

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

May 13, 2021



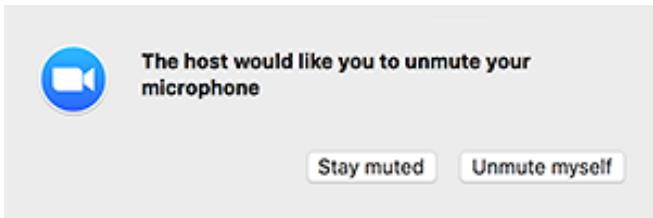
Agenda

- 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

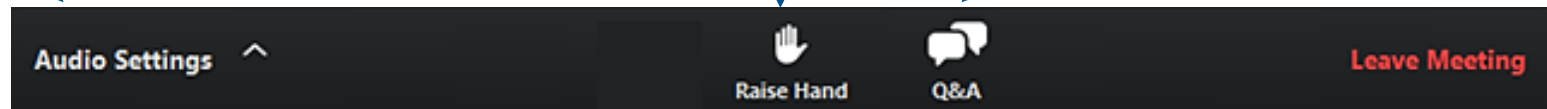
Audio Settings (only visible if the host hasn't granted you permission to talk): Change your [audio settings](#). You can also click the upward arrow (^) next to change your speaker.

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
 - 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

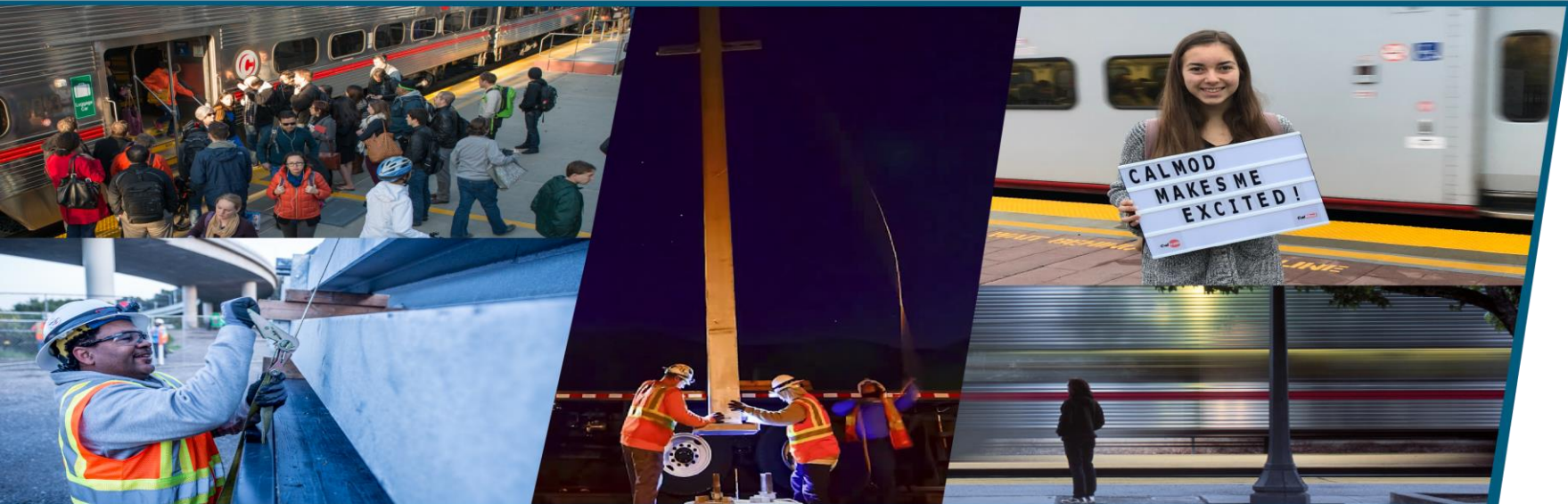


Follow-up Items: Santa Clara

- 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





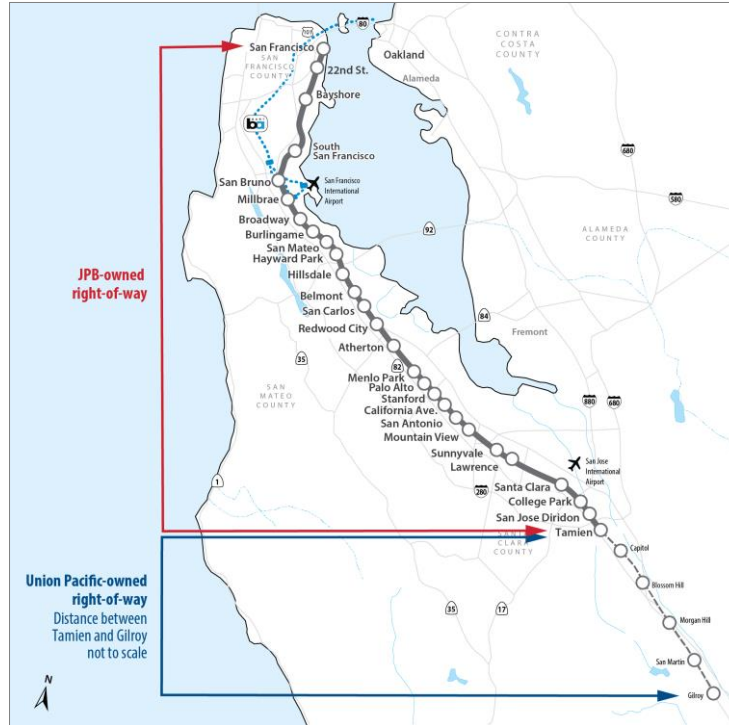
CALTRAIN ELECTRIFICATION UPDATE

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

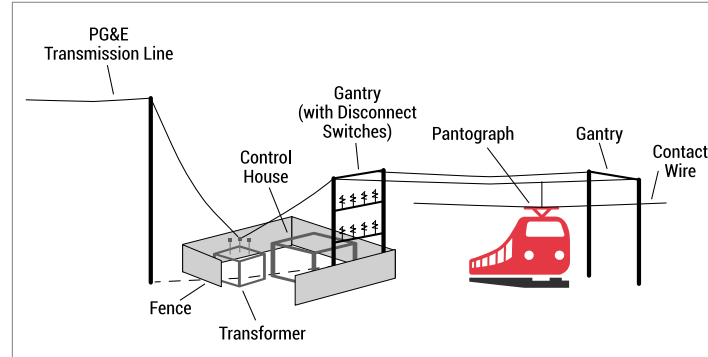
PROJECT DESCRIPTION

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**

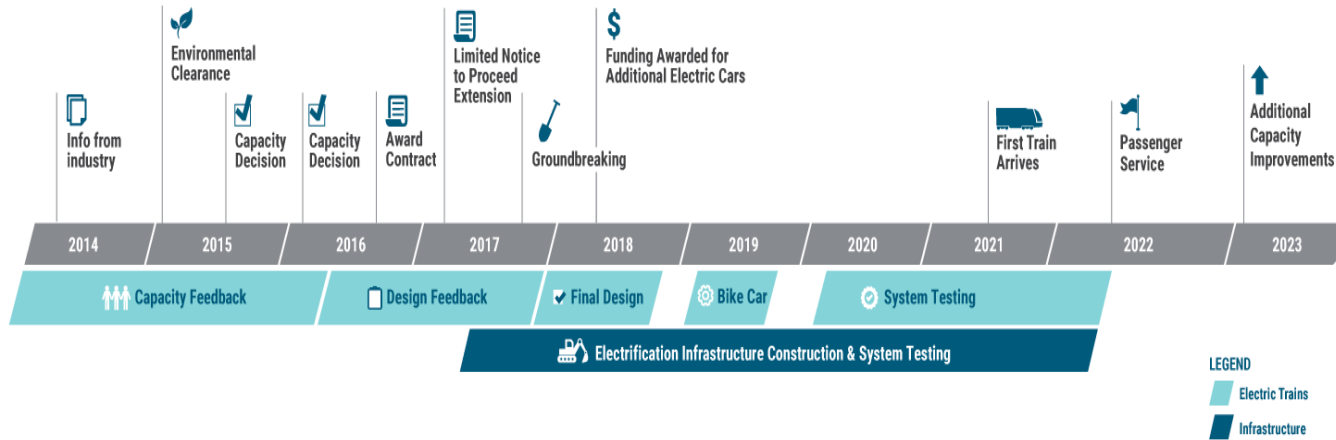


**Reduced Engine
Noise Emanating
from Trains**



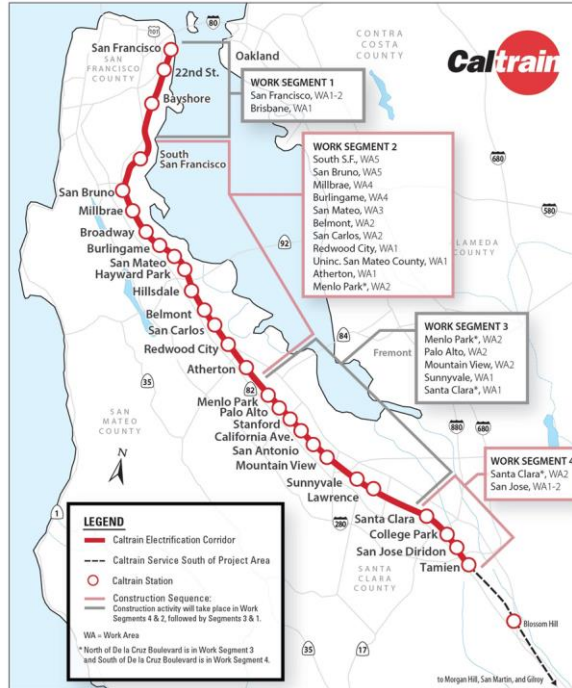
**Increased Revenue
and Reduced
Fuel Cost**

SCHEDULE



* Note: Schedule subject to change

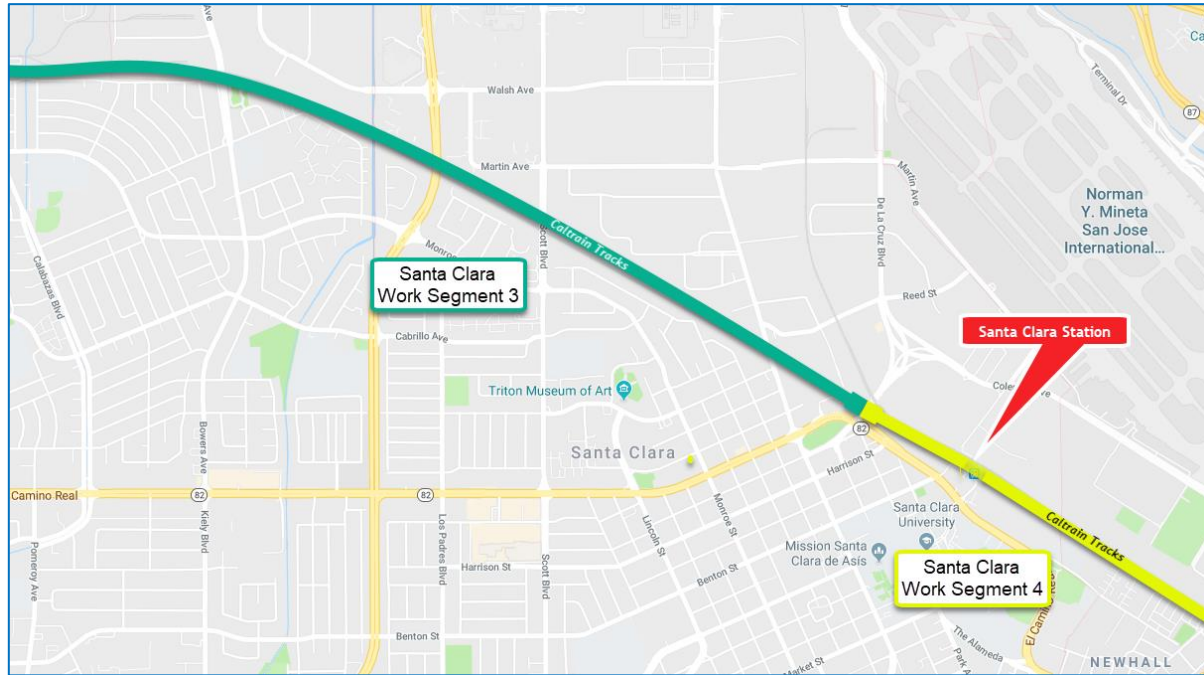
CONSTRUCTION PHASING



- 51 Miles Corridor
- 4 Work Segments
- 2,600 Poles
- 10 Traction Power Facilities



SANTA CLARA



FIELD WORK PROGRESSION

Status	Activities
Work Completed	<ul style="list-style-type: none">• Utility Survey• Geotechnical Investigations• Disposal of Soil from Geotechnical Investigations• Soil Resistivity Testing• Site Surveys• Signal Cable Inspections• OCS Foundation Installation
Work In Progress	<ul style="list-style-type: none">• Tree Pruning/Removal• Foundation Installation (CEMOF)• Pole Installation• Wire Installation
Future Work	<ul style="list-style-type: none">• Train testing

FUTURE CONSTRUCTION ACTIVITIES

Date	Work Activity	Expected Duration*
In Progress	Tree pruning/removal	2-3 months
In Progress	Pole Installation	3-6 months
In Progress	Wire Installation	3-6 months
Summer/Fall 2021	Testing Track	9-12 months

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



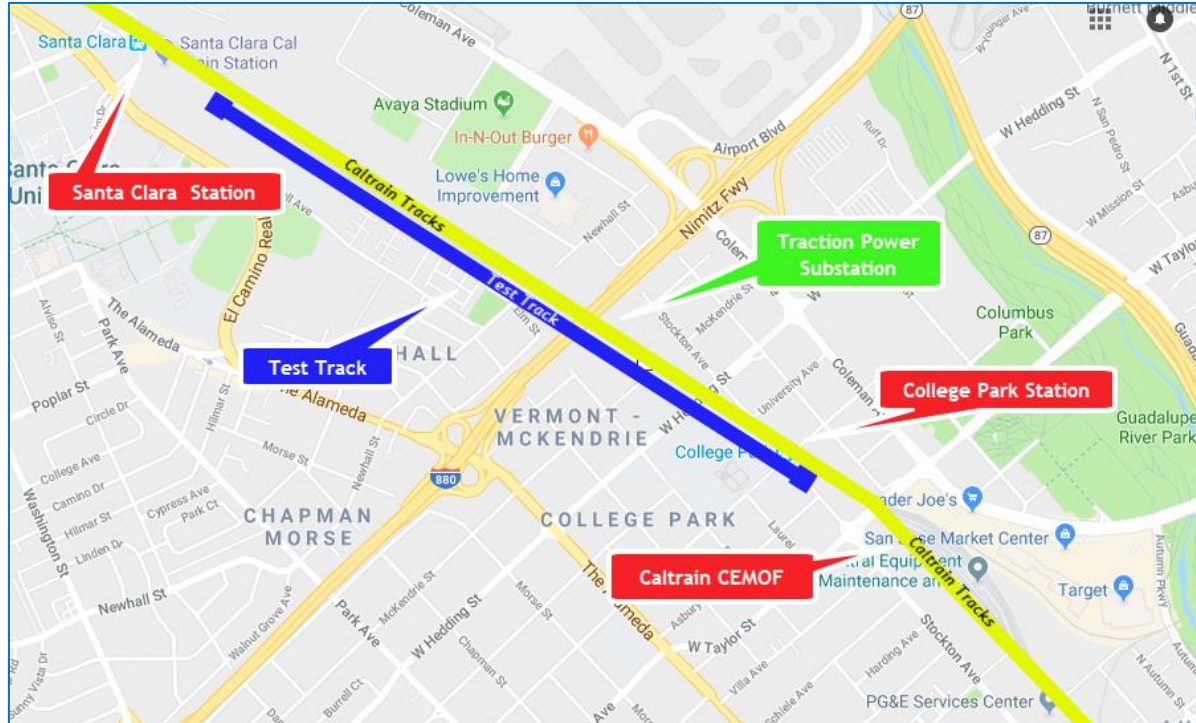
STRINGING WIRE



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

TEST TRACK LOCATION



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

CalMod

CALTRAIN MODERNIZATION PROGRAM
Test Pile Construction Activities

DAY TIME WORK
08/28/17 - 09/1/17

ANTICIPATED WORK HOURS
7:00 a.m. - 5:00 p.m.

CREWS CONDUCTING WORK IN YOUR AREA TO INSTALL AND TEST FOUNDATION PILES

During the week of August 28, Caltrain electrification crews will be working in your area to construct one test pile foundation for integrity testing. The piles will be installed within the Caltrain right-of-way.

Crews will be conducting the work over a two day period between Monday, August 28 and Friday, September 1, between the hours of 7 a.m. and 5 p.m. Crews will return at a later date to test the integrity of the installed piles.

Main construction activities include:

- Surveys and layout of proposed pile test location
- Trucks and equipment working near Caltrain right-of-way
- Drill holes for placement of test piles
- Pour concrete and install rebar
- Backfill holes to cover work areas

We apologize for any inconvenience this may cause. The field team will work as quickly as possible. Thank you for your patience and understanding as we deliver these critical benefits to our communities.

Please visit our website at www.caltrain.com/PCConstruction to sign-up for weekly construction updates.

We appreciate your patience during construction.

Doorhanger

CalMod

CALTRAIN ELECTRIFICATION PROJECT

STATUS UPDATE | January 2018

MILESTONES

Caltrain strategic plan makes electrification a priority

Environmental Clearance

Award Contract

Groundbreaking

First Electric Train Arrives

Passenger Service with Electric Trains

Additional Capacity Requirements

1999 2015 2016 2017 2018 2019 2020 2021 2022

Electrification Infrastructure Construction

Final System Testing

Please leave to avoid the best looking and construction will continue on each segment will be tested individually, prior to final system testing. Subject to change.

KEY REGIONAL BENEFITS 2040

GREENHOUSE GASES ANNUAL 176,000 TONS REDUCED

DIESEL TO ELECTRIC LOWER FUEL COSTS

TRAINS CONGESTION 619,000 TONS REDUCED

21% INCREASE DAILY RIDERSHIP

\$2.5 BILLION ECONOMIC BENEFITS

MORE SERVICE MORE FREQUENT & FASTER TRIPS

FOR MORE INFORMATION

www.calmod.org

650.399.9659

calmod@caltrain.com

Project Outreach Office
2100 Ave. of the Cities
2101 S. El Camino Real, Bldg. A, Ste. A-100
San Mateo, CA 94403

Factsheet

CALTRAIN MODERNIZATION

IMPROVING CONVENIENCE
As electrified system means the trains can run more frequently and more efficiently.

INCREASING CAPACITY
CalMod upgrades give us room to grow, initially increasing capacity by over 30%.

BOOSTING ECONOMIES
CalMod will also provide economic benefits, including creating nearly 10,000 jobs across the country.

ADVANCING SUSTAINABILITY
Replacing old diesel trains with new electric trains will reduce GHG and improve air quality.

These are just a few examples of how Caltrain and the CalMod program are innovating to better serve the Bay Area. Learn more at CalMod.org and stay in touch with us on social media!

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](https://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](https://calmod.org)

FACEBOOK  www.facebook.com/caltrain

TWITTER  [@caltrain](https://twitter.com/caltrain)

Phase II Update

Bernice Alaniz, VTA

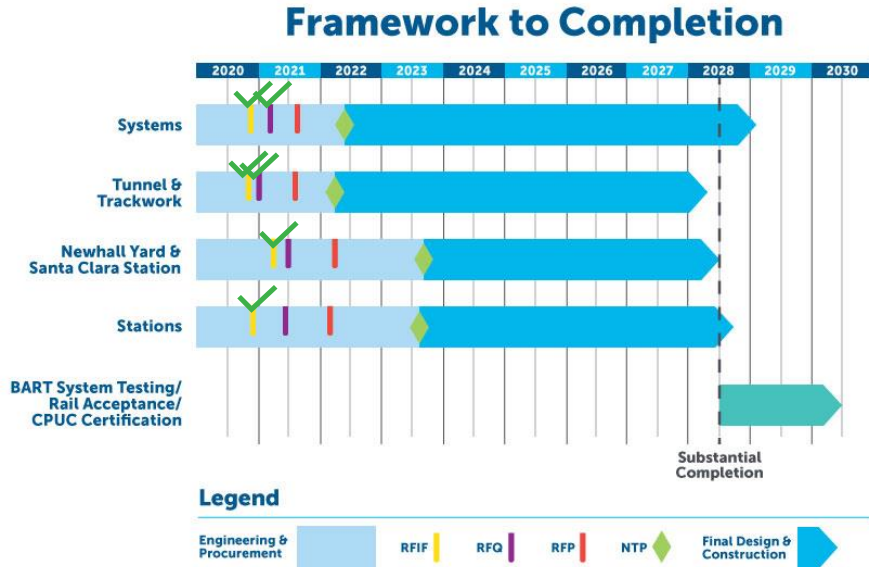


Phase II Project Highlights

- 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

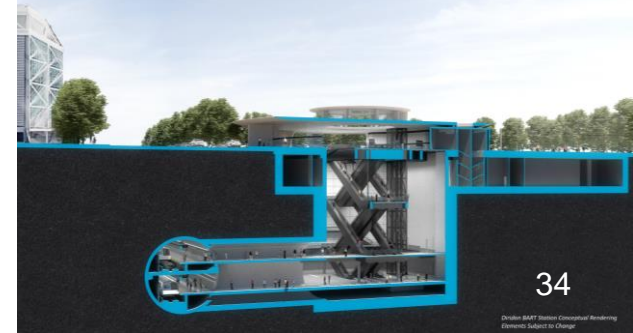
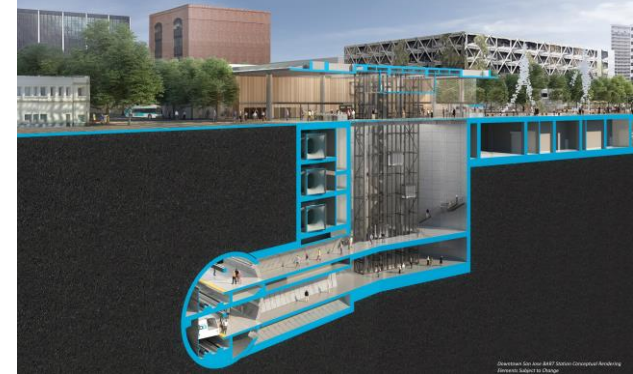
To prepare City of San José staff to review and comment on cooperative agreements and contract packages, VTA held technical workshops with City staff in winter 2021.

- **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*



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



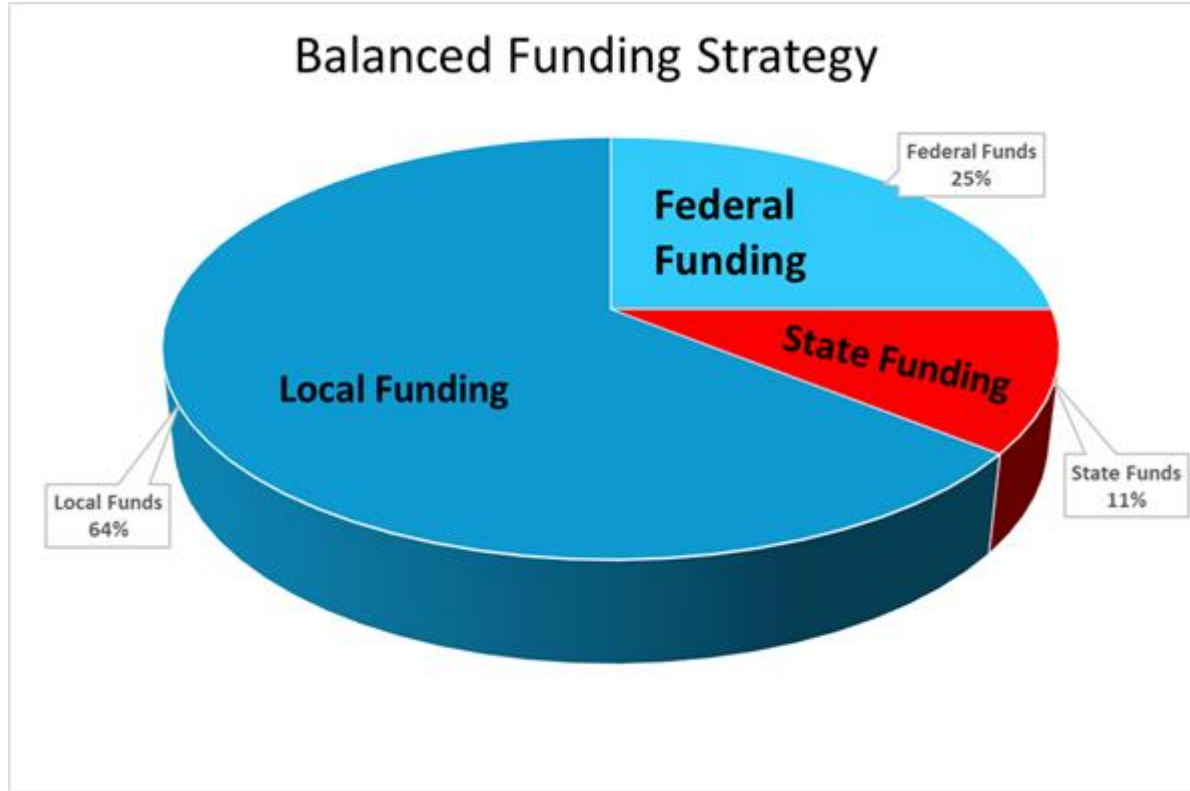
Phase II Funding

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



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 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



*Solutions
that move you*

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.




Small & Disadvantaged Business Depot
Quarterly Newsletter


April 2021
Volume II, Issue II

 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



Community Engagement

Erica Roecks, 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 – Santa Clara



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.

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.

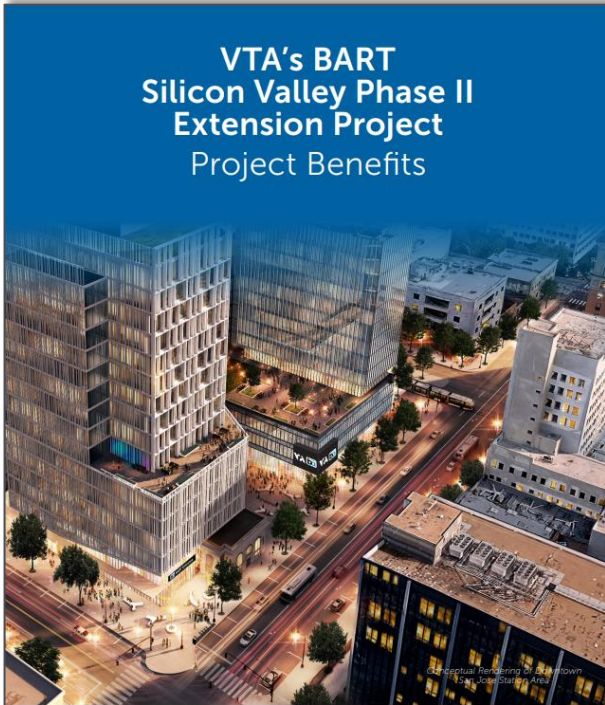
COPIP – Example Communications Matrix



		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 			


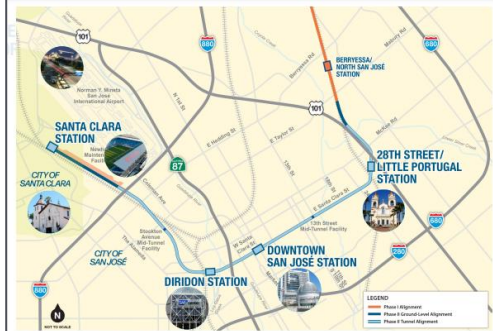


Updated Project Materials



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

Conceptual Rendering of Downtown Santa Clara Station

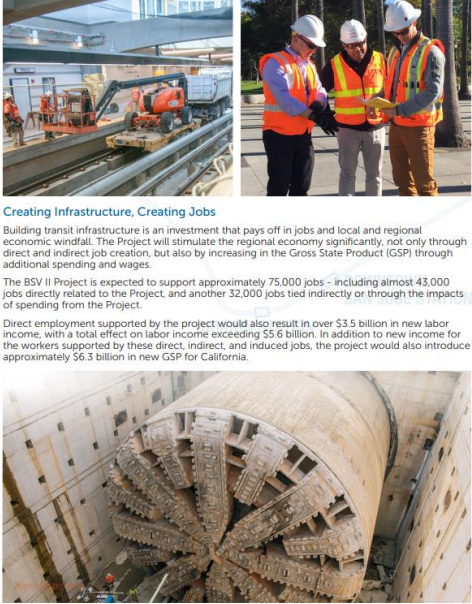
An Investment in Mobility

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

Ring 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

WE ARE HERE

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

WE ARE HERE

Design-Build

2022-2028

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

WE ARE HERE

Safety and Systems Testing

2028-2030

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

Continued on Back

The map illustrates the Phase II project route from Santa Clara Station to Diridon Station. Key features include:

- Santa Clara Station:** Ground level, 10,100 riders*.
- 28th Street/Little Portugal Station:** Underground, 6,700 riders*.
- Downtown San José Station:** Underground, 27,900 riders*.
- Diridon Station:** Underground, 9,900 riders*.

Other stations shown include Berryessa/North San José Station and the City of Santa Clara and City of San José areas. The map also shows major highways (101, 880, 87, 280, 680) and local streets.

LEGEND

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

*Estimated weekday ridership by 2040

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English

Español

粵/普通話

Tagalog

Português

한국어

vta.org/bart

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

twitter.com/bartsv



Business Resource Program Update

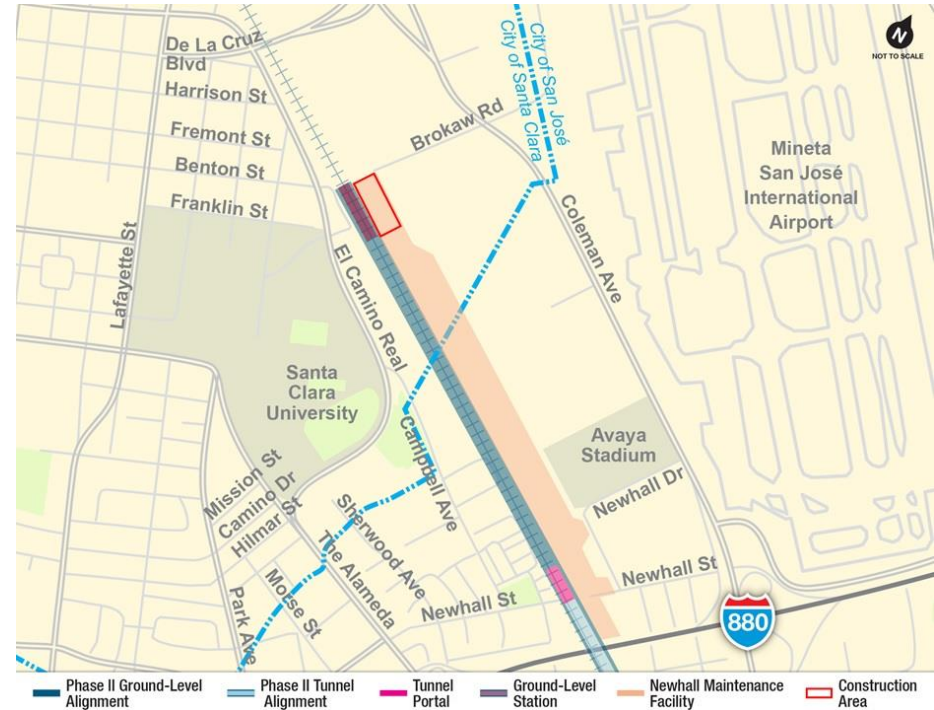


- Small Business Resource Study (SBRS) complete ✓
- Bringing in an expert to develop the **Business Resource Program** using SBRS and Small Business Task Force
- Will schedule task force meeting once expert on-board
- Small business update anticipated for September CWG meeting

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



CWGW 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](#) *Bellarmino 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