

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



*Conceptual Rendering of Downtown
San Jose Station Area*

VTA's BART Silicon Valley Phase II Extension Project

VTA's BART Silicon Valley Phase II Extension Project will extend Bay Area Rapid Transit (BART) service from the Berryessa/North San Jose BART Station through downtown San Jose to the future Santa Clara Station in the City of Santa Clara. The 6 mile project includes four stations, five miles of subway tunnel, a railroad yard and maintenance facility. The Valley Transportation Authority (VTA) will design, construct, and own the completed facilities and BART will operate the service and maintain the facilities.

VTA's BART Silicon Valley Phase II Extension Project will be constructed with an innovative single-bore tunnel configuration and will be the first transit project to utilize this methodology in North America. The large-diameter, single-bore tunneling method avoids much of the surface level impacts associated with traditional cut and cover construction.

The importance of this project to transit connectivity, the regional economy and future development is significant. This extension of the regional BART system will provide a fast and convenient transit alternative for major commute corridors, increase access to and from major employment centers throughout the Bay Area; enhance connectivity of regional transit services; promote economic development in the Silicon Valley and improve mobility for transportation-disadvantaged populations. In addition, construction of the project itself will generate tens of thousands of jobs and support local businesses.





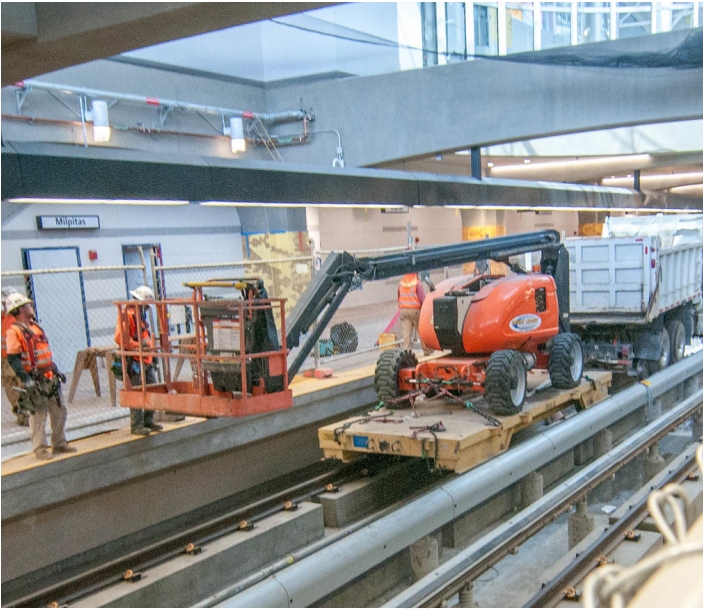
An Investment in Mobility

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.



Economic Development Benefits

VTA's BART Phase II Project provides a once-in-a-century opportunity to sustainably organize Santa Clara Valley's future growth around the future BART stations. Each of the four future station areas are designated as "priority development areas" in Plan Bay Area 2040 and are targeted for higher-density development in San Jose and Santa Clara's general plans. Transit oriented development (TOD), concentrates growth near job-rich areas, helps create walkable communities, and maximizes the investment in transportation infrastructure.

A key initiative of VTA's TOD program is advancing Transit-Oriented Communities (TOC). TOC's are walkable places to live, work, shop, and learn, providing a diversity of jobs, housing types, and economic opportunities while reducing the risk of displacement and providing affordable housing choices.

VTA was awarded and utilized an FTA Pilot Program for TOD Planning grant to work with the Cities of San Jose and Santa Clara to develop TOC "Playbooks" for the Santa Clara, Downtown San Jose, and 28th Street/Little Portugal station areas. In addition to the considerable job creation from construction of the project, the implementation of the resulting Playbook strategies is estimated to result in 43,000 new jobs in addition and housing for 76,000 new residents - roughly a new downtown San José - within walking distance to the BART stations.

VTA was awarded a second TOD Planning grant from FTA in 2021 to support implementation of the TOC strategies and framework.



Conceptual Rendering
of 28th Street/Little Portugal
Station Area

Environmental Benefits

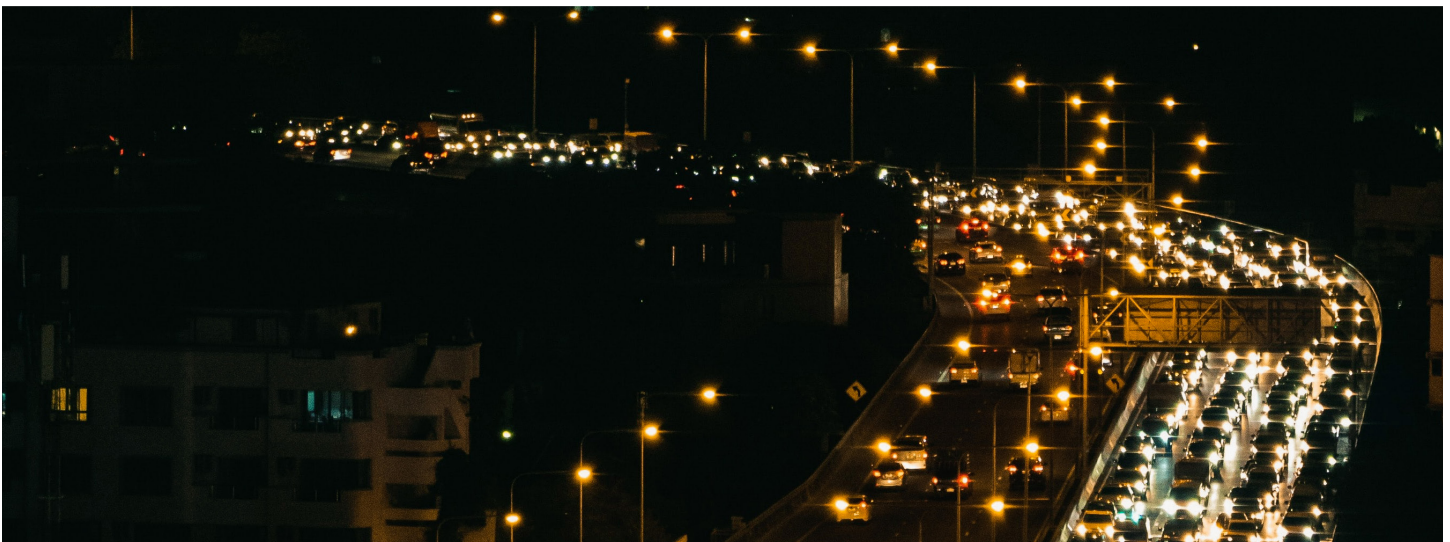


Building upon a legacy of sustainability efforts and actions, VTA has issued a Sustainability Charter for the BART to Silicon Valley Phase II project. The Charter affirms the project's commitment to sustainability and ultimately commits the project to use the Envision sustainable infrastructure rating system and to be an Envision certified project. The design teams will include several sustainability elements in design and contract documents to ensure that VTA's sustainability goals and objectives are achieved.

The new BART extension would reduce annual automobile vehicle miles traveled (VMT) by 137.1 million miles. As a result, carbon dioxide emissions are estimated to be reduced by 60.2 tons and greenhouse gas emissions by 33,036 tons per year by 2040.

Congestion Relief for Santa Clara County

Currently, San Jose residents face the longest average commute (39 minutes) and experience the most hours of traffic-generated delay (81 hours per year) and the highest cost of congestion (\$2,557 per year) of any urbanized area under 3,000,000 population in the US. And while Santa Clara County is forecast to have the largest project growth in the San Francisco Bay Area by 2040 with over 550,000 new residents and almost 170,000 new jobs, there is no land available to build any new significant highway infrastructure. The expanded BART service is estimated to eliminate over 3.9 million automobile trips per year.



Building Infrastructure in Unprecedented Times

There is no doubt that the loss of transit ridership caused by COVID-19 will be felt in the San Francisco Bay Area - and across the nation - for the next few years. However, the population and employment growth that is forecast for Santa Clara County over the next 20 years; the lack of any planned significant roadway expansion within the same period; and VTA's, the Cities of San Jose and Santa Clara, and the private sector's commitment to TOD around station areas all contribute to VTA's confidence that the 2040 travel forecasts are reasonable, reliable, and defensible. Even before the first passenger, designing and building the project will help the region's post-COVID economic recovery.





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California
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