

VTA's BART Silicon Valley Phase II Extension Project

28th Street / Little Portugal
Community Working Group

May 12, 2021



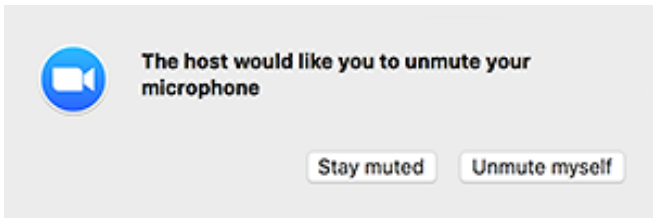
Agenda

- 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

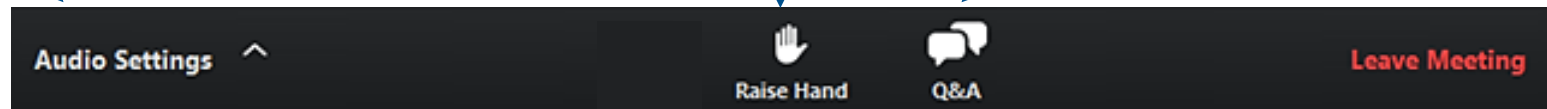
Audio Settings (only visible if the host hasn't granted you permission to talk): Change your [audio settings](#). You can also click the upward arrow (^) next to change your speaker.

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



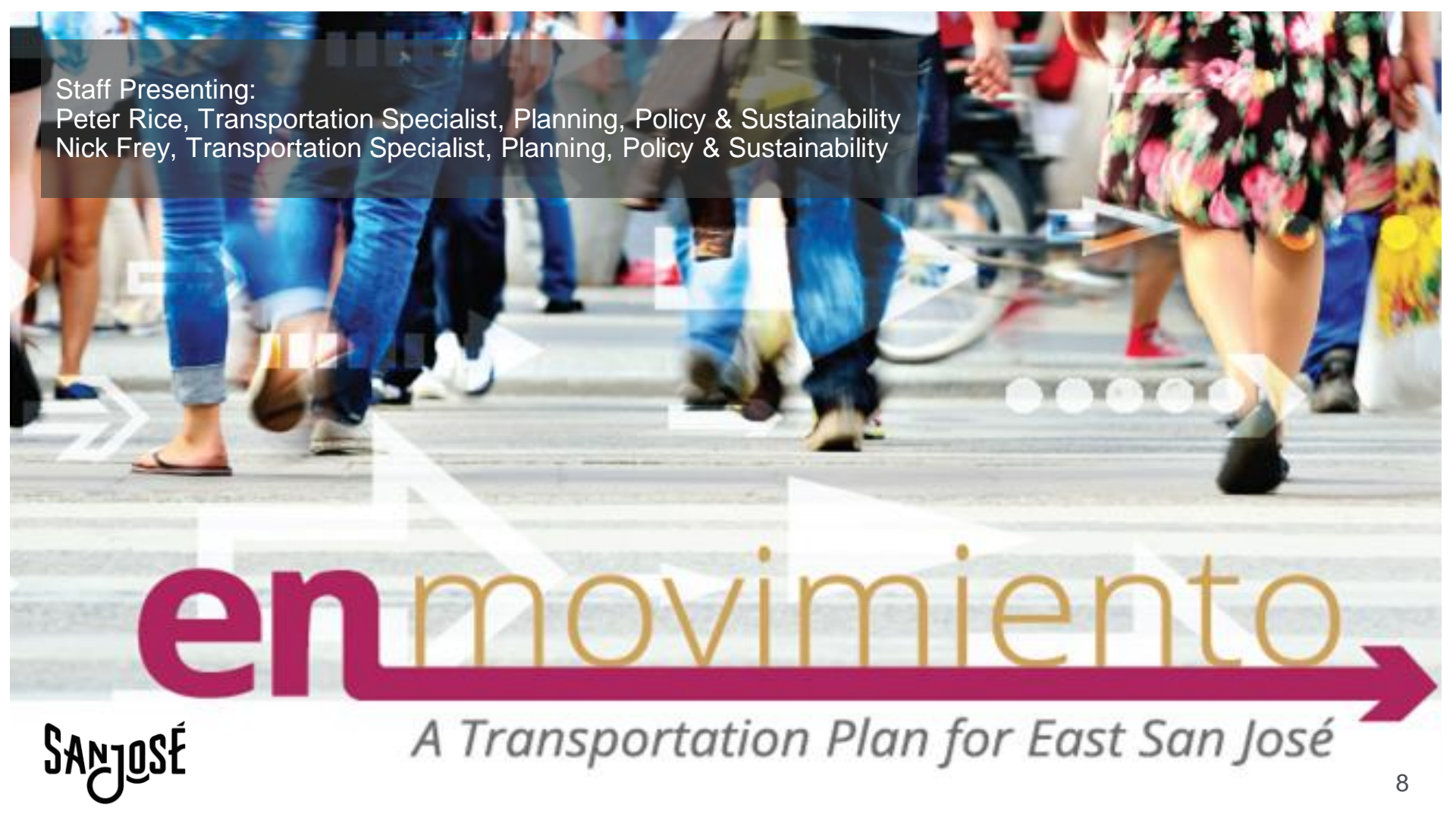
Follow-up Items: 28th Street / Little Portugal

- 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





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

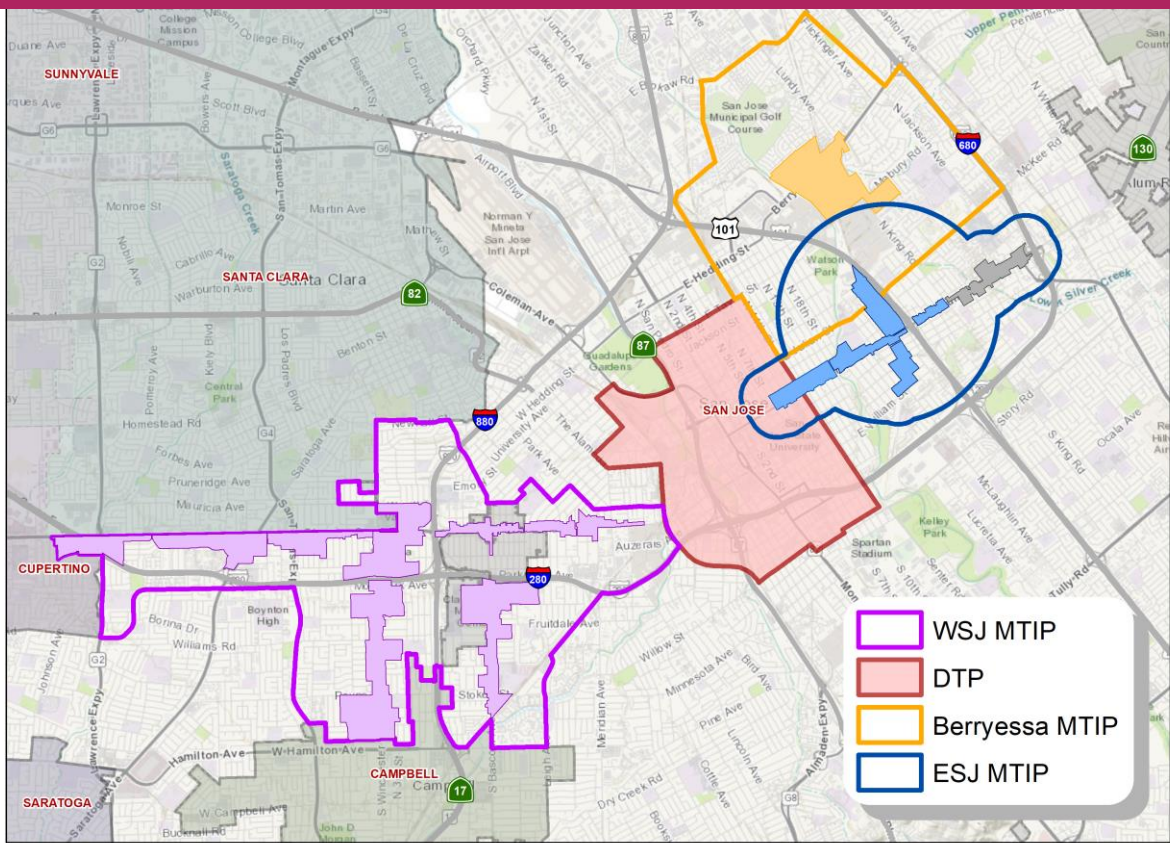
en movimiento

SAN JOSÉ

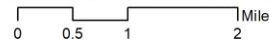
A Transportation Plan for East San José

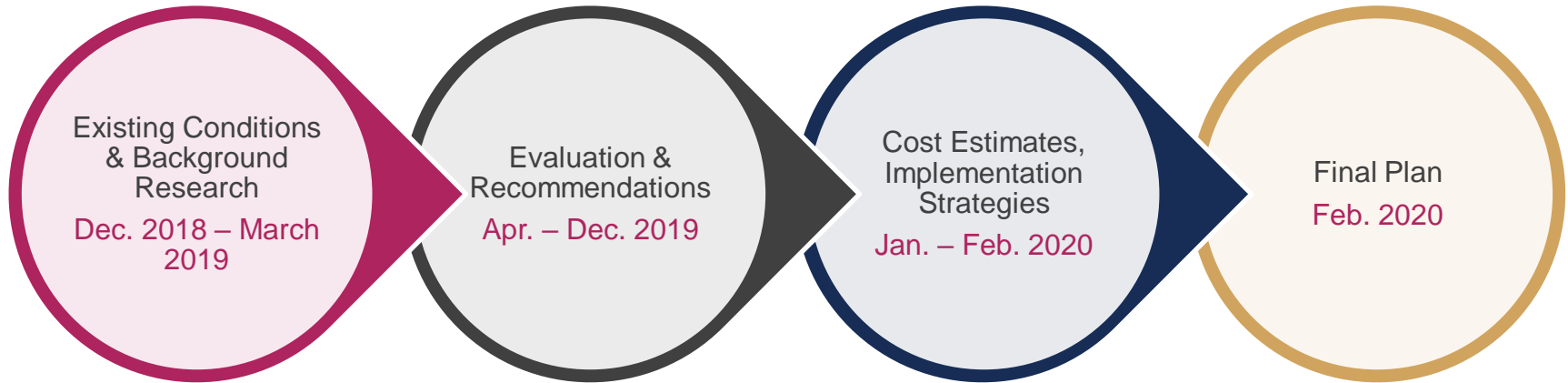
Objectives:

- 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



San Jose Area Plans





- Community Leader Interviews
- Preliminary Plan
- Public Engagement Plan
- Community Engagement #1

- Evaluation
- Conceptual Designs
- Prioritization
- Community Engagements #2 & 3

- Cost estimates
- Timeline
- Strategies

- 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



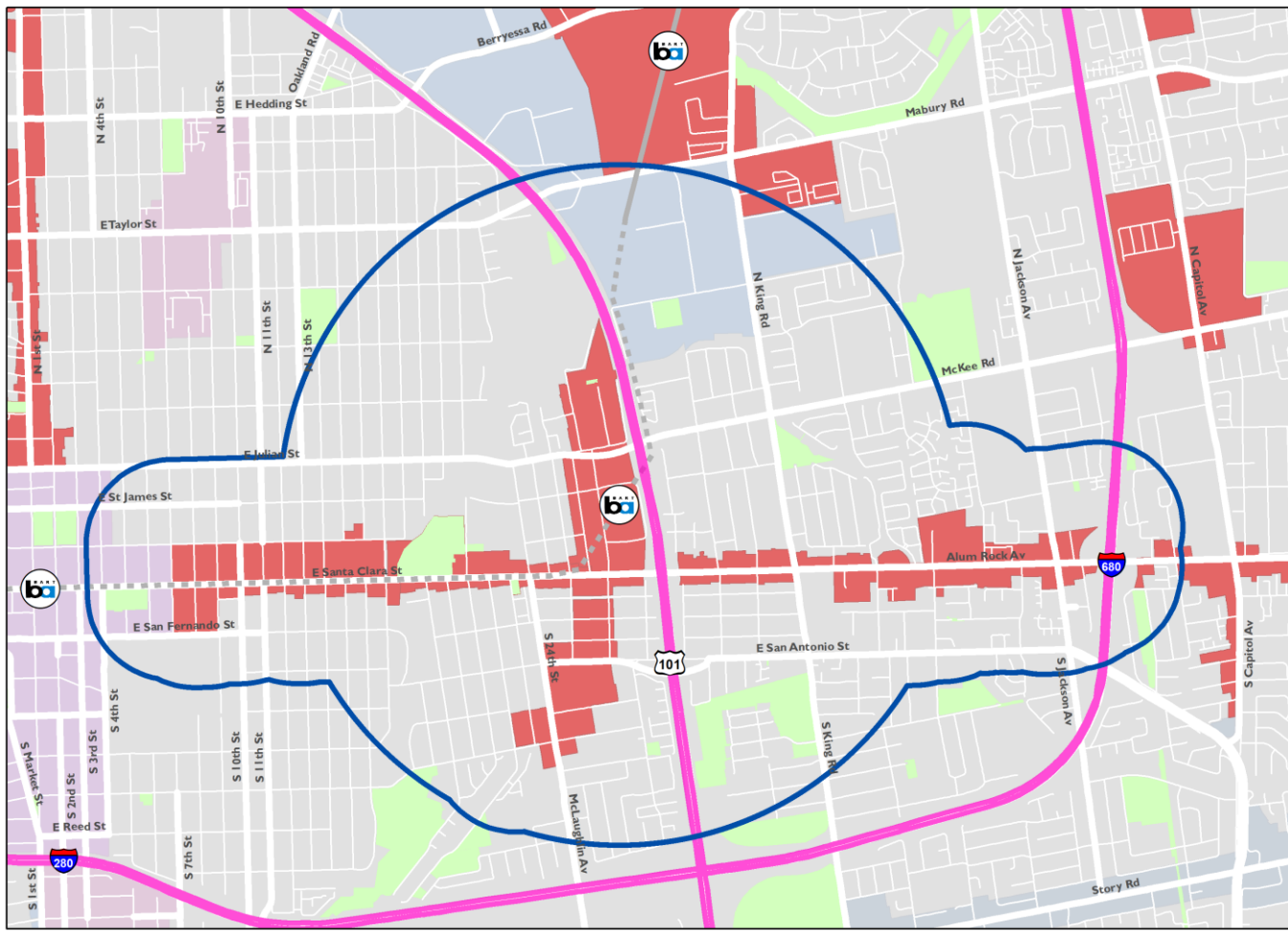
Kimley»»Horn

Expect More. Experience Better.



En Movimiento Study Area

- Downtown
- Employment Area
- Employment Area (Former Village)
- Specific Plan Area
- Urban Village
- b BART Stations
- ESJ MTIP Planning Boundary
- Freeways



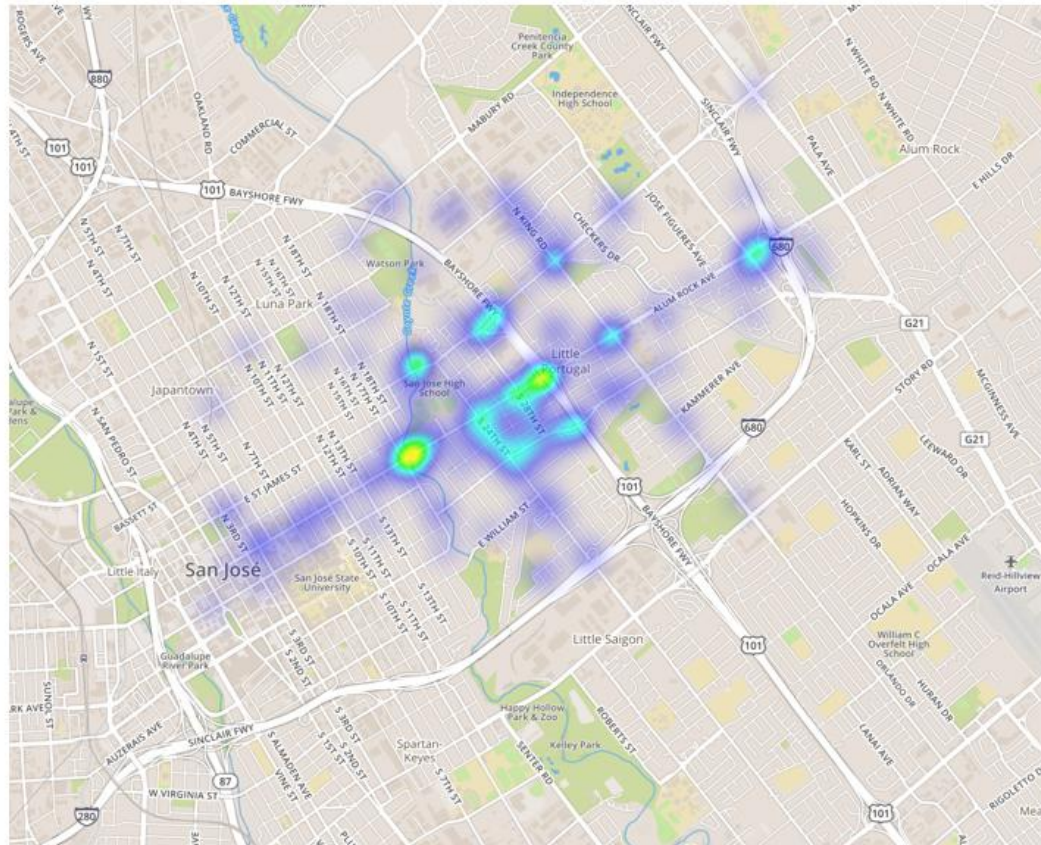
What are the locations in the area that are in **greatest need of improvement** for walking, biking, or accessing transit?

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

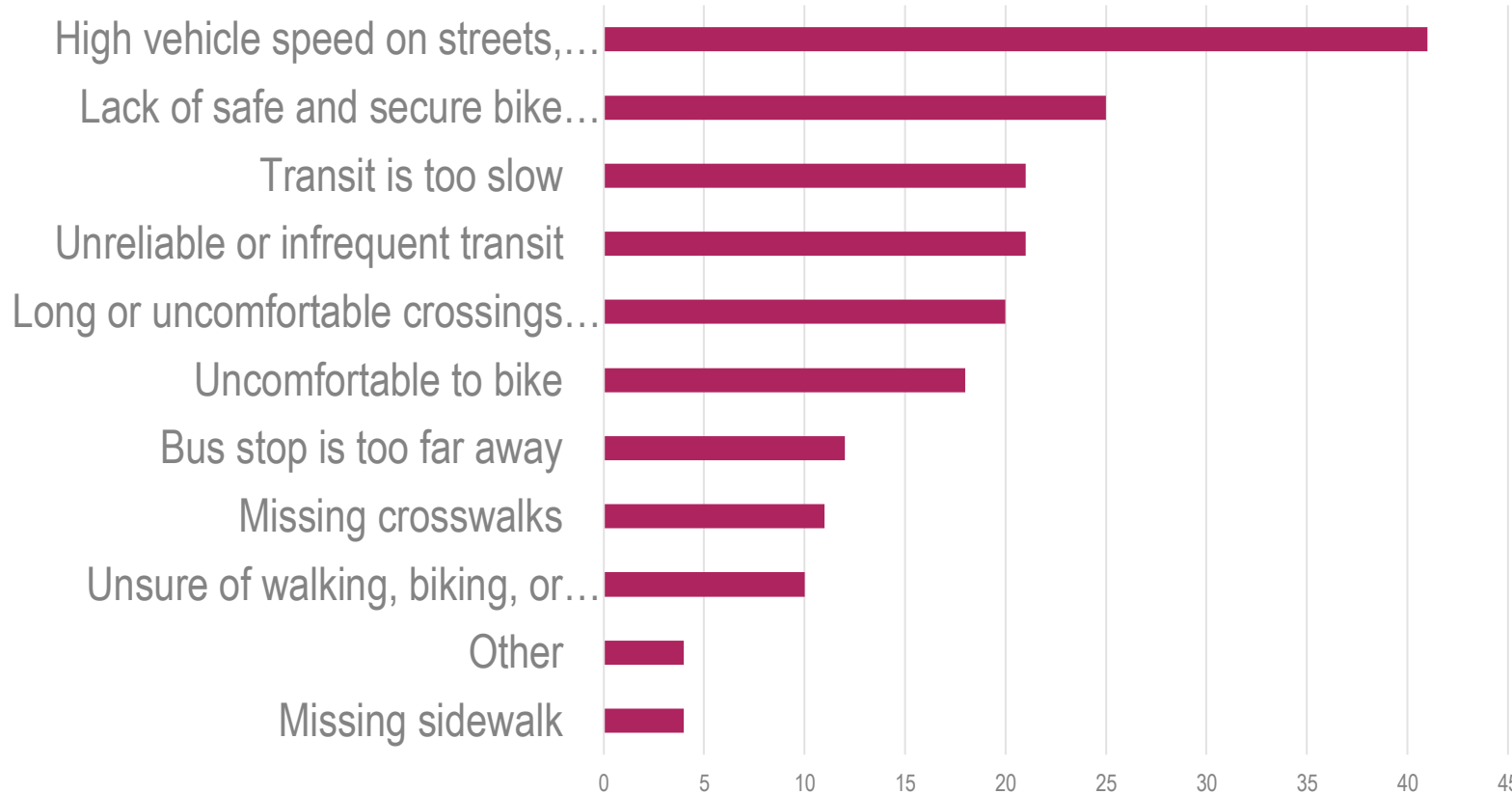
Specific hotspot locations:

- 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










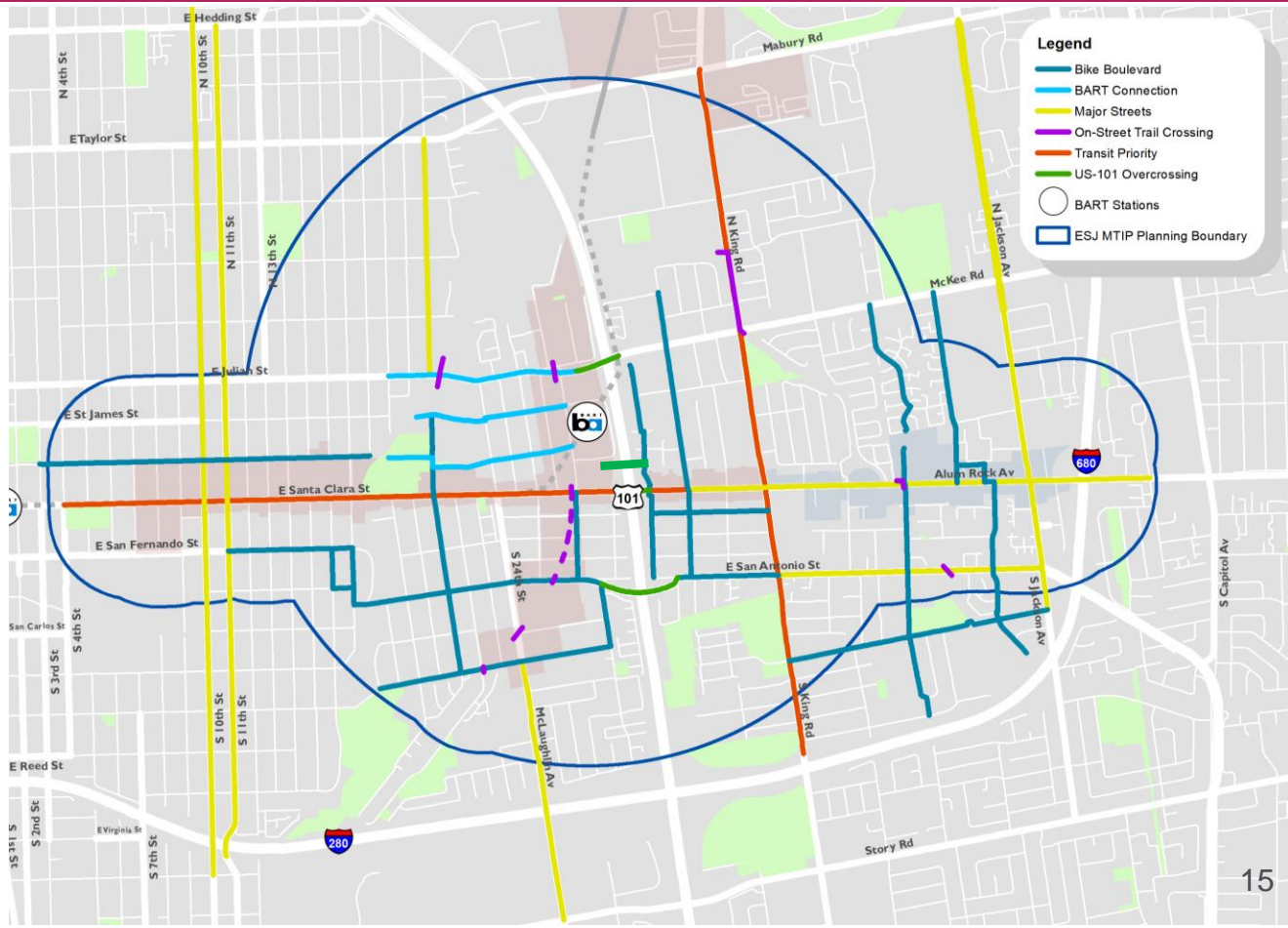
N = 222 map points

Notes: 169 map points from the survey (27 transit, 67 bike, 75 walk); 53 map points from the pop-up events



Project Corridors

-  US-101 Overcrossing
-  Bike Boulevard
-  BART Connections
-  Major Streets
-  On-Street Trail Crossings
-  Transit Priority
-  ESJ MTIP Planning Boundary





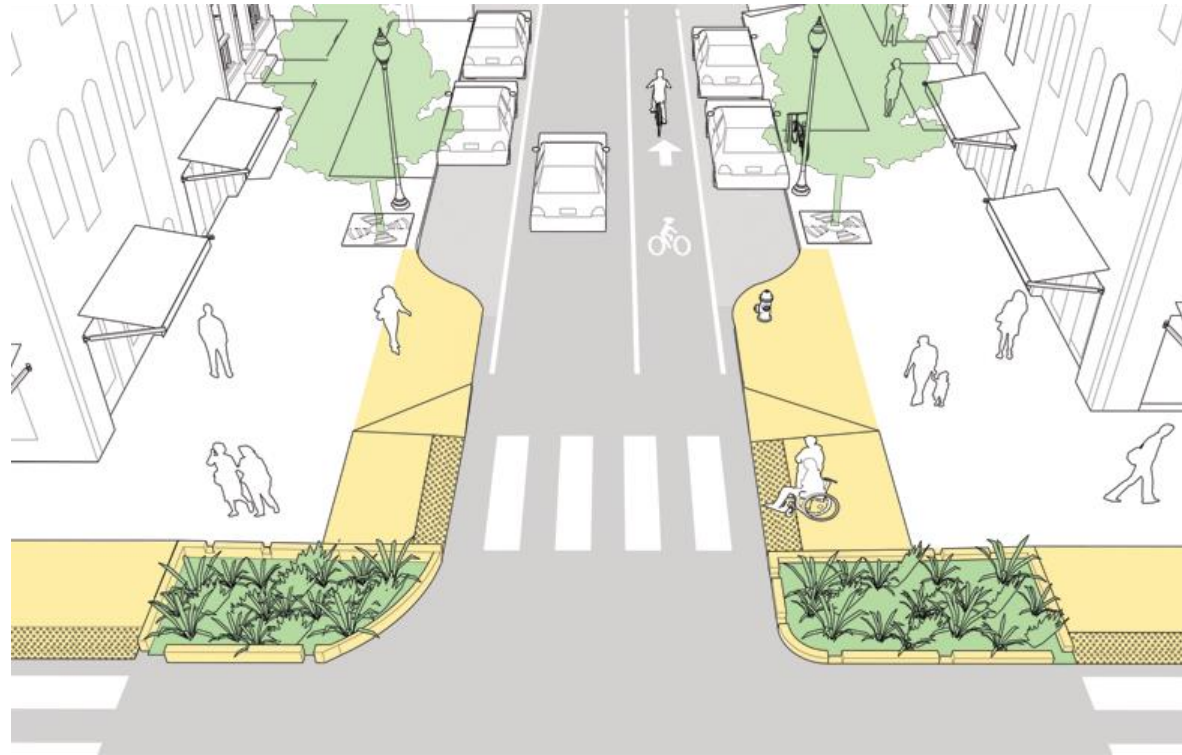
Common Project Features – Pedestrian Scale Lighting



Common Project Features – High Visibility Crosswalks



Common Project Features – Bulb Outs



Common Project Features – Separated Bike Lanes



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



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



Implementation – Paving Program

2020

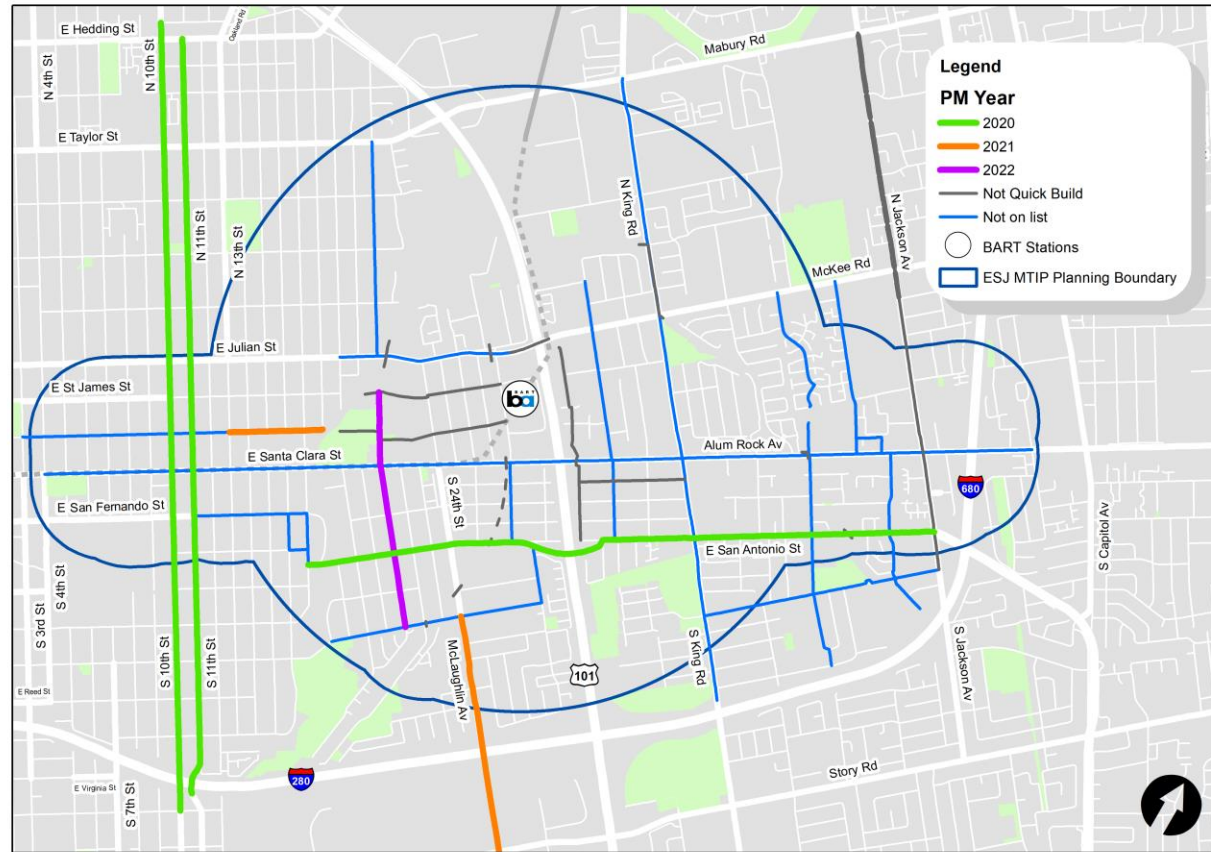
1. 10th & 11th
2. San Antonio

2021

1. McLaughlin
2. St. John

2022

1. 21st Street



ESJ MTIP Pavement Maintenance Projects



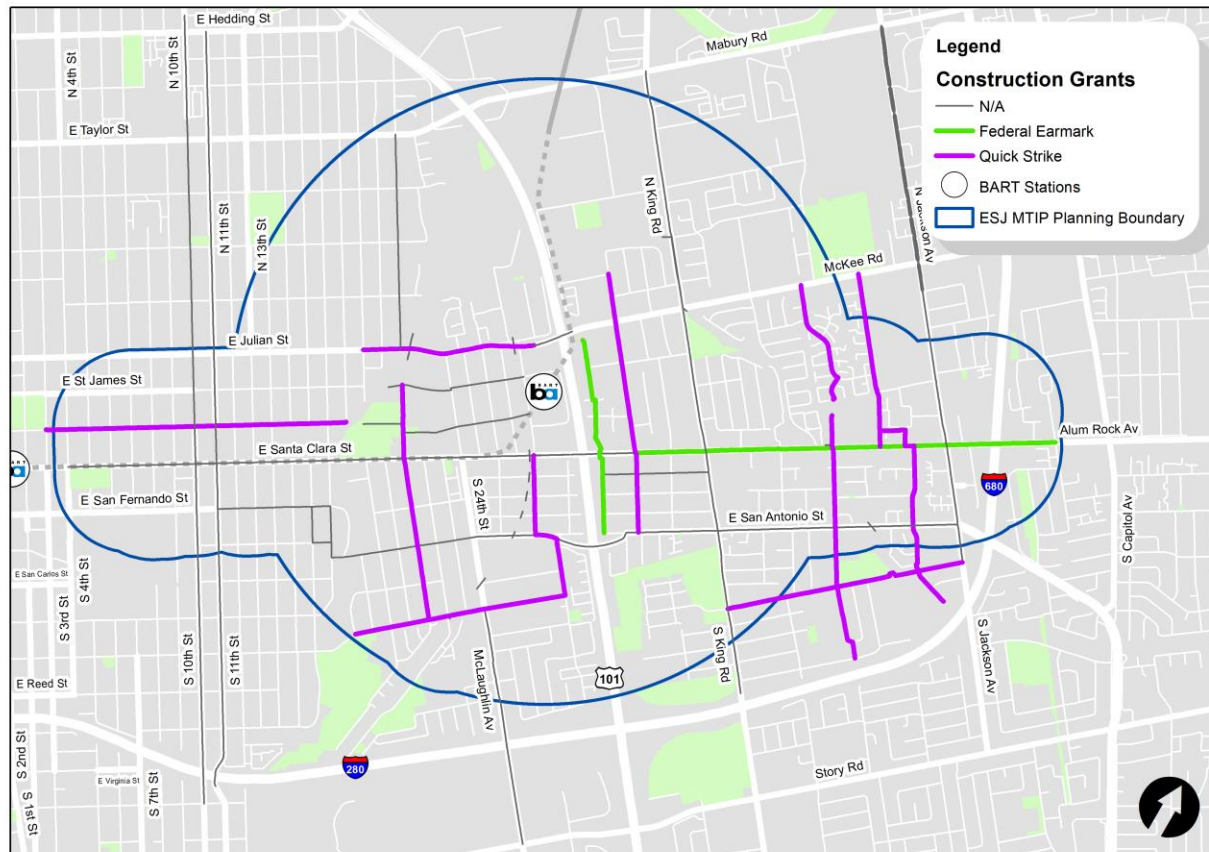
Implementation – Construction Grants

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

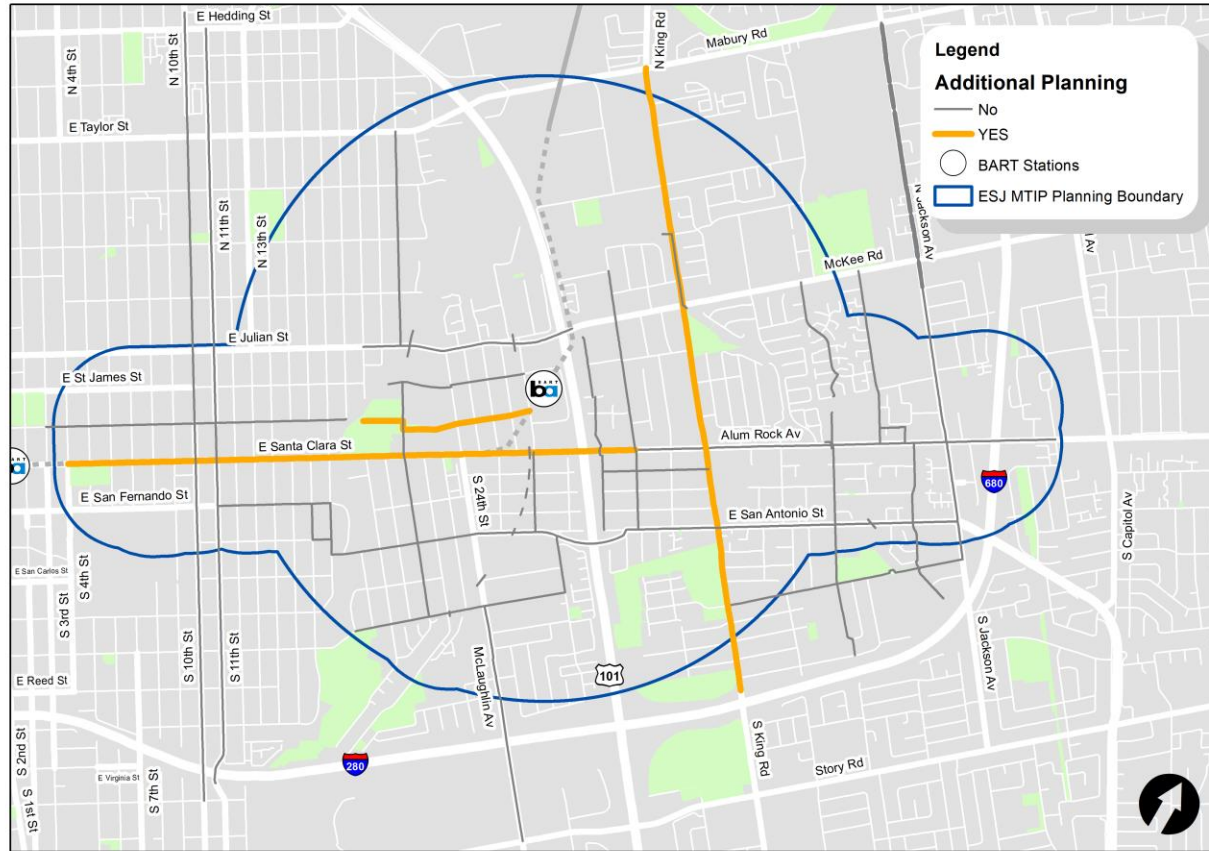
1. Alum Rock
2. 31st St



ESJ MTIP Construction Grants

Implementation – Additional Planning

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



ESJ MTIP Additional Planning

0 0.25 0.5 32 1 Miles
32



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 Update

Bernice Alaniz, VTA

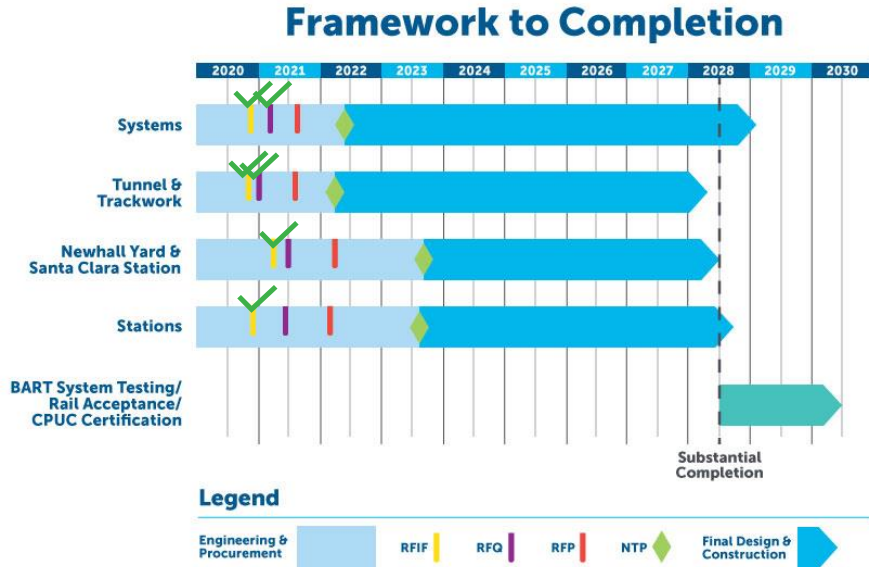


Phase II Project Highlights

- 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

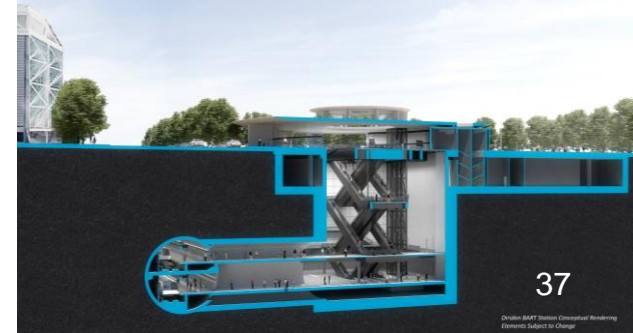
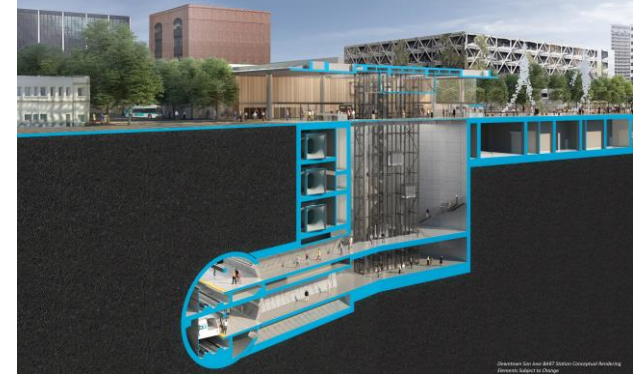


City of San José Engagement

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



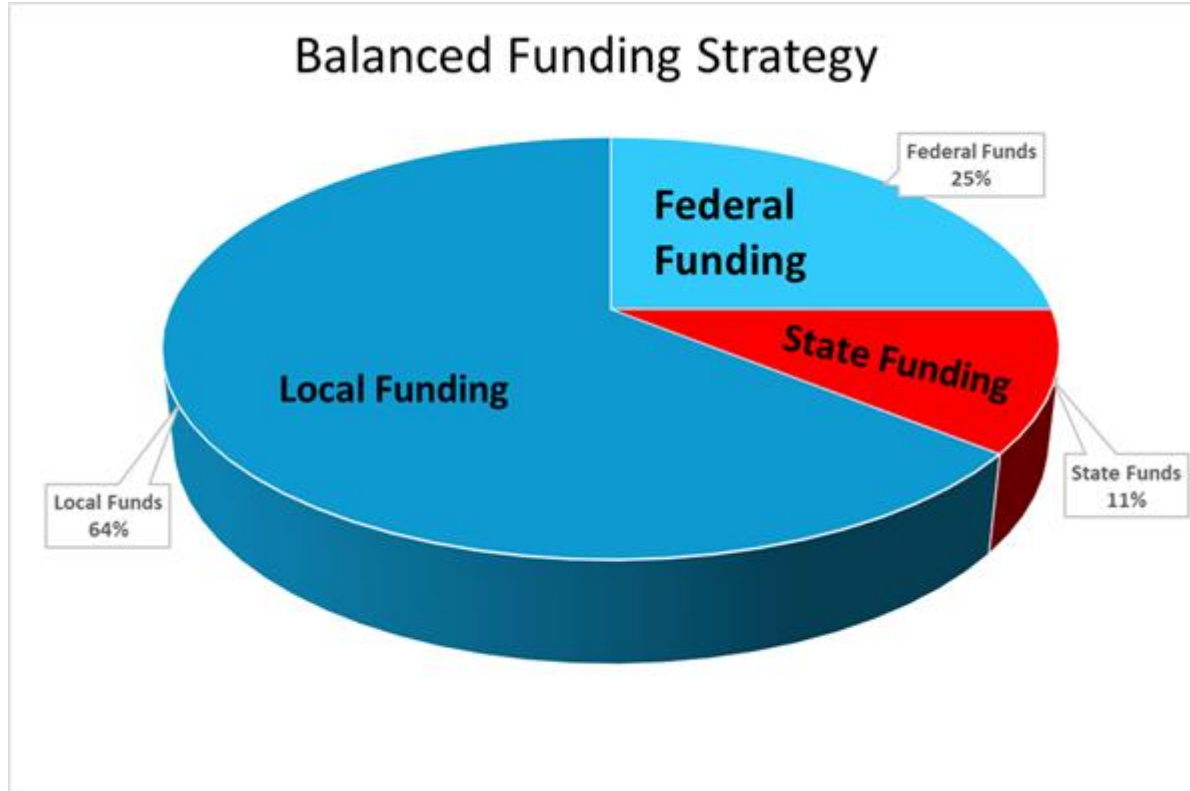
Phase II Funding

Uses	Values (in \$000)
Project Costs	\$6,551,459
Financing Costs	\$389,722
Total Uses	\$6,941,181

Sources	Values (in \$000)
FTA EPD Grant	\$1,735,250
2000 Measure A	\$2,056,351
2016 Measure B	\$1,949,580
State TIRCP Grant	\$750,000
Regional Measure 3	\$375,000
Other	\$75,000
Total Sources	\$6,941,181



Phase II Funding Strategy



Questions



Phase II SBE / DBE Opportunities

Olga Medina, VTA



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 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



Get Registered

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. All previously Registered Vendors have been invited to activate their accounts.

If you're participating in one of the open construction solicitations to the left, please register in our legacy system.

REGISTER IN NEW PORTAL



Santa Clara Valley
Transportation Authority
San Jose, CA

All dates and times in Pacific Time

+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.

View Solicitations

See all open and upcoming contracting opportunities in our new e-procurement portal, except the following:

- [C20011](#)
- [C19123](#)
- [M20027](#)

VTA will archive all solicitations in the legacy portal for transparency.

[View legacy Solicitations page.](#)

[VISIT NEW PORTAL](#)



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.



The image shows the cover of the 'Small & Disadvantaged Business Depot' Quarterly Newsletter. The top section is dark blue with white text. The title 'Small & Disadvantaged Business Depot' is in a large, bold font, with 'Quarterly Newsletter' below it. In the top right corner, it says 'April 2021' and 'Volume II, Issue II'. The VTA logo and name are in the bottom right. Below the title is a 'Greetings!' section with a portrait of a man and a paragraph of text. To the right is a photo of four people at a table with the caption 'VTA's Office of Business Diversity Programs'.

Small & Disadvantaged Business Depot
Quarterly Newsletter

April 2021
Volume II, Issue II

VTA Santa Clara Valley Transportation Authority

Greetings!

Spring is finally upon us and we are all excited to see continued progress in the fight against COVID-19. Personally, getting the chance to see family, seeing more businesses and attractions reopening, and visiting the great Bay Area restaurants that have been suffering over the last year are all high on my priority list.

VTA's Office of Business Diversity Programs

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

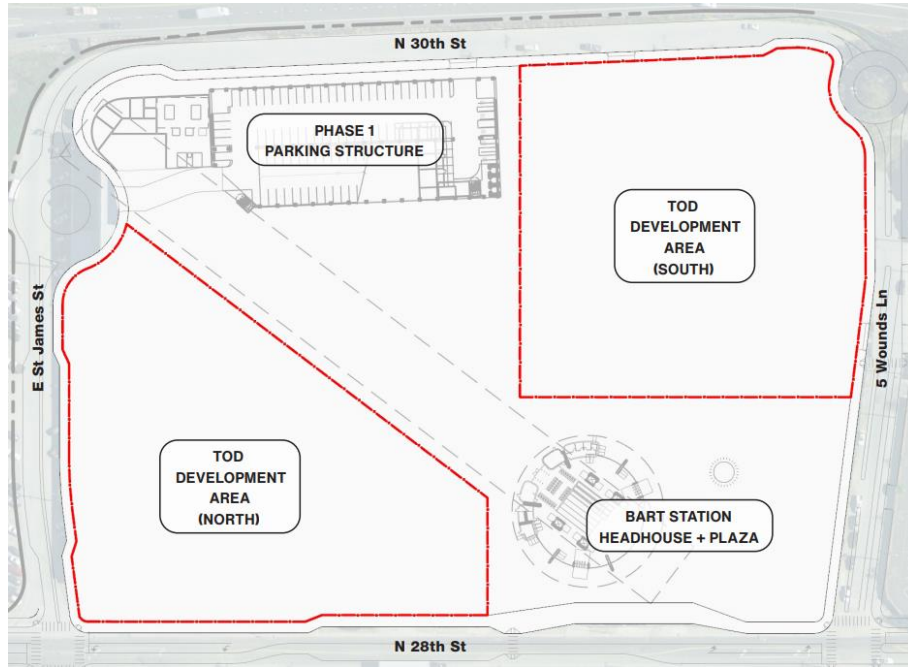


Real Estate & Transit-Oriented Development

Ron Golem, VTA



TOD: 28th Street / Little Portugal BART Station



"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
Outreach
Management
Program**

*Being incorporated into
all contract specifications*



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

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



	Draft CTMP	Final CTMP
Construction Sequencing		<input checked="" type="checkbox"/>
Requirements per MMRP & Master Agreements	<input checked="" type="checkbox"/>	
Traffic Control Plan (TCP) workflow and requirements	<input checked="" type="checkbox"/>	
Special Events	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Detour Routes		<input checked="" type="checkbox"/>
Existing bike facilities and transit routes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Work Hours		<input checked="" type="checkbox"/>
Haul Routes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Permit Requirements	<input checked="" type="checkbox"/>	



Draft CTMP Example – 28th Street/Little Portugal



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 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.



ESCP Example



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.

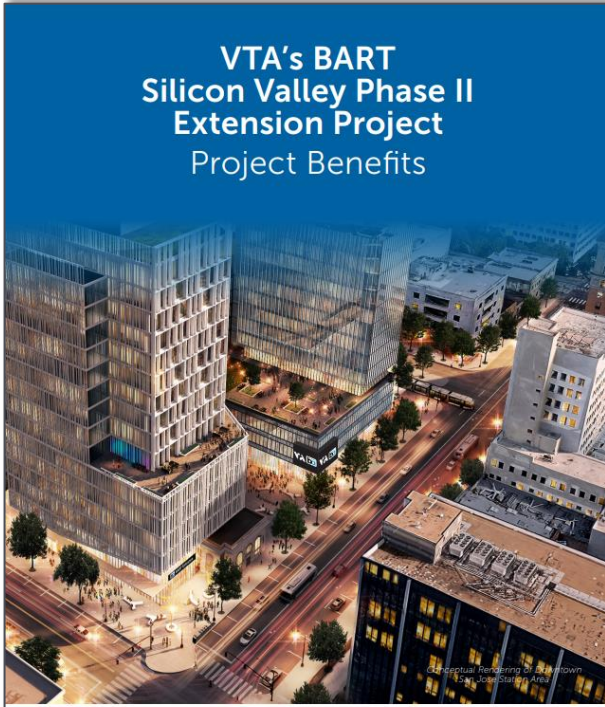
COPIP – Example Communications Matrix



	Information	Information Category	Timing	Potential Communication Methods	Suggested Tools	Suggested Materials
Significant Project Involvement Residents, Businesses, & Institutions	<ul style="list-style-type: none"> Expected effects Rerouting options Proactive notice 	<ul style="list-style-type: none"> Closures Routing Transit Changes  	<ul style="list-style-type: none"> 1-month advance notice Continuous updates 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Phone Calls Press Events Public Service Announcements (PSAs) Real Time Information Social Media Sites Project Website Live Stream 	<ul style="list-style-type: none"> 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.)
		<ul style="list-style-type: none"> Noise & Vibration  	<ul style="list-style-type: none"> Weekly notice 			
		<ul style="list-style-type: none"> Air Quality/ Dust Heavy Vehicle Traffic  	<ul style="list-style-type: none"> Weekly notice Reminders day of event 			





Updated Project Materials



**VTA's BART
Silicon Valley Phase II
Extension Project
Project Benefits**

Conceptual Rendering of Downtown Santa Clara Station

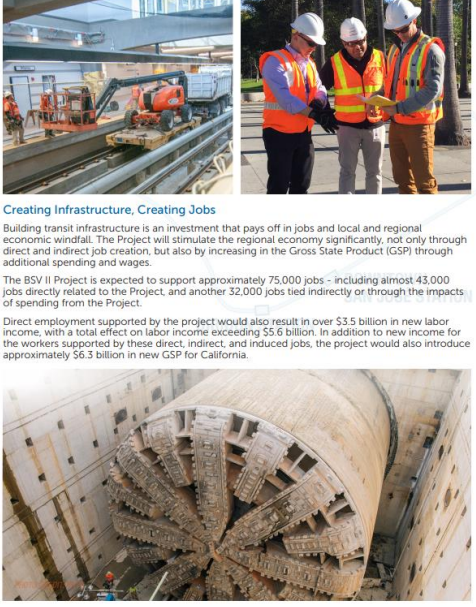
An Investment in Mobility

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 (CAHSR) 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 5,600 university student trips per day, not including trips taken by staff and faculty. The project is further expected to carry approximately 5,750 transit-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 in the Gross State Product (GSP) through additional spending and wages.

The BSV 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 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 \$5.6 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 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


At a Glance




54,600
Weekday riders
in 2040




75,000
Jobs created or supported
through construction
(directly, indirectly and through
induced benefits)



4
New BART stations



First
Single-Bore Transit
Subway in USA



6 Mile
Extension of
BART service

VTA's BART Silicon Valley Phase II Extension (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 (28th Street/Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility, and additional facilities.

Benefits

Ringing the Bay
Enjoy a one-seat ride from San José and Santa Clara to destinations all around the Bay Area through frequent and reliable transit.

Reducing Construction Impacts
Through the innovative single-bore construction methodology, subway construction will take place deep underground, leaving the street, utilities, and businesses above largely undisturbed.

A faster ride
Skip traffic lights and congestion by hopping on BART. Read, text, or listen to music and you'll be at your destination before you know it.

Spurring transit oriented communities
A once in a century opportunity to create equitable and walkable places to live, work, shop, and play through compact, mixed-use development around transit.

Economic vitality
In addition to jobs created during engineering and construction, the Phase II Project will connect communities to thousands of jobs around the Bay.

Cleaner air
With improved transit and transit oriented to create equitable and walkable places to live, work, shop, and play through compact, mixed-use development around transit. Fewer car trips means reductions in greenhouse gas emissions.

Schedule

Voter Approval

2006-2018

- Major Investment Study
- Project split into two phases
- Environmental review
- Public involvement
- VTA Board approval

WE ARE HERE
Planning & Engineering

2018-2022

- Engineering Refinements
- Federal funding application
- Construction Outreach Management Program development
- Small Business Resources Study
- Real Estate Acquisition
- Transit Oriented Communities Strategy Study

Design-Build

2022-2026






- Select design-build contractors
- Complete final design
- Construct tunnels, trackway, stations, facilities, and systems

Safety and Systems Testing

2028-2030

- Conduct safety and systems testing
- Rail acceptance and certification
- Start of service

Continued on Back



• 10,100 riders*
• Ground level

• 6,700 riders*
• Underground

• 27,900 riders*
• Underground

• 9,900 riders*
• Underground

LEGEND

- Phase I (Complete)
- Phase II Ground-Level
- Phase II Subway
- Maintenance Facility
-  Bus
-  Commuter Rail
-  Light Rail
-  High-Speed Rail
-  Parking
-  Bike Parking
-  Pick-up/drop-off
-  Landmark

Contact Us:

(408) 321-7575 English

(408) 321-2300 Español / 普通话 / Tagalog / Tiếng Việt / Português / 한국어

(408) 321-2330 TTY

vta.org/bart

[facebook.com/bartsv](https://www.facebook.com/bartsv)

twitter.com/bartsv



*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

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 Triano](#) *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
 - Community Engagement
 - Business Resource Program
 - Real Estate & Transit-Oriented Development
- Action Items