VTA's BART Silicon Valley Phase II Extension Project

October 28th Street/Little Portugal Community Working Group Meeting

October 8, 2025

Santa Clara Valley Transportation Authority

Solutions that move you

28th Street/Little Portugal CWG Members

- Bill Rankin, *Friends of Five Wounds Trail*
- Chris Patterson-Simmons, *East Village San Jose*
- Danny Garza, *Plata-Arroyo Neighborhood Association*
- **Davide Vieira**, *Five Wounds Portuguese National Parish*
- Dee Barragan, *Roosevelt Park Neighborhood Association*
- Elma Arredondo, *Alum Rock Urban Village Advocates (ARUVA)*
- Elsa Oliveira, *Portuguese Organization for Social Services & Opportunities (POSSO)*
- Ed Berger, *Northside Neighborhood Association*
- Helen Masamori, *Five Wounds/Brookwood Terrace Neighborhood Action Coalition; Alum Rock Santa Clara Street Business Association*
- Damone Jordan, *Cristo Rey San Jose Jesuit High School*
- Jesus Flores, *Five Wounds Latino Business Foundation*
- Justin Tríano, *Ride East Side San José (Ride ESSJ)*
- Melissa Canela, *School of Arts and Culture at the Mexican Heritage Plaza*
- Terry Christensen, *CommUniverCity*
- Tala Fatolahzadeh, *City of San José*
- Eric Eidlin, *City of San José*
- Chris Burton, *City of San José*
- Scott Smith, *BART*

AGENDA

I. 28th Street/Little Portugal Design Development Framework (DDF)

II. Peer Review Report Out

III. Cost Savings Status

IV. Construction Updates

V. Path Forward & Next Steps

Santa Clara Valley Transportation Authority

Solutions that move you

28th Street/Little Portugal
Design Development Framework

PROJECT UPDATE:

VTA's 28th St/Little Portugal Design Development Framework (DDF)

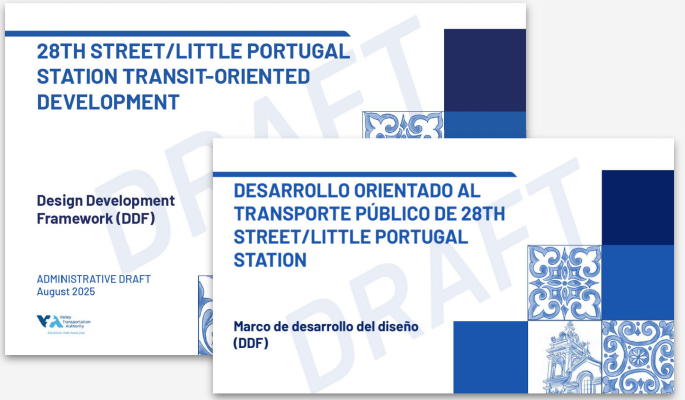
SEASON 3 OF ENGAGEMENT – *Thank you for participating!*

Public Comment Period August 14 to September 18

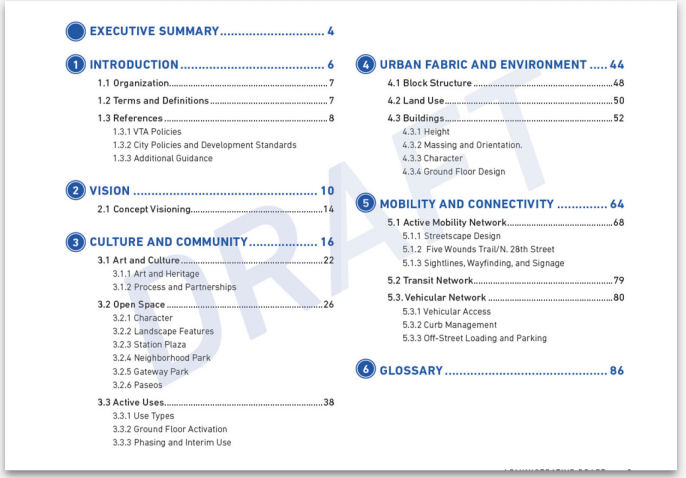
- DDF Public Meeting
- Viva CalleSJ + La Plaza's Chile, Mole, Pozole Festival
- SJ High Portuguese Class + Cristo Rey SJ Info Session
- SJ Youth Commission
- *...and more*

NEXT STEPS:

- **November**: VTA Advisory and Standing Committees
- **December**: VTA Board Meeting



vta.org/28LPdevelopment



DDF Community Engagement: 3 Seasons

Participación comunitaria del DDF

~ 1,000+ Total
touchpoints across:
puntos de contacto a travez de:

- **Stakeholder meetings**
- **Youth engagement**
- **Pop-ups at events**
- **Juntas con partes interesadas**
- **Enganche juvenil**
- **Eventos estilo "pop-up"**

Photos from Season 3 of Engagement

Peer Review
Final Report Out

Expectations & Objective of Peer Review

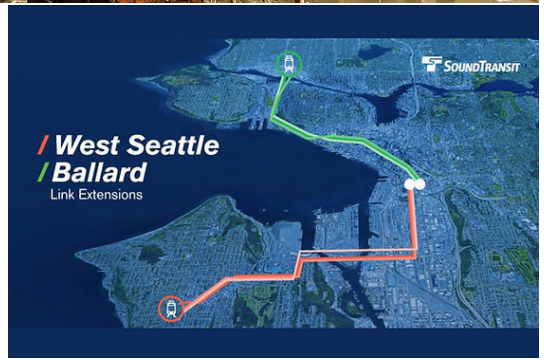
- **Independent perspective** on Value Engineering efforts to bring the scope and budget into alignment.

- **Feedback** on the feasibility, constructability, packaging, and delivery to reduce costs and match available funding.

- **Enable VTA to move forward** with a project configuration for a forthcoming FFGA.

Peer Review

- First day of two-session Peer Review held on August 20
- Panel included project delivery executives from peer transit agencies:
  - Sound Transit – Seattle, WA
  - LA Metro – Los Angeles, CA
- Attendees included VTA Project Team, FTA, PMOC, BART, and Gall Zeidler



LA Metro's Purple Line TBMs

Peer Review

- Presentation by staff on project background, baseline, and two scenarios (incorporating cost savings)
- Tour of project alignment and west portal construction site
- Focus on **feasibility, constructability**, **contract packaging** and **delivery methods**

Peer Review Summary

- Evaluation of Scenarios
  - **Scenario 1 is optimal path forward** from a constructability and feasibility perspective, offers fewer risks
  - **Scenario 1a introduces additional costs**, a cut-and-cover box in downtown San Jose, impact to community, increase risk and complexity

- Cost Estimates and Risk Adjustments
  - Recommends cost estimates be updated to reflect **evolving market conditions**

- Contract Packaging
  - Breaking up large contracts into **smaller packages** will improve bidder interest and **reduce integration risk**—if managed effectively
  - Repackaged tunnel contract must include clear provisions for **system integration** and **TBM-related risk mitigation**

Peer Review Summary

- VTA/BART Partnership
  - A **strong working relationship between VTA and BART** is critical to the success of the project.
  - Encourages VTA and BART to continue efforts to **maintain this relationship** given the challenges of such a long and complex project
- Newhall Yard Refinements
  - **Achieving concurrence** between BART and VTA on Newhall Yard refinements needs to be a priority for the project to proceed successfully
- **Continue the Project momentum** with early construction underway

Cost Savings Status

BSVII Cost Savings: Where We Are

- **Outstanding Cost Savings items under consideration:**
  - Systems
  - Downtown station design
  - Newhall Yard
  - Project Configuration (Scenarios 1 or 1a)

- **Continued Stakeholder Engagement** re: Downtown San Jose station refinement

- **Planning Future Engagement with BART** re: Newhall Yard

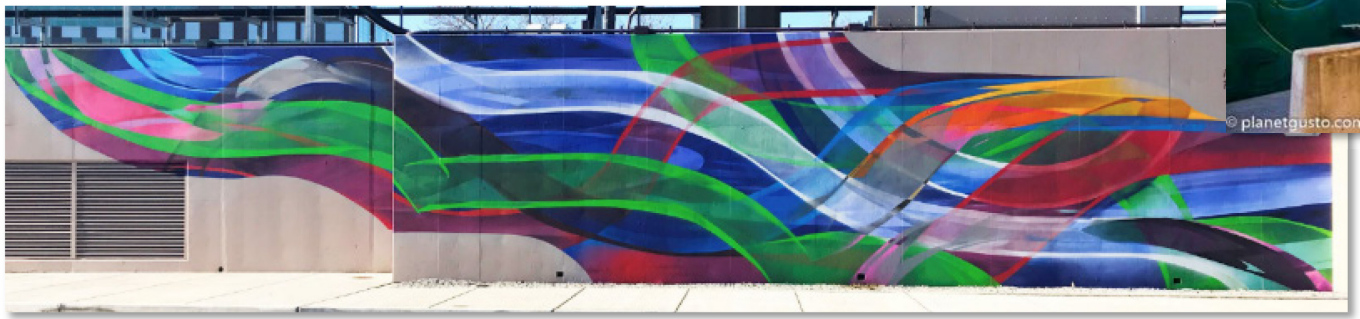
Scenario 1 Refinements at Stations

- Relocated **station infrastructure facilities (SIF) above ground** and optimized station equipment layout
- Implemented **systems efficiencies** to reduce SIF footprint
- Modified deep shaft and adit configurations (***not affecting passenger experience***)
- Optimized station entrance architectural layout and footprints
- Consolidated and **removed egress shaft at Diridon**
- Use of cost-effective materials
- Converted parking garages to **surface parking** (28th Street/Little Portugal and Santa Clara stations)

Engagement on Station Infrastructure Facility in Plaza

- Features & finishes (screening, architectural, artwork)

To be discussed with CWG:
28th/Little Portugal: Q1/Q2 2026
DTSJ: Q3/Q4 2026
Diridon: Q1/Q2 2026
Santa Clara: Q3/Q4 2026



Engagement on Station Infrastructure Facility in Plaza

- Landscaping & hardscaping around Station Infrastructure Facility

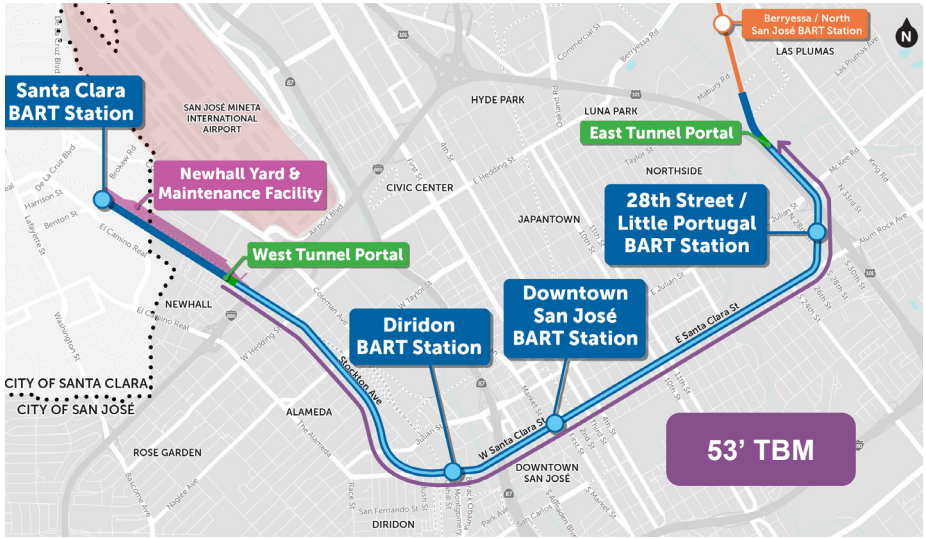
To be discussed with CWG:
28th/Little Portugal: Q1/Q2 2026
DTSJ: Q3/Q4 2026
Diridon: Q1/Q2 2026
Santa Clara: Q3/Q4 2026

Downtown Berkeley BART Station Plaza Vent Structure

Why Does Project Configuration Matter?

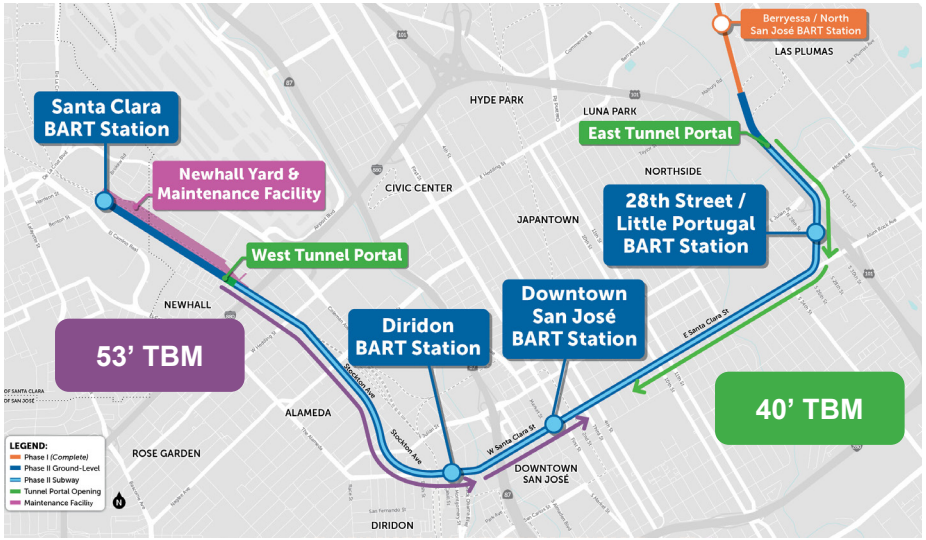
- Scenario 1 vs. Scenario 1a Configuration
- Configuration Dictates:
  - How project advances to 60% design
  - Approach to critical path tunnel construction
  - Ability to stay on schedule and meet projected revenue service date
  - Flexibility to proceed if FFGA is delayed
- How to choose:
  - Advice from independent Peer Review (risk, schedule, industry readiness)
  - Project team cost and schedule estimates
  - Feedback from Gall Zeidler

Configuration: Scenario 1 & 1a



Scenario 1

Scenario 1a – Concurrent Tunneling



Scenario 1a Considerations

Additional Construction Considerations:

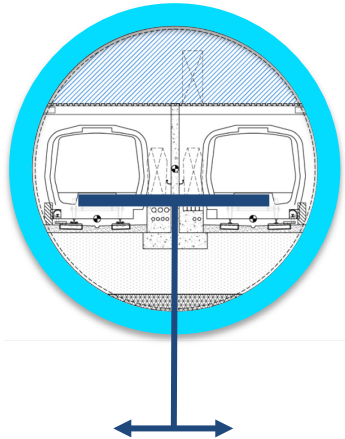
- Smaller single bore for portion of alignment
- New East Portal launch structure & Additional TBM
- 28th Street/Little Portugal station: large cut-and-cover box structure
- Retrieval shaft at “meet up” location of two TBMs

Schedule Considerations:

- Initial start-up activities to launch TBM from East Portal
- Faster tunneling rate for smaller TBM
- Extraction of two TBMs

Smaller Tunnel Diameter Analysis

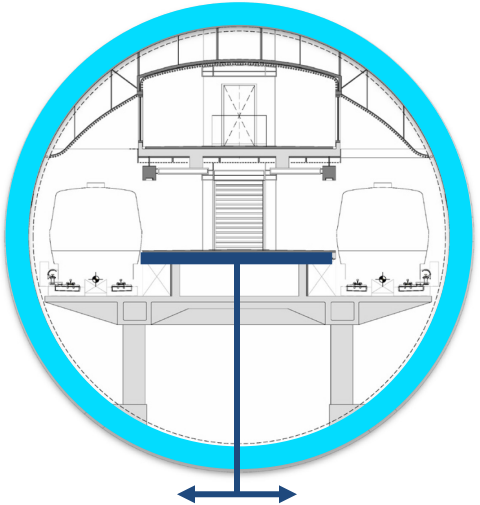
Smaller Single-Bore Tunnel



~40’ TBM Diameter

One 22’ Wide Center Platform Cannot Fit Within Tunnel

Larger Single-Bore Tunnel



~53’ TBM Diameter

22’ Wide Center Platform

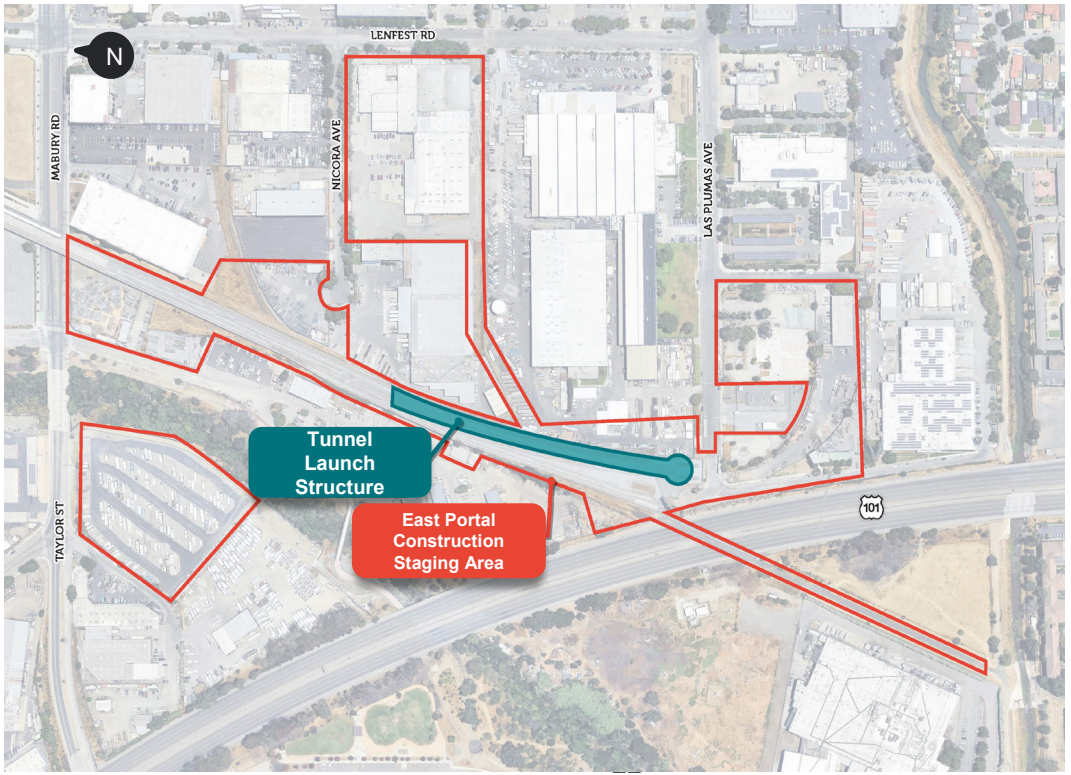
Conceptual layout

Scenario 1a:
New East Portal Launch Structure & Additional TBM

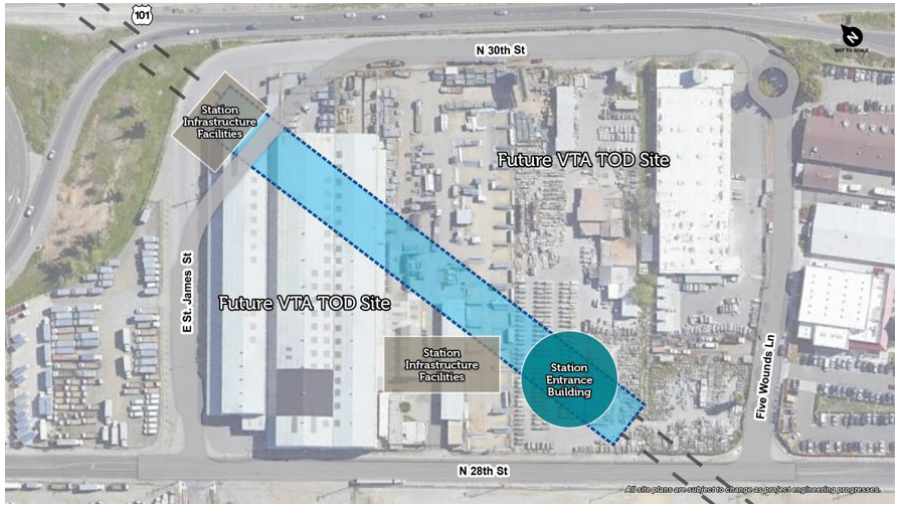
Overview:

- Design, procurement, and fabrication of an additional 40’ TBM
- East Portal becomes a Launch Shaft rather than a reception shaft
- Changes to East Portal:
  - Larger temporary excavation for assembly and launching the TBM.
  - Increased temporary power for TBM
  - Larger staging area (additional ROW)
  - More tunnel spoil off-haul traffic
  - Site would have similar operations as the West Portal Launch Structure and surrounding site

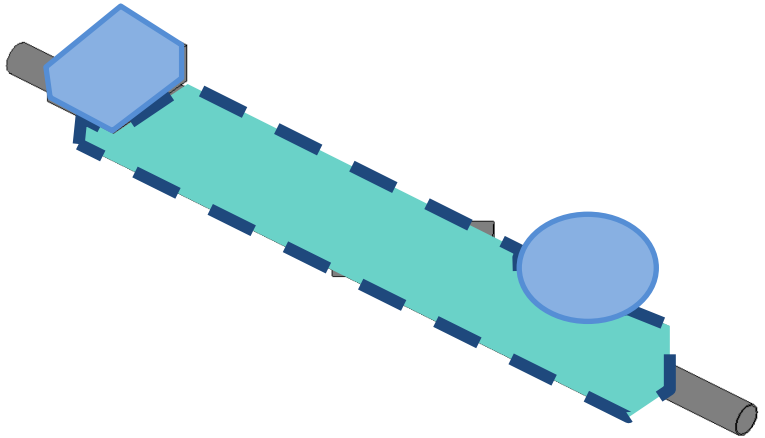
Environmentally Cleared East Portal Construction Staging Area and Tunnel Launch Structure



Scenario 1a:
Cut & Cover at 28th Street/Little Portugal Station



Smaller Tunnel: Fully Cut-and- Cover Station



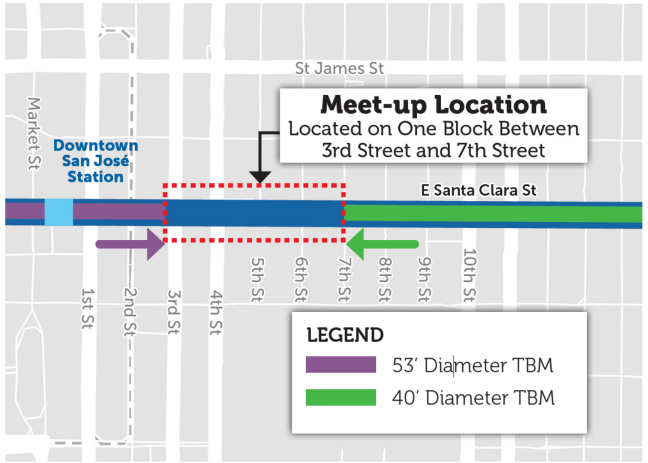
Legend

- Station Headhouse & Station Infrastructure Excavation
- Tunnel Shaft
- Extent of Open Cut-and-Cover Excavation

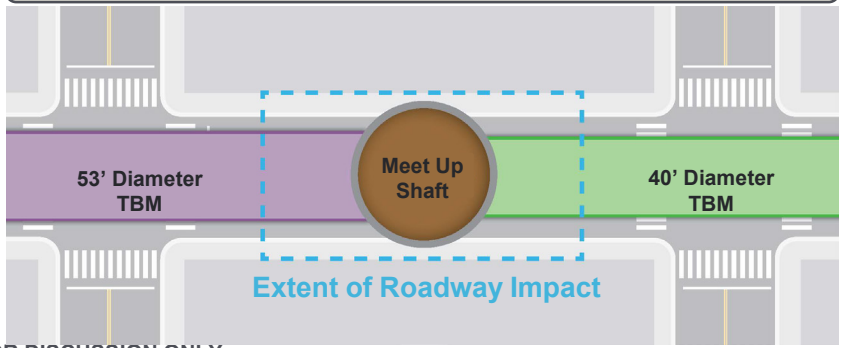
Scenario 1a: Meet-up Location

Overview:

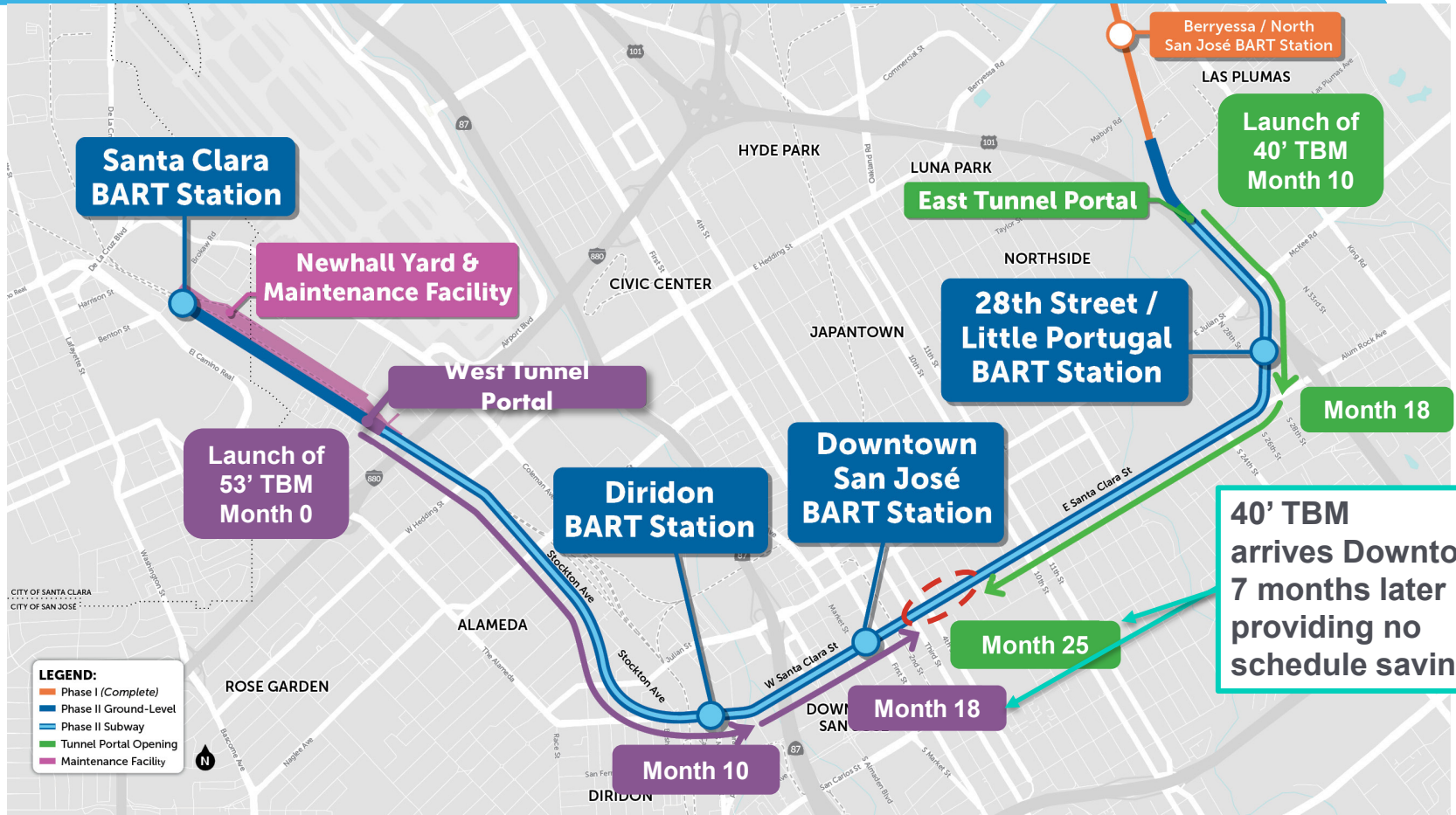
- The two TBMs would meet in Downtown San Jose at one block between 3rd Street and 7th Street
- Addition of “meet-up” shaft
- Anticipated construction activities:
  - Early Works demo, utility relocation, instrumentation and well installation
  - Slurry wall construction
  - Excavation and road decking
  - Crane mobilization/demobilization, and TBM dis-assembly and off-haul for the two TBMs
  - Shaft backfill and road reinstatement



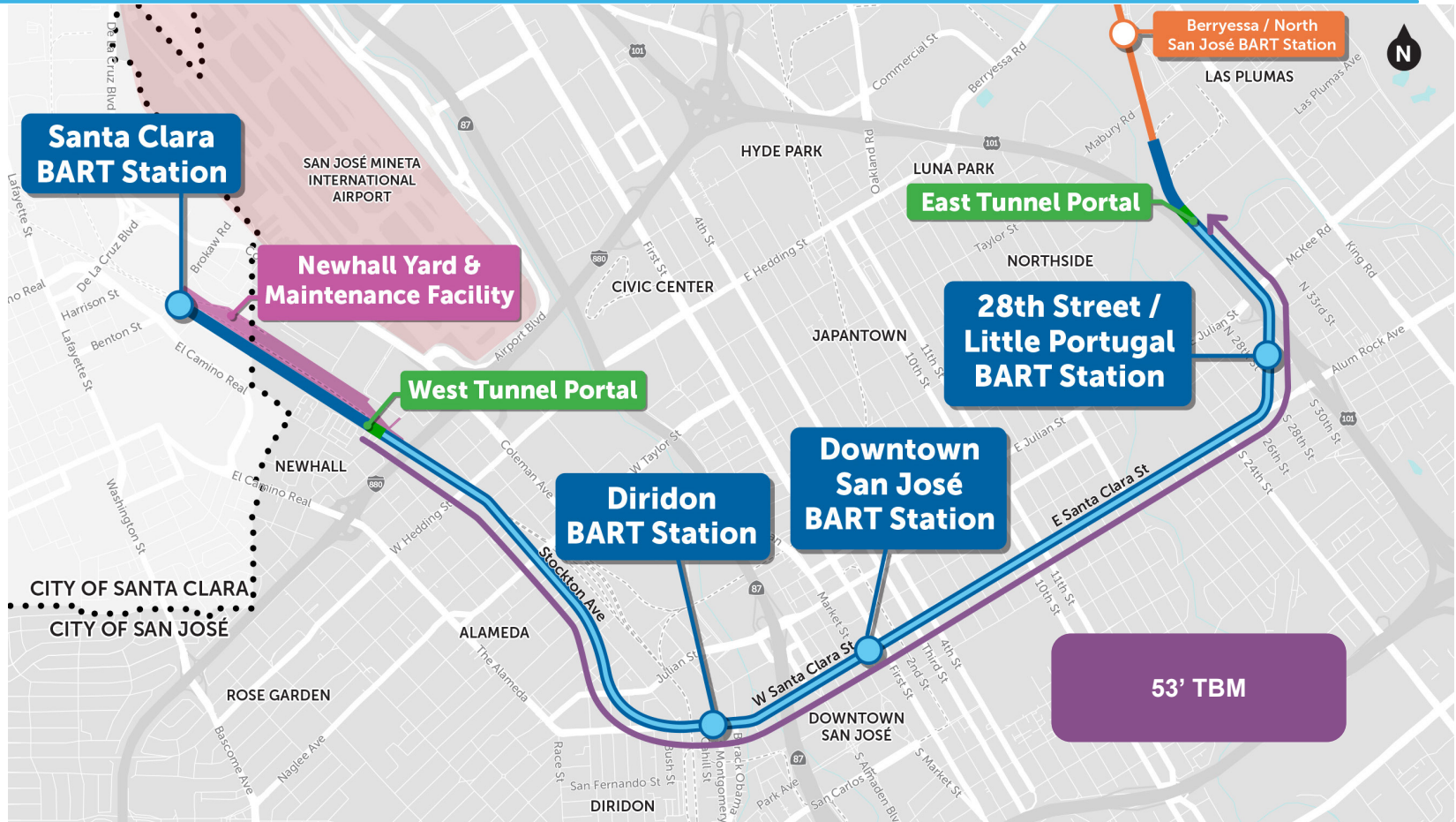
Example Configuration of Meet Up Shaft



Concurrent Tunneling Schedule (Scenario 1a)



Scenario 1 Configuration



Downtown Construction Update

Downtown Building Demolition & Clean Up

Location: 22-55 N. First Street

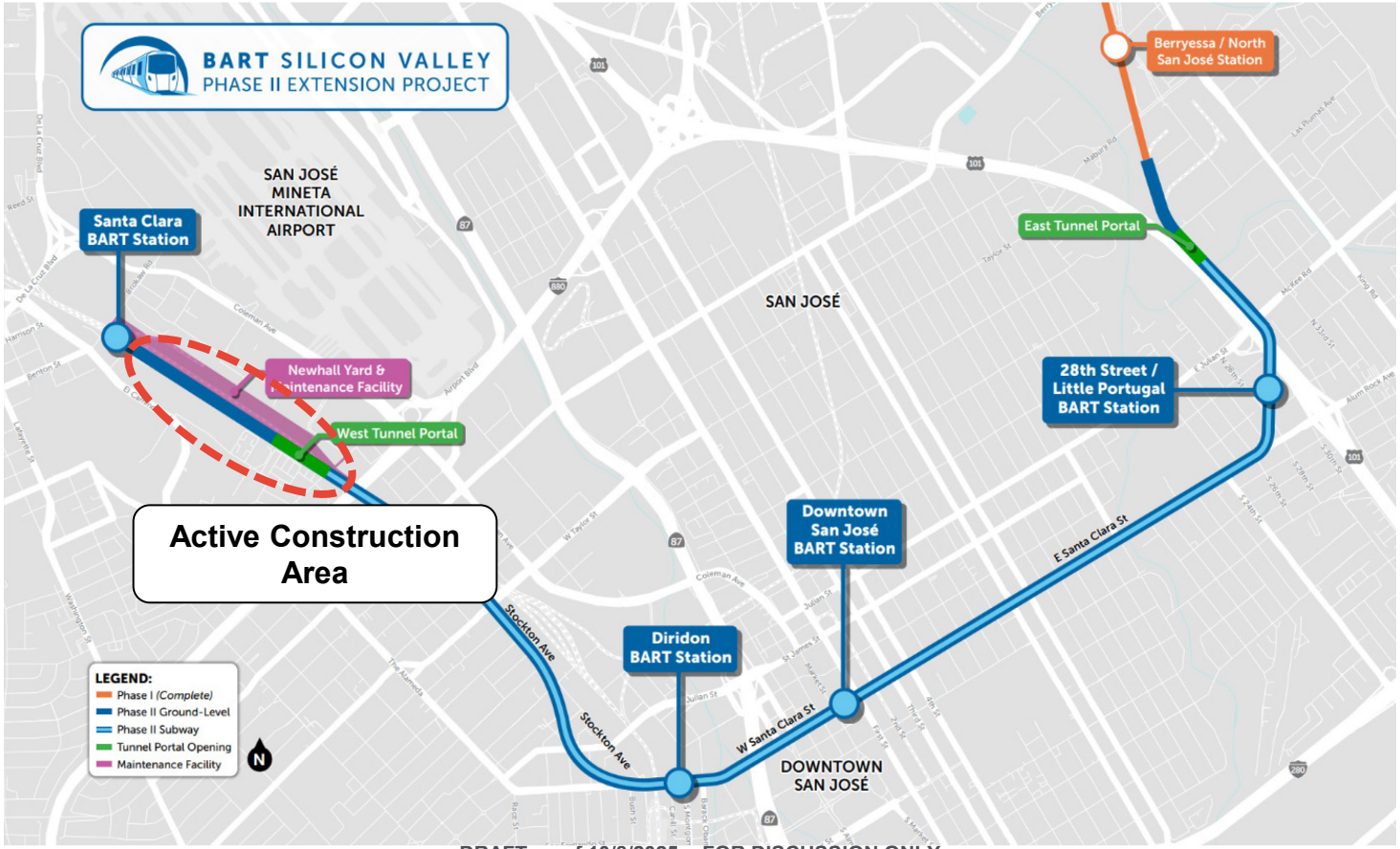
Duration: *As early as* November 2025 to January 2026; Monday-Friday 7AM-4PM

What to Expect:

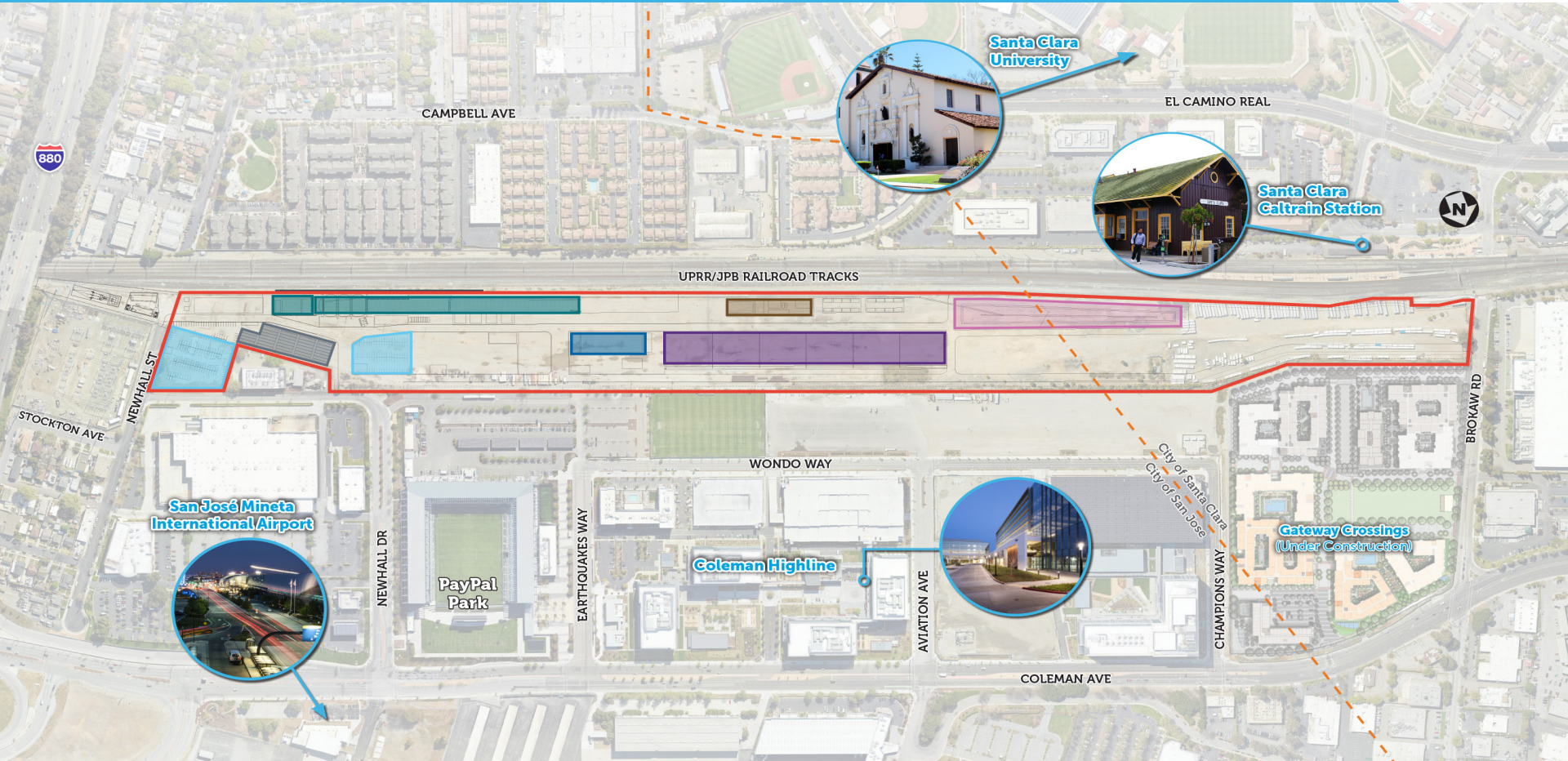
- No impact to public roads, VTA bus and light rail service.
- Sidewalk closure in front of building during demolition (~1 month)
- Access to VTA public parking lot will be available throughout duration of work, with limited parking available.
- Minor to moderate noise and vibration during demolition.
- Minor noise during off haul activities.

West Portal Construction Update

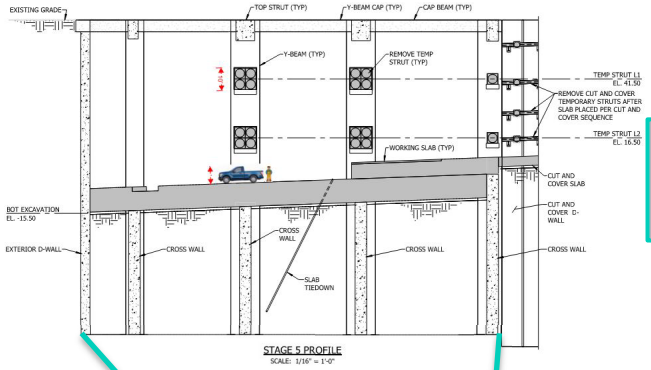
West Portal Construction Area



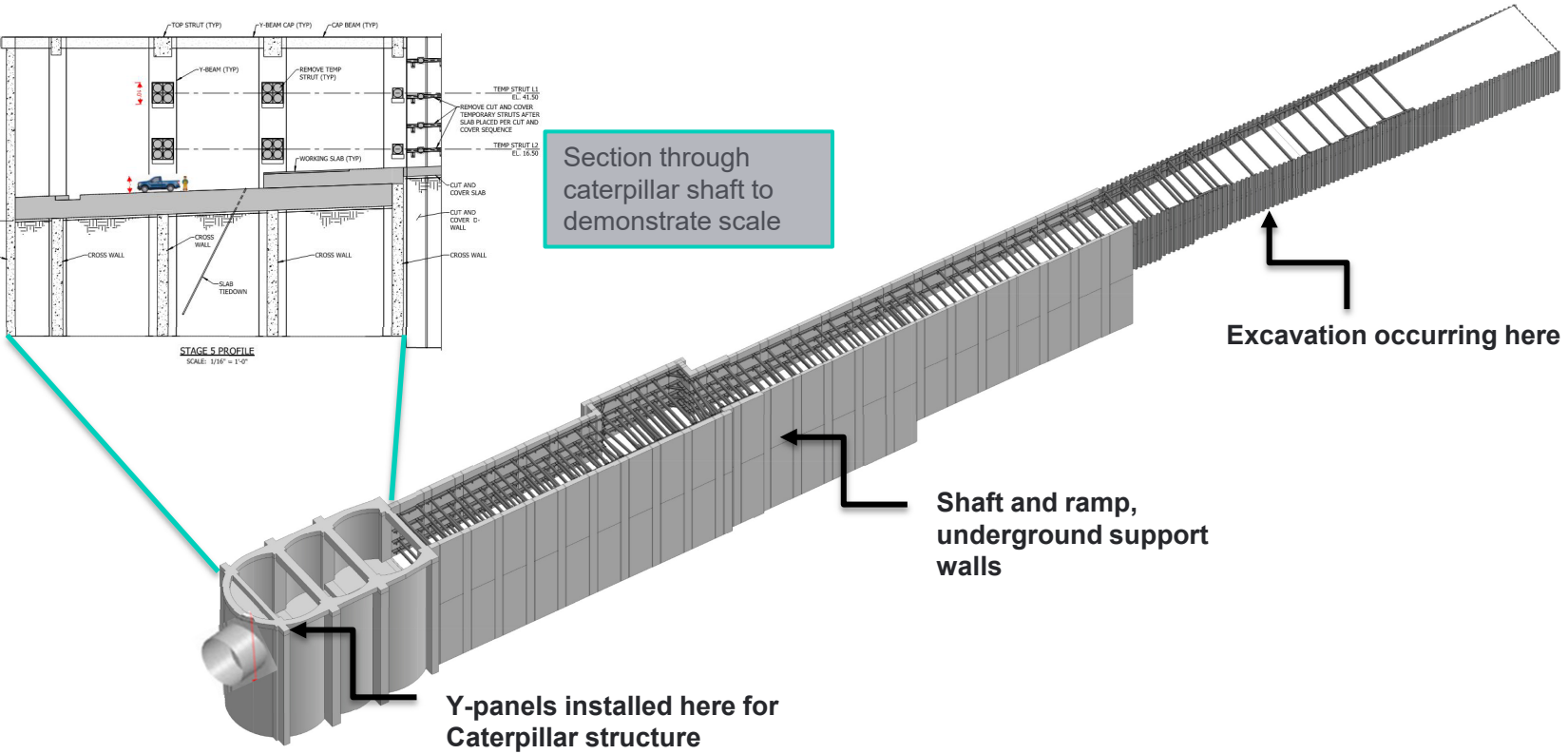
Where is the West Portal and TBM Launch Structure



Tunnel Launch Structure



Section through caterpillar shaft to demonstrate scale



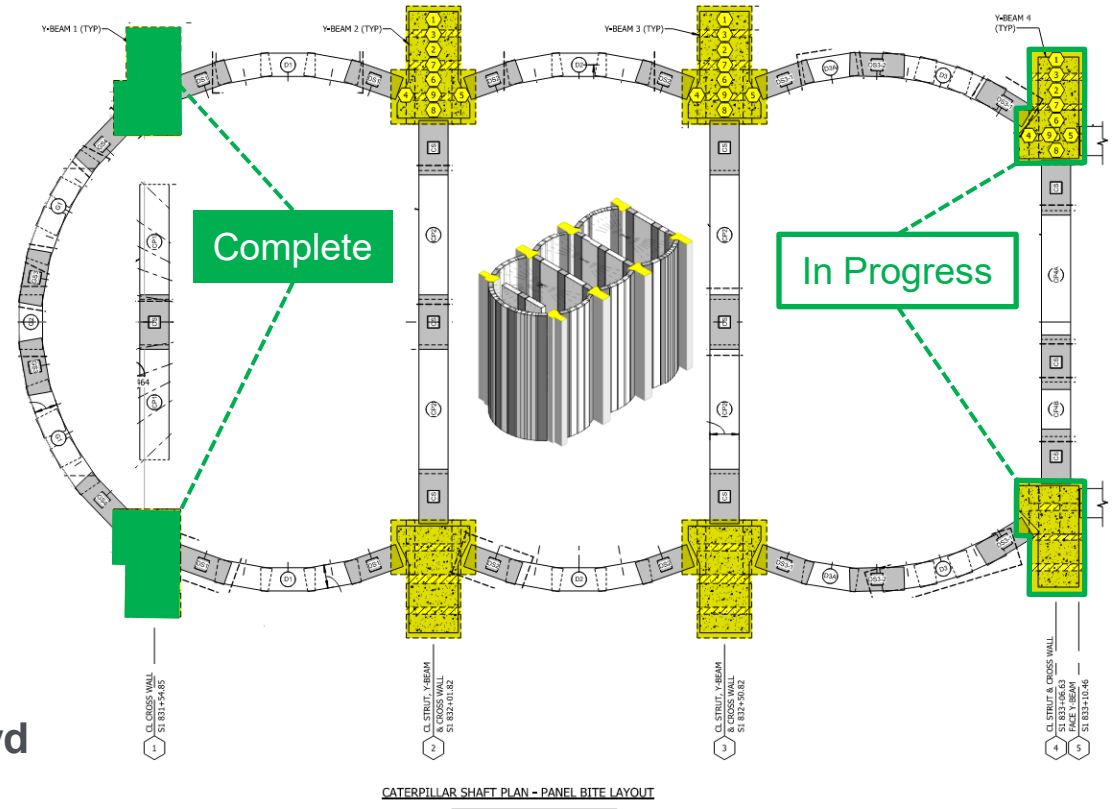
Excavation occurring here

Shaft and ramp, underground support walls

Y-panels installed here for Caterpillar structure

Y-Panels Overview

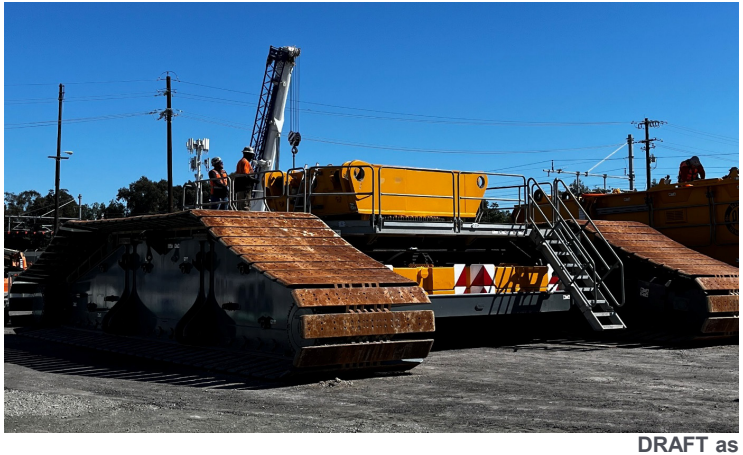
- Main structural element of Caterpillar Shaft
- Number of Y-Panels = **8**
- Panel Depth = 133.5 ft
- Total Volume of Concrete = **5,929 cu yd** (approx. **658 concrete trucks**)

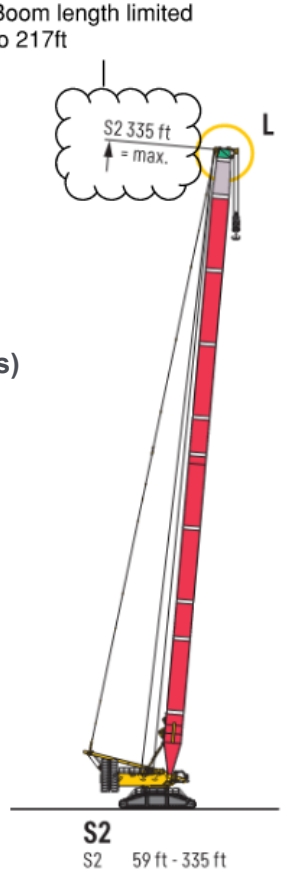


CATERPILLAR SHAFT PLAN - PANEL BITE LAYOUT

Y-Panel Rebar Cage Crane

- Crane Model: **Liebherr LR 11000 S2** Crawler Crane
- Track Dimensions = **40’-10”** Long x **8’-3”** Tall, **7’-10”** Wide
- Configuration = Main Boom **S2**
- Boom Length = **217 ft**
- Counterweight = **551.25 kip (275 tons)**
- Car Body Counterweight = **198.45 kip (99.25 tons)**
- Max Capacity of Crane with 217 ft Boom Length = **944 kip (472 tons)**
- 1 US ton = 2 kip





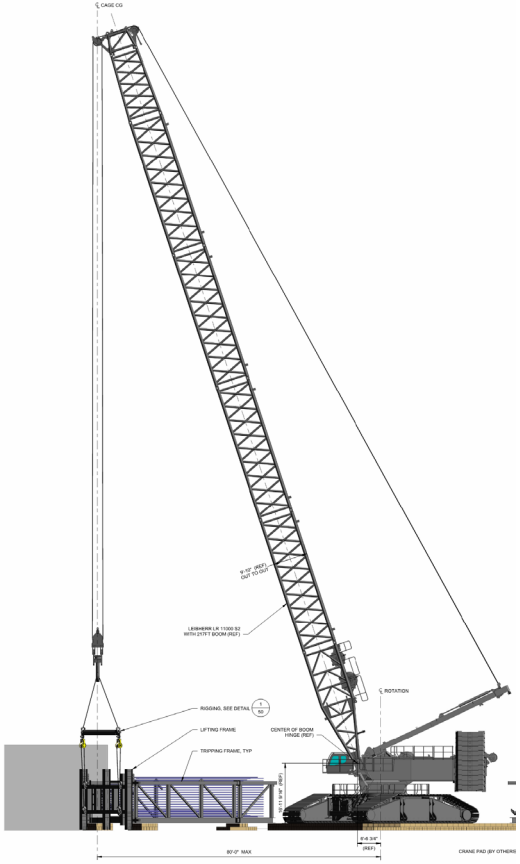
West Portal Construction Progress

The above “tripping frame” has been designed specifically to manage the lifting of the Y-Panel cages (weighing over 300,000lbs) to the vertical position

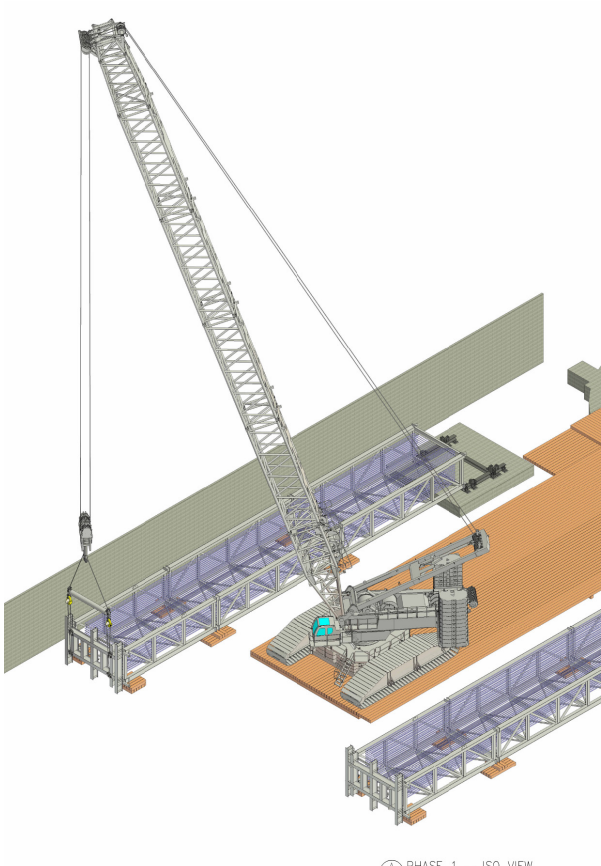
Test lift of “tripping frame”

Y-Panel Tripping & Lifting Sequence

- Phase 1 - Initial Pick:
  - Rebar cage assembled inside tripping fra
  - Lifting frame connected to rebar cage.
  - Lifting frame connected to tripping frame.
  - Crane rigged to lifting frame.



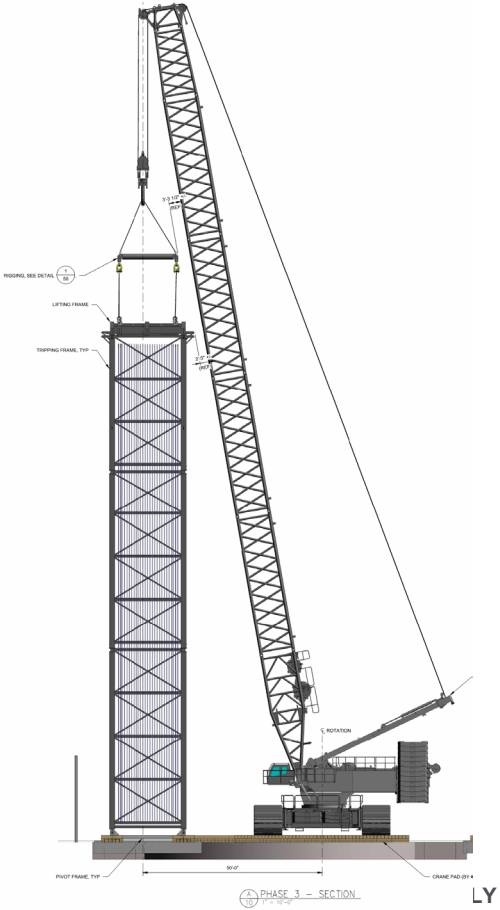
PHASE 1 – SECTION



PHASE 1 – ISO VIEW

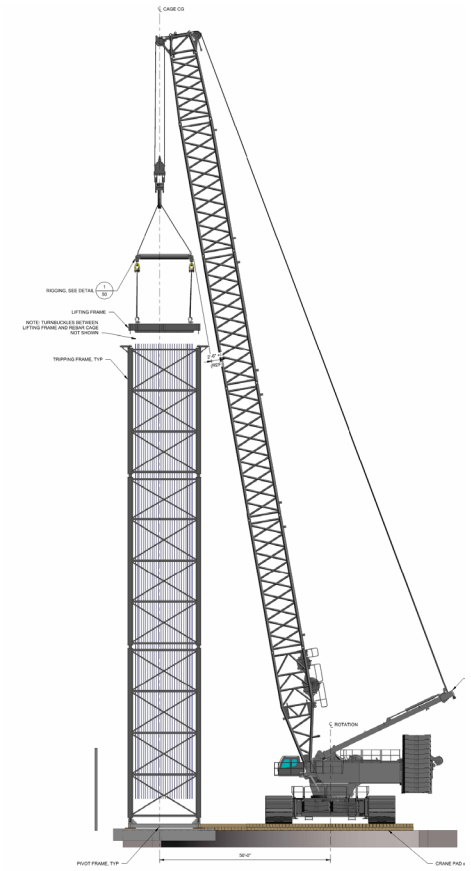
Y-Panel Tripping & Lifting Sequence

- Phase 2 through 9 – Pivot and Tripping Actions:
  - Structure is lifted from horizontal to vertical rotating about the pivot frame
  - Crane lifts and tracks the frame throughout this phase
  - Structure is tripped over the pivot frame.
  - Tripping action provides a controlled and safe handling of the frame.



Y-Panel Tripping & Lifting Sequence

- Phase 10 - 11 Lifting the Rebar Cage and Rebar Cage Transport:
  - Tripping frame secured to the pivot frame.
  - Lifting frame disconnected from tripping frame.
  - Lifting frame remains connected to rebar cage.
  - Rebar cage strapping removed.
  - Lifting frame connected to rebar cage.
  - Rebar cage transported to Y-Panel location



PHASE 10 – SECTION

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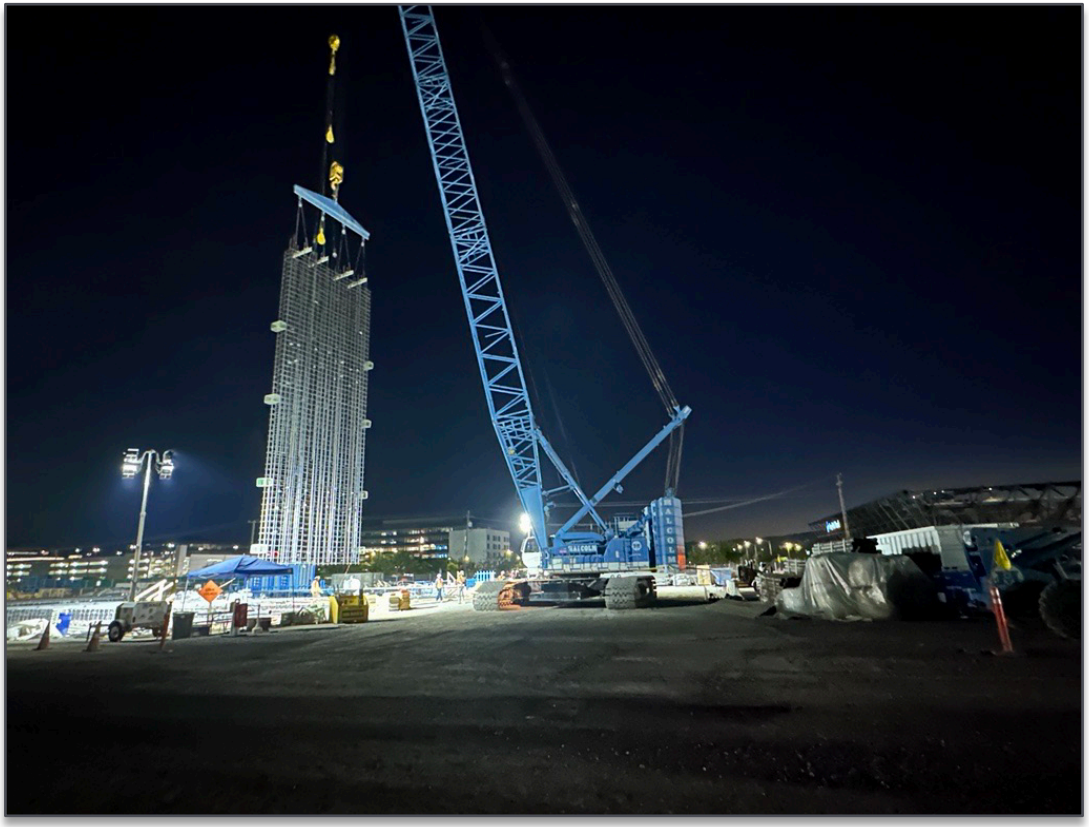
Tripping Frame

West Portal Construction Progress



Rebar Cage Lift – Support Walls

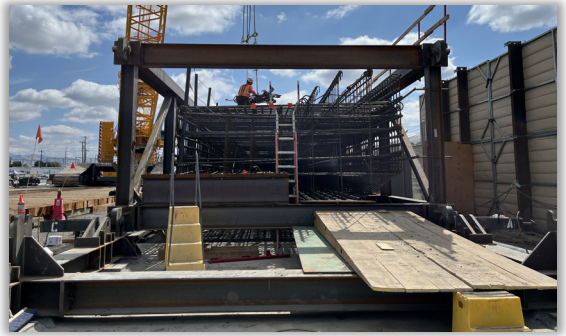
West Portal Construction Progress

Excavation of launch structure, placement of struts and walers

West Portal Construction Progress

Multiple concrete trucks for Y-Panel 12 hour pour

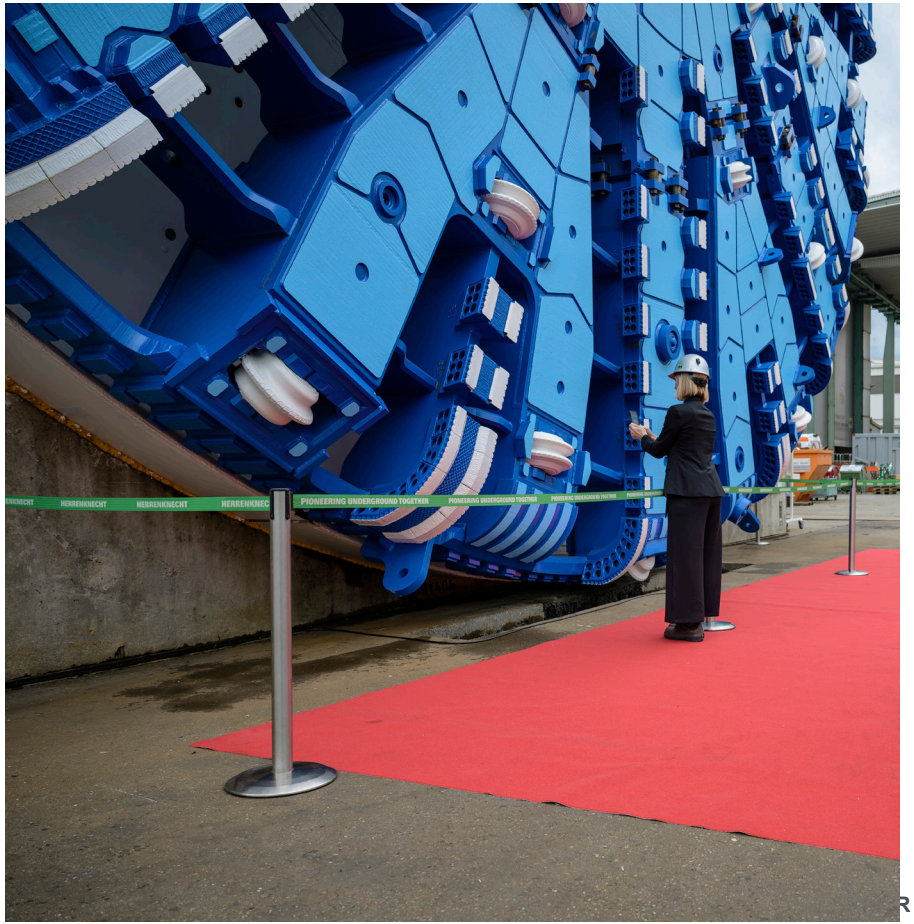
Pressure washing Y-Panel

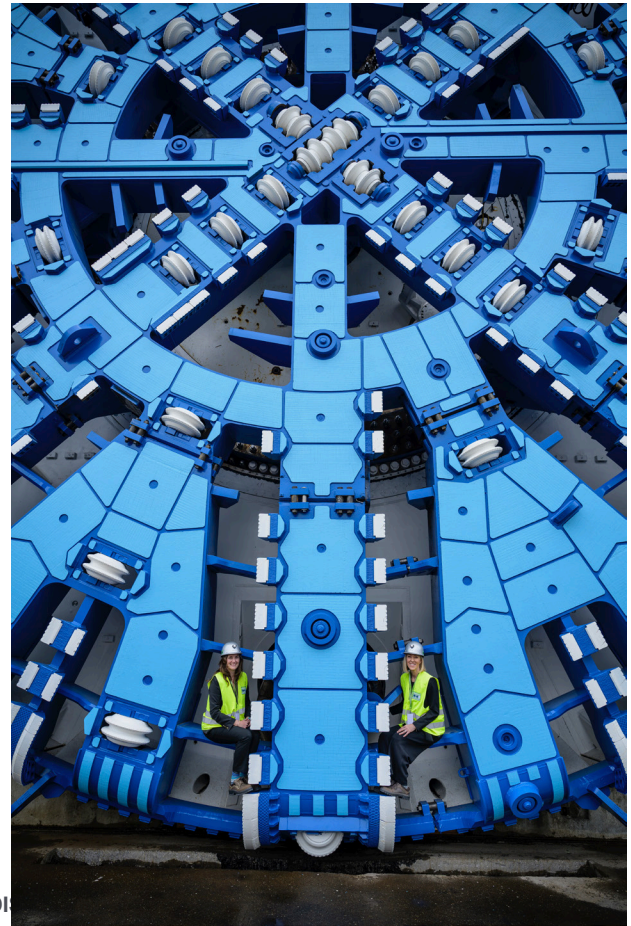


Preparing rebar for next “trip” and lift

Tunnel Boring Machine

Tunnel Boring Machine





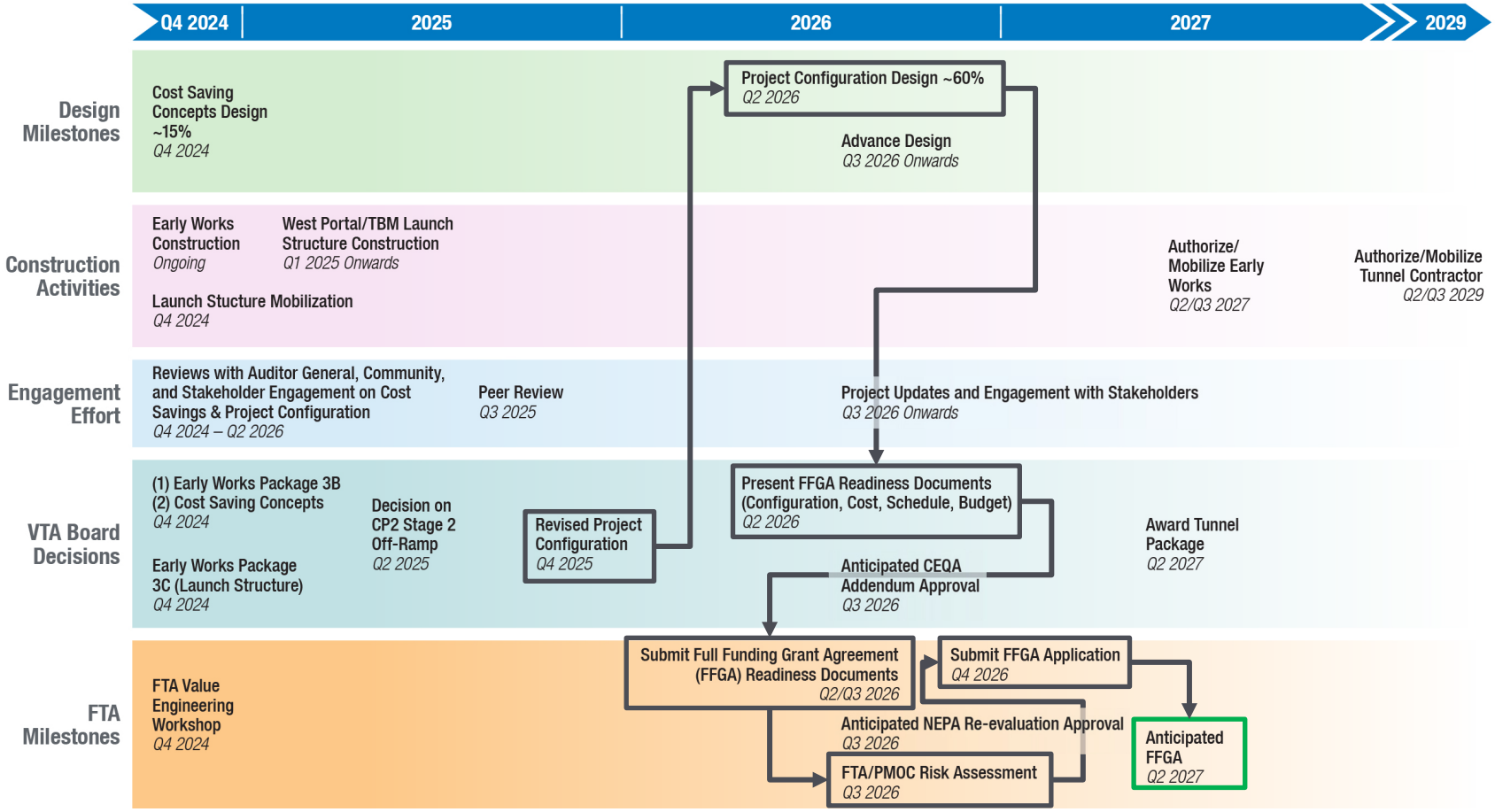
Tunnel Boring Machine

Path Forward & Next Steps

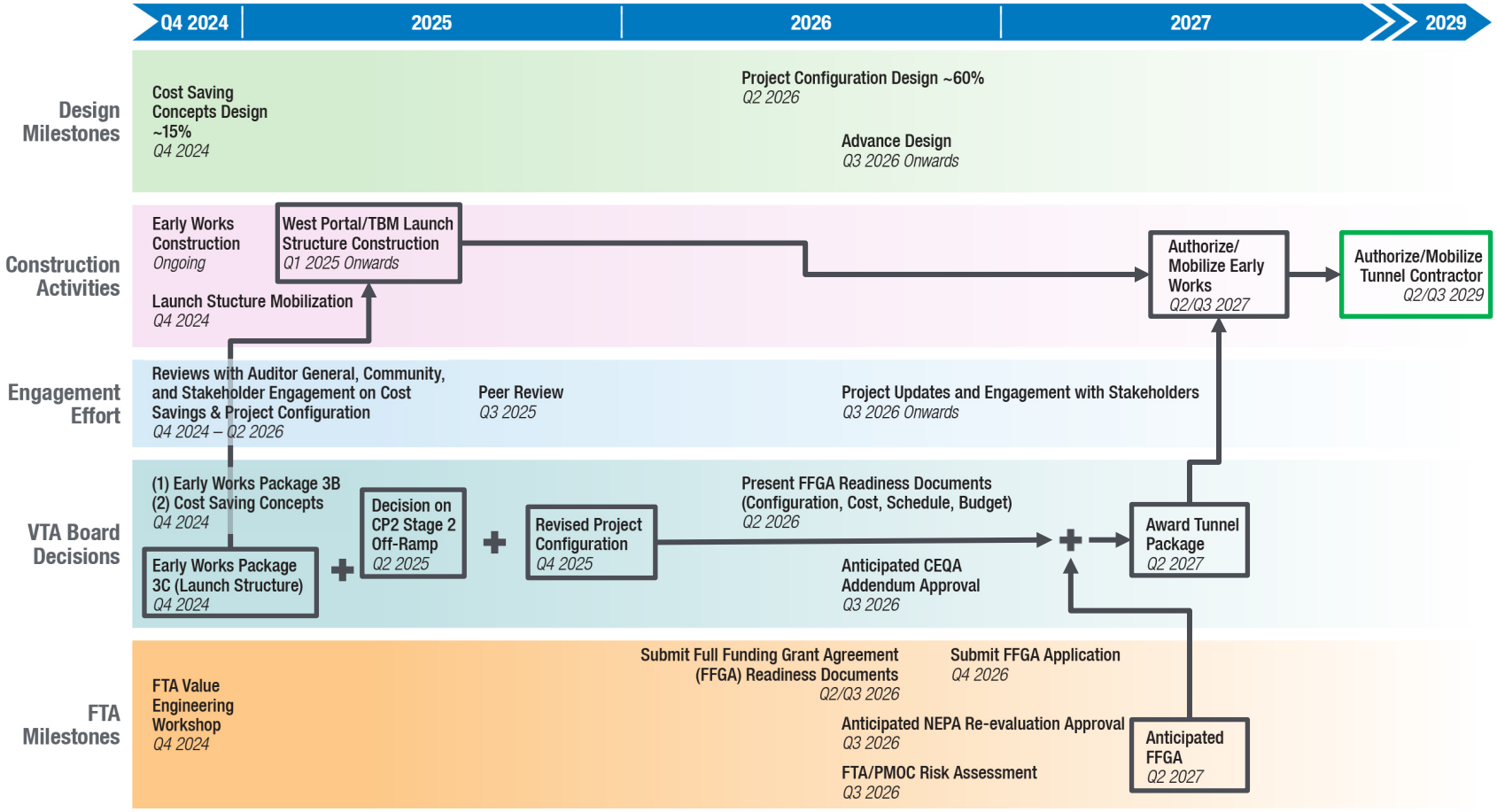
Path to FTA Full Funding Grant Agreement (FFGA)

	Q4 2024	2025	2026	2027	2029
Design Milestones	Cost Saving Concepts Design ~15% *Q4 2024*		Project Configuration Design ~60% *Q2 2026* Advance Design *Q3 2026 Onwards*		
Construction Activities	Early Works Construction *Ongoing* West Portal/TBM Launch Structure Construction *Q1 2025 Onwards* Launch Stucture Mobilization *Q4 2024*			Authorize/ Mobilize Early Works *Q2/Q3 2027*	Authorize/Mobilize Tunnel Contractor *Q2/Q3 2029*
Engagement Effort	Reviews with Auditor General, Community, and Stakeholder Engagement on Cost Savings & Project Configuration *Q4 2024 – Q2 2026*	Peer Review *Q3 2025*	Project Updates and Engagement with Stakeholders *Q3 2026 Onwards*		
VTA Board Decisions	(1) Early Works Package 3B (2) Cost Saving Concepts *Q4 2024* Early Works Package 3C (Launch Structure) *Q4 2024*	Decision on CP2 Stage 2 Off-Ramp *Q2 2025* Revised Project Configuration *Q4 2025*	Present FFGA Readiness Documents (Configuration, Cost, Schedule, Budget) *Q2 2026* Anticipated CEQA Addendum Approval *Q3 2026*	Award Tunnel Package *Q2 2027*	
FTA Milestones	FTA Value Engineering Workshop *Q4 2024*		Submit Full Funding Grant Agreement (FFGA) Readiness Documents *Q2/Q3 2026* Submit FFGA Application *Q4 2026* Anticipated NEPA Re-evaluation Approval *Q3 2026* FTA/PMOC Risk Assessment *Q3 2026*	Anticipated FFGA *Q2 2027*	

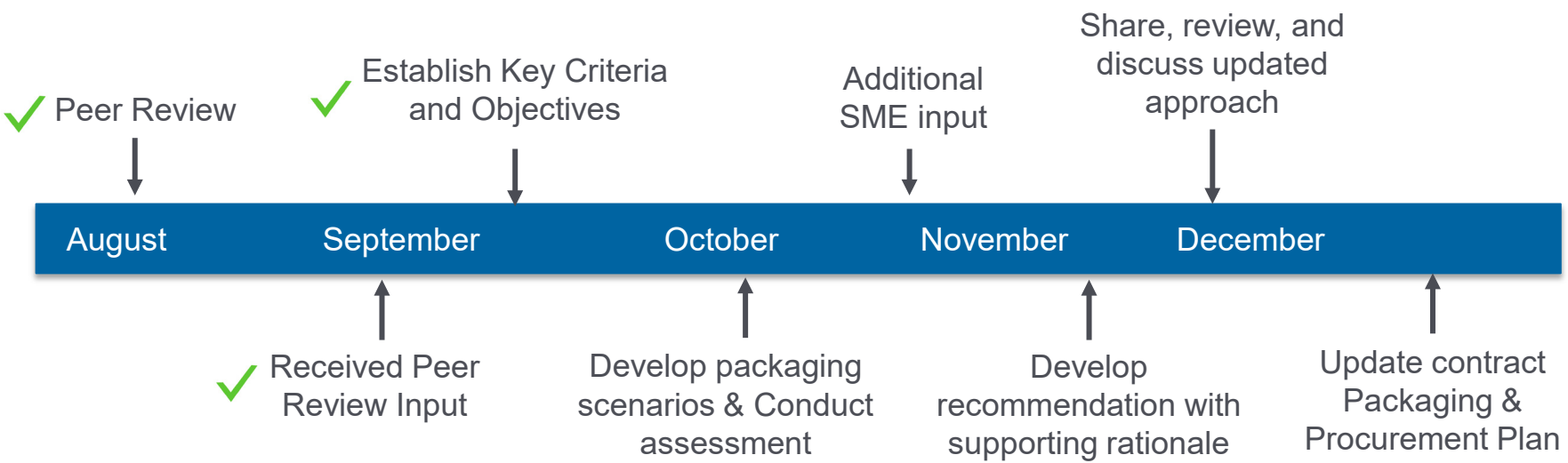
Path to FTA Full Funding Grant Agreement (FFGA)



Critical Activities to Tunnel Construction



Contract Packaging & Delivery Methods Next Steps



Stakeholder Engagement & Outreach

Recent Engagement Activities

- Ongoing coordination with Cities
- Downtown San José Station Design Engagement (x7)
  - SJ Downtown Association Briefing
  - SJ Chamber of Commerce Briefing
- Construction Noticing for PG&E Road Closure for Gas Utility Work
- 9/23 Interim Downtown-Diridon Community Working Group Meeting
- Stakeholder Engagement:
  - Cristo Rey San Jose Jesuit High School Freshmen Parent Night
  - Reimagining Santa Clara Street Study (CSJ-led study)
  - San Jose Arena Authority Board
- 10/4 Santa Clara Parade of Champions
- 10/7 City of Santa Clara Council Meeting
- 10/7-10/9 Community Working Group Meetings

Upcoming Engagement Activities

- Ongoing Stakeholder Briefings
- Cristo Rey San José Jesuit High School
- Construction Media Tour

VTA Strategic Plan Open House

What's Next?

- Continued Stakeholder Engagement re: Downtown San Jose station refinement
- Planning Future Engagement with BART re: Newhall Yard
- October 9 BSVII Oversight Committee Meeting
- October 10 VTA/BART Joint Working Committee
- October 17 Board Workshop/Special Meeting
    - Path Forward (Cost Saving Scenario, FFGA timeline, Contract Packaging Update)

Questions?