

VTA's BART Silicon Valley Phase II Extension Project

28th Street/Little Portugal February
Community Working Group Meeting

February 12, 2025



Agenda

Introduction & Announcements

Transit-Oriented Development (TOD) Access Studies

Reimagining Santa Clara Street Vision Study

Phase II Update

Aligning the Project with Available Funding

Construction Update

Thriving Business Program Update

Next Steps

28th Street/Little Portugal CWG Members



- Bill Rankin, *Friends of Five Wounds Trail*
- Chris Patterson-Simmons, *East Village San Jose*
- Connie Alvarez, *Alum Rock Santa Clara Street Business Association*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
- **Daive Vieira**, *Five Wounds Portuguese National Parish*
- Dee Barragan, *Roosevelt Park Neighborhood Association*
- Elma Arredondo, *Alum Rock Urban Village Advocates (ARUVA)*
- Elsa Oliveira, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Ed Berger, *Northside Neighborhood Association*
- Helen Masamori, *Five Wounds / Brookwood Terrace Neighborhood Action Coalition*
- Isamar Gomez, *Cristo Rey San José Jesuit High School*
- Jesus Flores, *Five Wounds Latino Business Foundation*
- Justin Triano, *Ride East Side San José (Ride ESSJ)*
- Marisa Diaz, *Cristo Rey High School Student Council Rep*
- Melissa Canela, *School of Arts and Culture at the Mexican Heritage Plaza*
- Terry Christensen, *CommUniverCity*
- Vacant, *Somos Mayfair*

New CWG Members:

Damone Jordan, *Cristo Rey San Jose Jesuit High School*

City Design Review Committee (DRC) Participants:

Michael Ogilvie, *City of San José*
Tala Fatolahzadeh, *City of San José*
Eric Eidlin, *City of San José*
Chris Burton, *City of San José*

Advancing CWG Engagement



- **Engage with Students**
 - San Jose State University
 - Santa Clara University
- Leverage **Stakeholder Toolkits** to spread awareness of CWG/Public Meetings
- Hold **Meet and Greets** with CWG members
- Additional Recommendations?
 - Let me know at nnguyen@vtabsv.com

New Members:

- **Design Review Committee (DRC)** members are now CWG members
- **City Staff** will serve as DRC participants on CWG
- Student representation (SJSU & SCU)

Roles & Responsibilities:

- Be project liaisons to communities
- CWG term is **4 years**
- Request CWG members to **communicate absences in advance**
- Be available **for follow ups or phone calls**, if needed

Meetings:

- **4** regular, quarterly CWG meetings
- **Interim** CWG meetings (as needed)
- **1:1/Small Group** Meetings (as needed/desired)

CWG Meet & Greet



- Scheduling 1:1 or small group meetings with CWG members.
- Foster our relationships and cultivate a deeper understanding of the communities we serve.

Booking for **CWG Meet & Greet (1 hour)**

February 18

DATE **TIME**

< > February 2025

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

8:00 AM 9:00 AM 10:00 AM
11:00 AM 12:00 PM 1:00 PM
2:00 PM 3:00 PM 4:00 PM

All times are in (UTC-08:00) Pacific Time (US & Canada) ▼

ADD YOUR DETAILS

First and last name *
First and last name

Email *
Email

Phone number
Select country code ▼
Add your phone number

Add any special requests
Add any special requests

Book

CWGW Member Report Out



Have you been able to update your community on the BSV Project?

Are there ways we can support you with sharing information to your communities?

What have you heard from your communities about the project?

Cristo Rey San Jose Jesuit High School



- **Listening Session** and **Site Tour** with Cristo Rey (CR) faculty
- City of San Jose, BSV Staff, VTA Access Study Team
- Concerns Discussed:
 - Speeding
 - Illegal Road Maneuvers, Stopping, Parking
 - Encampments/RVs
 - Unsafe Pedestrian Conditions
 - Lack of Resources
- Next Steps:
 - CSJ iterative site visit/analysis
 - Reconvene with CR Faculty for updates



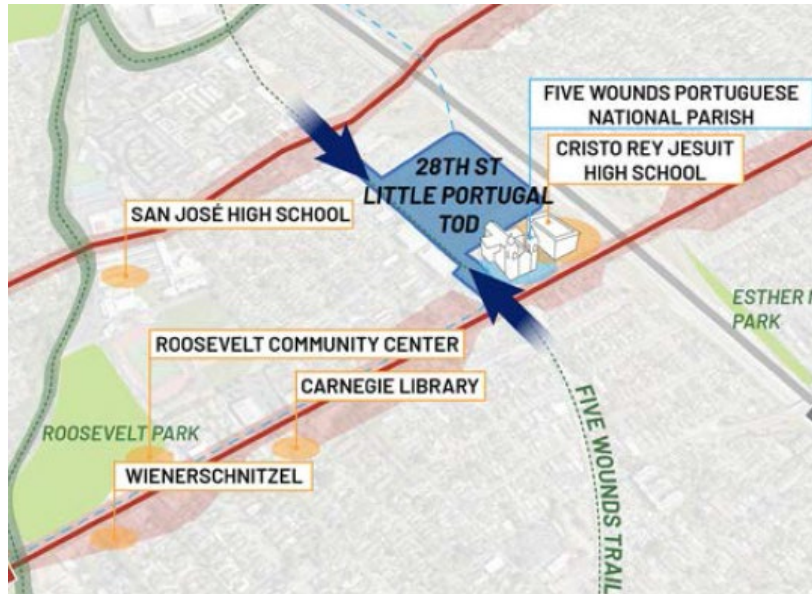
Transit-Oriented Development: Access Studies

Aiko Cuenco

Transportation Planner, VTA

Current Planning Efforts: TOD Access Studies

28th Street/Little Portugal Station Area



Source: Design Development Framework, 2024

Downtown San Jose Station Area



Source: Design Development Framework, 2021

Project Goals



- Improve access, connectivity, and safety for all ages and modes to get to/from the future TOD site and surrounding neighborhood
- Build upon past planning efforts
- Engage residents and transit riders in conducting analysis and shaping the recommendations
- Identify multimodal improvements that could be incorporated into future TOD and/or future grant opportunities

Scope Elements



Data
Collection/Needs
Assessment

Community
Engagement

Proposed Access
Recommendations
& TDM Strategies

Prioritization and
Implementation

Cost Estimates

Downtown TOD Engagement



Online Survey



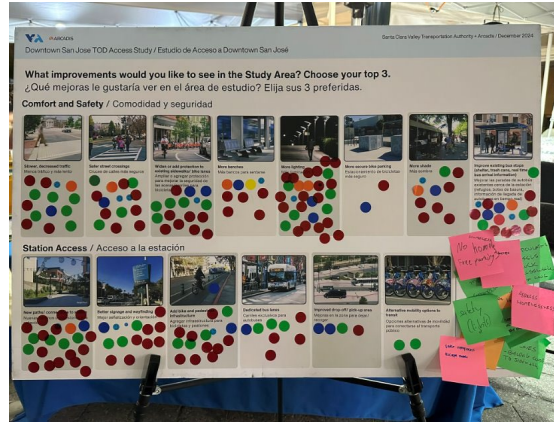
Site Tour



Walk Audit



3 Tabling Pop-ups



Current as of 2/12/2025 – FOR DISCUSSION ONLY

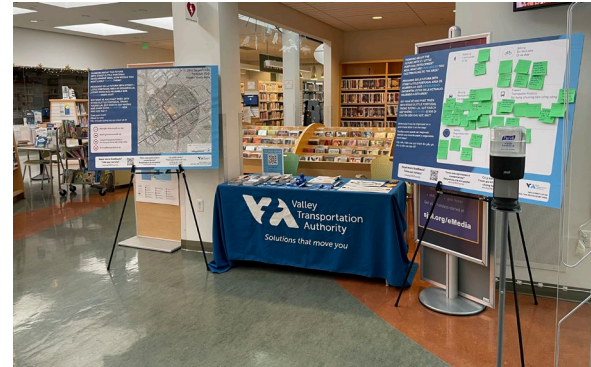
28th St/Little Portugal TOD Engagement



Online Survey



3 Tabling Pop-ups



28th Street/Little Portugal

Mobility and Accessibility:

- Free/discounted transit passes
- bike share programs
- local shuttles
- ADA improvements for sidewalks

Pedestrian and Cyclist Needs:

- Enhance sidewalk conditions
- Protected bike lanes
- Address barriers like US-101 to improve safety and connectivity.

Transit Improvements:

- Better crosswalks
- Bus stops with shelters/real-time information

Downtown San Jose

Mobility and Accessibility:

- More lighting
- Better signage and wayfinding
- Safer street crossings
- Free/discounted transit passes

Pedestrian and Cyclist Needs:

- Bicycle lanes with better separation from cars
- Traffic calming such as speed bumps and bulb-outs

Transit Improvements:

- Dedicated bus lanes
- Better bus stop amenities
- More frequent bus service

- Develop Recommendations for TOD Access Studies
- Prioritization and Implementation Plan
- Draft Report of Access Studies Findings - Feb 2025

Reimagining Santa Clara Street Vision Study

Eric Eidlin

Station Planning Manager, City of San José

Re-Imagining Santa Clara Street

CWG
Reimagining Santa Clara St Briefing
February 2025

Eric Eidlin & Nick Frey
City of San Jose Department of Transportation



Santa Clara St.



Gaps in Trail Network



Light Rail



Freeway Barriers

MAKE BIG MOVES FOR PUBLIC INFRASTRUCTURE

An aerial photograph of Santa Clara Street in San Jose, California, taken at dusk. The street is filled with cars, and the surrounding city buildings are lit up. On the right side of the image, a large, modern glass skyscraper stands out. On the left, there is a park area with trees and a path. The sky is a mix of orange and blue, indicating the time is either sunset or sunrise. The text "What would it take for people to feel a sense of pride in Santa Clara Street?" is overlaid in the center of the image.

What would it take for people to feel a sense of pride in Santa Clara Street?

(Photo: Eric Eidlin)



SAP
Center

Diridon
Station

City
Hall

SJSU

E. Santa Clara

17th Street

7th Street

2nd Street

Almaden

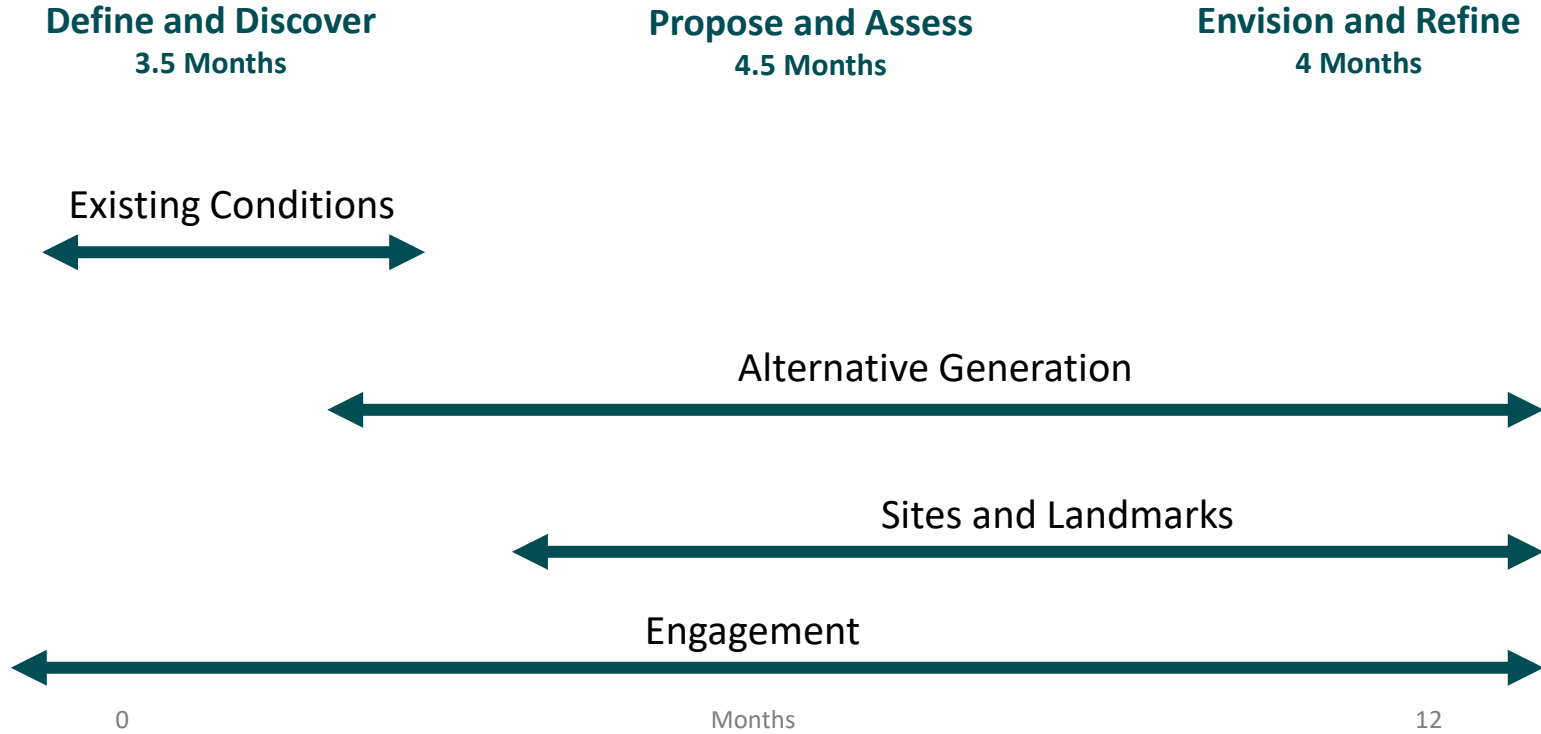
Stockton
Alameda

SITELAB



- Local firm
- Multi-disciplinary approach
- Track record of successfully navigating complicated stakeholder conversations
- Confidence that team would challenge City and stakeholders

ESTIMATED SCHEDULE



Significant Sites / Opportunity Sites






Phase II Update

Brent Pearce

Interim Deputy Director of External Affairs, VTA

Program Considerations



-  Cost Savings (between \$700M to \$1.2B)
-  Contractor/Industry confidence to build BSVII within budget
-  Path to signing FFGA, before award of CP2 Stage 2



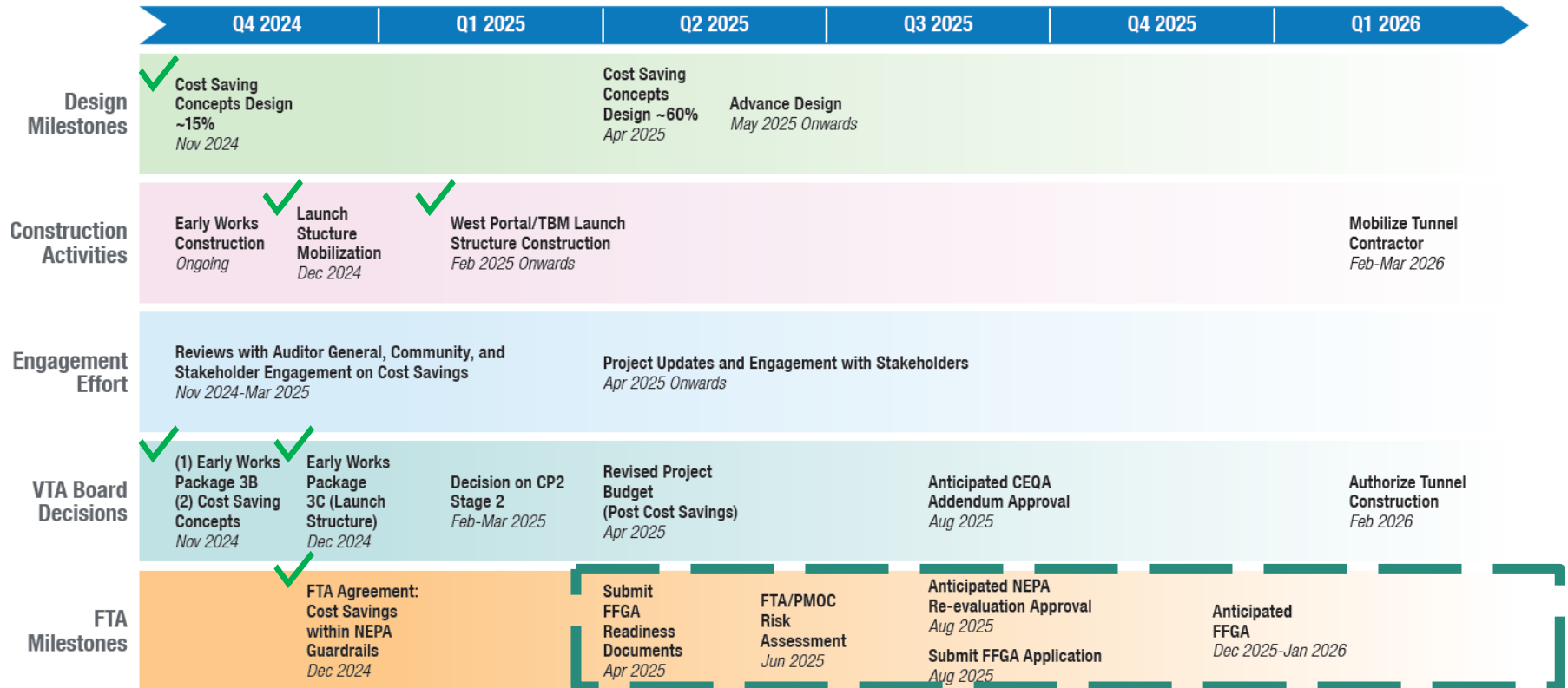
- Workshop with FTA/Project Management Oversight Consultant (PMOC) held in December
 - Reviewed major cost saving concepts
 - Brainstorming session on other potential ideas
- Ongoing coordination with FTA/PMOC
 - Regular risk reviews
 - Progress towards FFGA
 - Check-ins with FTA HQ Staff

BSVII Contracting Task Force



- Includes VTA General Counsel Office, BSVII Project Staff, VTA Procurement Department, & Oversight Committee Subject Matter Expert Gall Zeidler
- Workshops conducted covering topics including:
 - Design level, Engineer of Record
 - Contract Packaging Scope, Size, & Biddability
 - Procurement Type & Delivery Methods
 - Qualitative Risk Assessment
- Discussions on CP2, including partial or full off-ramp
- Initial industry outreach at George Fox Tunneling Conference and Golden Beaver Heavy Engineering & Construction Awards in January
- Follow-up meetings planned in February
- Preliminary recommendations anticipated in March

Project Update



Aligning the Project with Available Funding

Greg Thiebaut

BSV Facilities Manager, VTA

Cost Savings Update









Level	Task Force	Cost Savings Advancing	Cost Savings (as of 12/6/2024)	Cost Savings (as of 2/3/2025)
1	-	Criteria / Requirements Assessment with BART ⁽¹⁾	\$187M	\$187M
1	-	Convert 28th Street/Little Portugal Parking Structure Spaces to Surface Parking	\$77M	\$77M
1	-	Refine Station Design (28th Street/Little Portugal, Downtown San José, and Diridon)	\$68M	\$68M
1	-	Owner Supplied Materials	\$20M	\$20M
2	A	Concurrent Tunneling from the East	TBD	TBD
2	B	Newhall Yard Facility / Santa Clara Station	TBD	>\$40M
2	C	Tunnel Interior Reconfiguration	TBD	TBD
2	D	Various Alternative Structural Concepts	TBD	<\$5M
2	E	Muck Off-Haul Options	TBD	<\$10M to TBD

Notes: Draft ROM costs in YOE dollars based on conceptual designs and subject to change.

Cost Savings Candidates Evaluation Criteria: Criteria/Requirements



	Evaluation Criteria	Description	Indicators
	Cost Savings	<ul style="list-style-type: none"> Draft Rough Order of Magnitude (ROM) costs in Year of Expenditure (YOE) dollars and subject to change. ROM costs reflect preliminary estimates based on conceptual design alternatives. 	\$X M - \$XX M
	Additional NEPA/CEQA	<ul style="list-style-type: none"> Would additional NEPA/CEQA analysis be needed? 	Yes/No
	Ridership Forecast	<ul style="list-style-type: none"> Would there be a change to the ridership forecast? 	
	Additional ROW	<ul style="list-style-type: none"> Would additional right-of-way (ROW) be needed? 	
	BART/Third Party Engagement	<ul style="list-style-type: none"> Is coordination and engagement with the BART and third parties needed? 	
	Public/Community Engagement	<ul style="list-style-type: none"> Is there an effect to the public/community that requires further engagement? 	

Task Force A: Concurrent Tunneling from the East



Cost Savings

TBD

Overview:

- Focused on smaller single bore tunnel from the East Portal to 13th Street
- Larger ~53 ft diameter TBM from West Portal through Diridon and Downtown San José would meet smaller single tunnel at 13th Street
- Initial space-proofing established ~45 ft diameter for smaller TBM
- No anticipated change to passenger-facing elements of 28th Street/Little Portugal Station at surface, passenger boarding below grade would be via side platforms
- Increased construction truck traffic at East Portal, 28th and 13th Streets
- Additional ROW (already environmentally cleared) required at East Portal
- Coordination and technical support from BSVII Oversight Committee Subject Matter Expert Gall Zeidler

Initial Assessment:



Additional
NEPA/CEQA

Yes



Ridership
Forecast

No



Additional ROW

Yes



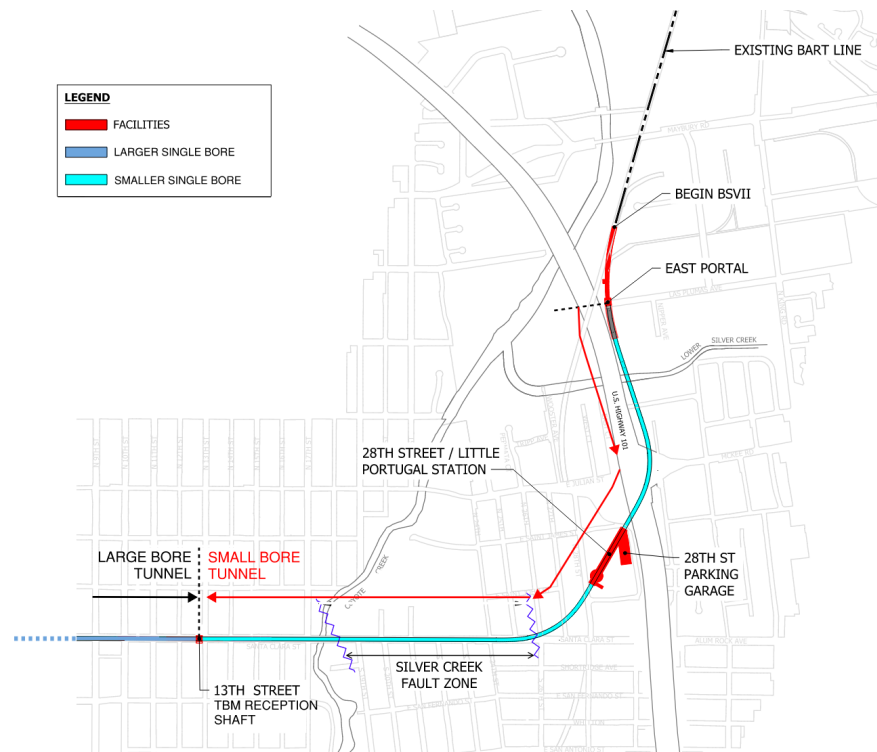
BART/Third
Party

Yes



Public/
Community

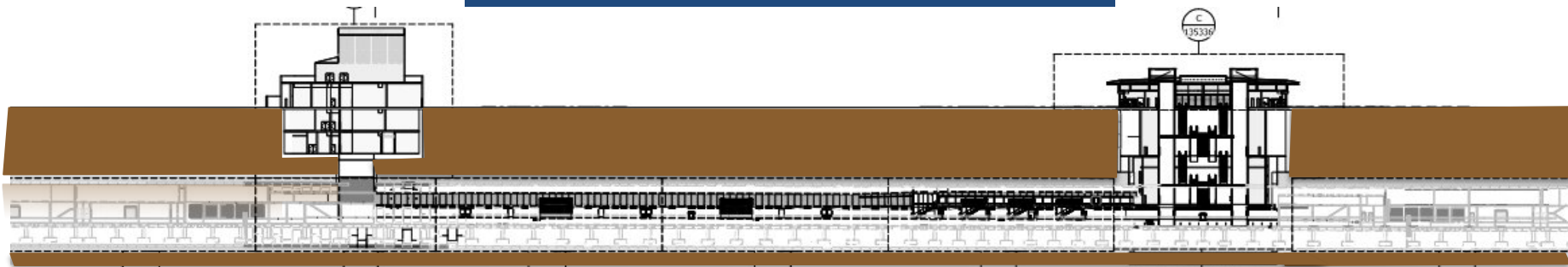
Yes



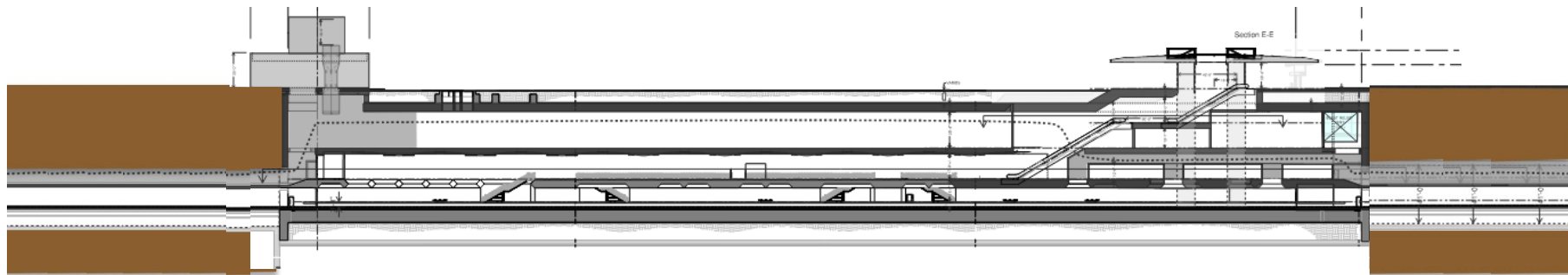
Concurrent Tunneling from the East



Baseline: In-Tunnel Station Platform



Task Force A: Fully Cut/Cover Station



Task Force B: Newhall Yard/Santa Clara Station



Overview:

- **Continuing to discuss operational options with BART.**
- Exploring several options in Task Force B to provide efficiency of vehicle storage capacity, maintenance areas, shops buildings, and ancillary facilities - evaluating trade-offs between O&M and capital costs.
- Parking garage remains, Station Infrastructure Facilities (SIF) are being revised and consolidated.
- Looking into potential phasing opportunities with options.



Cost Savings⁽¹⁾

>\$40M

(1) Draft ROM costs in YOE dollars and subject to change. Contingent on approvals for design variances.

Initial Assessment:



Additional
NEPA/CEQA

Yes



Ridership
Forecast

No



Additional
ROW

No



BART/Third
Party

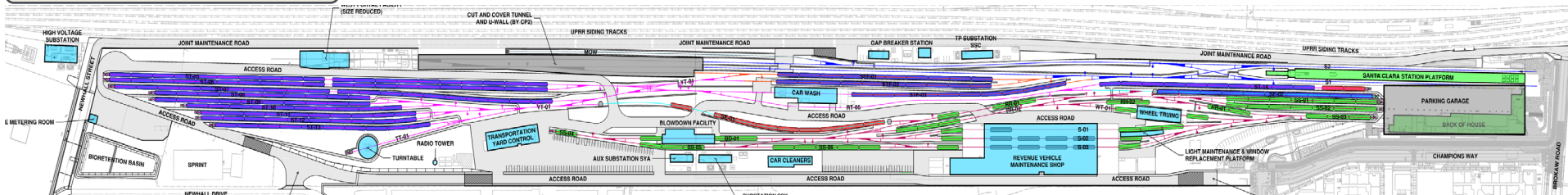
Yes



Public/
Community

No

OPTION E: Full Build Out



Task Force B: Newhall Yard/Santa Clara Station



Overview:

- **Continuing to discuss operational options with BART.**
- Exploring several additional options in Task Force B to provide efficiency of vehicle storage capacity, maintenance areas, shops buildings, and ancillary facilities - evaluating trade-offs between O&M and capital costs.
- Patron Parking would be changed to surface lot parking, no garage is required for Option F.
- Station Infrastructure Facilities (SIF) to be revised and consolidated.
- Looking into potential phasing opportunities with options.



Cost Savings⁽¹⁾

>\$100M

(1) Draft ROM costs in YOE dollars and subject to change. Contingent on approvals for design variances.

Initial Assessment:



Additional
NEPA/CEQA



Ridership
Forecast



Additional
ROW



BART/Third
Party



Public/
Community

Yes

No

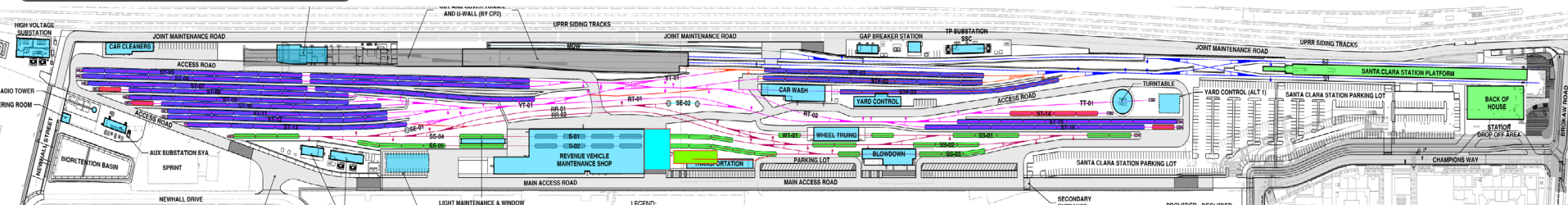
No

Yes

Yes*

* Parking Garage reduction/elimination and SIF structure refinement will require some stakeholder & community coordination.

OPTION F: Full Build Out



Task Force B: Newhall Yard/Santa Clara Station



Overview:

- **Continuing to discuss operational options with BART.**
- Exploring several options in Task Force B to provide efficiency of vehicle storage capacity, maintenance areas, shops buildings, and ancillary facilities - evaluating trade-offs between O&M and capital costs.
- Patron Parking would be changed to surface lot parking, no garage is required for Option H.
- Station Infrastructure Facilities (SIF) to be revised and consolidated.
- Looking into potential phasing opportunities with options.



Cost Savings

TBD

Initial Assessment:



Additional
NEPA/CEQA



Ridership
Forecast



Additional
ROW



BART/Third
Party



Public/
Community

Yes

No

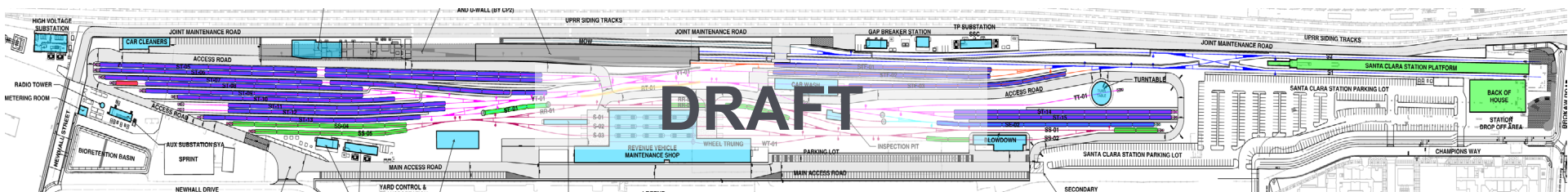
No

Yes

Yes*

** Parking Garage reduction/elimination and SIF structure refinement will require some stakeholder & community coordination.*

OPTION H: Full Build Out

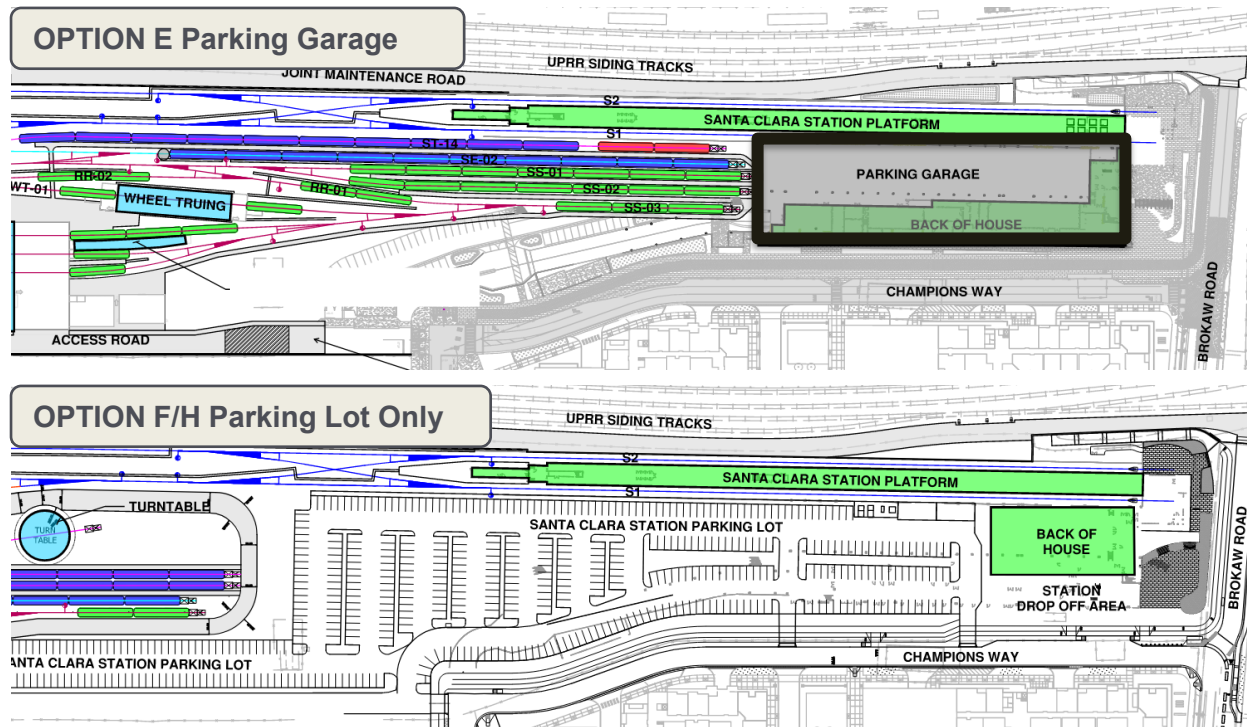


Task Force B: Newhall Yard/Santa Clara Station



Parking Comparison:

- Option E:
 - Full complete parking garage
- Options F and H:
 - No parking garage
 - 500 required public parking stalls can be located at-grade on opening day
 - Parking lot configuration layout to be coordinated with stakeholders (draft concept only presented)



Task Force C: Tunnel Interior Reconfiguration



Cost Savings

TBD

Overview:

Assess and evaluate options for Tunnel Interior Build Out (TIBO): Invert Fill/Overhead (OH) Steel Plenum vs. Inverted-U Structure

- Cement stabilized aggregate invert fill material & optimized track alignment
- Emergency Ventilation System (EVS) Plenums: OH steel plenum structure w/ lower inverted-u plenum at Stations
- Interface of raceways and Mechanical Electrical Plumbing (MEP) elements relative to revised TIBO configuration

Initial Assessment:



Additional
NEPA/CEQA



Ridership
Forecast



Additional
ROW



BART/Third
Party



Public/
Community

Yes

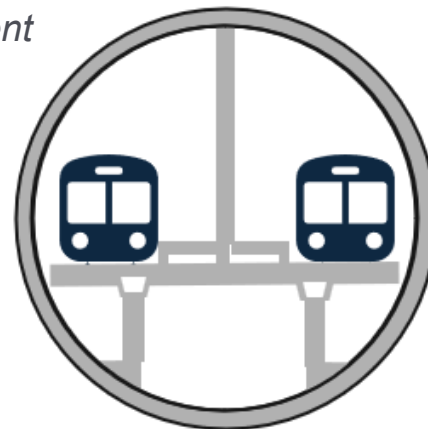
No

No

Yes

No

Current



Proposed



Task Force D: Various Alternative Structural Concepts



Cost Savings⁽¹⁾

<\$5M

(1) Draft ROM costs in YOE dollars and subject to change. Contingent on approvals for design variances.

Overview:

- Final Portal Structures: Optimize rebar design and shearing capacity, reconfigure interfaces with temporary works (eliminate shear keys), thinner walls, simplify joint details
- Underground Station Structures: Optimize support of excavation (SOE) rebar, permanent and temporary SOE walls

Initial Assessment:



Additional
NEPA/CEQA



Ridership
Forecast



Additional
ROW



BART/Third
Party



Public/
Community

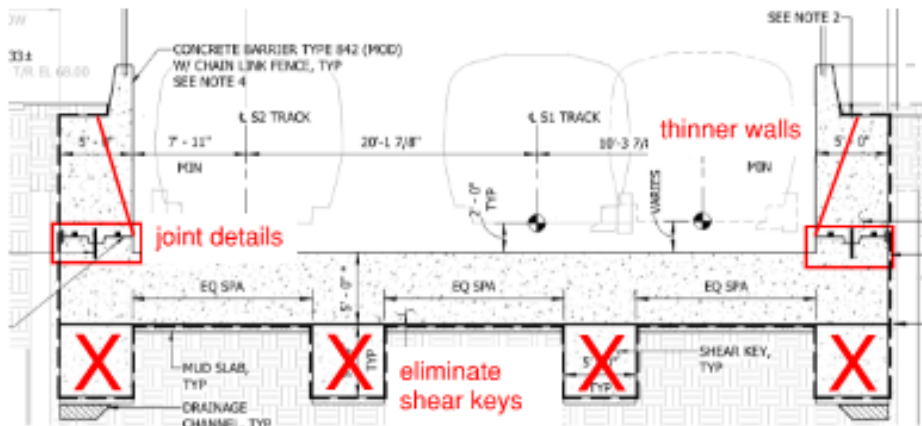
No

No

No

Yes

No



Task Force E: Muck Off-Haul



Cost Savings⁽¹⁾

<\$10M to TBD

(1) Draft ROM costs in YOE dollars and subject to change. Contingent on approvals for design variances.

Overview:

- Haul to local disposal sites to reduce trucking costs

Initial Assessment:



Additional
NEPA/CEQA

No



Ridership
Forecast

No



Additional
ROW

No



BART/Third
Party

No



Public/
Community

No



Construction Update

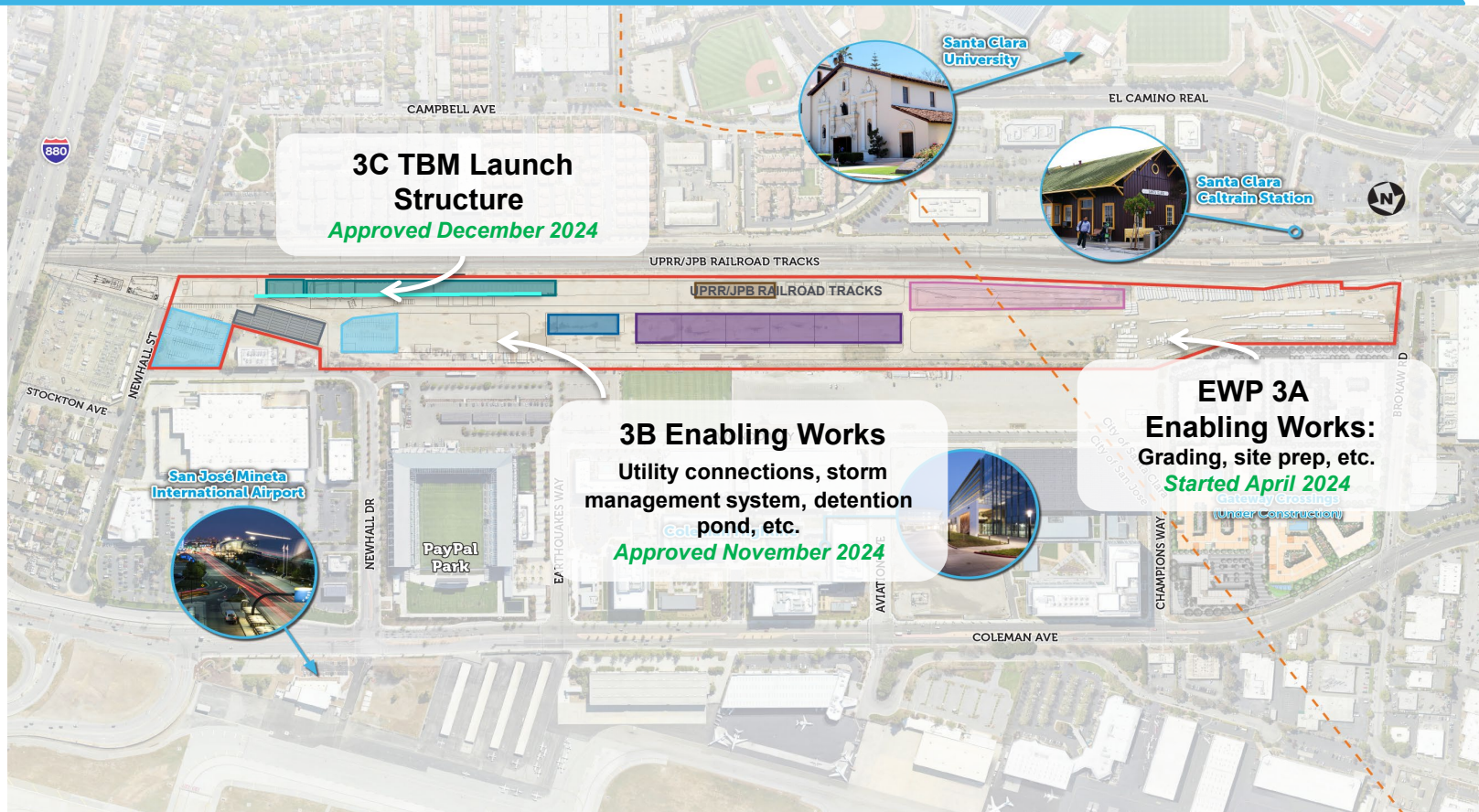
Brent Pearce

Interim Deputy Director of External Affairs, VTA

VTA's BART Silicon Valley Phase II Extension



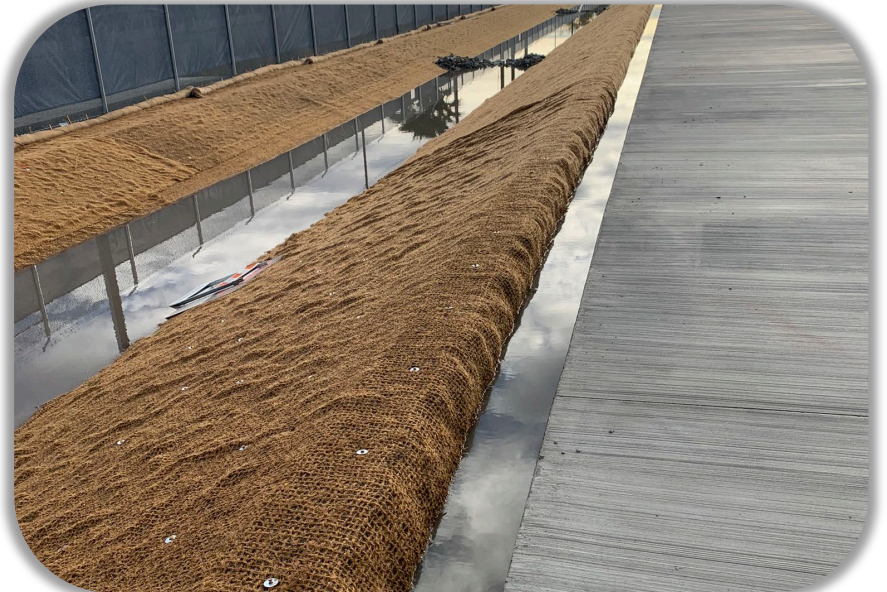
Where is the West Portal and TBM Launch Structure



Construction Progress



Commissioning of
Wheel Wash



Completed Drainage

Construction Progress

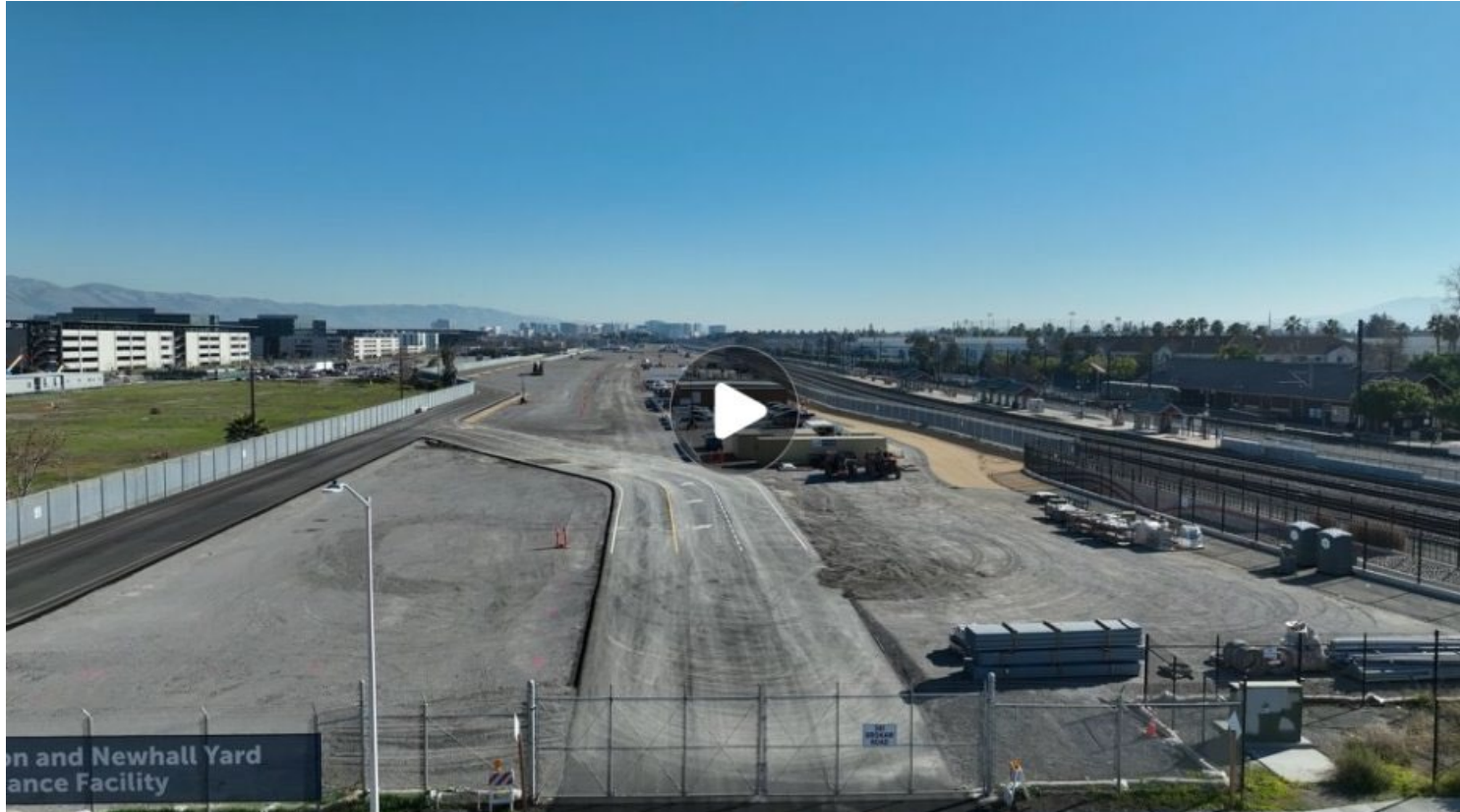


Concrete Pour for Access Road



Fusing HDPE Air Line
Prior to Installation

Construction Site Flyover



Upcoming Construction Activities

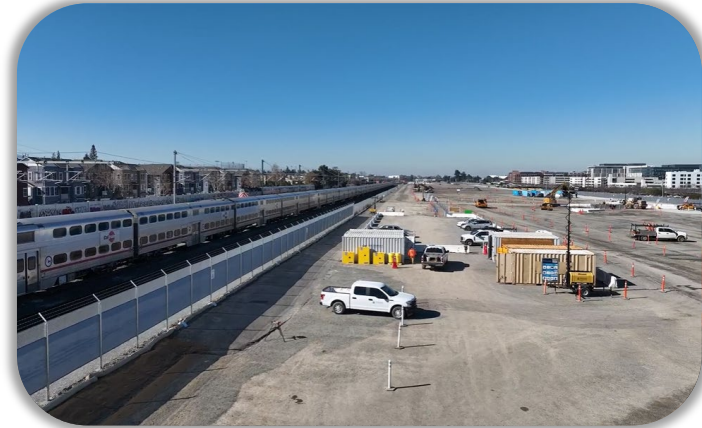


West Portal Activities:

- Heavy equipment mobilization for the TBM Shaft will start: **March 2025**
- Temporary Noise Curtain Installation will initiate: **April 2025**
- Night Shift activities will begin: **May 2025**

Upcoming Activities

- East Portal Geotech Soil testing
- West Portal Nightshift (shift in hours & hauling operations)
- Subscribe to receive updates on activities



Thriving Business Program Update

Brent Pearce, VTA

Interim Deputy Director of External Affairs, VTA



- Goal is to support small businesses during major construction disruptions
- Developed with economic analysis, interviews, survey of small businesses, and lessons learned from case studies
- Program refinements completed following discussion at VTA Board of Directors (BOD) June 2023 meeting, including:
 - Communications Plan
 - Direct Financial Assistance (DFA)



Thriving Business Program Goals



Enhance small business resiliency



Encourage foot traffic to business that rely on “walk-in” customers



Support businesses with resources and marketing assistance



Provide grant funding to assist businesses during construction-related disruptions

Thriving Business Program Elements



Eat Shop Local

- **Marketing campaign to encourage foot traffic:**
 - Social media and website promotion
 - Signage and wayfinding
 - Marketing assistance
 - Local vendor list
 - VTA pop-up events



Local Resource Network

- **Partnering with CBOs to provide:**
 - Financial and technical assistance
 - Networking opportunities
 - Educational resources



Direct Financial Assistance

- Providing financial grant assistance to eligible small business.
 - *Max. \$10k/year per business*
- Assist businesses experiencing construction-related disruptions

Local Resource Network Surveys



Community-Based Organization Provider Survey

Financial
resources/trainings

Technical
assistance/trainings

Networking
opportunities

Small Business Needs Survey

Identify concerns
regarding construction
disruptions

Determine business
resource needs

Collect information on
business logistics and
operations

Local Resource Network Surveys



- **Small Business Needs Survey**

- Release through:
 - SBTF canvassing
 - Local elected official outreach
 - Direct mail
 - Project website
 - Social media

- **CBO Provider Survey**

- Release through:
 - SBTF canvassing
 - Email
 - Project website
 - Social media

VTA Thriving Business Program
Community-Based Organization Provider Survey

Santa Clara Valley Transportation Authority (VTA) is launching its Thriving Business Program (TBP) to support the small business community by providing targeted resources during the construction of the BART Silicon Valley Phase II Extension Project (BSVII Project).

VTA's Thriving Business Program
Small Business Needs Survey

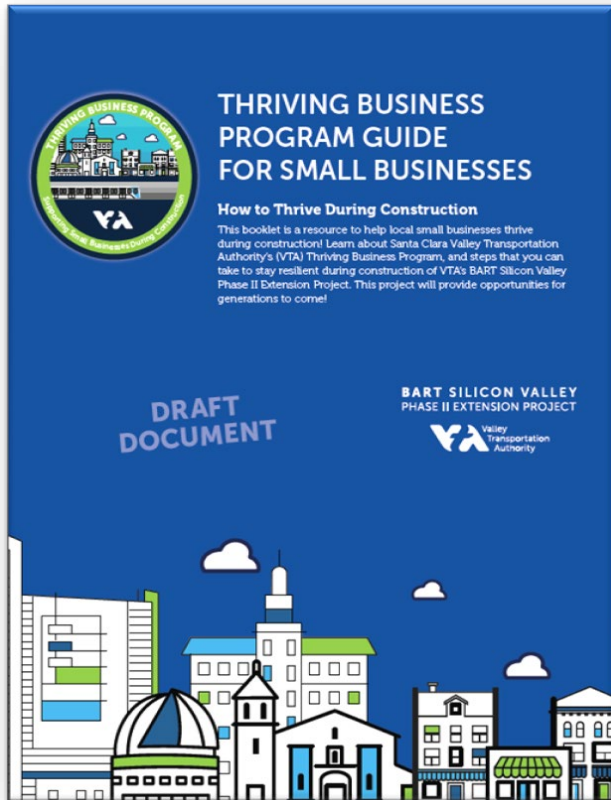
Your survey input will help VTA refine the types of assistance provided to small businesses. Participation in this survey does not constitute enrollment in the Thriving Business Program. Information collected is for internal use only and will not be published.

This survey should take about 10-15 minutes to complete. To learn more about the Thriving Business Program, please visit www.VTABART.org.

Construction Disruptions
The BSVII Project is working to address potential construction activities that may affect your business. Please answer the following question to inform VTA about your concerns related to major Project construction.

1. Based on your level of concern, rank the following construction disruptions, with 1 being the most disruptive and 4 being the least disruptive
 - a. Prolonged vehicle lane closures, which may result in delayed deliveries and limit customer access or employee access.
 - b. Prolonged parking restrictions or removal, which may result in delayed deliveries and limit employee or customer access.
 - c. Advertisement and signage obstruction that may limit on-the-street business visibility.
 - d. Other
1. Please specify the potential construction disruption you are concerned about if you ranked 'Other' higher than 4.
2. How do you anticipate these construction disruptions will affect your business operations? (Check all that apply)
 - a. Delayed deliveries
 - b. Reduced customer foot traffic
 - c. Challenges for employees getting to work
 - d. Decrease of sales revenue
 - e. Other: _____

Thriving Business Program Guide



HOW TO THRIVE DURING CONSTRUCTION

VTA's BSVII Extension Project
Santa Clara Valley Transportation Authority's (VTA) BART Silicon Valley Phase II Extension Project (BSVII) Project will connect North San Jose to the City of Santa Clara through downtown San Jose. Major construction for the Project is anticipated from 2023 to 2027 at the four station locations: Santa Clara, Diridon, Downtown San Jose, and 28th Street/Little Portugal.
The BSVII Project will provide many long-term benefits for the local business community.

New Activity
New stations and improvements will promote walkability, vibrancy, public life, and enhance foot traffic for local businesses.

Enhanced Access
Employees and customers can better access local businesses through connections to Caltrain and regional bus services.

Thriving Business Program
The Thriving Business Program will support the local small business community and provide a variety of resources during major construction. Participation in the program is voluntary for eligible small businesses and is anticipated that it will generate positive community benefits that extend beyond the BSVII Project itself.

EAT SHOP LOCAL CAMPAIGN

Eat Shop Local will help you promote your small business!
The Eat Shop Local Campaign will help promote the small business community during construction by establishing an online presence and providing free marketing materials.

Eat Shop Local can also help customers find your small business during construction!
Signage and wayfinding resources are part of the Eat Shop Local Campaign and will provide physical signage to help your customers navigate and let them know you're open for business.

By participating in Eat Shop Local, signage can be installed and featured throughout the community during major construction.

LOCAL RESOURCE NETWORK

Join the Local Resource Network to help you grow and manage your business!
This element leverages partnerships with community-based organizations (CBOs) to provide resources to small businesses. This includes workshops, webinars, education programs, and trainings on a wide variety of topics.

- Funding**
Learn how to increase your access to capital or grants that could support your business.
- Technical Assistance**
Receive training on how to market, promote, and manage your business.
- Networking**
Learn about networking opportunities with business resource providers to strengthen your business.

Please visit our website at www.vta.org/thriving-business-program for more information on resources CBOs can provide as well as a calendar of affiliated workshops.

CREATING RESILIENCY THROUGH FINANCIAL AND TECHNICAL ASSISTANCE

DIRECT FINANCIAL ASSISTANCE

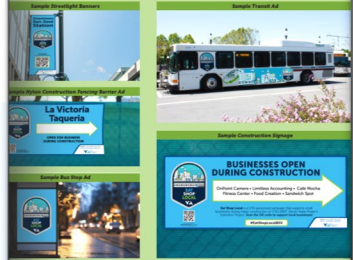
Direct Financial Assistance will help when you need it most!
The Direct Financial Assistance Program element will assist businesses during BSVII Project construction by providing financial assistance to eligible small businesses with construction-related disruptions. Grant funding will be available based on qualification criteria targeted to the major construction around the station locations. Construction is expected to start in 2024 at these locations.

You can apply for Direct Financial Assistance if:

- Business has 35 employees or less.
- Active business license in the City of Santa Clara or City of San Jose.
- Business operates a physical storefront located within approximately 500 feet of above-ground construction staging areas.
- Business experiences distribution to access and/or operations due to construction activities for a minimum period of two weeks.

Construction disruption that businesses may experience during major construction:

- Vehicular Lane Closures
- Sidewalk and/or Crosswalk Closures
- Temporary Parking Restrictions or Removal
- Store Front Advertisement and signage obstruction



Construction Readiness Guide



BART SILICON VALLEY PHASE II EXTENSION PROJECT CONSTRUCTION READINESS GUIDE

*A community resource to help prepare
business and residents for Project construction*

**DRAFT
DOCUMENT**

**BART SILICON VALLEY
PHASE II EXTENSION PROJECT**
Valley
Transportation
Authority



EARLY CONSTRUCTION

Being informed in advance of early construction activities allows for effective preparation and successful navigation of BSVII construction. As construction preparation for the BSVII Project progresses, residents and businesses near the active project areas may experience noticeable changes. Activities in and around station areas may result in temporary changes in traffic patterns, increased truck activity, occasional dust and intermittent noise.

Temporary disruptions or delays during early construction activities will vary depending on location and may include, but are not limited to the following:

- Vehicular or Bike Lane Closures**
Disruptions to deliveries, customer access, parking.
- Sidewalk or Crosswalk Closures**
Disruptions to customer access, employee access.
- Advertisement and Signage Obstruction**
On-street visibility.
- Utility Relocations**
Temporary utility disruptions, access restrictions, and minor detours.
- Building and Site Demolition**
Temporary noise, dust, vibrations, and increased truck traffic.
- Soil Sampling**
Low to moderate noise, vibrations, and possible temporary lane or sidewalk closures.
- Tunnel Boring Machine Launch Structure**
Increased noise, truck activity, and access changes near Santa Clara.
- Station Area Preparation**
Increased noise, truck activity, and access changes near Santa Clara.
- Geotechnical Survey Instrumentation**
Increased noise, truck activity, and access changes near Santa Clara.



For Businesses

- Leverage VTA's Thriving Business Program:
 - Seek Direct Financial Assistance: Explore requirements for financial support if your businesses experience documented business disruptions by major construction activities.
- Review Budgets:
 - Review and adjust your budget to account for new potential budget line items, such as increased advertising, digital marketing campaigns, etc.
- Reach Customers Where They Are:
 - Start collecting customer information to

DURING CONSTRUCTION

As construction progresses for the BSVII Project, residents and businesses near the active project areas may experience noticeable changes. While the majority of tunneling and excavation will occur underground, activities in and around station areas may result in temporary changes in traffic patterns, increased truck activity, occasional dust and intermittent noise.

Disruptions or delays during construction will vary depending on location and may include, but are not limited to the following:

- Noise and Vibration | Noise and vibration from heavy construction machinery and activities
- Extended Work Hours | Night and weekend construction activities
- Heavy Equipment | Presence of cranes, backhoes, excavators, low-impact pile driving, and other machinery
- Traffic Rerouting and Detours | Rerouting of vehicular, bicycle, and pedestrian traffic
- Construction Barriers and Fencing | Barriers or fences around active construction areas
- Construction Staging Areas | Designated areas for storing equipment, vehicles, and materials
- Concrete and Asphalt Work | Sidewalk, curb, and road reconstruction
- Increased Truck Traffic | Frequent hauling of excavation material, equipment deliveries, etc.
- Lighting for Night Work | Nighttime lighting in active construction areas
- Tunnel Construction and Muck Removal | Large-scale excavation for tunneling operations

To help navigate the construction phase effectively, here are steps you can take:



For Residents

- Stay Informed: Subscribe to construction updates to receive the latest information on activities near your area at vtabart.org
- Stay Connected: Contact the Project at 408-320-2345 or email vtabart@vta.org with any questions.
- Plan Ahead: Stay informed about truck routes and temporary traffic or pedestrian access changes by using the project's construction activities page and real-time map at vtabart.org/construction-overview
- Communicate: Share construction updates with neighbors and community groups to stay collectively informed.
- Participate: Join community meetings, including construction traffic management meetings, detailing truck routes and station-specific construction activities.



For Businesses

- Communicate with Customers:
 - Post clear signage and update your business hours online and on-site to ensure customers know you're open.
- Use real-time updates on construction areas and available parking areas to keep your customers informed and help them navigate changes at vtabart.org/construction-overview
- Use social media, email campaigns, and in-store flyers to share updates about access routes, available public parking, promotions, and construction progress.
- Collaborate with neighboring businesses on joint initiatives, such as VTA's 'Eat, Shop, Local' campaigns, to encourage patronage in the area and highlight special offers, sales, or unique incentives to attract customers and reinforce your presence during construction.
- Prepare Employees:
 - Share construction schedules and potential impacts on commutes with your employees.
 - Encourage the use of public transportation and carpooling where feasible and provide details about nearby transit options.
 - Communicate any changes to employee parking during construction and explore alternative options like nearby lots or shared parking areas.
- Explore Collaboration Opportunities:
 - Partner with nearby businesses and familiarize yourself with your local business association to create joint marketing campaigns or events to encourage customer visits.
 - Offer promotions or discounts to attract customers and incentivize repeat visits during construction.
- Participate in the community input of construction traffic management meetings for your area, detailing truck routes and station-specific construction activities.



AFTER CONSTRUCTION

The completion of the BSVII Project marks a transformative relationship, ushering in a new era of improved transit access and connectivity. Residents will experience improved mobility, reduced congestion, and a stronger, more connected community with enhanced support for local businesses and a better quality of life. Whether you're a resident exploring new amenities or a business leveraging enhanced accessibility, these improvements will support a thriving, connected future for all!

Next Steps


Ngan Nguyen

External Affairs CWG Liaison, VTA

CWG 2025 Workplan



- May 14, 2025
- September 10, 2025
- November 12, 2025

 Valley Transportation Authority 28th Street/Little Portugal	February 12, 2025	May 14, 2025	September 10, 2025	November 12, 2025	Future 2026 Topics
CWG Member Update	X	X	X	X	X
CWG Structure	X				
Meet and Greet Sessions	X				
Phase II Program Update	X	X	X	X	X
FTA & Funding	X	X	X	X	X
Aligning Project with Available Funding	X	X	X	X	X
Contracting & Early Work Packages	X	X	X		X
Real Estate & Property Management	X	X	X		X
Construction Update	X	X	X	X	X
Contract Specific Construction Transportation Management Plans (CTMPs)		X	X	X	X
Construction Schedule	X	X	X	X	X
Fencing & Screening	X	X	X	X	X
Building Demolition					X
Building Monitoring / Instrumentation and Monitoring Program					X
Community Engagement	X	X	X	X	X
Thriving Business Program	X	X			X
Construction Education and Outreach Update	X	X	X	X	X
Station Area Planning & Adjacent Developments		X	X		X
City Planning Updates	X				X
VTa TOD at BSVII Stations					X
Government Affairs Update		X		X	X

Upcoming Meetings



Link to Overview of Meetings and Committees:

vta.org/about/board-and-committees

- VTA's BSVII Oversight Committee: **February 13, 2025 @ 12 PM**
- Board of Directors Workshop: **February 28, 2025 @ 9 AM**
- Board of Directors Meeting: **March 6, 2025 @ 5:30 PM**
- VTA's BSVII Oversight Committee: **March 13, 2025 @ 12 PM**
- Board of Directors Meeting: **April 3, 2024 @ 5:30 PM**
- VTA's BSVII Oversight Committee: **April 10, 2025 @ 12 PM**