• Welcome and Introductions
• Follow-up Items
• CalMod Update
• Phase II Project Update
• Phase II Funding Update
• Phase II SBE/DBE Opportunities
• 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 – Santa Clara

• Upcoming Santa Clara CWG Dates
  - September 16, 2021, 4:00 PM
  - November 18, 2021, 4:00 PM

• VTA Board of Directors [vta.org/about/board-and-committees](http://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: Santa Clara

• Find a new Santa Clara University representative ✔

• Provide more detailed information on City of San José’s affordable housing requirements and deed restrictions in the Diridon Station Area in meeting summary ✔

• Keep CWG members informed of TOC Playbooks on future City Council agenda – *VTA will provide an update when one is available*
Questions
CALTRAIN ELECTRIFICATION UPDATE

VTA Santa Clara CWG Meeting
May 13, 2021
AGENDA

• Caltrain System Overview
• Project Overview
• Santa Clara Construction Activities
• Questions
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
* Note: Schedule subject to change
CONSTRUCTION PHASING

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

<table>
<thead>
<tr>
<th>Status</th>
<th>Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Completed</td>
<td>• Utility Survey</td>
</tr>
<tr>
<td></td>
<td>• Geotechnical Investigations</td>
</tr>
<tr>
<td></td>
<td>• Disposal of Soil from Geotechnical Investigations</td>
</tr>
<tr>
<td></td>
<td>• Soil Resistivity Testing</td>
</tr>
<tr>
<td></td>
<td>• Site Surveys</td>
</tr>
<tr>
<td></td>
<td>• Signal Cable Inspections</td>
</tr>
<tr>
<td></td>
<td>• OCS Foundation Installation</td>
</tr>
<tr>
<td>Work In Progress</td>
<td>• Tree Pruning/Removal</td>
</tr>
<tr>
<td></td>
<td>• Foundation Installation (CEMOF)</td>
</tr>
<tr>
<td></td>
<td>• Pole Installation</td>
</tr>
<tr>
<td></td>
<td>• Wire Installation</td>
</tr>
<tr>
<td>Future Work</td>
<td>• Train testing</td>
</tr>
</tbody>
</table>
# FUTURE CONSTRUCTION ACTIVITIES

<table>
<thead>
<tr>
<th>Date</th>
<th>Work Activity</th>
<th>Expected Duration*</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Progress</td>
<td>Tree pruning/removal</td>
<td>2-3 months</td>
</tr>
<tr>
<td>In Progress</td>
<td>Pole Installation</td>
<td>3-6 months</td>
</tr>
<tr>
<td>In Progress</td>
<td>Wire Installation</td>
<td>3-6 months</td>
</tr>
<tr>
<td>Summer/Fall 2021</td>
<td>Testing Track</td>
<td>9-12 months</td>
</tr>
</tbody>
</table>

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

• Equipment will be staged between the Santa Clara and College Park Stations
• Construction staging will occur along the Caltrain right-of-way south of Santa Clara Station
• Use of trucks, loading/unloading construction trains, occasional use of backup alarms
• 3-6 month period during pole installation
• Day and night work from 7 p.m. to 5 a.m.
CONSTRUCTION STAGING
POLE INFORMATION

• 2,600 Installed throughout Corridor
  • Approx. 150 poles in Santa Clara
• Pole Height: 30-50’
• Pole Spacing: ~180’ apart
POLE TYPES SANTA CLARA

- Single Track Cantilever
- Two Track Cantilever
- Portals
POLE INSTALLATION

Current Pole Installation
STRINGING WIRE
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
Currently existing maintenance track (no new track)
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

**Doorhanger**

**Factsheet**

**Postcard**

**Public Meeting**
PUBLIC OUTREACH

• Subscribe to Weekly Updates
  —Visit www.calmod.org/get-involved
• Social Media
• All project materials at
  https://calmod.org/resources/
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
  o 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*
City of Santa Clara Coordination

Previous Coordination

- Scope workshop
- Construction Outreach Management Program (COMP) meetings
- Master & Cooperative Agreements coordination
- Stormwater/Municipal Separate Storm Sewer System (MS4)
- Community Working Group

Coordination Next Steps

- Cooperative Agreements Development
- Station Design Coordination
- Access and Circulation Coordination
  - Champion Parkway and Champions Way extension
- Historic Building Coordination
- Review CP2 & CP3 Draft RFPs
Questions
Phase II Financial Update
Michael Smith, VTA
## Phase II Funding

<table>
<thead>
<tr>
<th>Uses</th>
<th>Values (in $000)</th>
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<tbody>
<tr>
<td>Project Costs</td>
<td>$6,551,459</td>
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<tr>
<td>Financing Costs</td>
<td>$389,722</td>
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<tr>
<td><strong>Total Uses</strong></td>
<td><strong>$6,941,181</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Sources</th>
<th>Values (in $000)</th>
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</thead>
<tbody>
<tr>
<td>FTA EPD Grant</td>
<td>$1,735,250</td>
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<tr>
<td>2000 Measure A</td>
<td>$2,056,351</td>
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<tr>
<td>2016 Measure B</td>
<td>$1,949,580</td>
</tr>
<tr>
<td>State TIRCP Grant</td>
<td>$750,000</td>
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<tr>
<td>Regional Measure 3</td>
<td>$375,000</td>
</tr>
<tr>
<td>Other</td>
<td>$75,000</td>
</tr>
<tr>
<td><strong>Total Sources</strong></td>
<td><strong>$6,941,181</strong></td>
</tr>
</tbody>
</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.
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?

- **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.
Community Engagement

Erica Roecks, 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.
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>Requirement</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>
<td>✓</td>
<td>✓</td>
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<tr>
<td>Existing bike facilities and transit routes</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>Work Hours</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Haul Routes</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Permit Requirements</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>
3.2 SPECIFIC CONSTRUCTION TRANSPORTATION MANAGEMENT REQUIREMENTS

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

3.2.9 Santa Clara Station

The Santa Clara Station is located off Brokaw Road in the City of Santa Clara. Both the BART tracks and station will be at grade.

3.2.9.1 Transit Routes

The VTA route along Coleman Avenue (Route 60) will continue to operate and any potential impacts will be addressed. Caltrain, Amtrak, and ACE will continue to operate along the adjacent rail line and any potential impacts will be addressed by the Contractor.

The Contractor will provide an unobstructed bicycle / pedestrian path from the existing pedestrian underpass (which connects Brokaw Road to the Santa Clara Caltrain Station) to Coleman Avenue along Brokaw Road during construction.

3.2.9.2 Haul Routes

Trucks will access the construction site from Brokaw Road via Coleman Avenue, which connects to I-880. The Contractor must coordinate through VTA’s BSV EAT with Costco to address any potential impacts.

3.2.9.3 Earthquakes Stadium Coordination

If road or lane closures are needed for construction, the Contractor must coordinate through VTA’s BSV EAT with Earthquakes Stadium to ensure any construction transportation impacts are addressed, with emphasis on avoiding closures on weekday evenings and weekend afternoons / evenings. Any measures will be implemented by the Contractor. The Contractor shall also refer to the Earthquakes Stadium TPMP and Access and Service Needs Memorandum in APPENDIX L & APPENDIX B, respectively, for further information, such as the temporary access restrictions put in place during events. The Earthquakes Stadium TPMP will likely be updated by the City during the Phase II Project. The Earthquakes Stadium is planned to undergo major renovations in conjunction with the Coleman Highline development.

3.2.9.4 Private Property Access Requirements

Access will be maintained to all nearby residences and businesses. The Contractor must coordinate through VTA’s BSV EAT with nearby stakeholders, such as the Gateway Crossings development, Coleman Highline development, Costco, and Santa Clara University, to address any potential construction transportation impacts. Any measures will be implemented by the Contractor. Refer to the Access & Service Needs Memorandum in APPENDIX B for further details.

3.2.9.5 Gateway Crossings Coordination

The Gateway Crossings project is being developed, which will be adjacent to the Santa Clara Station. If road or lane closures are needed for construction, including along the future Champions Way extension and Champion Parkway, the Contractor must coordinate through VTA’s BSV EAT with Gateway Crossings to ensure any construction transportation impacts are addressed.
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>
<tbody>
<tr>
<td>Residents, Businesses, &amp; Institutions</td>
<td>• Expected effects</td>
<td>• Closures • Routing • Transit Changes</td>
<td>• 1-month advance notice • Continuous updates</td>
<td>• 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</td>
<td>• Phone Calls • Press Events • Public Service Announcements (PSAs) • Real Time Information • Social Media Sites • Project Website • Live Stream</td>
<td>• 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.)</td>
</tr>
<tr>
<td></td>
<td>• Rerouting options</td>
<td>• Noise &amp; Vibration</td>
<td>• Weekly notice</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• Proactive notice</td>
<td>• Air Quality/ Dust • Heavy Vehicle Traffic</td>
<td>• Weekly notice • Reminders day of event</td>
<td></td>
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</tr>
</tbody>
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*Note: The table includes a visual representation of various safety symbols and icons.*
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 comprise 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
- 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 55,000 average weekday ridership, with a projected 27,900 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 8,600 university student trips per day, including trips taken by staff and faculty. The project is further expected to carry approximately 1.150 rail-dependent riders each day – or 0.7 trillion annually.

Creating Infrastructure, Creating Jobs

Building transit infrastructure is an investment that pays off in jobs and local and regional economic benefit. 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 BSV II Project is expected to support approximately 75,000 jobs – including almost 2,000 jobs directly related to the Project, and another 53,000 jobs tied indirectly to the impacts of spending from this Project.

Direct employment supported by the project is also expected to result in over $3.5 billion in new labor income, with a total effect on labor income exceeding $9.8 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 GSP 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 José Station (opened 2020) through downtown San José to the City of Santa Clara. The Phase II Project is planned to include an approximately five-mile subway, three stations with underground platforms (Berryessa Street/Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a trim maintenance and storage facility, and additional facilities.

Benefits

- **Economic vitality**: In addition to jobs created during construction, the Phase II Project will connect communities to thousands of jobs around the Bay Area.
- **Cleaner air**: BART’s improved transit and transit-oriented development reduces traffic congestion and thousands of tons of emissions.
- **Reducing Construction Impacts**: Through the innovative single-pass construction methodology, construction will take place deep underground, avoiding the streets, utilities, and businesses above.
- **Fast rider service**: Riders will be able to travel quickly and comfortably to their destinations.
- **Voting key**: Riders will have access to electronic and walkable public transit, including rail, walk, shop, and play through compact, mixed-use development and streets.

Schedule

- **2002-2003**: Polls, Preparatory Studies, and Environmental Assessment
- **2005-2008**: Planning and Engineering
- **2008-2010**: Design-Build
- **2010-2020**: Construction, Wildlife, Environment, and Wildlife Mitigation
- **2020-2023**: Property Acquisition, Project Preparation, and Art Design
- **2024-2028**: Operations, Services, and Start of Service

Contact Us:

(408) 321-7575
(408) 321-2300
(408) 321-2330
vta.org/bart
facebook.com/bartvta
twitter.com/bartvta
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

Santa Clara Station/ Newhall Yard

- Geotechnical testing anticipated June 7-11
- 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

• Ana Vargas-Smith *Reclaiming Our Downtown*
• Christian Malesic *Silicon Valley Central Chamber of Commerce*
• Curtis Leigh *Hunter Storm*
• David Cajigas *Santa Clara University*
• Eddie Truong *The Silicon Valley Organization*

• Jack Morash *South Bay Historic Railroad Society*
• John Urban *Newhall Neighborhood Association*
• Jonathon Evans *Old Quad Residents Association*
• Luke De Vogelaere *San José Earthquakes*
• Ron Miller *Bellarmine College Preparatory*
Next Steps

• Next CWG meeting:
  September 16, 4:00 PM, Virtual Meeting
  - CWG Member Report Backs
  - Phase II Update
  - Community Engagement
    - Business Resource Program
    - Station Area Update

• Action Items