroyo Neighborhood Association*
- Davide Vieira *Five Wounds Portuguese National Parish*
- Dee Barragan *Roosevelt Park Neighborhood Association*
- Elma Arredondo *Alum Rock Urban Village Advocates (ARUVA)*
- Eric Thacker *Northside Neighborhood Association*
- Helen Masamori *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Justin Tríano *Ride East Side San José (Ride ESSJ)*
- Matt Gustafson *Somos Mayfair*
- Ricardo Agredano *Portuguese Organization for Social Services and Opportunities (POSSO)*
- Terry Christensen *CommUniverCity*
Next Steps

• Next CWG meeting:  
  September 15, 4:00 PM, Virtual Meeting
  - CWG Member Report Backs
  - Phase II Update

• Action Items

- Community Engagement
  - Business Resource Program
  - Real Estate & Transit-Oriented Development