

VTA's BART Silicon Valley Phase II Extension Project

October Santa Clara
Community Working Group Meeting

October 9, 2025



Santa Clara CWG Members



- Alden Smith, Holland Partner Group
- **Ana Vargas-Smith**, *Reclaiming Our Downtown*
- Bella Burleigh, *SCU Service & Social Justice (SCCAP)*
- Flavio Olivieri Villalvazo, *Santa Clara University Student Rep*
- Jack Morash, *South Bay Historic Railroad Society*
- Jeanette Coran, *Santa Clara University*
- John Urban, *Newhall Neighborhood Association*
- Jonathon Evans, *Old Quad Residents Association*
- Rob Mayer, *Reclaiming Our Downtown*
- Ron Miller, *Bellarmino College Preparatory*
- Ryan Morfin, *San José Earthquakes*
- Sean Collins, *Santa Clara University*
- Todd Trekell, *Hunter Partners*
- Michael Liw, *City of Santa Clara*
- Sheldon Ah Sing, *City of Santa Clara*
- Scott Smith, *BART*

AGENDA

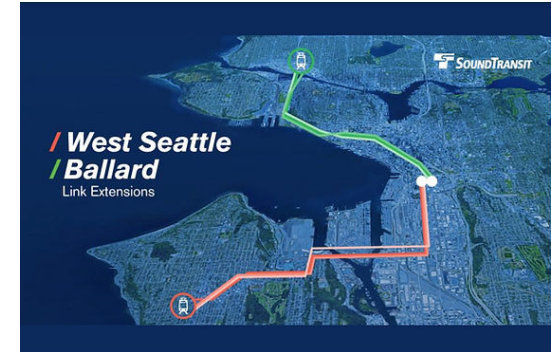
- I. Peer Review Report Out
- II. Cost Savings Status
- III. Construction Updates
- IV. Path Forward & Next Steps

Peer Review Final Report Out



- **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.

- 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**



- 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**





- 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**

- 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



- **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



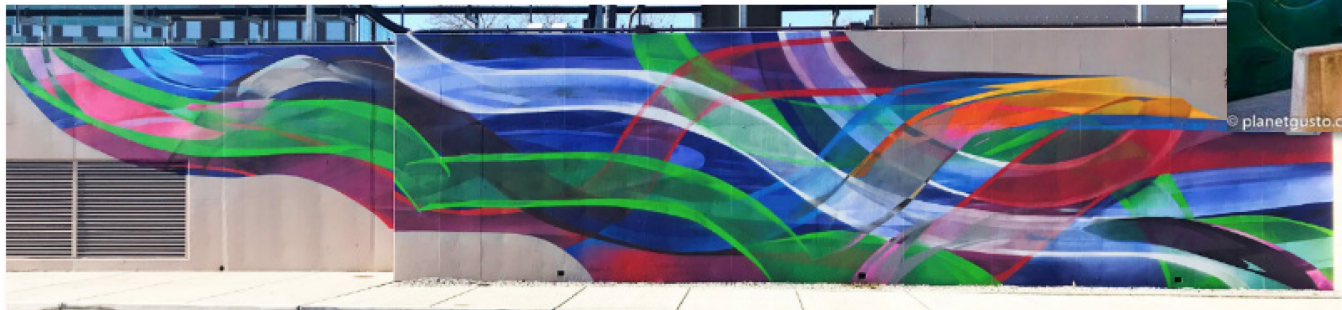
- Relocated **station infrastructure facilities (SIF) above ground** and optimized station equipment layout
- Implemented **systems efficiencies** to reduce SIF footprint
- Modified deep shaft and adit configurations (***not affecting passenger experience***)
- Optimized station entrance architectural 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



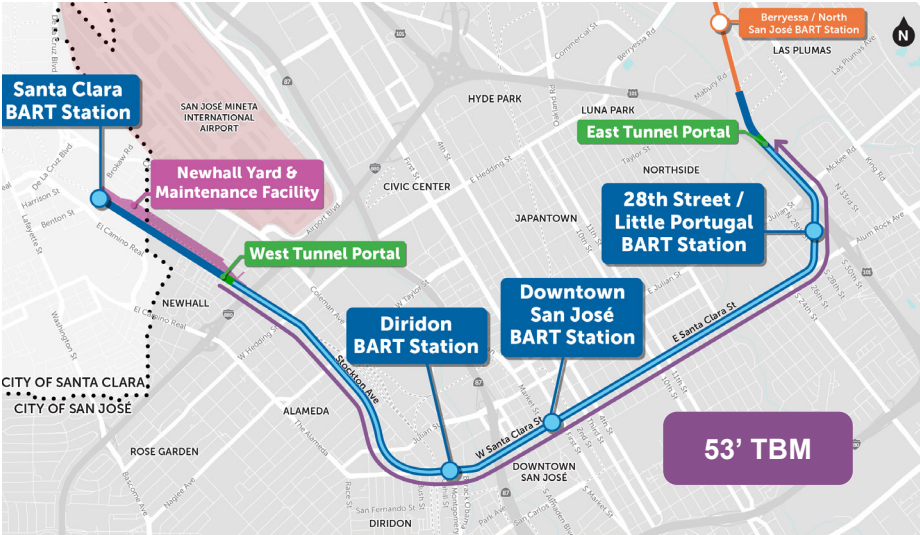
Downtown Berkeley BART Station Plaza Vent Structure

Why Does Project Configuration Matter?



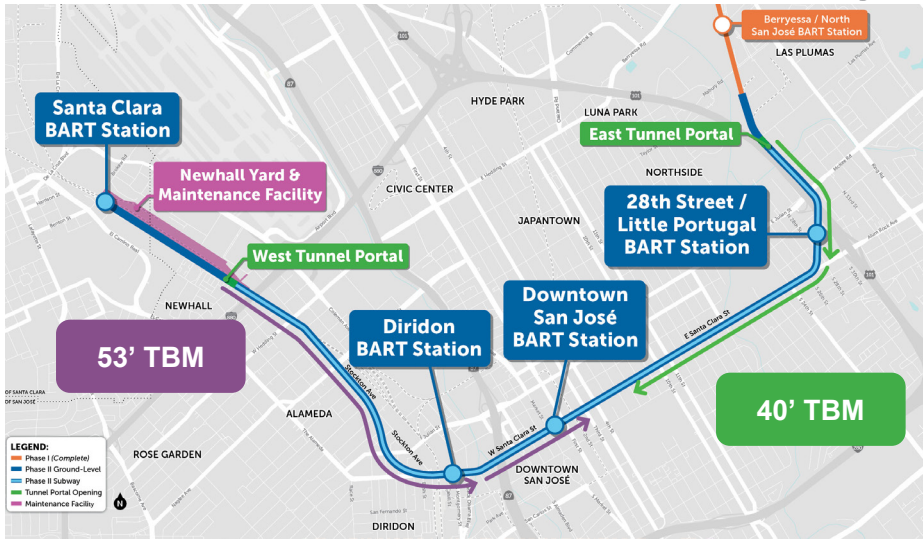
- Scenario 1 vs. Scenario 1a Configuration
- Configuration Dictates:
 - How project advances to 60% design
 - Approach to critical path tunnel construction
 - Ability to stay on schedule and meet projected revenue service date
 - Flexibility to proceed if FFGA is delayed
- How to choose:
 - Advice from 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





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

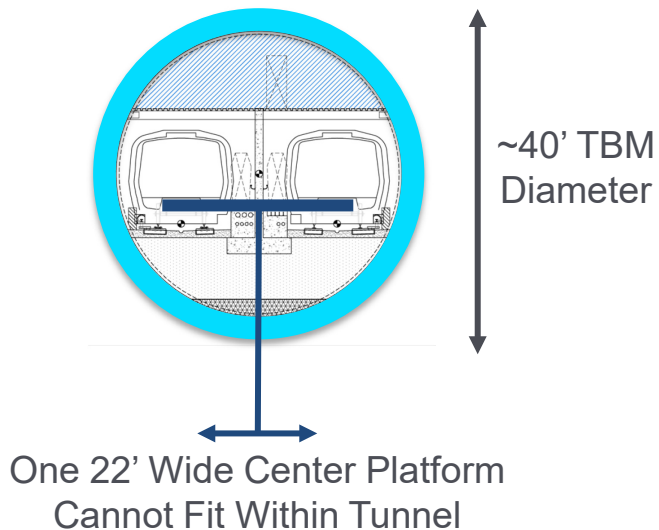
Schedule Considerations:

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

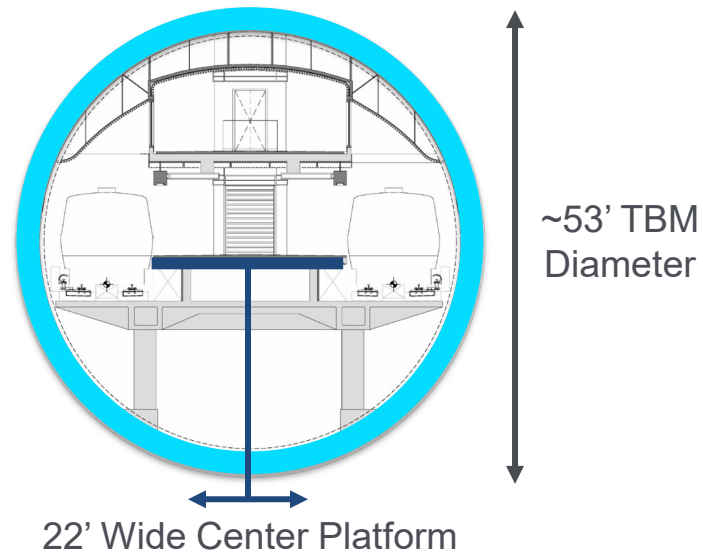
Smaller Tunnel Diameter Analysis



Smaller Single-Bore Tunnel



Larger Single-Bore Tunnel



Conceptual layout

Scenario 1a:

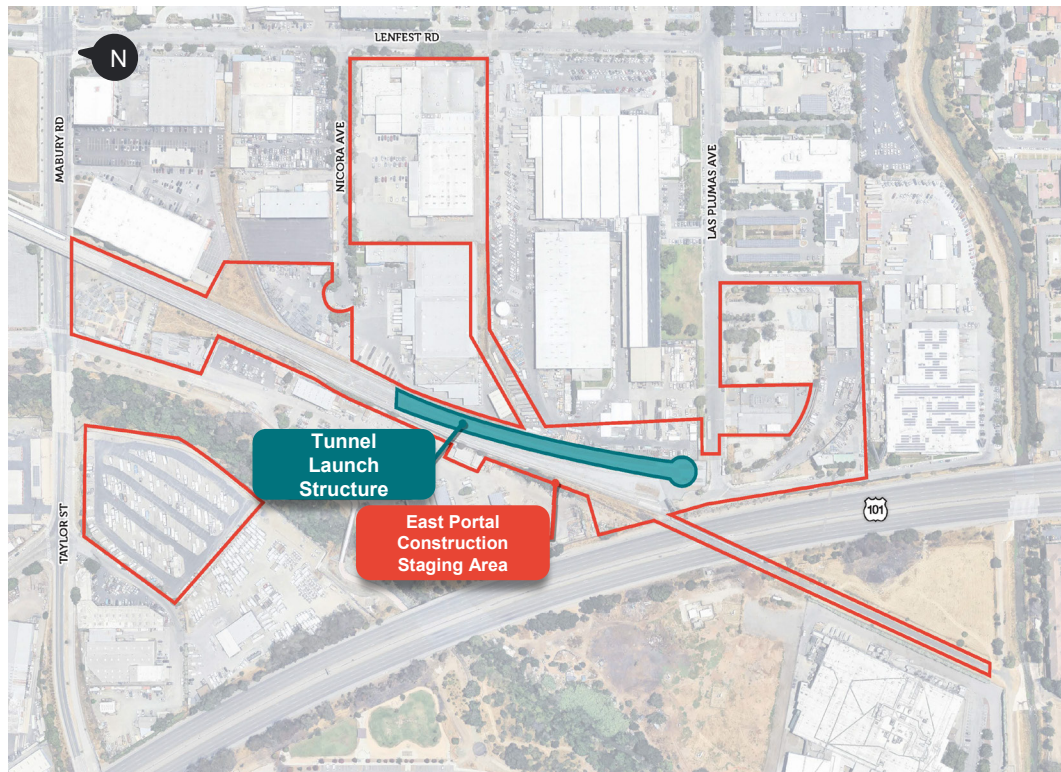
New East Portal Launch Structure & Additional TBM



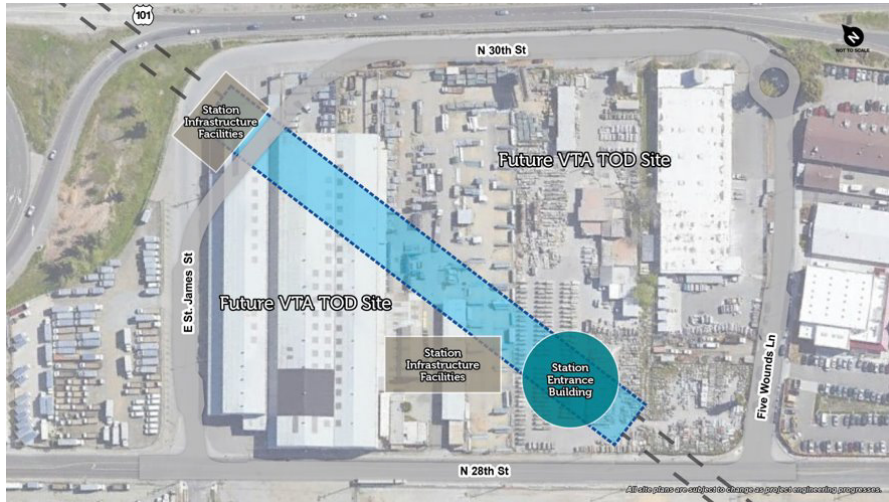
Overview:

- 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

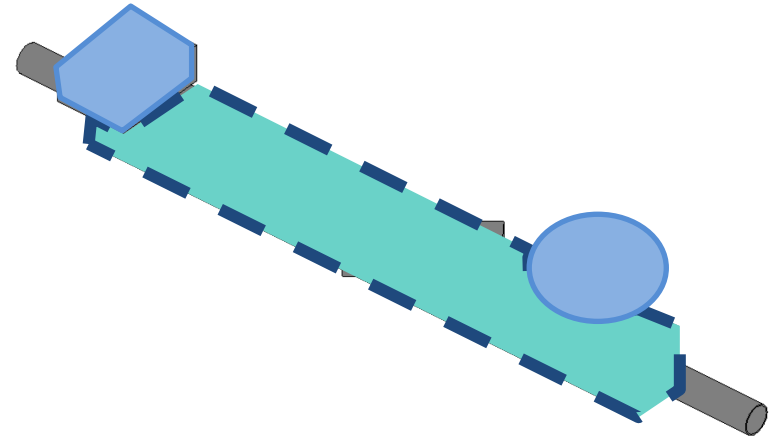
Environmentally Cleared East Portal Construction Staging Area and Tunnel Launch Structure



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



Smaller Tunnel: Fully Cut-and- Cover Station



Legend

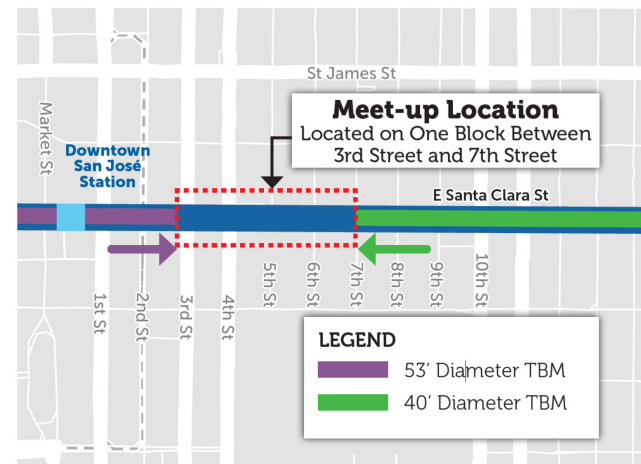
-  Station Headhouse & Station Infrastructure Excavation
-  Tunnel Shaft
-  Extent of Open Cut-and-Cover Excavation

Scenario 1a: Meet-up Location

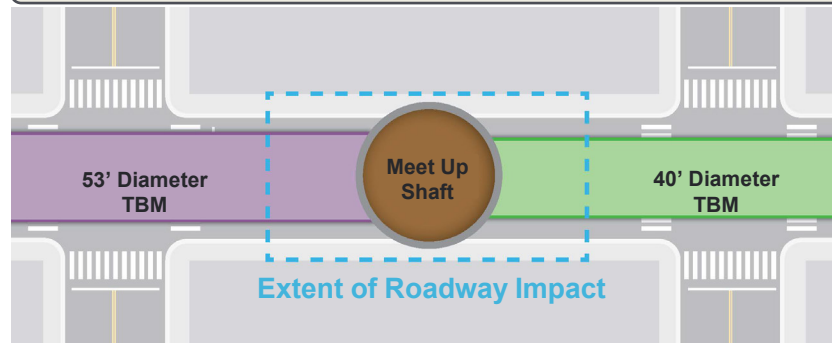


Overview:

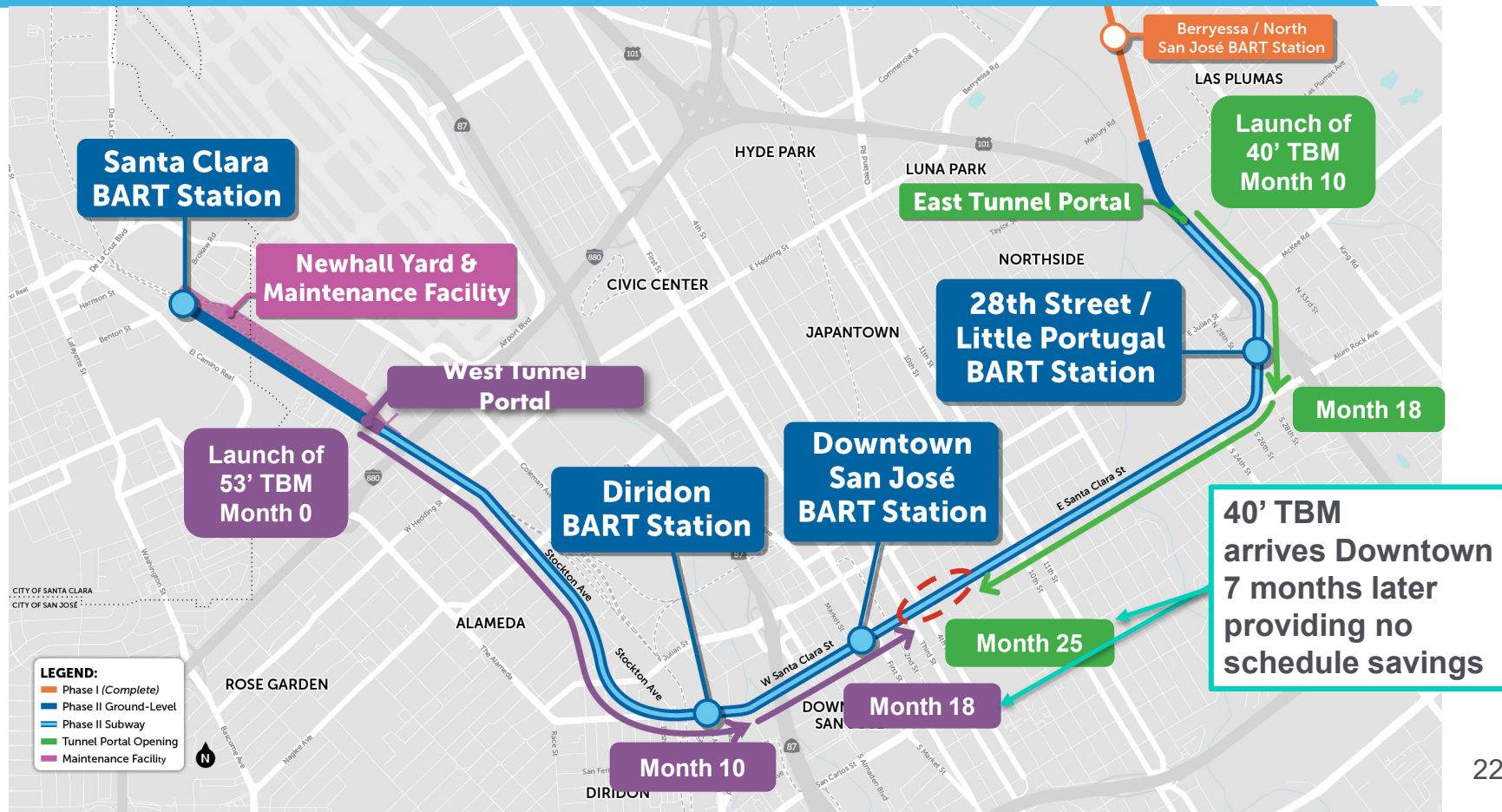
- The two TBMs would meet in Downtown San Jose at one block between 3rd Street and 7th Street
- Addition of “meet-up” shaft
- Anticipated construction activities:
 - Early Works demo, utility relocation, instrumentation and well installation
 - Slurry wall construction
 - Excavation and road decking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



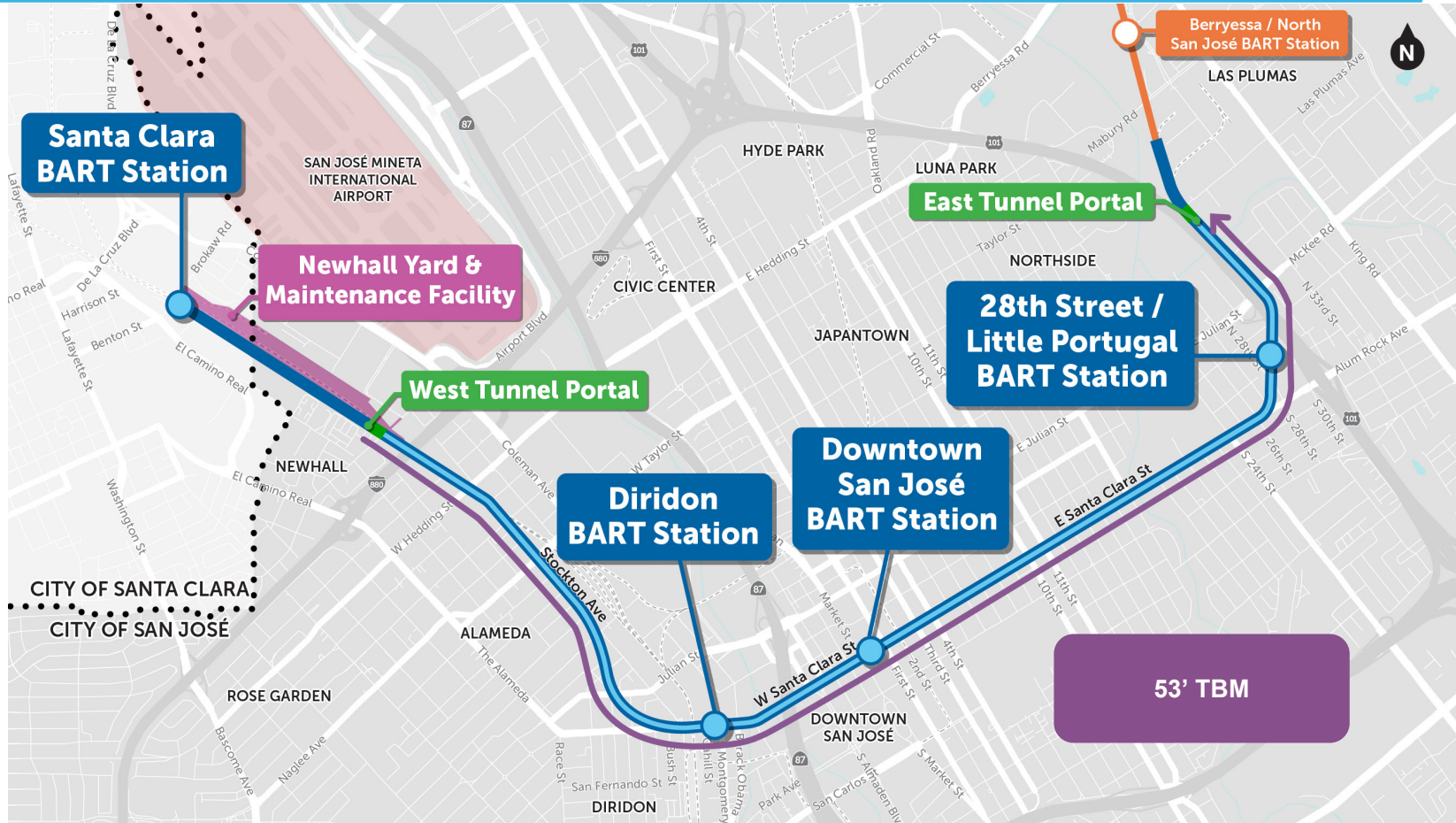
Example Configuration of Meet Up Shaft



Concurrent Tunneling Schedule (Scenario 1a)

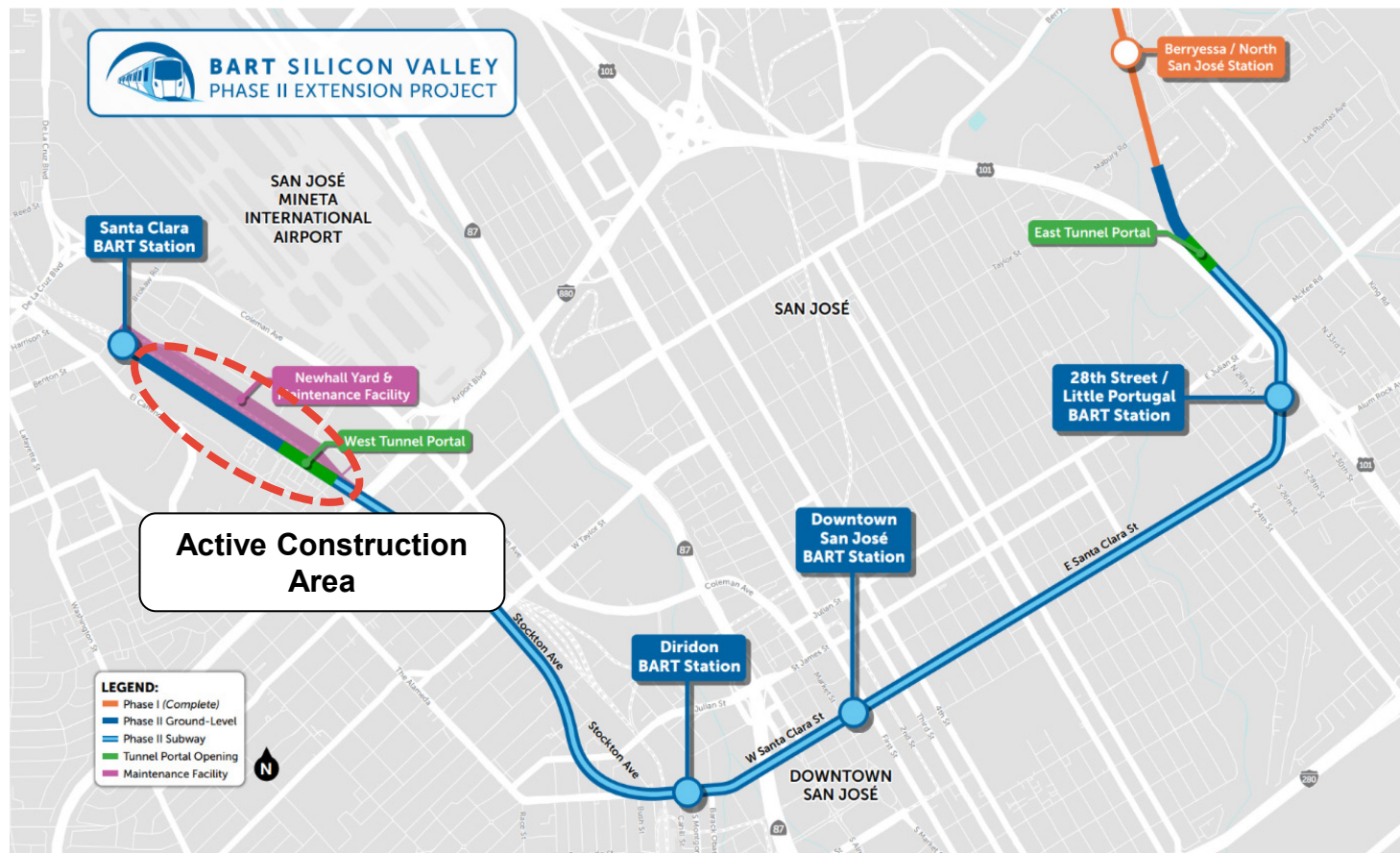


Scenario 1 Configuration

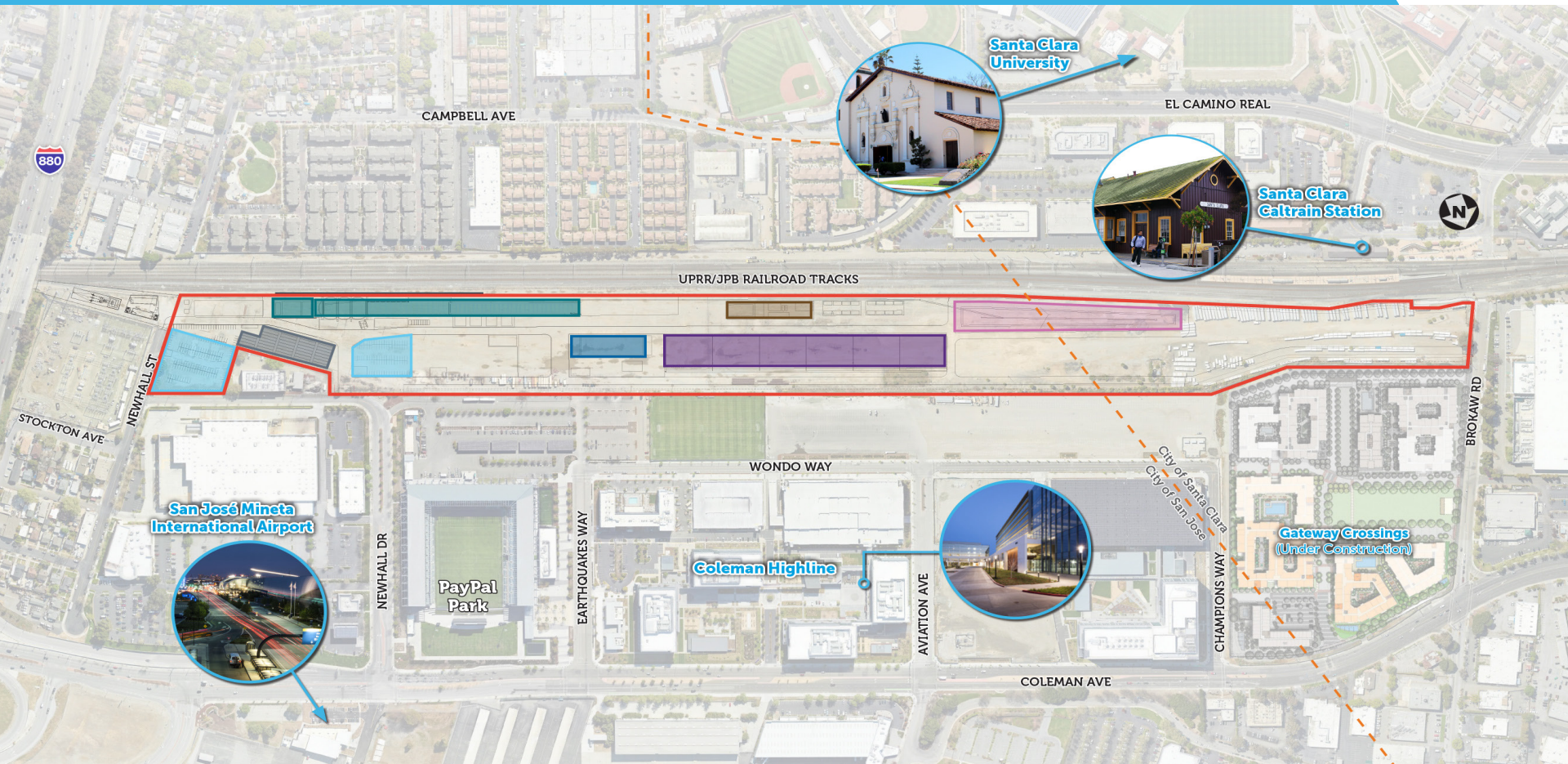


West Portal Construction Update

West Portal Construction Area



Where is the West Portal and TBM Launch Structure



CAMPBELL AVE

Santa Clara University

EL CAMINO REAL

Santa Clara Caltrain Station

UPRR/JPB RAILROAD TRACKS

880

STOCKTON AVE

NEWHALL ST

San José Mineta International Airport

NEWHALL DR

PayPal Park

EARTHQUAKES WAY

WONDO WAY

Coleman Highline

AVIATION AVE

COLEMAN AVE

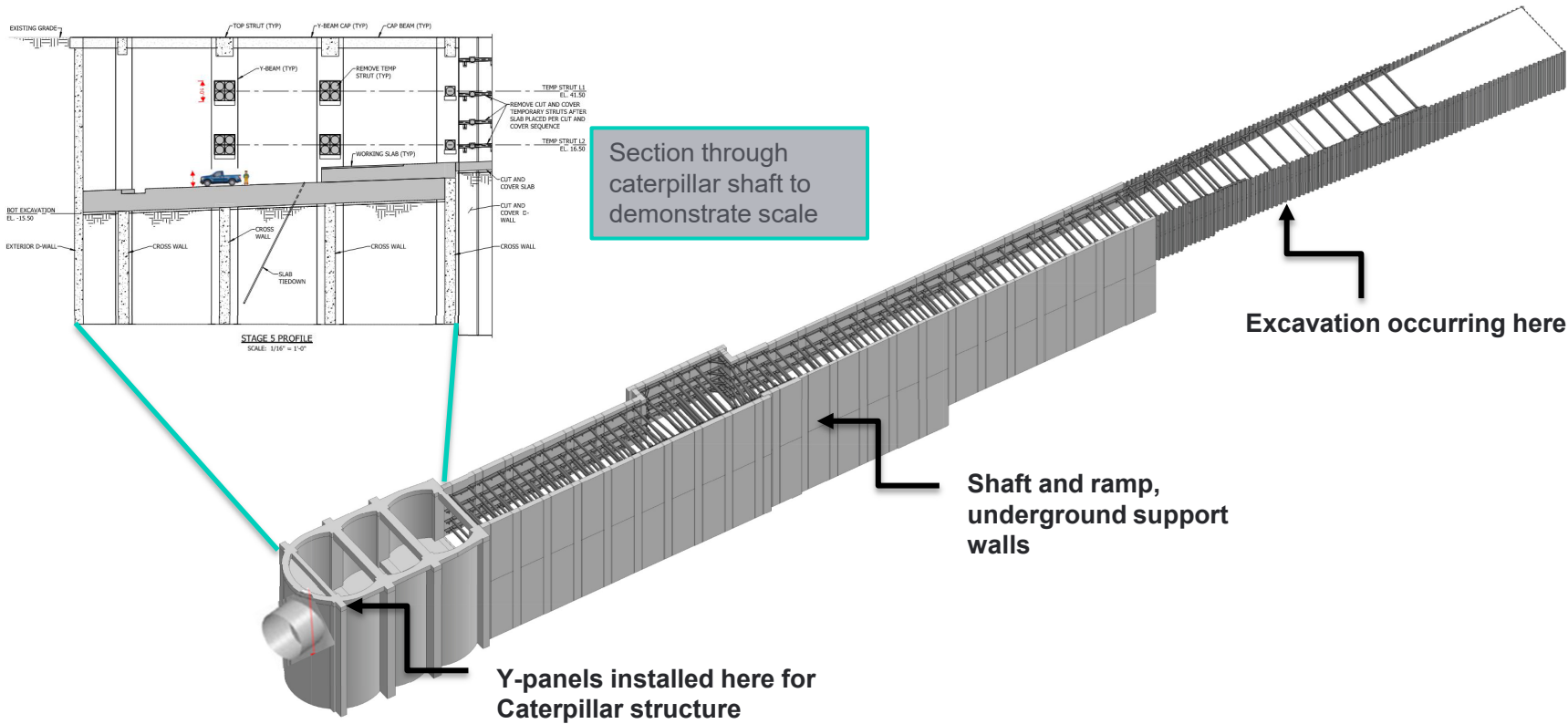
City of Santa Clara
City of San Jose

CHAMPIONS WAY

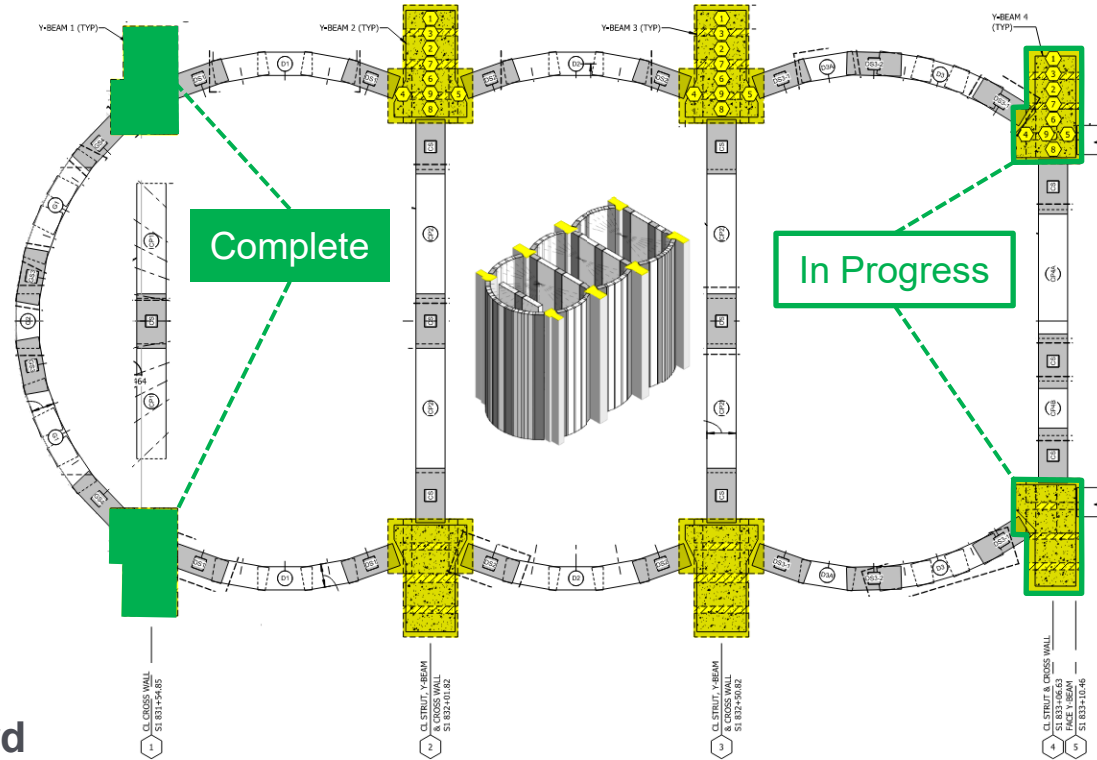
BROKAW RD

Gateway Crossings
(Under Construction)

Tunnel Launch Structure



Y-Panels Overview



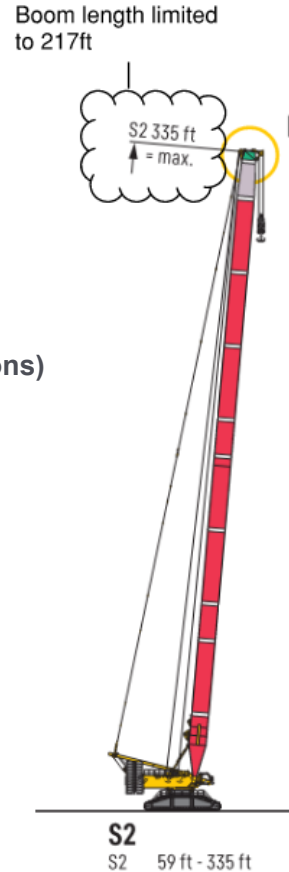
CATERPILLAR SHAFT PLAN - PANEL BITE LAYOUT

- 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**)

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”

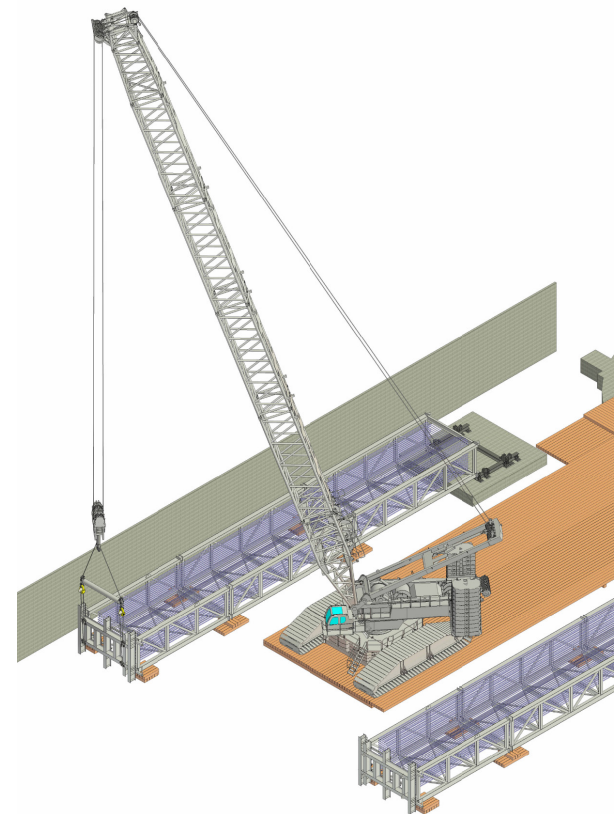
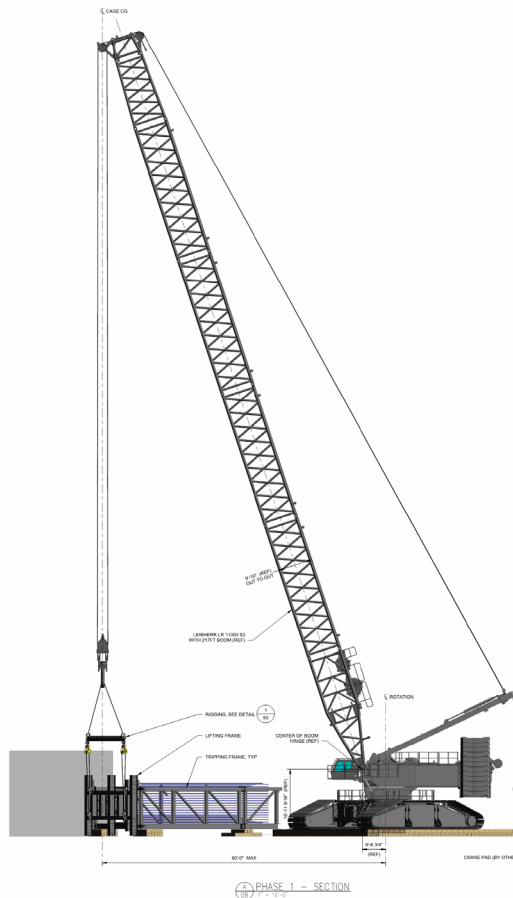
Y-Panel Tripping & Lifting Sequence



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

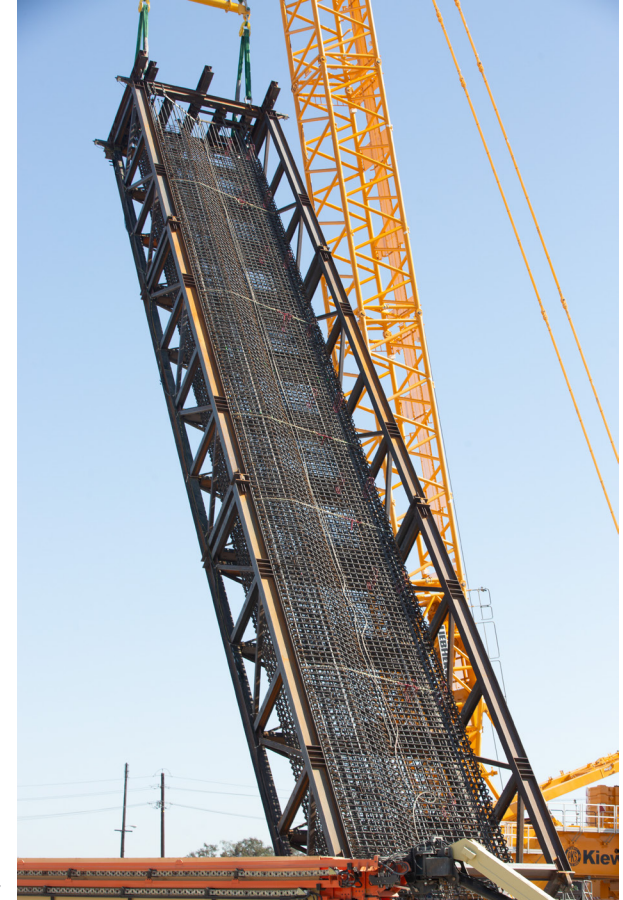


DRAI



PHASE 1 - ISO VIEW

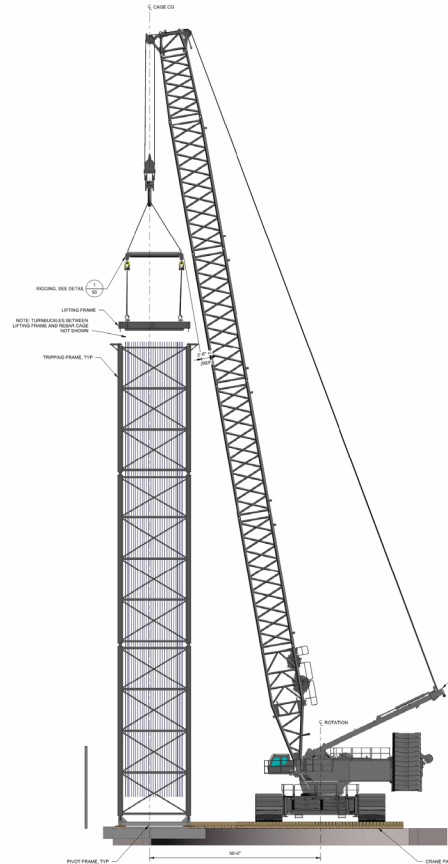
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- Diagram illustrating the crane lifting the tower section. The crane is positioned on the right, lifting the tower section (labeled 'TOWER SECTION, TYP') using a lifting frame (labeled 'LIFTING FRAME'). The crane's boom is extended, and the lifting frame is suspended from the boom. The tower section is shown with a grid pattern. The crane is labeled 'CRANE PHASE 3' and 'ROTATION'. The diagram is labeled 'PHASE 3 - SECTION'.



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



DRAFT as

PHASE 10 - SECTION
1-1



Tripping Frame



DRAFT as of 10/9/2025 – FOR DISCUSSION ONLY



Rebar Cage Lift – Support Walls

West Portal Construction Progress



Excavation of launch structure, placement of struts and walers

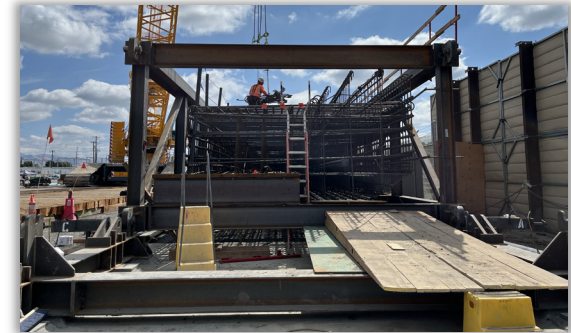
West Portal Construction Progress



Multiple concrete trucks for Y-Panel 12 hour pour



Pressure washing Y-Panel

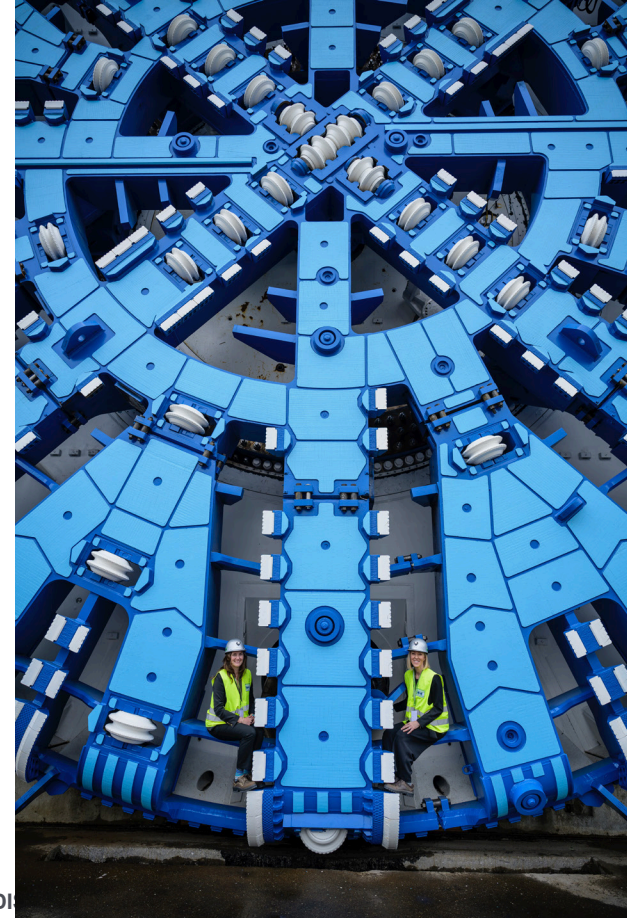


Preparing rebar for next "trip" and lift

Tunnel Boring Machine



Tunnel Boring Machine

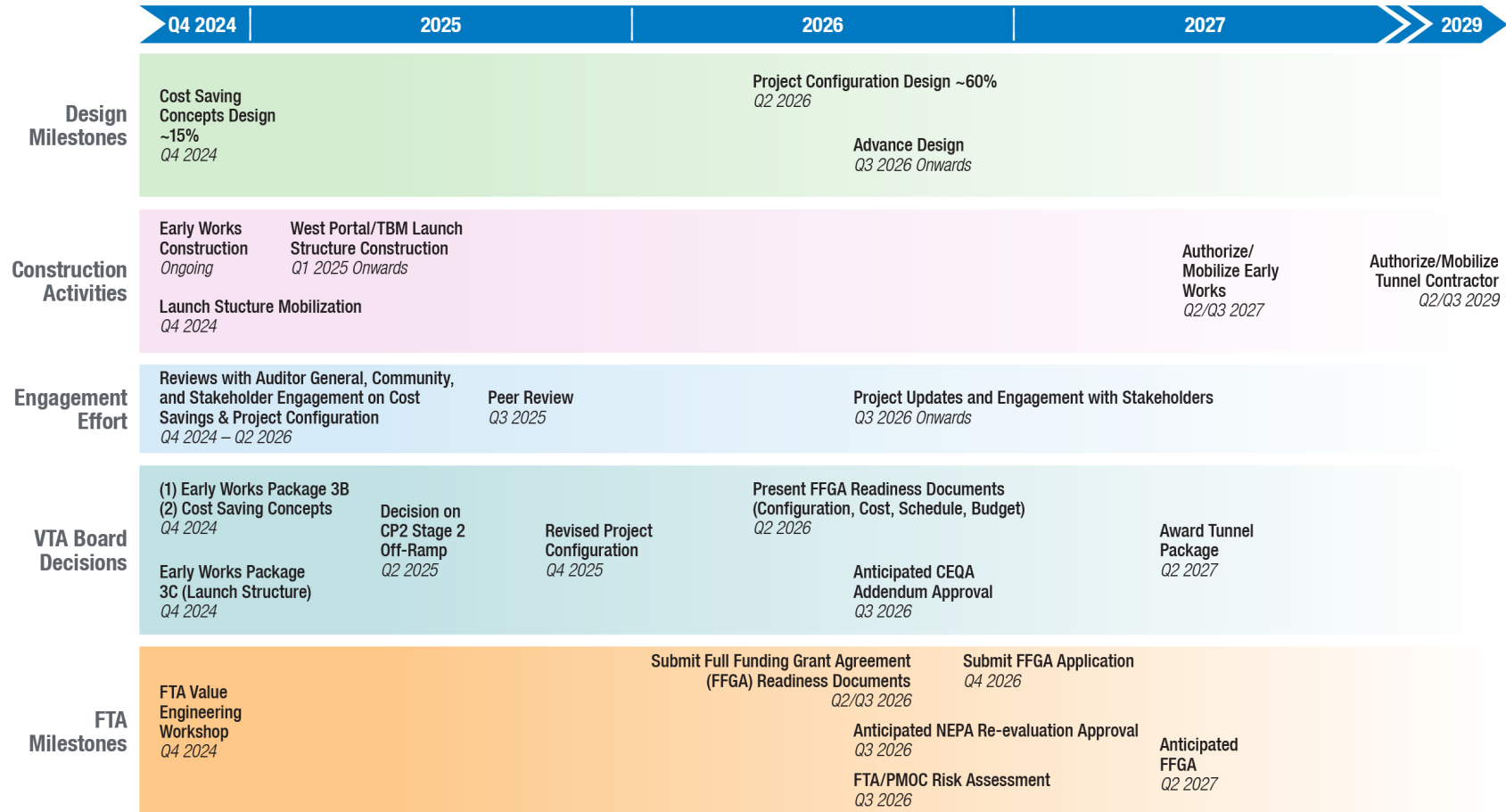


Tunnel Boring Machine

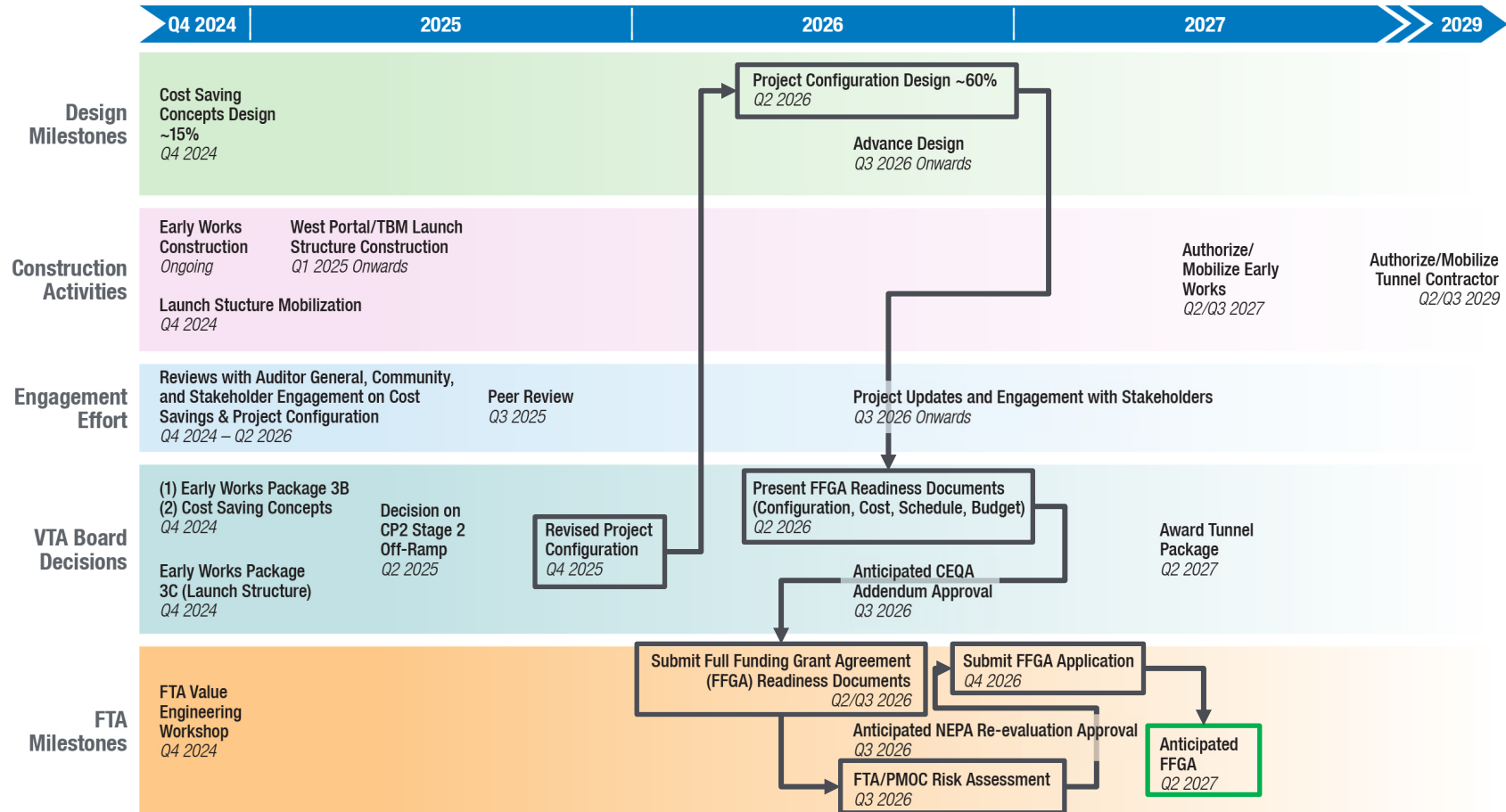


Path Forward & Next Steps

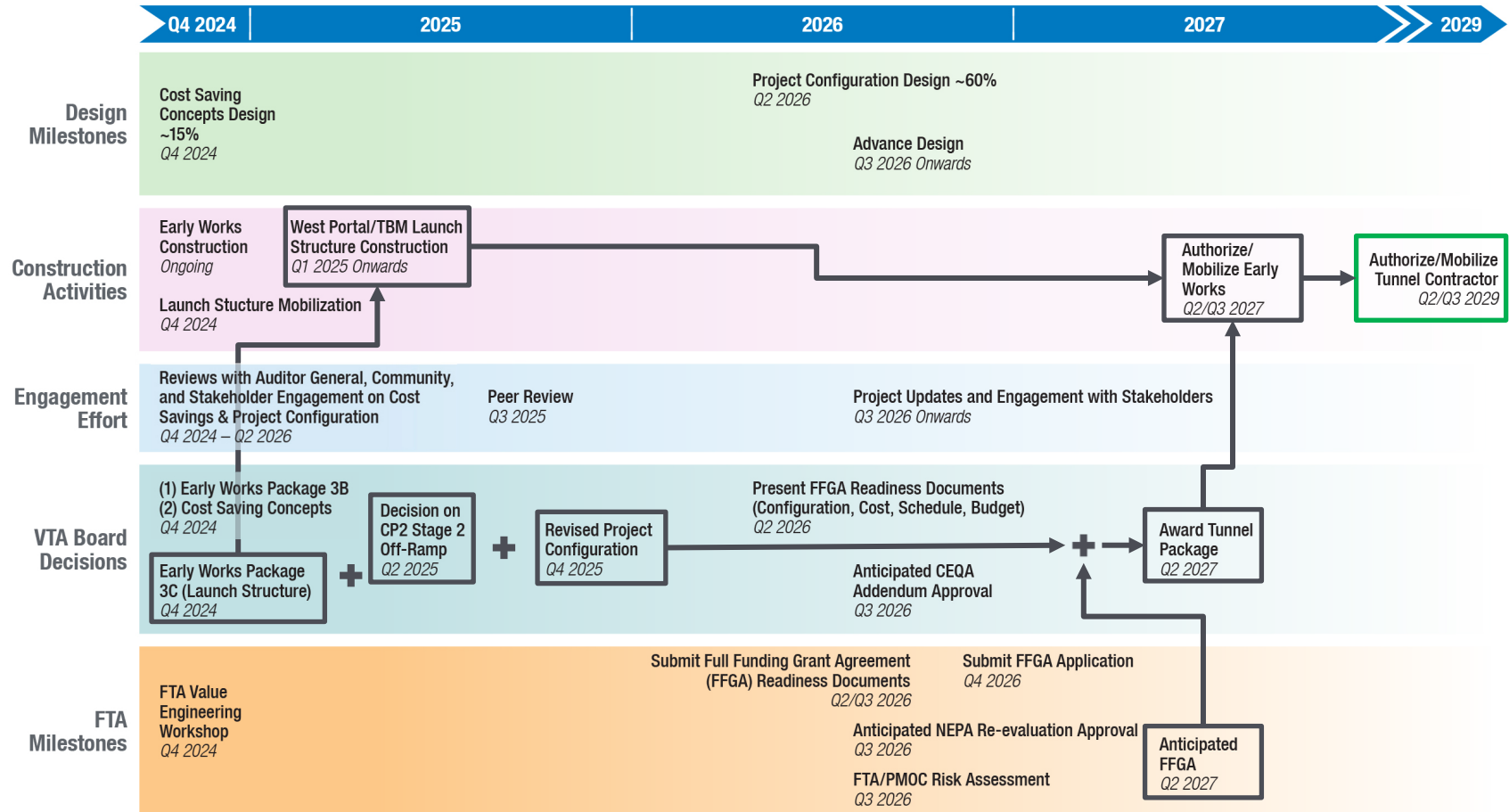
Path to FTA Full Funding Grant Agreement (FFGA)



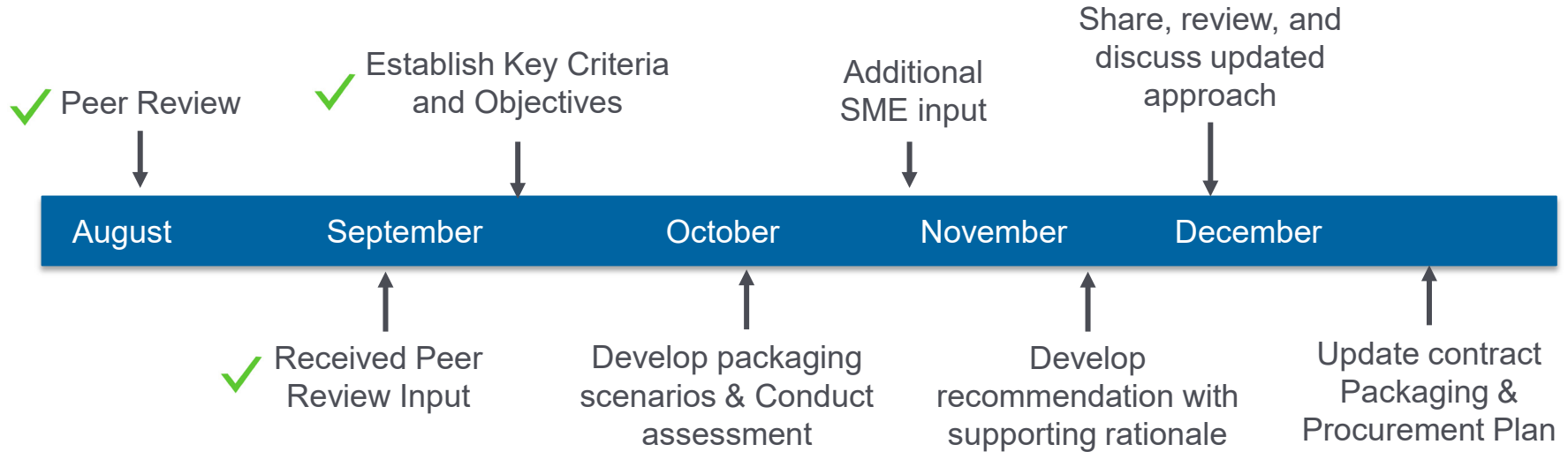
Path to FTA Full Funding Grant Agreement (FFGA)



Critical Activities to Tunnel Construction



Contract Packaging & Delivery Methods Next Steps



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*



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

Questions?