ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Santa Clara Valley Transportation Authority's (VTA) BART Silicon Valley Phase II Project

Resolution _____

(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☑ Local Partnership Program (Competitive)
- ☑ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, MTC, VTA, and the Implementing Agency, VTA, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/26/2025 meeting the Commission approved the Solutions for Congested Corridors Program and included in this program of projects the Santa Clara Valley Transportation Authority's (VTA) BART, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ■ Resolution G-25-43, "Adoption of Program of Projects for the Local Partnership Program", dated 6/26/2025
- ■ Resolution G-25-41, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated 6/26/2025
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 VTA agrees to secure funds for any additional costs of the project.

4.6 VTA agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 VTA agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 VTA agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The State will not provide supplemental funds in the event of a cost overrun. Other potential sources of funds should be identified.

Section 3.1
Solutions for Congested Corridors Program, and Local Partnership Program - Competitive.

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Santa Clara Valley Transportation Authority's (VTA) BART Silicon Valley Phase II Project

Resolution:

(to be completed by CTC)

Andrew Fremier

1/12/2026

Date

Andrew Fremier

Metropolitan Transportation Commission

Project Applicant

DocuSigned by:
Carolyn M Gonot
D2267F28DC054 1F...

12/30/2025

Date

Carolyn M. Gonot

Santa Clara Valley Transportation Authority

Implementing Agency

David Ambuehl
David Ambuehl (Jan 13, 2026 11:52:27 PST)

01/13/2026

Date

David Ambuehl

District Director

California Department of Transportation

Date

Dina El-Tawansey

Director

California Department of Transportation

Date

Tanisha Taylor

Executive Director

California Transportation Commission

Docusign Envelope ID: 4DCFA8D6-1E8A-44E0-BEB0-2D3DDF0A576A

ADDITIONAL SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Title: Santa Clara Valley Transportation Authority's (VTA) BART Silicon Valley Phase II Project

Resolution: _____

(to be completed by CTC)

DocuSigned by:
Carolyn M Gonot
D2287F28DC0541F...

12/30/2025

Carolyn M. Gonot

Date

VTA

Project Applicant

Date

Project Applicant

Date

Project Applicant

B. FACT SHEET

B.1. Project Title

BART to Silicon Valley Phase II Extension.

B.2. Project Narrative

The Bay Area Rapid Transit (BART) to Silicon Valley Phase II Extension (BSVII) Project, led by the Santa Clara Valley Transportation Authority (VTA), is a regionally transformative project that will extend the BART rail system by six miles from the Berryessa/North San José Station through downtown San José to the City of Santa Clara. This extension will feature four new stations—three underground and one ground-level—along with a new maintenance and storage facility, expanding the service area of the Bay Area's largest high-speed, high-capacity electrified commuter rail system.

The BSVII project will serve approximately 32,900-weekday boardings (~9.5 million boardings annually), shifting 8,400 vehicle trips daily off the Bay Area's most congested highways and reducing congested-related impacts such as air pollution, greenhouse gas (GHG) emissions, and traffic accidents. The BSVII project enhances multimodal transportation options in one of the largest employment and population centers in the state, expands access to affordable transportation options in disadvantaged communities in San José, and removes barriers to accessing economic opportunities in Silicon Valley, where most jobs are historically accessible by vehicle only. Furthermore, the BSVII project completes the rail "Ring Around the Bay," connecting BART, Caltrain, Altamont Corridor Express (ACE), and Capitol Corridor at Diridon and Santa Clara Stations, enhancing regional rail connectivity between the South Bay, Peninsula/San Francisco, East Bay, and Central Valley.

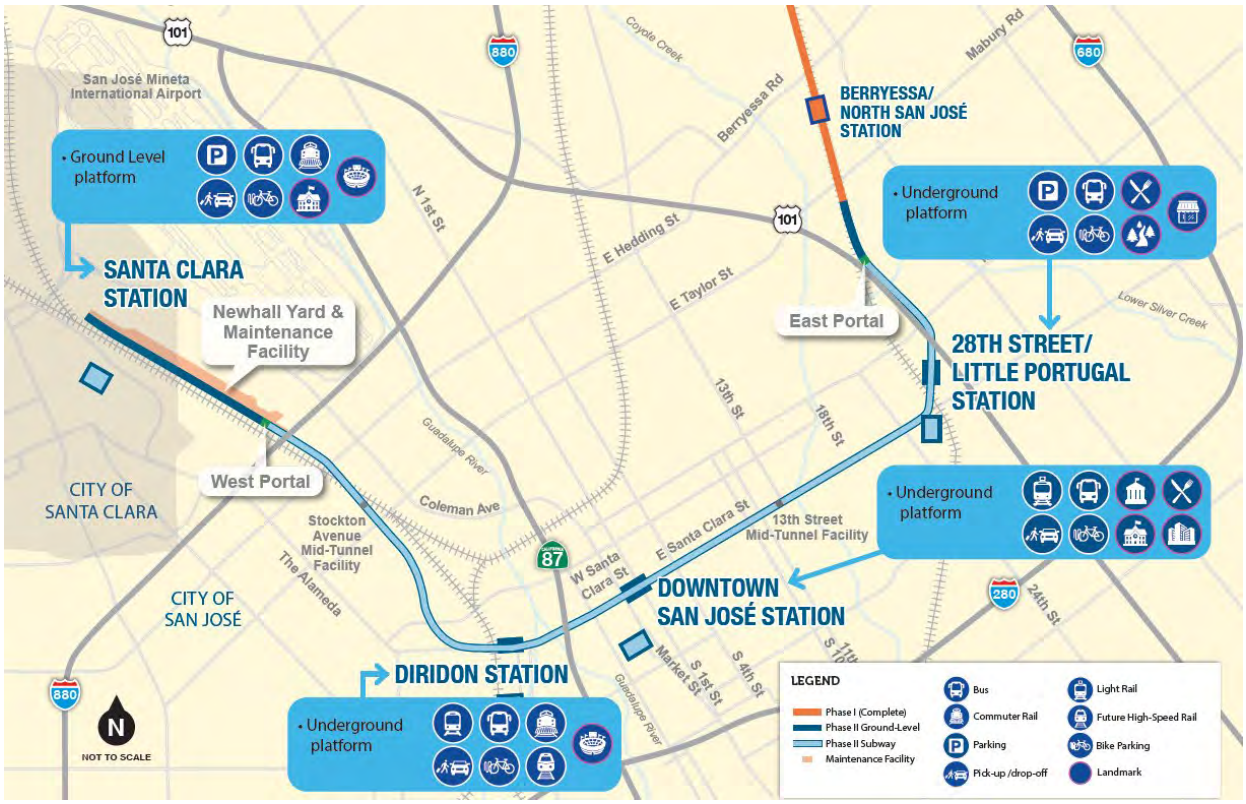

Figure 1. The BSVII project map and the multimodal connections offered at each station.

B.2.A. GREENHOUSE GAS EMISSIONS

BSVII will significantly improve rail connectivity in Silicon Valley and the greater Bay Area, enabling commuters to reach the region's largest job and commercial centers via fast and convenient rail service. Historically, most jobs in Silicon Valley are only accessible by driving on the Bay Area's most congested highways. BSVII connects millions of workers to more than a million job opportunities in Silicon Valley and, alternatively, connects South Bay residents to job sites along the existing BART network. By improving access to employment opportunities and regional destinations via rail, the BSVII project will shift more than 8,400 vehicles a day off major highways by 2040, resulting in 224,808 fewer vehicle miles traveled (VMT) daily by 2069 and 15,994 fewer tons of CO_2 a year on average.

Furthermore, the four BSVII stations are in existing urbanized areas and will support more efficient and sustainable transit-supportive land uses. Transit-oriented development (TOD) will create vibrant station areas where people can live, work, shop, and play within their community and encourage using alternative modes over driving. In addition, the stations are designed to minimize barriers to using BART and promote sustainable transportation options, including transit and rail connections, bicycle parking and renting, park-and-ride options, and electrical vehicle charging, amongst other multimodal improvements.

B.2.B. TRANSPORTATION EQUITY

BSVII directly supports the state's equity goals by serving the needs of vulnerable and marginalized populations in Silicon Valley. Of the 22 Census Tracts within a half mile of the BSVII stations, 18 are designated regional, state, or federal disadvantaged communities due to the high proportion of low-income, transit-dependent, and minority populations. In addition, many of these communities disproportionately experience the negative impacts of congestion, including air pollution and dangerous roads. For these communities and other disadvantaged communities along the existing BART network, BSVII will reduce costly super-commuting, barriers to employment opportunities in Silicon Valley and other parts of the Bay Area, and congestion-related impacts like air pollution and traffic accidents. Furthermore, this transformative project will create 165,698 direct, indirect, and induced jobs by investing $12.746 billion, a significant portion of that investment directly benefiting historically underserved and overlooked communities.

In addition to jobs, the BSVII project enhances access to important resources and amenities along the BSVII corridor, including education (i.e., San José State University and Santa Clara University), healthcare, parks and trails, public gathering spaces, community centers, public services, shopping destinations and markets, eateries and cafes, nightlife and entertainment, and the cultural amenities of Alum Rock's vibrant Latino and Vietnamese community.

Finally, VTA and local jurisdictions have committed to constructing affordable housing and protecting existing tenants in BSVII station areas to ensure that populations most likely rely on transit have access to BART. Affordable housing goals are established at all station areas: 25% at the 28th Street/Little Portugal and Diridon Stations, 20% at the Downtown San José Station, and 15% at the Santa Clara Station. VTA is also exploring affordable housing options on the roughly 17 acres of land the agency owns across all four station areas.

B.2.C. COMMUNITY IMPACTS

The BSVII project has implemented several strategies to avoid or mitigate negative community impacts, resulting in improved outcomes for local communities. The project has conducted extensive environmental reviews and engaged in ongoing community consultations. These efforts ensure that potential impacts are identified early and mitigation measures, such as modifications to construction techniques, are adopted to minimize disruption and environmental harm. A major driver for the five-mile tunnel alternative is to avoid extensive community impacts in some of the South Bay's most disadvantaged areas, such as East San José.

Additionally, the project has prioritized public participation, holding regular meetings and feedback sessions to integrate community concerns into the planning process. This approach has led to more responsive and context-sensitive solutions, such as enhanced noise reduction measures and rerouting construction activities to minimize traffic and safety concerns for residents. These actions ensure that the project not only meets regulatory requirements but also enhances public trust and ownership.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0015 v0

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/19/2025 11:09:36
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other						
District	EA	Project ID	PPNO	Nominating Agency		
04			2365E	Metropolitan Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Clara County				Santa Clara Valley Transportation Authority		
				MPO	Element	
				MTC	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Mike Tasosa			408-321-5752	mike.tasosa@vta.org		

Project Title

BART Silicon Valley Phase II (BSVII) - Newhall Yard Tunneling NTP1 (Package 1 of 2)

Location (Project Limits), Description (Scope of Work)

In Santa Clara, Newhall rail yard at Brokaw Rd. Construct tunnel launch structure and tunnel supports, including component procurement.

Component	Implementing Agency
PA&ED	Santa Clara Valley Transportation Authority
PS&E	Santa Clara Valley Transportation Authority
Right of Way	Santa Clara Valley Transportation Authority
Construction	Santa Clara Valley Transportation Authority

Legislative Districts

Assembly:	25,27	Senate:	15	Congressional:	17

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		01/02/2002	01/02/2002
Circulate Draft Environmental Document	Document Type EIR	12/26/2016	12/26/2016
Draft Project Report		01/23/2002	01/23/2002
End Environmental Phase (PA&ED Milestone)		03/02/2018	03/02/2018
Begin Design (PS&E) Phase		10/15/2018	10/15/2018
End Design Phase (Ready to List for Advertisement Milestone)		09/24/2021	09/24/2021
Begin Right of Way Phase		03/01/2020	03/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2026	12/04/2025
Begin Construction Phase (Contract Award Milestone)		04/24/2023	02/06/2026
End Construction Phase (Construction Contract Acceptance Milestone)		11/30/2036	02/06/2029
Begin Closeout Phase		06/30/2037	02/06/2029
End Closeout Phase (Closeout Report)		03/31/2039	08/06/2029

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0015 v0

Date 12/19/2025 11:09:36

Purpose and Need

West Portal and tunnel launch early works and related long-lead time procurements. Includes purchase of specialized tunnel section pre-casting equipment, purchase of tunnel segment casting equipment, construction of portal footings and foundations, plus West Portal electrical fit out.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Facilities	New / Upgrade Facility	EA	1

Additional Information

Project is being delivered in two (2) packages with separate PPNO's:
#1: BSVII - NTP1 (Package 1 of 2) - PPNO 2365E
#2: BSVII - Project Balance (Package 2 of 2) - PPNO 2365N

NTP1 is for support work related to the infrastructure infrastructure improvements in Package 2. The same Performance Indicators and Measures are included under the BART Silicon Valley Phase II (BSVII) Project- Post NTP1 (Package 2 of 2) and cannot be separated for each segment's ePPR. Therefore the Performance Indicators and Measures are duplicated to reflect the same for both segment's ePPRs.

NTP1 delivers West Portal and tunnel launch early stage construction, fabrication and related long-lead time procurements. Includes purchase of specialized tunnel section pre-casting equipment, purchase of tunnel segment casting equipment, construction of portal footings and foundations, plus West Portal electrical fit out.

PPR ID
ePPR-6264-2023-0015 v0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	83,879,428	84,104,236	-224,808
			Hours per Capita	1,256,495,136	1,260,127,830	-3,632,694
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	3.06	3.06	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1,407	1,325	82
			PM 10 Tons	1,521	1,440	81
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	273,851,136	274,330,965	-479,829
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	57,698	57,749	-51
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	2,674	2,681	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,119,615	1,121,154	-1,539
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	147,099	142,654	4,445
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1.0902	1.0934	-0.0032
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	1.3	1.3	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	133.2172	133.5407	-0.3235
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	135	135	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	224.7571	225.3994	-0.6423
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	2,440,102	2,279,302	160,800
	Optional	Number of Destinations Accessible by Mode	Number	8,670	8,041	629
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	53.52	53.52	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	165,698	0	165,698
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.16	0	1.16

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0015 v0

District	County	Route	EA	Project ID	PPNO
04	Santa Clara County				2365E

Project Title

BART Silicon Valley Phase II (BSVII) - Newhall Yard Tunneling NTP1 (Package 1 of 2)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									Santa Clara Valley Transportation Au
R/W SUP (CT)									Santa Clara Valley Transportation Au
CON SUP (CT)									Santa Clara Valley Transportation Au
R/W									Santa Clara Valley Transportation Au
CON									Santa Clara Valley Transportation Au
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				186,384				186,384	
TOTAL				186,384				186,384	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				75,000				75,000	
TOTAL				75,000				75,000	

Fund #2:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,000				25,000	
TOTAL				25,000				25,000	

Fund #3:	Local Funds - VTA Measure A/B/C (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									2000 Measure A
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				86,384				86,384	
TOTAL				86,384				86,384	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0016 v0

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/19/2025 14:08:10
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other						
District	EA	Project ID	PPNO	Nominating Agency		
04			2365N	Metropolitan Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Clara County				Santa Clara Valley Transportation Authority		
				MPO	Element	
				MTC	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address		
Mike Tasosa			408-321-5752	mike.tasosa@vta.org		

Project Title

BART Silicon Valley Phase II (BSVII) - Newhall Yard Tunneling NTP1 (Package 2 of 2)

Location (Project Limits), Description (Scope of Work)

In the cities of San Jose and Santa Clara. Extend BART on a new alignment from Berryessa to downtown San Jose and Santa Clara Caltrain Station in the City of Santa Clara. Project includes all elements of the rail extension including rights of way, utility relocations, power, signal & communication systems, vehicles, stations, new maintenance/storage facility, and associated core BART system capital upgrades to support operation of the extension.

Component	Implementing Agency
PA&ED	Santa Clara Valley Transportation Authority
PS&E	Santa Clara Valley Transportation Authority
Right of Way	Santa Clara Valley Transportation Authority
Construction	Santa Clara Valley Transportation Authority

Legislative Districts

Assembly:	25,27	Senate:	15	Congressional:	17

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		01/02/2002	01/02/2002
Circulate Draft Environmental Document	Document Type EIR	12/26/2016	12/26/2016
Draft Project Report		01/23/2002	01/23/2002
End Environmental Phase (PA&ED Milestone)		03/02/2018	03/02/2018
Begin Design (PS&E) Phase		10/15/2018	10/15/2018
End Design Phase (Ready to List for Advertisement Milestone)		09/24/2021	09/24/2021
Begin Right of Way Phase		03/01/2020	03/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2026	12/31/2026
Begin Construction Phase (Contract Award Milestone)		04/24/2023	04/24/2023
End Construction Phase (Construction Contract Acceptance Milestone)		11/30/2036	11/30/2036
Begin Closeout Phase		06/30/2037	06/30/2037
End Closeout Phase (Closeout Report)		03/31/2039	12/31/2037

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0016 v0

Date 12/19/2025 14:08:10

Purpose and Need

The BART/VTA extension into Santa Clara County will add 6 additional miles of track and serve Northern California's largest city/economic engine, San Jose. In the study Daily Freeway Delay, Alameda and Santa Clara Counties were found to contain the most congested travel routes in the Bay Area. Completing the extension will significantly contribute to the area's mobility, providing access to jobs, education, and services for all, especially the equity-priority communities living near the stations.

NHS Improvements ☐ YES ☒ NO | Roadway Class NA | Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO | Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	New stations	EA	4
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	48
Rail/ Multi-Modal	Miles of new track	Miles	6

Additional Information

Project is being delivered in two (2) packages with separate PPNO's:
#1: BSVII - NTP1 (Package 1 of 2) - PPNO 2365E
#2: BSVII - Project Balance (Package 2 of 2) - PPNO 2365N

PPNO 2365N construction is intended to be delivered in four segments based on scope categories, with some segments being divided further into more than one contract package. The contract packaging approach is still being refined. The schedule provided applies to all four construction segments, as the phase deliverables for each are being done simultaneously as defined below.
Systems Segment (1 contract) via Design-Bid-Build - Notice to Proceed: Feb-2032; Completion: Nov-2036. The Systems work will include:
*All systems work associated with 4.7 miles of underground track alignment and 1.3 miles of at-grade track alignment.
*Procurement, installation, comprehensive testing, and commissioning of:
-Communications Based Train Control System.
-Communication System.
-High-Voltage, Traction Power System etc.
*Integration with the four new BSV Phase II stations (one at-grade station (Santa Clara Station) and three underground stations (28th Street Station, Downtown San José Station, Diridon Station)).
*Testing and start-up, systems integration, commissioning, operations training, and initiation of revenue services.
Tunnel and Trackwork Segment - Second Stage (1 contract) via Construction Manager/General Contractor (CM/GC) - Notice to Proceed: April 2027; Completion: Jun 2033. The Tunnel and Track work will include:
*Design and construction of approximately 4.7 miles of minimum 43-foot interior diameter tunnel
*Procurement of a minimum 48-foot diameter tunnel-boring machine (TBM)
*Structural concrete within tunnel for three underground station platforms
*Internal tunnel elements, including emergency walkways, track slabs, invert, partition walls, etc.
*East portal construction:
*Excavation support for the 28th Street/Little Portugal, Downtown San José, and Diridon Stations
*Tunnel liner knockout panels for adit connections and entrances
*Adits to the tunnel and platforms
*Trackwork from the BSV Phase 1 tie-in to the east portal per BART standard criteria
*Required utility relocations
Santa Clara Station Segment via Design-Bid-Build - Notice to Proceed: Dec-2031; Completion: Feb-2035. The Newhall Yard and Santa Clara Station work will include:
* Construction of Newhall Yard and Maintenance Facility (including site infrastructure for systems components)
*Maintenance shops, car wash/cleaning buildings, wheel truing/blowdown facilities, and control tower
*Full build-out of the end-of-the-line Santa Clara Station, including at-grade platform and pedestrian undercrossing connection to the Caltrain station
*Trackwork, including turnouts, crossovers, and mainline to west portal
*Santa Clara Station parking garage, site work, utility relocations, and landscaping.
Underground Stations Segment (3 contracts) via Design-Bid-Build and/or Construction Manager/General Contractor (CM/GC) - 1st Notice to Proceed: Sep-2026, Final Completion: Jan 2034. The Underground Stations work will include:

*Construction of rail operations facilities within underground stations
*Full build-out of:
-28th Street/Little Portugal Station
-Downtown San José Station
-Diridon Station
(All including structural, architectural, electrical, and communication systems)
*Final site work, landscaping, and utility relocations
*Parking garage construction for 28th Street/Little Portugal Station including required utility relocations.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	83,879,428	84,104,236	-224,808
			Hours per Capita	1,256,495,136	1,260,127,830	-3,632,694
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	3.06	3.06	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1,407	1,325	82
			PM 10 Tons	1,521	1,440	81
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	273,851,136	274,330,965	-479,829
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	57,698	57,749	-51
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	2,674	2,681	-7
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,119,615	1,121,154	-1,539
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	147,099	142,654	4,445
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1.0902	1.0934	-0.0032
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	1.3	1.3	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	133.2172	133.5407	-0.3235
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	135	135	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	224.7571	225.3994	-0.6423
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	2,440,102	2,279,302	160,800
	Optional	Number of Destinations Accessible by Mode	Number	8,670	8,041	629
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	53.52	53.52	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	165,698	0	165,698
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.16	0	1.16

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0016 v0

District	County	Route	EA	Project ID	PPNO
04	Santa Clara County				2365N

Project Title

BART Silicon Valley Phase II (BSVII) - Newhall Yard Tunneling NTP1 (Package 2 of 2)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									Santa Clara Valley Transportation Au
R/W SUP (CT)									Santa Clara Valley Transportation Au
CON SUP (CT)									Santa Clara Valley Transportation Au
R/W									Santa Clara Valley Transportation Au
CON									Santa Clara Valley Transportation Au
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	132,078			88,052				220,130	
PS&E	460,637		258,360	479,331				1,198,328	
R/W SUP (CT)									
CON SUP (CT)									
R/W	381,520			254,346				635,866	
CON	3,835,679			5,893,153			30,702	9,759,534	
TOTAL	4,809,914		258,360	6,714,882			30,702	11,813,858	

Fund #1:	FTA Funds - Capital Investment Grants Program (Committed)								Program Code
Existing Funding ($1,000s)									FTA-TRANSIT
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)				88,052				88,052	
PS&E				479,331				479,331	
R/W SUP (CT)									
CON SUP (CT)									
R/W				254,346				254,346	
CON				4,276,513				4,276,513	
TOTAL				5,098,242				5,098,242	

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PPR ID
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Fund #2:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									TIRCP 2016, 2018, & 2023
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E			258,360					258,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				866,640				866,640	
TOTAL			258,360	866,640				1,125,000	

Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									SB125
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				375,000				375,000	
TOTAL				375,000				375,000	

Fund #4:	RIP - Public Transportation Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									STIP
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									These funds have lapsed and will be reprogrammed in the 2026 STIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #5:	Local Funds - Local Measure (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Metropolitan Transportation Commiss
PS&E									Regional Measure 3
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				375,000				375,000	
TOTAL				375,000				375,000	

Fund #6:	Local Funds - VTA Measure A/B/C (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									2000 Measure A
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	103,078							103,078	
PS&E	52,137							52,137	
R/W SUP (CT)									
CON SUP (CT)									
R/W	190,760							190,760	
CON	2,032,641							2,032,641	
TOTAL	2,378,616							2,378,616	

Fund #7:	Local Funds - VTA Measure A/B/C (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									2016 Measure B
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	29,000							29,000	
PS&E	408,500							408,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	190,760							190,760	
CON	1,803,038							1,803,038	
TOTAL	2,431,298							2,431,298	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0016 v0

Fund #8:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							30,702	30,702	
TOTAL							30,702	30,702	

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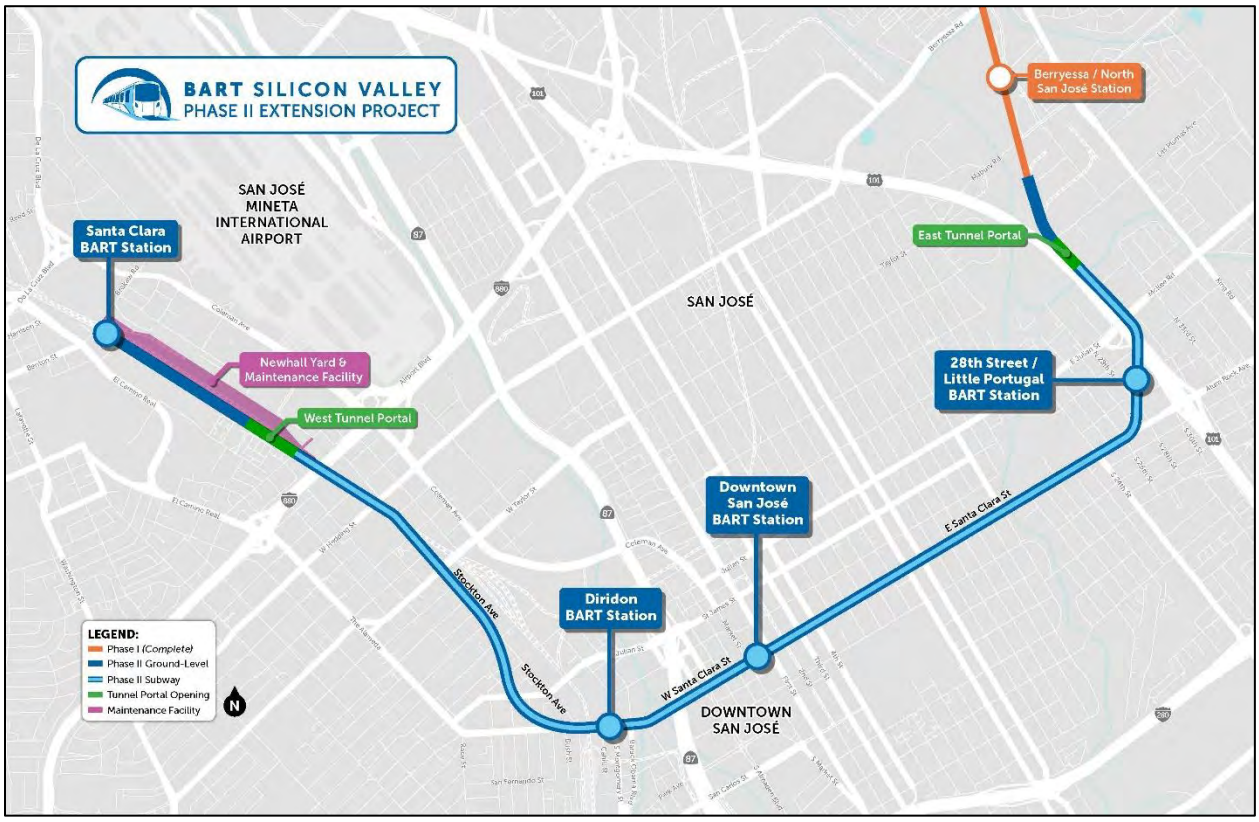
PROJECT REPORT EQUIVALENT

Project Title: BART Silicon Valley Phase II Extension (BSVII) Project

Project Location Description: In the cities of San Jose and Santa Clara. Extend BART on a new alignment from Berryessa to downtown San Jose and Santa Clara Caltrain Station.

Figure 1: Phase II Project Alignment Map



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I, John Rowe_____ have been given full authority by Valley Transportation Authority to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief, and I understand that disciplinary action may be taken in the event that the following information is found to be falsified.

Signature Required: _____ Date: _12/17/2025___

First Last Name John Rowe

___BSV Phase II Grants and Budget Manager_____

Title

Valley Transportation Authority

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

Signature Required: Signed by: kevin kurimoto F9650F9EC77E4AD... Date: _12/17/2025_

First Last Name Kevin Kurimoto for Krishna Davey

__ Deputy Director, SVRT/BART Project Controls

Title

Valley Transportation Authority

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1. INTRODUCTION

Detailed Project Description/Scope:

VTA's BART Silicon Valley Phase II Extension (BSVII) Project, hereafter referred to as "Phase II Project" is a fixed guideway capital project extending BART service from the Berryessa Extension (SVBX - Phase I) Berryessa/North San Jose Station (which opened in June 2020) through downtown San Jose to the Santa Clara Station in the City of Santa Clara (Figure 1). The Phase II Project, which totals approximately six miles in length, will include an approximately five-mile-long tunnel and three underground stations (28th Street/Little Portugal, Downtown San Jose, and Diridon), one at-grade station (Santa Clara), and a maintenance facility at Newhall Yard near the Santa Clara Station (Figures 2 and 3). Transit oriented communities (TOCs) are planned for each of the four station areas. This alignment traverses eight Disadvantaged Community (DAC) census tracts, with three of the four stations located within DAC census tracts. The improvements of the overall transit system will provide benefits to every DAC, the residents of Santa Clara County, the greater Bay Area, and beyond.

The Phase II Project is the largest public infrastructure project ever constructed in Santa Clara County. The Project is being implemented by VTA, which will design, construct, and own the completed facilities. BART will operate and maintain the Phase II Project as an integral part of the BART system.

The extension of the BART system further into Santa Clara County will provide a transportation alternative to the heavily congested highways and roadways throughout the county and will expand mobility options for Santa Clara County and Bay Area residents. It will help address transportation needs that will only become more critical as the region continues to grow in population and employment. Table 1 summarizes the overall Phase II Project elements, which include four stations, a tunnel and portals, and a maintenance facility.

A significant portion of the extension, including the boarding area of three stations, will be underground. VTA has already procured the tunnel boring machine and purchased the Newhall Yard site where the maintenance yard, end-of-line Santa Clara station and western tunnel portal will be located. Site preparation is underway. VTA is requesting to segregate the West Portal and tunnel launch early construction and related long-lead time procurements from the balance of BSV2 for grant allocation and timely program delivery. This scope includes purchase of specialized tunnel section pre-casting equipment,

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purchase of tunnel segment casting equipment, construction of portal footings and foundations, plus West Portal electrical fit out and will be awarded under a single progressive design-build Notice to Proceed (NTP) that is currently planned for February 2026. This work needs to be completed before the tunnel boring machine can be positioned and tunneling can begin. It is on the critical path for timely delivery of the total program.

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Table 1: Phase II Project Scope

Newhall Yard NTP1 Project Element	***Description***
Newhall Yard Tunneling NTP1	*VTA is requesting to segregate the West Portal and tunnel launch early construction and related long-lead time procurements from the balance of BSV2 for grant allocation and timely program delivery. This scope includes purchase of specialized tunnel section pre-casting equipment, purchase of tunnel segment casting equipment, construction of portal footings and foundations, plus West Portal electrical fit out and will be awarded under a single progressive design-build Notice to Proceed (NTP) that is currently planned for February 2026.*
Post-NTP1 Project Element	**Description**
28th St./Little Portugal Station	New construction. The 28th Street/Little Portugal BART Station will be located between US-101 and 28th Street in northeast San Jose and bordered by St. James Street, Five Wounds Lane, and 30th St. It will include 1,200 at-grade auto parking spaces, bicycle parking facilities, connection to VTA bus service, a station plaza, and local street improvements.
Downtown San Jose Station	New construction. The Downtown San Jose BART Station will be located between Market and Third Streets, below Santa Clara Street. The concourse and boarding platform will be underground, with a station headhouse planned adjacent to Santa Clara Street. The station will include bicycle facilities and convenient connections to VTA light rail service and several VTA bus lines.

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Post-NTP1 Project Element (Continued)	Description
Diridon Station	New construction. The Diridon BART Station will be located adjacent to the south side of West Santa Clara Street, between Barrack Obama Boulevard and the San Jose Diridon Intermodal Station, which serves existing commuter rail, intercity rail, regional express bus service, and VTA light rail and buses. The new station will include a below-ground concourse and boarding platform as well as street-level pedestrian connections to the intermodal station, where BART riders will have easy access to the other existing transportation services as well as bicycle parking facilities.
Santa Clara Station	New construction. The Santa Clara BART Station, located adjacent to the existing Caltrain passenger rail station and Santa Clara University, will be the terminal station for the Phase II Project. The station is connected to Caltrain and the VTA bus Transit Center by an existing underground pedestrian tunnel. The station will also include 500 at-grade auto parking spaces, a small plaza, bicycle parking facilities, passenger drop off, and off street bike lanes that connect to local routes.
Tunnel and Portals	New construction of a single-bore tunnel that holds the trackways and passenger boarding platforms. The tunnel and boarding platforms will be constructed completely independently of the station structures. The single-bore proposed for San Jose will use one large diameter tunnel boring machine to construct a 5-mile-long circular tunnel structure. The boarding platforms will be constructed inside the tunnel with minimal construction disruption at ground-level.

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Post-NTP1 Project Element (Continued)	Description
Newhall Maintenance Facility	New construction. The Newhall Maintenance Facility will comprise approximately 45 acres, beginning north of the West Tunnel Portal at Newhall Street in San Jose and extending to Brokaw Road near the Santa Clara Station. The maintenance facility will be constructed on the former Union Pacific Railroad (UPRR) Newhall Yard that was purchased by VTA in 2004. The maintenance facility will serve two purposes: (1) general maintenance, running repairs, and BART revenue vehicle storage and (2) general maintenance of non-revenue vehicles. The facility will also include maintenance and engineering offices and a yard control tower. To provide for these functions, several buildings and numerous transfer and storage tracks will be constructed. The following systems facilities will be located in the maintenance facility: a traction power substation, an auxiliary power substation, two gap breaker stations, and a train control communications room.

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Project	District-04 Santa Clara (SCL) County
Limit/Footprint	In the cities of San Jose and Santa Clara. Extend BART on a new alignment from Berryessa to downtown San Jose and Santa Clara Caltrain Station.
Total Project Cost	$12,745,606,000
Outputs	*Facilities – 1 each New / Upgrade Facility* Rail/Multi-Modal – 4 each Station Improvements Rail/Multi-Modal – 48 each Rail cars/transit vehicles Rail/Multi-Modal – 6 miles of new track
Outcomes	Congestion Reduction: Adding 6 miles rail, VMT reduction 224,808 Air Quality & GHG Change: CO2: 479,829 Tons (reduction) Economic Development: Jobs Created: 165,698
Environmental Determination or Document	Subsequent Environmental Impact Report (SEIR) approved by the VTA Board of Directors on April 5, 2018. FTA issued the Record of Decision (ROD) for the Phase II Project on June 4, 2018, which is the federal environmental approval for the National Environmental Protection Agency (NEPA) Process Since 2018, the VTA Board of Directors approved three CEQA Addenda to the Final SEIR, and FTA approved two NEPA Re-evaluations, all of which analyzed project updates and refinements in the design. All CEQA environmental documents for the project are available online at: **https://www.vta.org/projects/bart-sv/phase-ii/planning-and-environmental#accordion-vta-s-bart-phase-ii-environmental-documents**

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2. BACKGROUND

When work began on VTA's BART to San Jose extension, environmental clearance and preliminary engineering was performed for the entire 16-mile extension. However, in 2009 this approach was changed to focus on the first 10 miles, the Berryessa Extension (SVBX - Phase I), leading to the execution of a Full Funding Grant Agreement with the Federal Transit Administration in 2012.

SVBX extends from the Warm Springs Station in the City of Fremont, proceeds on the former Union Pacific Railroad (UPRR) right-of-way, and ends near Las Plumas Avenue in the City of San Jose.

The SVBX (Phase I) Project includes one station in retained-cut (Milpitas Station) and one above-grade station (Berryessa Station).

The Phase I project also includes facility additions to BART's existing Hayward Yard (located in the City of Hayward, approximately 14 miles north of Santa Clara County) to provide fleet management operations for the revenue vehicles procured by BART for the extension, as well as the purchase of 40 BART vehicles.

The SVBX project entered Revenue Service on June 13, 2020.

3. PURPOSE and NEED

A. Problem, Justification (purpose and need)

The purpose of the Phase II Project is as follows:

- Improve public transit service in this corridor by providing increased transit capacity and faster, convenient access to and from major Santa Clara County employment and activity centers for corridor residents and populations throughout the Bay Area and from communities that can access the BART regional rail network. Santa Clara County residents will be provided improved access to employment and activity centers in Alameda, Contra Costa, and San Francisco counties, including the Bay Area's major employment concentration in downtown San Francisco.
- Enhance regional connectivity by expanding and interconnecting BART rapid transit service with VTA light rail, Amtrak, ACE, Caltrain, and VTA bus services in

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Santa Clara County; improve intermodal transit hubs where rail, bus, auto, bicycle, and pedestrian links meet.

- Support transportation solutions that will maintain the economic vitality and continuing development of Silicon Valley by expanding multimodal options and reducing reliance on single auto commute trips. Increasing the use of transit is critical to moving workers through highly congested travel corridors that serve major employment centers.
- Improve mobility options to employment, education, medical, and retail centers for corridor residents, in particular low-income, youth, elderly, disabled, and ethnic minority populations.
- Support local and regional land use plans and facilitate efforts of the Cities of San Jose and Santa Clara to direct business and residential investments in the Little Portugal neighborhood of east-central San Jose, downtown San Jose, Diridon Station, in the vicinity of the existing Santa Clara Caltrain Station, and elsewhere in the BART Extension alignment.

Improved transit supports the long-range Valley Transportation Plan 2040 (VTP 2040). The primary goal of VTP 2040 is to provide transportation facilities and services that support and enhance Santa Clara County's high quality of life and vibrant economy. Another goal is to improve regional air quality by reducing auto emissions and to help alleviate human-made contributions to climate change by reducing greenhouse gas emissions.

Corridor transportation improvements would support goals identified in MTC's Plan Bay Area, which include improving access and thereby preserving economic vitality by concentrating future development around transit nodes and along transit corridors. Several areas along the Phase II Project, including all of the station areas, are designated priority development areas in Plan Bay Area and are targeted for higher-density development in corridor cities' general plans. Priority development areas are defined as locally designated areas within existing communities that provide infill development opportunities, and are easily accessible to transit, jobs, shopping and services.

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The Need for the Phase II Project arises from:

- Continuing Rapid Growth in Travel Demand

Employment and population growth is projected to continue into the foreseeable future and will generate additional travel demand and further worsen congestion.

- Incomplete Regional Transit Connectivity

Despite the extensive existing transit network—a combination of light rail, commuter rail, and express and local bus—that serves Santa Clara County, critical gaps exist that limit travel. These gaps can discourage transit use. The most evident need is for improved connectivity between high-capacity, high-speed transit systems that move substantial numbers of commuters. A particular problem is access from light rail and commuter rail networks to the BART regional rail system, which offers an existing rapid, regional spine line along the eastern side of San Francisco Bay. That system connects to central and eastern Alameda and Contra Cost Counties where substantial numbers of Silicon Valley workers live due to the lower cost of housing compared to Santa Clara County. The Phase I Project from south Fremont to east San Jose connects with light rail in Milpitas, thereby closing a portion of the gap in the regional rail network. The Phase II Project is needed to fully close the gap by connecting to Caltrain in downtown San Jose and Santa Clara and to the main north-south light rail spine along North First Street in central San Jose.

- Support for Transit Investments

Santa Clara County residents have continually expressed their support for transportation improvements by passing local funding measures, such as the Measure A Transit Improvement Program, which was approved by 70.3 percent of voters in 2000. That measure implemented a ½-cent local transit sales tax that extends to 2036 and provides funding for various transit projects. In June 2016, the VTA Board of Directors unanimously adopted the framework and funding amounts to place an additional ½-cent 30-year sales tax measure, designated as Measure B, on the November 8, 2016, ballot to help fund transportation priorities.

B. Regional and System Planning

Metropolitan Transportation Commission

Transportation 2035 Plan for the San Francisco Bay Area

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The Transportation 2035 Plan for the San Francisco Bay Area (Transportation 2035 Plan) was adopted in April 2009 and specifies how $218 billion in anticipated federal, state, and local transportation funds will be spent in the Bay Area over 25 years. The BART Extension from Fremont to San Jose and Santa Clara is included as a major project within the Transportation 2035 Plan (Metropolitan Transportation Commission 2009).

Plan Bay Area 2040 and 2050

The BART Extension to San Jose and Santa Clara is included as a major project within Plan Bay Area documents.

BART System Expansion Policy

The BART System Expansion Policy was adopted in December 1999 and states goals and strategies for expanding the system, including criteria for evaluating expansion opportunities. The following goals are relevant to the BART Extension (Bay Area Rapid Transit 1999).

- Enhance regional mobility, especially access to jobs.
- Demonstrate a commitment to transit-supportive growth and development.
- Develop projects in partnership with communities that will be served.
- Assure that all projects address the needs of the District's residents.

VTA's Valley Transportation Plan

As the Congestion Management Agency for Santa Clara County, VTA developed Valley Transportation Plan 2040 (VTP 2040), a countywide transportation plan that includes policies and programs for roadways, transit, Intelligent Transportation Systems, bicycle and pedestrian facilities, and land use (Santa Clara Valley Transportation Authority 2009). The goal of VTP 2040 is to "provide transportation facilities and services that support and enhance the county's continued success by fostering a high quality of life for Santa Clara County's residents and continued health of Santa Clara County's economy." VTP 2040 builds upon VTP 2035 and highlights the projects and programs that will be pursued in partnership with member agencies in the next 25 years.

City of San Jose's Diridon Station Area Plan

The Diridon Station Area Plan provides an overview of the future development of the Diridon Station area. The plan is intended to integrate open space, transportation, and land uses to create an expansion of downtown San Jose. One of the primary objectives

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of the plan is to establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support transit ridership and economic development.

C. Traffic

Regulatory Background:

Traffic impacts and collision rates were not the metric for evaluating this project.

The traffic analysis prepared for the Project, and the resulting traffic data used in the air quality and greenhouse gases (GHG) emissions analysis, relied on ridership and vehicular traffic forecasts for the opening year 2025 and horizon year 2035. The opening year of the project is2039, and the horizon year is 2040. As a result, the air quality and GHG emissions analysis need to be updated to reflect the traffic conditions for these future years.

When Phase II Project SEIS/SEIR was prepared, transportation impacts on the environment according to CEQA and NEPA were measured using intersection level of service as the metric of significance. As of July 1, 2020, consistent with the revisions in State law to implement Senate Bill (SB) 743, public agencies in California are mandated to use vehicle miles traveled (VMT) as the metric for CEQA transportation analyses. The CEQA Guidelines identify VMT as the most appropriate metric for evaluating a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay and congestion, as measured by level of service (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA.

The Technical Advisory on Evaluating Transportation Impacts In CEQA, December 2018, contains recommendations regarding the assessment of VMT, thresholds of significance, and mitigation measures. The document states that: Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed-use development. Since the Project is a passenger rail project, it is projected to reduce VMT and would therefore cause a less-than-significant impact on transportation.

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Traffic Predictions and VMT:

AECOM provided 2019 and 2040 transit trip tables from the STOPS model for the Project and No Project scenarios. The trip tables contain forecasted transit trips for three trip purposes (Home-Based Work, Home Based Other, and Non-Home-Based) by mode of access (Walk, Park-and-Ride, and Kiss-and Ride). Table 2 presents the increase in transit trips between the Project and the No Project by trip purpose for 2019, 2039, and 2040. According to the STOPS data, the Project in 2040 is expected to generate 10,684 new transit riders by 2040 (5,487 Home-Based Work, 3,506 Home-Based Other, and 1,691 Non-Home-Based). Without the Project, it is assumed that these 10,684 transit riders would use personal vehicles instead. To estimate the additional vehicle trips for the No Project scenario, the transit trips were converted to vehicle trips assuming vehicle drive percentages (drive alone, two-person carpool, and three+ person carpool) from the BART model. This resulted in 8,419 daily vehicle trips, which were then added to the daily vehicle trips for the Project scenario.

Table 2: Increase in Transit Trips from the STOPS Model: Project - No Project

Trip Purpose	2019 [1]	2039 [2]	2040 [1]
Home-Based Work	2,785	5,358	5,487
Home-Based Other	1646	3,417	3506
Non-Home-Based	751	1,646	1,691
Total	**5,182**	**10,422**	**10,684**

[1] Summary of STOPS Transit Trip Tables Provided by AECOM, email dated 03/14/2023.
[2] Transit Trips Interpolated From 2019 and 2040 STOPS Data.

Before the traffic was assigned to the roadway networks, time-of-day and directionality factors were applied to the vehicle trips occurring during the four-hour morning, six-hour midday, four-hour afternoon, and ten-hour evening/night period. The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time between TAZs using a capacity-constrained assignment process that enables the model to reflect the diversion of traffic around congested areas of the transportation system. The resulting traffic assignments provide information about vehicle miles traveled by speed interval needed for air quality and greenhouse gas (GHG) analysis. Table 3 presents the daily VMT made by personal vehicles in 5-minute speed intervals for the No Project and Project scenarios. **Because the number of daily**

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vehicle trips is less with the Project than the No Project, the Project would reduce the daily VMT by 67,016 in 2019, 177,488 in 2039, and 187,461 in 2040.

Table 3: Daily Vehicle Miles Traveled by Personal Vehicles: No Project and Project

Speed Interval (mph)	No Project			Project		
	2019	2039	2040	2019	2039	2040
0 - 5	42,368	274,888	306,554	42,071	275,783	307,607
5 - 10	106,560	850,313	894,469	105,966	838,845	890,203
10 - 15	467,406	1,986,666	2,066,867	470,403	1,978,031	2,039,116
15 - 20	1,529,298	3,650,053	3,807,471	1,513,070	3,640,409	3,705,194
20 - 25	6,643,767	10,208,178	10,120,502	6,647,631	10,131,016	10,169,124
25 - 30	5,997,324	9,120,079	8,287,538	5,979,857	9,100,820	8,257,675
30 - 35	4,556,435	4,749,652	5,884,106	4,537,348	4,792,166	5,755,941
35 - 40	2,855,342	3,198,557	3,315,197	2,861,371	3,139,836	3,364,963
40 - 45	3,454,730	3,702,792	3,696,189	3,452,555	3,650,011	3,720,064
45 - 50	2,429,266	2,654,114	2,656,697	2,426,016	2,695,833	2,769,162
50 - 55	4,124,139	4,102,683	4,193,706	4,068,985	4,047,528	4,032,613
55 - 60	11,786,122	10,909,044	10,904,269	11,839,324	11,029,700	10,841,119
60 - 65	7,607,285	6,991,519	6,879,823	7,588,429	6,901,072	6,973,146
Totals	**51,600,042**	**62,398,538**	**63,013,388**	**51,533,026**	**62,221,050**	**62,825,927**
	Project VMT - No Project VMT			**-67,016**	**-177,488**	**-187,461**

4. ENVIRONMENTAL CLEARANCE DESCRIPTION

The VTA Board of Directors approved the Final SEIR in 2018 and three CEQA addenda to the SEIR in December 2022, April 2023, and June 2024. All CEQA environmental documents for the project are available online at:

https://www.vta.org/projects/bart-sv/phase-ii/planning-and-environmental#accordion-vta-s-bart-phase-ii-environmental-documents

5. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

Sources of known and/or anticipated subsurface contamination on the BART Extension sites include 43 known release sites, 5 permitted UST facilities, 69 RCRA generators sites, and existing railroad corridors. Contaminated materials encountered during construction and operations activities could pose a potential threat to human health and the

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environment. The disturbance of contaminated soil and/or ballast during construction and maintenance activities could pose a direct exposure hazard to workers. Vapor intrusion of groundwater contaminants (e.g., chlorinated solvents) into future buildings, such as the stations, system facilities, and maintenance facilities, could pose an inhalation hazard to indoor workers and residents. BART passengers at the above-grade Santa Clara Station could be exposed to hazardous materials in soil and/or ballast (if any) by direct contact and/or inhalation of dust. Offsite residents near the Santa Clara Station and above-grade corridors of tracks could also be exposed to hazardous materials in soil and/or ballast (if any) by inhalation of dust disturbed by passing trains.

In 2008, the Regional Water Board approved a CMP for Phase I and Phase II Projects that provides a framework for proper characterization and management of contaminated soil, groundwater, railroad ballast, and buildings materials that could be encountered during all construction activities. The approach for assessing and managing hazardous materials in soil and ballast materials that would be encountered during earthwork activities is described in the CMP. The CMP would be implemented through site-specific RAPs prepared for the entire BART Extension and approved by the Regional Water Board. Under the oversight of the Regional Water Board, compliance with the CMP and RAPs is mandatory.

The CMP describes how to meet the following key objectives.

- Identify various scenarios under which large volumes of soil and railroad ballast generated during construction can be safely reused.
- Identify maximum acceptable contaminant levels for each reuse scenario, by combining existing regulatory agency guidance with calculation of risk-based cleanup goals.
- Identify sampling and analysis, stockpiling, transportation, health and safety, and other procedures by which soil and ballast must be managed in order to meet safety, regulatory and other standards.
- Define how the groundwater that would be encountered during construction will be characterized, properly treated and discharged.
- Define how building materials, if encountered during construction, will be characterized, handled and disposed.

5B. Value Analysis

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VTA has undertaken multiple Value Engineering (Value Analysis) rounds as the VTA Phase II Project design advanced.

In response to a projected funding gap, VTA continues to focus a cost saving exercise on all project elements in a structured way, ensuring the outcome meets all technical requirements, stakeholder expectations, and can seamlessly transition to the design phase immediately upon approval by the VTA Board. VTA continues to optimize the project configuration with the main goal being capping the project at a total cost not exceeding $12B. The actions being taken are reported on a regular basis to all stakeholders including FTA, PMOC, and the VTA Board.

5C. Resource Conservation

VTA's adopted Sustainability Program requires projects to "incorporate sustainability and green building principles and practices in the planning, design, construction, and operation of new VTA facilities."

In July, 2021 VTA adopted the Phase II Project Sustainability Master Plan. The purpose of the Phase II Project Sustainability Master Plan is to meet the following three objectives:

- Provide a roadmap for the Phase II Project to achieve EnvisionTM Platinum based on the Sustainability Charter.
- Reaffirm sustainability commitments made during the environmental phase of the Phase II Project.
- Comply with the requirements of VTA's Green Building Policy.

The Phase II Project would, to the extent feasible, use recycled and regionally or locally available materials, as well as reuse soils onsite or elsewhere in the vicinity. Recycled water will be used for construction purposes to the maximum extent feasible.

5D. Right-of-Way Issues

Newhall Yard Tunneling NTP1 Right-of-Way:

Right-of-way has been acquired in accordance with applicable policy and procedure covering the acquisition of real property. VTA has legal and physical possession and right to enter on all lands via the fee purchase on a single large parcel from Union Pacific Railroad on December 15, 2004.

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There are no utility relocations required, there are no airspace lease properties, and there are no improvements or obstructions located within the limits of this project. Furthermore, no environmental mitigation parcels are required for this project.

Post NTP1 Right-of-Way Acquisition:

The Phase II Project's right-of-way (ROW) activities are being delivered through a team of engineering and real estate professionals overseen by VTA's ROW Program Manager, who reports to VTA's Director of Real Estate & Transit-Oriented Development. The ROW activities have been divided into four primary functions: ROW definition, appraisal, acquisition, and relocation. A lead ROW Coordinator has been assigned by the Project for communication and support on ROW definition. VTA's ROW Program Manager leads a team and staff of consultants performing appraisal, acquisition, and relocation work, and is responsible for all deliverables and oversight of staff and consultants in their assigned functions. All work consistent with applicable VTA practices and procedures and in compliance with all applicable federal and state statutes and regulations, including the Uniform Act and Federal Transit Administration (FTA) guidance, as set forth in the Project's FTA-approved Real Estate Acquisition Management Plan.

Since the environmental clearance for the Phase II Project, the team has worked to refine and reduce property interests. Currently 75 properties have been identified as being required, with the majority of the requirements being for Tunnel Easements, where BART will operate under private property. As of September 2025, VTA has completed appraisals, certified just compensation, and made offers to nearly 80% of these properties and has possession of approximately half of all required properties. VTA is actively engaged with Caltrain/JPB on the four locations where it needs to acquire property rights from them. The Project is working to finalize the ROW definition for the remaining properties, which primarily consist of acquisitions in the final segment for tunnel boring, around the East Portal, and temporary easements for property protective purposes. Based on progress with negotiations, agreements for possession, and eminent domain actions, as needed to protect the project schedule, ROW activities are on schedule so that necessary property interests are acquired in time for construction.

Utility Relocations:

The utility relocations for the single bore tunnel will have less impact to utilities than the 2008 twin bore option previously developed for the Phase II Project. The portals and other

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ancillary open excavation within the public right-of-way will impact utilities in a similar fashion as that of the twin bore option.

Downtown San José and Diridon Station access adits are planned to be mined from adjacent station entrances located off-street and once the final design is completed, traffic plans will be prepared for street impacts caused by construction.

Field investigations and subsurface utility engineering (potholing) for existing facilities (communications, electric, gas, sanitary sewer, storm drain and water) were completed as part of VTA's utility assessment for design build proposals. Utility owners are in the process of designing and constructing required relocations in coordination with VTA and its contractor. VTA has also executed tariff agreements with Pacific Gas and Electric for some long lead materials that have been acquired.

5E. Environmental Compliance See Section 4 above.

All environmental documents for the project are available online at Planning and Environmental | VTA

5F. Air Quality Conformity

An air quality conformity analysis has been completed and approved. The Phase II Project is included in MTC's FTIP, which was adopted by MTC. FTA and FHWA approved the FTIP.

MTC's Air Quality Conformity Task Force determined on June 23, 2016, that the Phase II Project is not considered to be a Project of Air Quality Concern.

5G. Title VI Considerations

Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal funding. Direct property acquisition as part of the Phase II Project would require implementation of this act along with the Uniform Act. Public Engagement about the project includes implementation of this act.

5H. Noise Abatement Decision Report

Noise and vibration reports were prepared and conclusions incorporated into the environmental documents. All CEQA environmental documents for the project are available online at Planning and Environmental | VTA. Refer to the Noise and Vibration section of the 2018 Supplemental EIR and the 2024 CEQA Addendum.

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6. FUNDING, PROGRAMMING, AND ESTIMATE

Funding:

Table 4: Phase II Project Funding Plan

Fund Source	Total	Committed/ Future Commitment
Newhall Yard Tunneling NTP1 (Package 1 of 2)		
SCCP (2025)	**$ 75,000**	Committed
LPP (2025)	**$ 25,000**	Committed
Local Funds (VTA Measure A/B/C))	**$ 86,384**	Committed
Subtotal NTP1	***$ 186,384***	
Post NTP1 (Package 2 of 2)		
FTA Funds (CIG)	**$ 5,098,242**	Committed
TIRCP (2016, 2018, 2023)	**$ 1,125,000**	Committed
TIRCP (SB125)	**$ 375,000**	Committed
Regional Measure 3	**$ 375,000**	Committed
Local Funds (2000 Measure A)	**$ 2,378,616**	Committed
Local Funds (2016 Measure B)	**$ 2,462,000**	Committed
Future Fund Commitment	**$ 745,363**	Future Commitment
Subtotal Post NTP1	***$ 12,559,222***	
Total	**$ 12,745,606**	

It has been determined that this project is eligible for Federal-aid funding.

VTA's approach to funding the Phase II Project includes a mixture of grant funding from the FTA Capital Investment Grant (CIG) New Starts Program, local sales tax revenue, regional funds, and state grants.

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Newhall Yard Tunneling NTP1 Funding:

- *In June 2025, the California Transportation Commission (CTC) approved the award of $75 million from the 2025 Solutions for Congested Corridors Program (SCCP), a competitive grant nominated by the Metropolitan Transportation Commission (MTC) with VTA as the implementing agency.*
- *In June 2025, the California Transportation Commission (CTC) approved the award of $25 million from the 2025 Local Partnership Competitive Program (LPP), which supports infrastructure projects that address mobility and transportation challenges through strong local investment. VTA submitted this application directly.*
- *The $86. 4 million balance of the Newhall Yard Tunneling NTP1 cost will utilize a combination of VTA's •2000 Measure A and 2016 Measure B sales tax revenues.*

Post NTP1 Funding:

- VTA is requesting $5,098.2 million (YOE$) in FTA Section 5309 New Starts funding to implement the Project, which requires that a Full Funding Grant Agreement (FFGA) be signed.
- CalSTA previously awarded a total of $750.0 million (YOE) in TIRCP funding for Phase II capital support to VTA in 2016 (Cycle 2) and 2018 (Cycle 3).
- VTA received two separate awards of $375 million in funds sourced from the State of California Budget Surplus – one in the form of a 2023 TIRCP grant (Cycle 6) and the other through an agreement with the MTC, for a total of $750.0 million (YOE) of capital support for Phase.
- A total of $375 million (YOE$) have been committed in the Regional Measure 3 (RM3) ballot measure to the extension of BART's Silicon Valley service to Santa Clara.
- 2000 Measure A sales tax revenues are anticipated to provide $2,378.6 million (YOE) of capital support to Phase II. In November 2000, Santa Clara County voters approved enactment of a half-cent sales tax for 30 years beginning April 1, 2006 and ending March 31, 2036. The sales tax measure specified the projects to which the receipts could be applied, including connecting BART to Milpitas/San Jose/Santa Clara (the Phase 1 and Phase II Projects).
- 2016 Measure B sales tax revenue is anticipated to provide $2,462.0 million (YOE) of capital support to Phase II. In November 2016, Santa Clara County voters approved

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enactment of a half-cent sales tax for 30 years beginning April 1, 2017 and ending March 31, 2047 to provide capital support to Phase II and a variety of other transportation projects across the county. The Phase II Project is specifically listed in the ballot measure, with a commitment of up to 25% pf program tax revenues.

- A $745.4 million anticipated future need which will be committed in the future and added to the project. VTA continues to focus a cost saving exercise on all project elements in a structured way, ensuring the outcome meets all technical requirements, stakeholder expectations, and can seamlessly transition to the design phase immediately upon approval by the VTA Board. VTA continues to optimize the project configuration with the main goal being capping the project at a total cost not exceeding $12B. The actions being taken are reported on a regular basis to all stakeholders including FTA, PMOC, and the VTA Board.

Programming:

Table 5: Phase II Project Fund Programming by Phase

Fund Source	Project Component (in $1,000)				Total	Committed/ Future Commitment
	PA & ED Support	PS & E Support	Right-of-Way	Construction		
Newhall Yard Tunneling NTP1 (Package 1 of 2)						
SCCP (2025)				$ 75,000	**$ 75,000**	Committed
LPP (2025)				$ 25,000	**$ 25,000**	Committed
Local Funds (VTA Measure A/B/C))				$ 86,384	**$ 86,384**	Committed
Subtotal NTP1	***$ -***	***$ -***	***$ -***	***$ 186,384***	***$ 186,384***	
Post NTP1 (Package 2 of 2)						
FTA Funds (CIG)	$ 88,052	$ 479,331	$ 254,346	$ 4,276,513	**$ 5,098,242**	Committed
TIRCP (2016, 2018, 2023)		$ 258,360		$ 866,640	**$ 1,125,000**	Committed
TIRCP (SB125)				$ 375,000	**$ 375,000**	Committed
Regional Measure 3				$ 375,000	**$ 375,000**	Committed
Local Funds (2000 Measure A)	$ 103,078	$ 52,137	$ 190,760	$ 2,032,641	**$ 2,378,616**	Committed
Local Funds (2016 Measure B)	$ 29,000	$ 408,500	$ 190,760	$ 1,833,740	**$ 2,462,000**	Committed
Future Fund Commitment				$ 745,363	**$ 745,363**	Future Commitment
Subtotal Post NTP1	***$ 220,130***	***$ 1,198,328***	***$ 635,866***	***$ 10,504,898***	***$ 12,559,222***	
Total	**$ 220,130**	**$ 1,198,328**	**$ 635,866**	**$ 10,691,282**	**$ 12,745,606**	

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Construction Estimate:

Newhall Yard Tunneling NTP1:

Newhall Yard Tunneling NTP1 consists of West Portal and tunnel launch early construction and related long-lead time procurements including purchase of specialized tunnel section pre-casting equipment, purchase of tunnel segment casting equipment, construction of portal footings and foundations, plus West Portal electrical fit out.

Post NTP1:

The Phase II Project scope of work includes building demolition, tunneling, utility relocations, trackway construction, track installation, four station structures, two parking structures, and other works related to the subsequent installation of all systems elements.

The guideway alignment is approximately 6.1 route miles.

The construction cost estimate is split into multiple contract packages as shown below.

The estimates were developed based on the design documents that were submitted to FTA in June 2023. After the estimates were prepared, review was performed and associated contingencies, and escalation, were applied.

The construction component of the Phase II Project is comprised of the following major packages:

- Systems – the systems elements that will be installed throughout the Phase II Project, such as system-wide engineering, system-wide conductors, system-wide equipment/fixtures (e.g., tunnel lighting; bulk power supply stations; and communication, traction power, line electrical, radio, train control, other related systems, and equipment), exposed conduit, and Newhall Yard Maintenance Facility systems.
- Tunnel and Trackwork – includes the bored tunnel construction; procurement of the Tunnel Boring Machine (TBM), long tunnel conveyors and tunnel liners; tunnel interior structures fit-out including all embedded conduit and station platforms and portals; 28th Street/Little Portugal Station utilities, enabling works, support of excavation (SOE) installation, excavation and support and internal structures for the East and West Portals, ground improvement for mined adits at the Downtown San Jose and Diridon Stations, excavation and SOE for required for Downtown and Diridon Stations, adit excavation and initial lining; civil site restoration and

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demobilization; mainline trackwork (except through Newhall Yard) including contact rail; compensation grouting; emergency ventilation system.

- Newhall Yard Maintenance Facility and Santa Clara Station and Parking Garage – the Newhall Maintenance and Operations Yard and buildings, yard track and contact rail, civil site restoration, and the full construction of the Santa Clara Station and parking garage. The BART mainline track from the Tunnel and Trackwork package limit of work near the West Portal to the end-of-line at the Santa Clara Station platform is also included.
- Underground Stations which include three underground stations (Downtown San Jose, Diridon, and 28th Street/Little Portugal) and a parking garage at 28th Street. The stations estimate includes utilities and enabling works, internal concrete, back-of-house excavation and support, permanent structure fit-out (including building services), civil site restoration, and building underpinning near the Downtown San Jose and Diridon station shafts, if necessary.
- In addition to these four construction packages, the following major elements of work are as follows:
    - Diridon Temporary Parking Construction: Includes construction costs of the Diridon Temporary Parking Construction based on the final negotiated contract value.
    - Mitigation Monitoring and Reporting Program (MMRP items, which includes environmental mitigation costs.

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7. DELIVERY SCHEDULE

Table 6: Phase II Project Schedule

Project Milestones	Newhall Yard Tunneling NTP1 Milestone Date	Post NTP1 Milestone Date	Milestone Designation
Project Study Report Approved			
Begin Environmental (PA&ED) Phase	01/02/02		Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	12/26/16		Actual
Draft Project Report	01/23/02		Actual
End Environmental Phase (PA&ED Milestone)	03/02/18		Actual
Begin Design (PS&E) Phase	10/15/18		Actual
End Design Phase (Ready to List for Advertisement Milestone)	09/24/21		Actual
Begin Right of Way Phase	03/01/20		Actual
End Right of Way Phase (Right of Way Certification Milestone)	12/04/25	12/31/26	Actual/Target
Begin Construction Phase (Contract Award Milestone)	02/06/26	04/24/23	Target/Actual
End Construction Phase (Construction Contract Acceptance Milestone)	02/06/29	11/30/36	Target
Begin Closeout Phase	02/06/29	06/30/37	Target
End Closeout Phase (Closeout Report)	08/06/29	03/31/39	Target

8. RISKS

VTA employs a systematic process for identifying, assessing, evaluating, managing, and documenting risks that could jeopardize the success of the Program. The risk management process used for Phase II Project is based on federal guidance documents and supports VTA's objective of developing risk-informed budgets and schedules by performing quantitative risk analyses using Monte Carlo simulation technique to assess the impact of all identified risks and inherent uncertainty to the baseline cost estimate and schedule and help inform cost and schedule contingencies. Contingencies are set-aside estimated amounts (monetary set-asides for cost and time set-asides for schedule) that are included within the overall cost or schedule targets for the Project. The contingency amounts are to be used for mitigation or acceptance of risks and help develop the overall program budget and schedule.

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9. EXTERNAL AGENCY COORDINATION (Executed and anticipated agreements)

The project requires the following coordination:

Bay Area Rapid Transit (BART):

Executed November 19, 2001, the VTA-BART Comprehensive Agreement sets forth the fundamental agreements between VTA and BART for the extension of BART service into Santa Clara County. The Comprehensive Agreement provides for the following division of responsibilities between VTA and BART regarding operations:

- VTA will provide funding for all operating and maintenance costs associated with the extension.
- BART will operate and maintain the completed extension as an integral part of the BART system (and will also establish fare policy).

VTA and BART entered into an Operations and Maintenance Agreement in May 2020, governing both Phase I and Phase II Projects. BART will operate and maintain the extension as part of its system, and VTA will fund costs for operations, maintenance, and capital replacement in accordance with the Operations and Maintenance Agreement.

Table 7: Phase II Agency/Third Party Agreements

(next page)

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Agency/Third Party	Type of Agreement	Execution Date Actual/*Expected*
AT&T	Utility Owner Master Relocation Agreement	10/16/2020
Bandwidth (Silica)	Utility Owner Master Relocation Agreement	8/3/2022
Bay Area Air Quality Management District	Permits for Operating Newhall Maintenance Facility	*7/27/2034*
Cal/OSHA Mining and Tunnelling Unit	Tunnelling Classification	3/4/2021
Cal/OSHA Mining and Tunnelling Unit	Permit to Use Diesel Equipment Underground	*10/7/2025*
California Department of Fish and Wildlife	Lake and Streambed Alteration Agreement	*11/9/2026*
California Public Utilities Commission	Approval of Safety and Security Certification Plan	8/17/2021
California Public Utilities Commission	Approval of Safety Certification Verification Report	*1/28/2039*
Caltrans	Amendment Master Cooperative Agreement for 2016 Measure B Projects	10/30/2020
Caltrans	Cooperative Agreement for Design-Build of BSVII	10/26/2021
Caltrans	Joint Use and Maintenance Agreement (JUMA)	*10/7/2025*
CenturyLink (Lumen)	Utility Owner Master Relocation Agreement	4/7/2022
City of San Jose	Master Agreement	10/16/2020
City of San Jose	Operation and Maintenance Agreement	*2/28/2035*
City of San Jose	Cooperative Agreements (Multiple)	Various
City of Santa Clara	Operation and Maintenance Agreement	*8/24/2034*
City of Santa Clara	Cooperative Agreements (Multiple)	Various
Comcast	Utility Owner Master Relocation Agreement	11/3/2020
Federal Aviation Administration	Notice of Proposed Construction or Alteration	10/11/2023
Labor/Trade Unions	Project Labor Agreement (PLA)	6/18/2021
Level 3 (Lumen)	Utility Owner Master Relocation Agreement	4/7/2022
MCI/MFS (Verizon)	Utility Owner Master Relocation Agreement	10/12/2021
Pacific Gas & Electric	Utility Owner Master Relocation Agreement	1/14/2020
Pacific Gas & Electric	Work Performance Agreements (Multiple)	Various
Peninsula Corridor Joint Powers Board	Cooperative Agreement	11/2/2020
Peninsula Corridor Joint Powers Board	Operation and Maintenance Agreement	*2/24/2034*
San Jose Water Company	Notice to Initiate Design and Relocation Agreement, Six (6) Locations	Various
SF Bay Regional Water Quality Control	Contaminant Management Plan and Remedial Action Plan	8/4/2021
SF Bay Regional Water Quality Control	Section 401 Water Quality Certification	*11/9/2026*
Sprint	Utility Owner Engineering Reimbursement Agreement	10/30/2020
State Historic Preservation Officer	Programmatic Agreement and Treatment Plan	5/9/2018
State Water Resources Control Board	Construction General Permit	4/29/2024
U.S. Army Corps of Engineers	Section 404/408 Permit(s)	*11/9/2026*
Union Pacific Railroad	Preliminary Engineering Cost Reimbursement	2/15/2023
Union Pacific Railroad	Mitigation and Cost Reimbursement Agreement for the West Portal	5/15/2025
Union Pacific Railroad	Construction and Maintenance Reimbursement	*4/3/2028*
XO Communications (Verizon)	Utility Owner Master Relocation Agreement	10/13/2021
Zayo	Utility Owner Master Relocation Agreement	9/9/2021

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10. ADDITIONAL INFORMATION

Contracting plan under development; will be addressed in future amendment(s) to the Baseline Agreement.

See next page for **California Transportation Commission Resolution E-24-107**, Approval of Project for Future Consideration of Funding – Valley Transportation Authority Bay Area Rapid Transit Silicon Valley Phase II Extension Project.

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Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: October 17-18, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(4), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: October 4, 2024

Subject: Approval of Project for Future Consideration of Funding – Valley Transportation Authority Bay Area Rapid Transit Silicon Valley Phase II Extension Project, Resolution E-24-107

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency under the California Environmental Quality Act (CEQA), approve the attached Resolution E-24-107 (Attachment A), which accepts CEQA addenda for the Valley Transportation Authority Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (Project), in the City of San Jose and City of Santa Clara, and approves the Project for future consideration of funding.

Issue:

The Santa Clara Valley Transportation Authority is the CEQA lead agency for the Project. The Project alignment would run from the Phase I terminus in the Berryessa neighborhood of San Jose, along US Highway 101, along Santa Clara Street and West Santa Clara Street, and would terminate near the Caltrain Station in the City of Santa Clara. The Project includes a 6-mile BART extension, including a 5-mile long tunnel through downtown San Jose; stations at Alum Rock/28th Street (28th Street/Little Portugal Station), Downtown San Jose, Diridon, and Santa Clara; and a maintenance facility.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future funding consideration.

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Background:

On April 5, 2018, the Santa Clara Valley Transportation Authority certified the Final Subsequent Environmental Impact Report for the Project. Prior to the 2018 Final Subsequent Environmental Impact Report, the Project was previously evaluated in a 2004 Environmental Impact Report, 2007 Supplemental Environmental Impact Report, and 2011 Supplemental Environmental Impact Report. The 2018 Final Subsequent Environmental Impact Report was prepared since background conditions had changed, regulatory settings had changed, and new alternatives needed evaluation.

On October 17, 2018, the Commission approved the project for future consideration of funding and issued Resolution E-18-53.

The Santa Clara Valley Transportation Authority completed three CEQA addenda since certification of the 2018 Final Subsequent Environmental Impact Report. A CEQA addendum was completed in November 2022 to address an increase in tunnel size. A second CEQA addendum was completed in March 2023 to address construction and operation of temporary replacement parking spaces. A third CEQA addendum was completed in June 2024 to address an update to the opening year, increase in the tunnel's diameter, tunnel alignment vertical and horizontal shifts, and station design refinements. These addenda did not identify any new significant adverse impacts or any substantial increase in the severity of a significant adverse impact previously identified in the 2018 Final Subsequent Environmental Impact Report. No new mitigation was identified and all mitigation measures in the 2018 Final Subsequent Environmental Impact Report remain applicable. The 2018 Final Subsequent Environmental Impact Report and 2022, 2023, and 2024 CEQA addenda include all the impact analysis for the project.

On August 28, 2024, the Santa Clara Valley Transportation Authority confirmed that the 2018 Final Subsequent Environmental Impact Report and CEQA addenda remain valid; there are no new impacts requiring mitigation; there is no substantial increase in the severity of an environmental impact; and the Project set forth in the 2018 Final Subsequent Environmental Impact Report and CEQA addenda are consistent with the scope of work programmed by the Commission.

The Project is estimated to cost $12,745,600,000. Funding is from the Transit and Intercity Rail Capital Program ($1,125,000,000); State Transportation Improvement Program ($29,700,000); Transit and Intercity Rail Capital Program Senate Bill 125 ($375,000,000); Regional Measure 3 ($375,000,000); and Local 2000 Measure A and 2016 Measure B ($4,544,600,000) funds.

Construction is estimated to begin in Fiscal Year 2024-25.

Attachments:

- Attachment A: Resolution E-24-107
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

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CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding

4– Santa Clara County
Resolution E-24-107

1.1 WHEREAS, the Santa Clara Valley Transportation Authority has completed and certified a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Valley Transportation Authority Bay Area Rapid Transit Silicon Valley Phase II Extension Project (Project) in the City of San Jose and City of Santa Clara in Santa Clara County; and

1.2 WHEREAS, the Project alignment would run from the Phase I terminus in the Berryessa neighborhood of San Jose, along US Highway 101, along Santa Clara Street and West Santa Clara Street, and would terminate near the Caltrain Station in the City of Santa Clara; and

1.3 WHEREAS, the Project includes a 6-mile extension, including a 5-mile long tunnel through downtown San Jose; stations at Alum Rock/28th Street, Downtown San Jose, Diridon, and Santa Clara; and a maintenance facility; and

1.4 WHEREAS, on April 5, 2018, the Santa Clara Valley Transportation Authority certified the Final Subsequent Environmental Impact Report for the Project; and

1.5 WHEREAS, prior to the 2018 Final Subsequent Environmental Impact Report, the Project was previously evaluated in a 2004 Environmental Impact Report, 2007 Supplemental Environmental Impact Report, and 2011 Supplemental Environmental Impact Report. The 2018 Final Subsequent Environmental Impact Report was prepared since background conditions had changed, regulatory settings had changed, and new alternatives needed evaluation.

1.6 WHEREAS, on October 17, 2018, the California Transportation Commission (Commission) approved the project for future consideration of funding and issued Resolution E-18-53; and

1.7 WHEREAS, the Santa Clara Valley Transportation Authority completed three CEQA addenda since certification of the 2018 Final Subsequent Environmental Impact Report. A CEQA addendum was completed in November 2022 to address an increase in tunnel size. A second CEQA addendum was completed in March 2023 to address construction and operation of temporary replacement parking spaces. A third CEQA addendum was completed in June 2024 to address an update to the opening year, increase in the tunnel's diameter, tunnel alignment vertical and horizontal shifts, and station design refinements. These addenda did

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not identify any new significant adverse impacts or any substantial increase in the severity of a significant adverse impact previously identified in the 2018 Final Subsequent Environmental Impact Report. No new mitigation was identified and all mitigation measures in the 2018 Final Subsequent Environmental Impact Report remain applicable. The 2018 Final Subsequent Environmental Impact Report and 2022, 2023, and 2024 CEQA addenda include all the impact analysis for the project; and

1.8 WHEREAS, on August 28, 2024, the Santa Clara Valley Transportation Authority confirmed that the 2018 Final Subsequent Environmental Impact Report and CEQA addenda remain valid; there are no new impacts requiring mitigation; there is no substantial increase in the severity of an environmental impact; and the Project set forth in the 2018 Final Subsequent Environmental Impact Report and CEQA addenda are consistent with the scope of work programmed by the Commission; and

1.9 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the CEQA addenda; and

2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the CEQA addenda and approves the above-referenced Project for future consideration of funding.

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NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Valley Transportation Authority Bay Area Rapid Transit Silicon Valley Phase II Extension Project

2002022004	Samantha Swan McCleary	(408) 321-5785
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project alignment would run from the Phase I terminus in the Berryessa neighborhood of San Jose, along US Highway 101, along Santa Clara Street and West Santa Clara Street, and would terminate near the Caltrain Station in the City of Santa Clara. The Project is located in the City of San Jose and City of Santa Clara in Santa Clara County.

Project Description: The project includes a 6-mile Bay Area Rapid Transit extension, including a 5-mile long tunnel through downtown San Jose; stations at Alum Rock/28th Street (28TH Street/Little Portugal Station), Downtown San Jose, Diridon, and Santa Clara; and a maintenance facility.

This is to advise that the California Transportation Commission has approved the above-described
(_ Lead Agency/ **X** Responsible Agency)
project on October 17-18, 2024, and has made the following determinations regarding the above-described project:

1. The project (_X_will/ __will not) have a significant effect on the environment.
2. __X__A Final Subsequent Environmental Impact Report and CEQA Addenda were prepared for this project pursuant to the provisions of CEQA.
   ____A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_X_were/__were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (_X__was / __was not) adopted for this project.
5. A Statement of Overriding Considerations (X was / __was not) adopted for this project.
6. Findings (_X_were/ __were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Santa Clara Valley Transportation Authority, 331 North First Street, San Jose, CA 95134.

TANISHA TAYLOR		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

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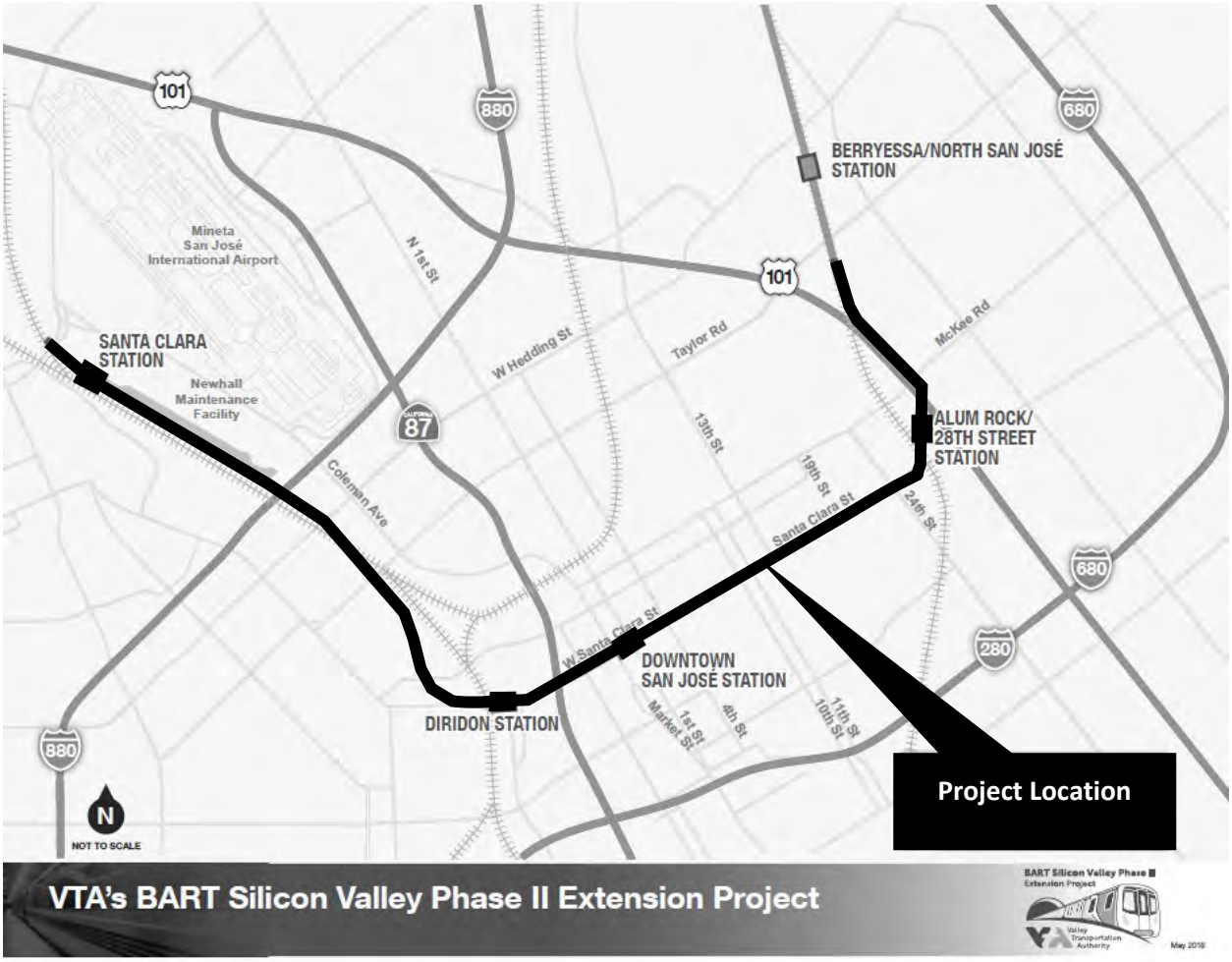
Project Location Map

Valley Transportation Authority Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project, in the City of San Jose and City of Santa Clara in Santa Clara County



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Rowe, John

From: Davey, Krishna
Sent: Tuesday, December 16, 2025 8:53 AM
To: Rowe, John
Subject: Automatic reply: Close Hayward Maintenance Yard Agreement

I will be out of the office Tuesday, December 16, 2025, through Monday, January 12, 2026. I will be returning to the office on Tuesday January 13, 2026

Delegation includes:

- Kevin Kurimoto for invoices and FTA / PMOC related matters.
- Vince Alvino for IT, Document Control and Cybersecurity related matters.

During my absence, Kevin Kurimoto, Senior Management Analyst, BART Silicon Valley Program, will have signature authority.

Please copy Rosemarrie Gonzalez on all correspondences.

Happy Holidays! Merry Christmas! Happy New Year!

-Krishna

BSV2 Exhibit C:
SCCP Performance Metrics

The term "existing" traffic refers to data for the year 2024, while "year 30" represents projections for 2069, which is 30 years from the project's anticipated opening year, rather than 30 years from today. For clarity, the form has been adjusted to reflect this timeline, changing "20" to "30" where appropriate. Data for 2054 is not reported, as it does not correspond to a milestone year within the Cal B/C analysis framework.

Existing Average Annual Vehicle Volume on Project Segment	53,940,638 (obtained from the PeMs data, the average of 2024 AADT at IS880, IS680
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	83,519,233 (obtained from the 2039 with Project Model, with 1% growth from 2039 to 2

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	6	0	6	Increase
	Person Hours of Travel Time Saved		1,256,495,136	1,260,127,82	-3,632,694	Decrease
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	-	-	-	-
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway	-	-	-	-
	(Optional) Per Capita and Total Person Hours of Delay per Year		-	-	-	-
	(Optional) Other Information	All	-	-	-	-
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All	-	-	-	-
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
System Reliability	Peak Period Travel Time Reliability Index ("No Build" Number Only)	National and State Highway System Only	<3.06	3.06	-	Decrease (lower reliability index presents better
	Level of Transit Delay	Transit Rail and Transit Bus	TBD	TBD	TBD	TBD
	(Optional) Other Information	All	-	-	-	-

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	1.0902	1.0934	-0.0031	Decrease
	Rate of Fatalities per 100 Million VMT		1.3	1.3	0	No Change
	Number of Serious Injuries		133.2172	133.5407	-0.3235	Decrease
	Rate of Serious Injuries per 100 Million VMT		135	135	0	No Change
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		-	-	-	-
	(Optional) Other Information		-	-	-	-
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway	224.7571	225.3994	-0.6423	Decrease
	(Optional) Number or Rate of Non-Serious Injury Collisions		-	-	-	-
	(Optional) Accident Cost Savings		-	-	-	-
Economic Development	Jobs Created	All	75,000	0	75,000	Increase
	(Optional) Other Information		-	-	-	-
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	1,521 ton	1,440 ton	+81 ton (cost $	Increase
	Particulate Matter (PM 2.5)		1,407 ton	1,325 ton	+82 ton	Increase
	Carbon Dioxide (CO2)		60.2 ton	0 ton	60.2 ton	Increase
	Volatile Organic Compounds (VOC)		57,698 ton	57,749 ton	-51 ton ($26,6	Decrease
	Sulphur Oxides (SOx)		2,674 ton	2,681 ton	-7 ton ($199,14	Decrease
	Carbon Monoxide (CO)		1,119,615 ton	1,121,154 tor	-1,539 ton ($44	Decrease
	Nitrogen Oxides (NOx)		147,099 ton	142,654 ton	+4,445 ton (co	Increase

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All	2,440,102	2,279,302	160,800	Increase
	(Optional) Access to Key Destinations by Mode	All	8,670	8,041	629	Increase
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus	53.52	<53.52	-	Increase
	(Optional) Other Information	All	-	-	-	-
Cost Effectiveness	Cost-Benefit Ratio	All	1.16	-	-	-
	(Optional) Other Information		-	-	-	-