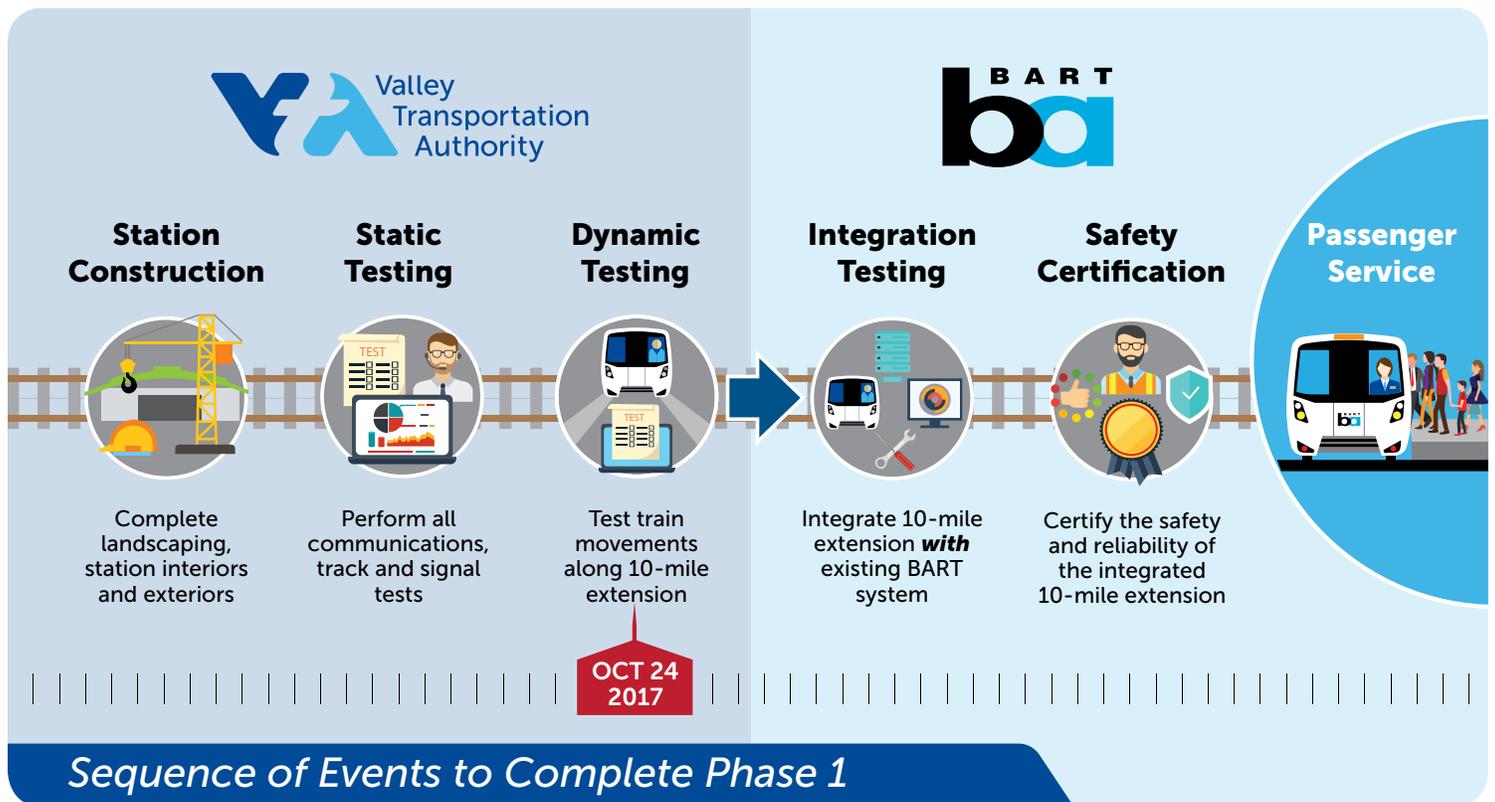


BART Silicon Valley Update

Fall 2017



Phase I Construction Almost Finished; New Stations Slated to Open in 2018

Physical construction of VTA's BART Silicon Valley Phase I Extension is nearly complete. Before the two new stations in Milpitas and North San Jose can open for service, however, an extended period of testing, systems integration and, most importantly, safety certification must take place. The current projection for the start of passenger service is June 2018.

There are three phases of testing to be completed. The first is static testing, which confirms the performance of all newly-built communications, track and signal systems. The static tests are now complete.

Dynamic testing adds the element of confirming those test results while trains are operating throughout the 10-mile extension. Residents already are seeing multi-car BART trains on the tracks as a result of this testing. These first trains operate at random hours and are not carrying passengers but will be running at speeds of anywhere from 5 mph to 80 mph. Dynamic testing continues into 2018.

Once dynamic testing is complete, VTA will turn the project over to BART so that BART may perform integration testing (tying in the extension to the main BART operating system) and train its operators on the new extension.

The final milestone is safety certification. The California Public Utilities Commission (CPUC) is the agency that oversees the safety certification of rail transit systems in California. Under CPUC oversight, all systems are certified to ensure they are correctly designed, constructed, installed, and operating as intended.

Once passenger service begins, BART will be responsible for operations and maintenance of the stations, vehicles and tracks, while the CPUC will continue oversight of the system operations. VTA will operate and maintain the transit centers and parking structures at both stations.

[Phase II Update Inside](#)

Phase I Fun Facts

- Phase I of the VTA 10-mile extension begins at the Warm Springs Station in Fremont and extends south through Milpitas to the location of the San Jose Flea Market in north San Jose. A second, six-mile phase will extend to downtown San Jose and then terminate west of the Mineta San Jose International Airport in Santa Clara.
- The project is being built completely by VTA and will be operated by BART. This is the first time such an arrangement has been used to extend BART service. The current projection for the start of passenger service is June 2018.
- Average ridership by 2030 is projected at 46,000 riders a day.
- The two stations are being called transit centers (rather than BART stations) in order to better convey the diversity of service that will be available at both locations. The official names are the Milpitas Transit Center and the Berryessa/North San José Transit Center.
- Both stations feature enhanced bicycle and pedestrian amenities, as well as bus transit centers and vehicle parking structures.
- Nearly 30,000 people live within one-half mile of one of the stations and over a million people reside within a 15-minute bus ride.
- VTA light rail service is being reconfigured to facilitate riders using both light rail and BART services. Direct light rail service to Santa Clara, Sunnyvale and Mountain View will be initiated when the Milpitas Transit Center becomes operative.
- The extension's track interacts with eleven major roadways and, in each case, the track and the roadway are grade-separated, eliminating traffic delays created by vehicles stopping behind flashing street crossing gates while a train passes through. This also provides a safer environment for pedestrians and bicyclists.
- Unlike VTA light rail, which receives electrical power from an overhead catenary system, BART vehicles receive power from an energized "third rail," which is located at ground level. For this reason, all BART tracks are fenced or otherwise safeguarded so no one is harmed by the energized third rail. It is extremely dangerous to trespass on the BART tracks.



VTA Board Approves Parking Fees, Multi-day, Monthly Options Included

Current users who park for free at VTA light rail stations or Park and Ride lots may be in for a surprise the first time they drive to either the Milpitas or Berryessa/North San José Transit Centers. Both locations will offer VTA and BART services, and will charge for parking.

The fees will apply both for the parking structures at each station and also the surface lots; with day use, disabled, motorcycle, overnight and long-term parking available. A monthly pass is an option.

The VTA Board of Directors has reviewed and approved the fee structure and method of payment for parking at both transit centers.

Parking Costs:

- A daily flat fee of \$3 for all spaces
- A monthly pass will cost \$50
- Long-term parking will be available at a rate of \$7 a day
- Parking will be free in the designated motorcycle parking areas
- Electric vehicle charging will be \$1.25 an hour, plus the \$3 daily fee
- Pay kiosks will be located in the garages and surface lots
- Fees will be charged 24 hours a day, seven days a week



Ride a Bike, a Bus, or Walk to the Transit Center!

Driving and parking will not be your only option for accessing the new BART service that will be available when the Milpitas and Berryessa/North San José transit centers open next year. Instead, think bikes, buses or light rail!

VTA is undertaking a major bus and light rail reorganization timed to take place concurrent with the extension opening that will make taking public transportation to the two new transit centers a breeze. In addition, improvements to local bike lanes and paths will enhance the ability of cyclists to safely ride to the new stations.

At Berryessa/North San José, there will be 28 buses an hour on weekdays calling on the transit center. With Milpitas offering light rail services as well as buses, there will be 42 transfer options an hour.

For Milpitas, a new VTA light rail line with 15-minute (weekday) service frequency is being added that will provide one-seat service to and from Santa Clara, Sunnyvale and Mountain View. This new, no-transfer service is expected to benefit residents of these communities while also transporting others to the many employment centers located along the light rail corridor. Similar frequency of service will also be offered to downtown San Jose and the Alum Rock Transit Center.

Ridership models forecast travel between the Berryessa/North San José Transit Center and downtown San Jose will be popular. Two rapid (limited stop) lines will offer speedy connections between



South Milpitas Blvd. extension provides dedicated bike and bus lanes to enhance safety.

the two destinations, with 15 minutes or better service on weekdays and every 15 to 20 minutes on weekends.

Cyclists and pedestrians will also find the welcome mat put out for them with wide, well-defined pathways and lanes to use while moving around within the transit centers. Both stations will feature secure e-lockers and bike storage rooms (similar to what is available at many other BART stations), as well as more casual bike racks also being available. In addition, both stations have set aside areas for bike share programs.

At the Berryessa location, a bike path extension has been built that crosses King Road at a signalized intersection and connects the station with the Upper Penitencia Creek Trail. This extension also connects the Berryessa Transit Center with the Bay Ridge Trail.



Noise and Vibration from Construction Diminished, Nearby Residents May Hear Trains on the Tracks

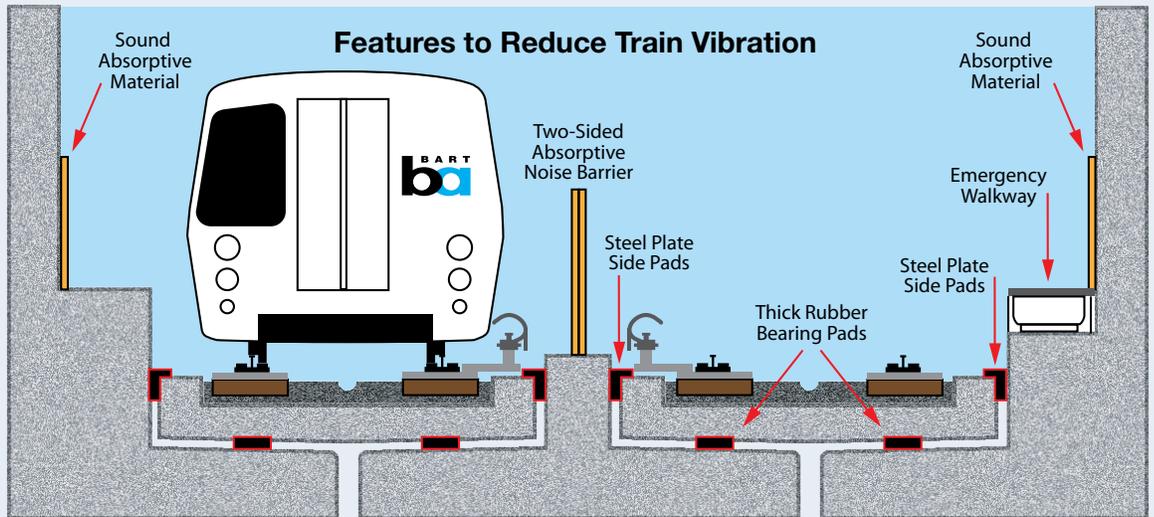
Construction activities are wrapping up on the Phase I project and noise and vibrations from construction activities have significantly decreased. With the exception of some minor activities through the end of the year, pile driving, earth moving and major detours are long over.

However, now that trains are actively running on the new tracks as system testing takes place, nearby residents will begin to hear a different tune. Transit noise and vibration are generated by BART trains in motion. The noise comes from the electric motors that propel the train and the rolling noise of the steel wheels on the tracks. Vibrations result from the weight of the train rolling over the tracks.

After extensive sound testing, VTA utilized multiple construction techniques to minimize noise impacts to nearby residences and other nearby facilities, all meeting federal noise standards. They include construction of new soundwalls, insulation of existing structures, equipment enclosures, floating concrete slabs underneath tracks and the use of Tire Derived Aggregate (shredded tires used as a vibration absorbing material) – a construction technique successfully used by VTA on the Vasona Light Rail Extension.

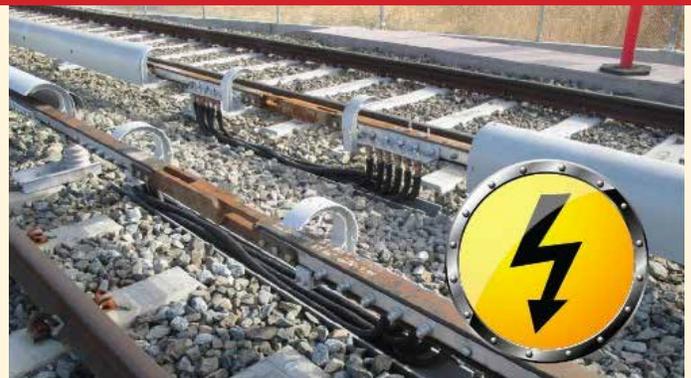


(Left and below) Sound walls and community walls were built at key locations throughout the alignment.



Stay off the Tracks

VTA wants to remind all residents to stay away from the BART tracks! With train testing occurring, the third rail that provides the power to the BART trains is fully energized (powered on). Please adhere to all posted safety and warning signs and other safety information and alert emergency personnel if you see non-construction related activities within these areas. Unlawful entry into the fenced-in BART tracks may result in prosecution.



TOUCHING THE TRACK OR THIRD RAIL MAY RESULT IN DEATH BY ELECTROCUTION.

VTA Sustainability

VTA is committed to creating a greener Santa Clara Valley through its Sustainability Program. The Sustainability Program seeks to strengthen VTA's commitment to the environment through the conservation of natural resources, the reduction of greenhouse gases, the prevention of pollution, and the use of renewable energy and materials.

VTA received the Gold-Level status in the Sustainability Commitment Program awarded by the American Public Transportation Association (APTA). "Reaching Gold-Level status is a high honor and VTA is one of only 15 organizations in North America to have reached this level of recognition," said APTA Acting President and CEO Richard A. White.

VTA's BART Berryessa Extension has implemented numerous initiatives such as using LED lighting, installing solar panels at both stations, installing energy efficient escalators, utilizing scrap vehicle tires to reduce train vibrations, using native and drought-tolerant plants in the landscaping, installing water conserving fixtures, ensuring there is no increase in stormwater runoff, and recycling construction and demolition debris.



Check out specific projects at VTA's Sustainability Program Interactive Storymap at: www.vta.org/sustainability



Solar panels atop the Berryessa/North San José parking structure.

Phase II Update

Peer Review of Tunnel Methodology Underway, Final Project Description Expected in Early 2018

As we approach 2018, Phase II of VTA's BART Silicon Valley Extension is gaining steam. VTA and BART are making key decisions about Phase II – the next six miles of BART into downtown San Jose and the City of Santa Clara.

There are multiple factors and extensive analysis being taken into consideration to decide the best way to deliver the project. The state and federal environmental review process is nearing the end but not before a final project description is approved by VTA's Board of Directors. To accomplish this, VTA held public workshops in August and September for the Board and a joint meeting with the BART Board of Directors to provide an overview of Phase II's environmental review process, the location options for Downtown and Diridon Stations, and single-bore and twin-bore tunneling methodologies. A peer review of the tunneling methodologies is being conducted through Fall 2017.

The VTA Board is expected to make a final decision on the project description (type of tunnel and station locations) and certify the final environmental document at its first meeting in 2018. By March 2018, VTA anticipates securing project approval from the federal

government allowing VTA to move forward with engineering and pre-construction activities for the project.

While VTA will design and build Phase II, BART will ultimately operate and maintain the system once it opens, as will be done with the Phase I Berryessa Extension. Over the course of the decision timeline, VTA will continue to work with BART and the community to develop a project that will deliver the economic and environmental benefits expected from fully extending the BART system into downtown San Jose and the City of Santa Clara.

VTA Board Meeting - Select Final Project Description and Certify Final Environmental Document/Approve Project	January 4, 2018
---	-----------------

Record of Decision Anticipated to be Signed by the Federal Transit Administration	March 2018
---	------------

BART Silicon Valley – Community Update – Fall 2017

PROGRAM OVERVIEW		
	Phase I Berryessa Extension	Phase II Extension
Service Area	Extends the BART System 10 miles from the Warm Springs Station to San Jose	Extends the BART System another 6 miles past the Berryessa/North San José Station
Project Cost	\$2.4 Billion	\$4.7 Billion
Stations	<ul style="list-style-type: none"> • Milpitas, near the Great Mall • Berryessa/North San José, near San Jose Flea Market 	<ul style="list-style-type: none"> • Alum Rock/28th Street, in northeast San Jose • Downtown San Jose, under Santa Clara Street • Diridon, near the Diridon Caltrain Station in San Jose • Santa Clara, near Santa Clara University
Planned Passenger Service	2018	2026

Learn More

VTA provides notification of construction activities and traffic updates through the mail and website updates. If you would like to be added to the project mailing list to receive updates or have questions, comments or concerns, please contact VTA Community Outreach at the phone number or email address provided below.

Obtenga más información

VTA da aviso de las actividades de las obras y de cambios en el tráfico por medio de informes enviados por correo y publicados en el sitio Web. Si le gustaría ser agregado(a) a la lista de correo para recibir avisos, o si tiene alguna pregunta, comentario o inquietud, favor de contactar al programa de extensión a la comunidad, Community Outreach, de VTA al teléfono o al correo electrónico proporcionado a continuación.

Tìm Hiểu Thêm

VTA sẽ thông báo về các hoạt động xây cất và thông tin cập nhật về giao thông qua thư gửi và cập nhật trên trang mạng. Nếu quý vị muốn được bổ sung vào danh sách thư tín để nhận các thông tin cập nhật hoặc có thắc mắc, ý kiến nhận xét hoặc quan tâm, xin vui lòng liên lạc Ban Tiếp Ngoại Cộng Đồng VTA theo số điện thoại hoặc điện thư ghi dưới đây.

進一步了解情

VTA 將透過郵件及網站提供工程通知及最新交通資訊。若想加入項目郵寄名單以獲得最新資訊，或您有問題、意見或疑慮，請使用以下電話號碼或電郵地址聯絡 VTA 社區外展部。

Individuals who require language translation, American Sign Language, or documents in accessible formats are requested to contact VTA Customer Service at (408) 321-2300 / TTY (408) 321-2330.