

BART Silicon Valley Phase II Extension

General Project	
How is BART involved in the project as a partner?	VTA is the funder, designer, and builder of the Phase II project, while BART will serve as the operator of the service.
What is the project completion date for each station?	All four stations will be constructed concurrently and are designed to operate as a cohesive system. The project is scheduled for completion in 2037, with all stations opening simultaneously and train service beginning at that time. Prior to opening, the system will undergo approximately two years of testing to ensure safety and functionality.
What is the program radius for the local EAT shop program as part of the thriving business program?	There is no specific radius; it is tailored to each station based on the specific needs of the surrounding area and core businesses around the station area. We collaborate with our Small Business Task Force, which is made up of 10-12 small businesses from San Jose and Santa Clara, to gather feedback. We are still finalizing maps that will be published for public review.
If I want to better understand the engineering of this extension and not the politics, what sites or YouTube channels would you recommend?	The project website VTABART.org , our social media pages, and Project YouTube channel will feature videos and resources that offer detailed insights.
Is there a maximum amount a business can receive from the Direct Financial Assistance (DFA) Program?	Our Board of Directors has approved a budget allowing up to \$10,000 in direct financial assistance per year. This is separate from the marketing support and local resources that will also be available to businesses. Criteria for the applicants can be found HERE . All applicants must have a valid business license from the City to qualify.
Station Designs and Facilities	
Are there plans to incorporate public art inside the station?	We are still exploring opportunities for public art at our stations as designs progress. The Transit Oriented Communities (TOC) grant program allows us to invest in community assets, including arts, culture, and placemaking. This program encourages community-based organizations to create projects such as murals, painted crosswalks, and festivals that highlight local culture near transit hubs.

BART Silicon Valley Phase II Extension

	<p>As part of the Design and Development Framework (DDF), the 28th Street/Little Portugal Station will incorporate local cultural elements, including insights from engagement efforts with students at San Jose and Cristo Rey High School. Students have shared ideas about historic Portuguese culture, which have been integrated into the DDF, particularly for open spaces.</p> <p>VTA is committed to supporting local arts and culture throughout Santa Clara County, with a focus on the 28th Street/Little Portugal Station. We encourage developers to incorporate local art and culture in their proposals, with guidance from a Design Review Committee, comprised of community members, organizations, and leaders to ensure that local art and culture are central to the stations and future transit-oriented developments.</p>
<p>Will underground stations have more than 1 vertical access structure for emergency access?</p>	<p>The stations are equipped with emergency egress staircases for secondary access in emergencies. The primary access will be through the head house, with vertical circulation provided by elevators, escalators, and staircases.</p>
<p>Will the station designs include in-station retail, like other countries or cities?</p>	<p>The BART system does not have in-station retail facilities beyond the fare gates. However, outside the fare gates and surrounding areas for the station there may be kiosks or transit-oriented developments (TOD) that will provide commercial retail options. We are planning for these activities surrounding the station.</p>
<p>Is there going to be Wi-Fi at each of our new stations?</p>	<p>We will explore the latest technologies over the next 10-15 years, primarily focusing on Wi-Fi connectivity, while remaining open to any more effective options that may emerge in the future.</p>
<p>Will there be bathrooms at each station?</p>	<p>At least 2 restroom facilities will be provided at each station.</p>
<p>Are the rider projections for each station an estimate of weekday riders or an average through the week?</p>	<p>It is a daily ridership number projection for 2040.</p>
<p>Funding</p>	

BART Silicon Valley Phase II Extension

<p>Given the upcoming change in administration, how likely is it that the funding could be canceled or impacted in any way? Additionally, how might the new federal administration influence the project moving forward, particularly regarding funding and approvals?</p>	<p>The FTA New Starts program, administered by the Federal Transit Administration, is part of the bipartisan capital investment program and is governed by legislation. We have a committed \$5.1 billion and are already in the program, having met all the required criteria. The likelihood of the project being completely canceled is low. However, a potential concern is if the Federal New Starts program itself is not funded at the anticipated level. In that case, annual allocations could be reduced, potentially extending the project timeline if overall program funding decreases.</p>
<p>Are there any other things we're doing to address the gap in FTA funding</p>	<p>VTA has applied to two state grants for 100 million and expects a response around April.</p>
<p>The Transit-Oriented Communities grants available for the first half of 2025—are they limited to the city where the station is located? It's been observed that last year's grants did not go to any nonprofits in Santa Clara for the Santa Clara station.</p>	<p>Next year's grant will be available for cities and non-profits. While geographic proximity to rail stations is a requirement, it is not the only qualifier for selection. In 2024, we received over 20 applications from non-profits for the Placemaking and Activation program but were only able to award 6 projects. To learn more, we encourage you to visit the vta.org/toc website, or email us at TOCGrant@vta.org</p>
<p>What portion of the \$700 million funding gap is expected to be covered by cost savings? What specific cost-saving measures are being considered?</p>	<p>We are exploring several areas of the project to identify potential cost savings. The tunnels represent the most significant expense, so we are considering reconfigurations of their interior to reduce costs. At 28th Street/Little Portugal and Santa Clara Stations, we have opted for surface parking instead of a parking structure, which also provides opportunities for future transit-oriented development. Additionally, we are evaluating the possibility of above-ground stations, as they tend to be more cost-effective in terms of maintenance access. We continue to explore various configurations to reduce costs while seeking additional non-local funding sources.</p>
<p>Tunnel Boring Machine</p>	
<p>Once the tunnel is bored, do you intend to sell the tunnel boring machine (TBM)?</p>	<p>Tunnel boring machines have a secondary market, particularly those used in standard two-tunnel systems, which can be resold or reused for other projects. VTA will explore the market to assess demand for a 53 ft tunnel boring machine, which is the largest ever built, so reselling</p>

BART Silicon Valley Phase II Extension

	<p>may be complex. Once the machine is used on this project from Santa Clara to the West Portal, it will be dismantled. Some parts may be reused, but it will overall be returned to the contractor.</p>
<p>How is the tunnel boring machine powered? And where does the dirt go?</p>	<p>PG&E substation will power the TBM adjacent to the West Portal and the excavated materials will be extracted at the west end of the tunnel.</p>
<p>How long will the Tunnel Boring Machine (TBM) take to construct and when is it expected to be transported to the construction site?</p>	<p>The TBM is currently being fabricated in Germany, where it will be assembled before being disassembled for shipment to Santa Clara. Once it arrives, it will be reassembled at the Newhall yard and launched to begin tunnel construction.</p>
<p>Will the unused space within the single bore be usable for other purposes, such as trams, mainline rail, utilities, etc.?</p>	<p>There will be a significant number of utilities within the tunnel that relate to the tunnel systems, including safety egress pathways, maintenance areas, and the ventilation/air flow pathway, which will take up the majority of the open spaces, no further areas are available for other noted items like trams or non-BART rail.</p>
<p>Does the TBM have a name?</p>	<p>VTA held a contest in early 2024 to gather creative names from the community. A committee will help review and vote on the submissions internally. The final decision will be announced once the TBM is completed.</p>
<p>Connections</p>	
<p>What is the City of San Jose doing for an airport connection from Diridon Station?</p>	<p>The City of San José is developing a program to provide direct access from the airport to Diridon, which includes reconstruction of Diridon as part of the High-Speed Rail expansion. To learn more on the program, we highly encourage you to visit sanjoseca.gov/your-government/departments-offices/transportation/transit/airport-connector.</p> <p>Our project is not part of the airport connection program, as it falls outside our scope and environmental clearance. VTA's focus is the BART station at Diridon.</p>
<p>What about airport connections to and from Santa Clara Station?</p>	

BART Silicon Valley Phase II Extension

	<p>The Santa Clara station is still envisioned to be serviced by VTA bus service. Bus Route 60, which is a 5-minute seat ride from Santa Clara Station to the Airport, will remain in service when the Santa Clara Bart Station launches.</p>
<p>What are the plans for last-mile connections or options for commuters, particularly for SJSU students, who may use BART and need low-cost alternatives, such as scooters, like those available in San Francisco?</p>	<p>Each station provides approximately 200 secure bike parking spaces. There will be connections to VTA's existing bike and scooter programs near the stations, managed by the City. San Jose State continues to be actively involved in the project.</p>
<p>Is it under VTA's jurisdiction to improve the Caltrain to BART connection in Millbrae? Currently that connection is not timed well.</p>	<p>That is not under VTA's jurisdiction.</p>
<p>Will VTA's bus schedule connect with the BART schedule more effectively for commuters trying to connect from one service to the other?</p>	<p>VTA's schedule process starts with our transit center and rail hubs. We prioritize key connection points like the Milpitas and Berryessa BART stations, then align our schedules for other routes across the country to ensure these connections are as efficient as possible.</p>
<p>Which station would be better to transfer to Caltrain, Diridon or Santa Clara?</p>	<p>You can make transfers to Caltrain system from BART at either station. However, Caltrain offers more express trains at Diridon Station, so there are more schedule options if you need to travel longer distances.</p>
<p>Any planned changes or improvements to freeway off ramps from Julian or Santa Clara Street for riders using 28/LP station?</p>	<p>The project does not include changes to freeway offramps directly, but we are improving connections to the 28/LP station itself. The City of San José is undertaking nearby freeway improvement projects at Mabury and Berryessa streets, closer to the Berryessa Station.</p>
<p>Parking</p>	
<p>Naglee Neighborhoods: how will the stations benefit the neighborhood, will houses go up in value, will BART connect to Daly City, and will parking spaces be removed?</p>	<p>VTA's transit project analysis does not include assessing the impact on property values. Regarding parking, no neighborhood parking is being removed. In fact, additional parking is being added at the 28th St/LP station. These parking spaces are available to everyone in the community, not just BART patrons. Residents near the station can</p>

BART Silicon Valley Phase II Extension

	<p>choose to pay a daily fee to park there, as the spaces are open to all.</p> <p>There are currently no plans to build out the project to reach the peninsula, but the project does ring the South Bay, completing the circle of commuter rail around the Bay, which is really important for transit riders and provides more opportunities for travel. You can get to Daly City by accessing BART and riding up to the East Bay, then to San Francisco, and then Daly City.</p>
<p>Is parking going to be paid parking or a combination?</p>	<p>It will be paid parking. VTA has not determined rates for parking structure for future garages. That generally happens during the time we test and launch the system. The current BART parking garages at Milpitas and Berryessa are paid parking at \$3 a day.</p>
<p>Is parking available 24 hours?</p>	<p>Parking is available 24/7. There will be parking rates available depending on duration of stay.</p>
<p>Is security being considered for bike parking?</p>	<p>Our stations will offer two types of bike parking: secure and short-term. Secured parking includes bike lockers or storage rooms, accessible through Bike Link technology, which VTA currently uses. Bike Link provides lockers and storage across the Bay Area, including for BART. Short-term parking will be available through standard bike racks.</p>
<p>I thought you had to build out infrastructure in the Santa Clara garage area that basically forced you to build the garage. What's changed?</p>	<p>Santa Clara Station currently has a parking garage. VTA will be providing 500 parking spaces. Right now, the parking garage is located above the tracks, above the trains. We are exploring measures, such as surface level parking spaces, to potentially move that parking garage to a different location so it is not above the tracks and to reduce costs. The Santa Clara site is limited to 44 acres, which is strained given the number of elements that need to be accommodated, including the parking garage and lots. We are still working through the configuration to make the most efficient use of the space.</p>
<p>Why is 28th Street/Little Portugal station surrounded by a lot of parking? Won't this prevent the station from becoming an integrated part of the neighborhood?</p>	<p>As part of the project planning, we've prioritized access improvements to enhance pedestrian and cyclist safety. The</p>

BART Silicon Valley Phase II Extension

	<p>project will include dedicated bike paths, ADA-compliant upgrades, and other multimodal access features.</p> <p>This station will serve a neighborhood, rather than a fully urban area with no parking. As such, the design allows for a flexible mix of future access options, including the possibility of incorporating parking into Transit-Oriented Development (TOD) plans, while also leaving room for shared parking solutions.</p> <p>The City of San José is working on its own parking initiatives aimed at reducing overall parking demand and increasing access for pedestrians and cyclists, based on where people are most likely to travel to the station. We strongly encourage you to participate in the Access Surveys at vta.org/28LP.survey, which will help us gather the necessary information to make these improvements. While we recognize that parking will be necessary, our goal remains to continually enhance access for all modes of transportation.</p>
<p>28th Street/Little Portugal has too many surface level parking lots, what if that's too much parking? Can we do a parking garage like Milpitas and Berryessa?</p>	<p>The project is required to provide 1200 parking spaces on opening day. Surface parking lot space offers more flexibility to integrate the parking into Transit-oriented Development. This parking can also be absorbed into future development as well.</p>
<p>For additional Project frequently asked questions, please visit vtabart.org/resource-library/.</p>	