

VTA's BART Silicon Valley Phase II Extension Project

28th Street/Little Portugal
Community Working Group Meeting

Wednesday, March 11, 2026

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*
- **Daide 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 Triano, *Ride East Side San José (Ride ESSJ)*
- Melissa Canela, *School of Arts and Culture at the Mexican Heritage Plaza*
- Terry Christensen, *CommUniverCity*
- Michael Ogilvie, *City of San José*
- Tala Fatolahzadeh, *City of San José*
- Eric Eidlin, *City of San José*
- Chris Burton, *City of San José*
- Scott Smith, *BART*

AGENDA

- I. CWG Strategic Direction & Update
- II. Phase II Program Update
- III. Station Design Update
- IV. Construction Update
- V. Next Steps
- VI. Discussion & Feedback



Phase II Program Update

Recap of 2025



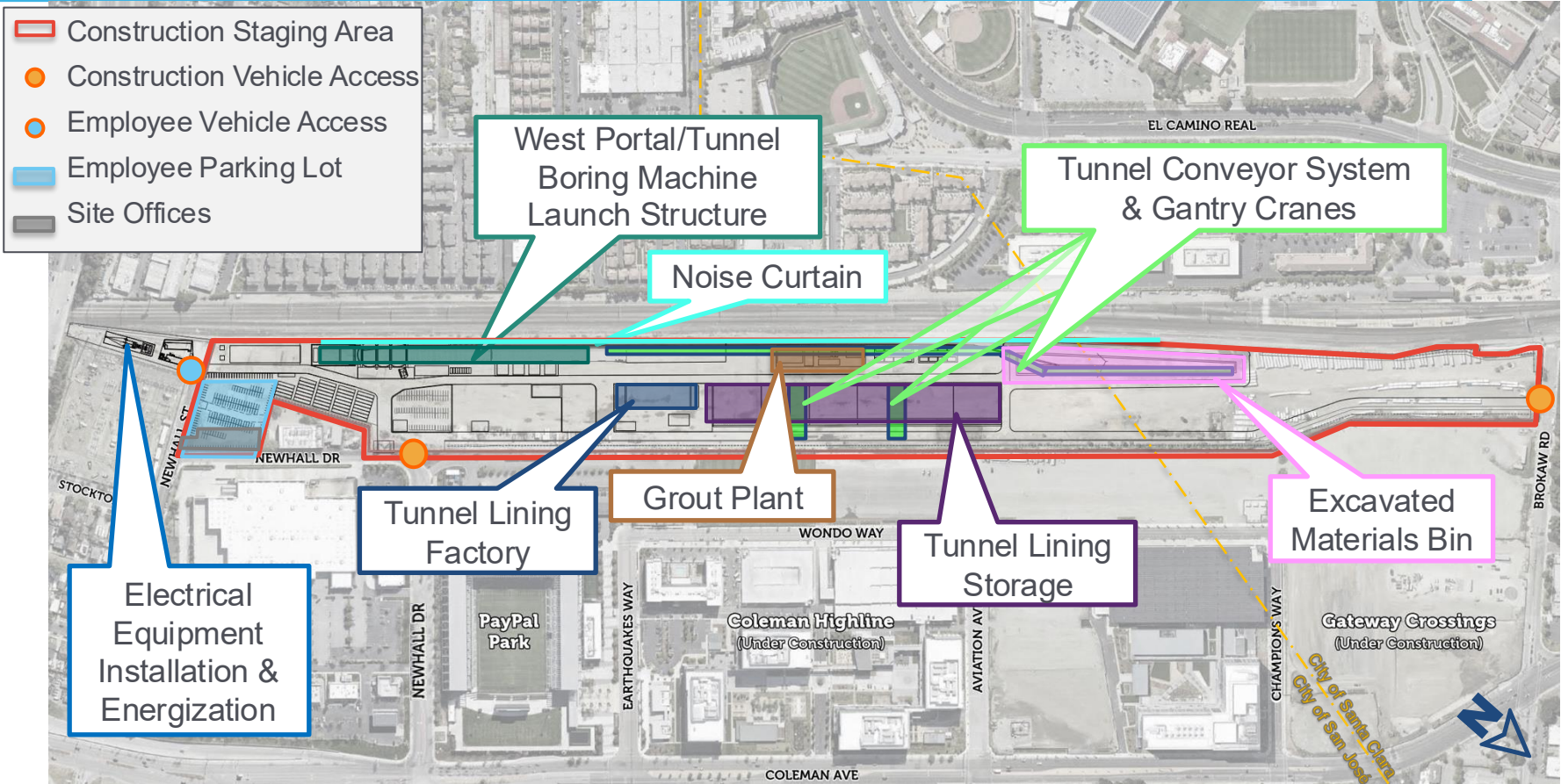
- ✓ **Winter 2025** Level 2 Cost Savings
- ✓ **Spring 2025** Start of TBM Launch Structure Construction
- ✓ **Summer 2025** Level 3 Tunnel Task Force Evaluation
- ✓ **August/September 2025** Independent Peer Review
- ✓ **October 2025** Project Configuration Approval (53' TBM for entire alignment)
- ✓ **Fall 2025** Ramping up for design advancement, contract packaging, and FFGA application planning

Current Efforts Underway



- Ongoing stakeholder engagement & community outreach
- Advancing design towards 60%
- Updating baseline cost, schedule and risk
- Preparing for FFGA readiness document
- Reviewing contract packaging and delivery approaches
- West Portal/TBM Launch Structure construction
- Evaluating additional early work construction opportunities

Elements To Be Constructed Before Tunneling Begins



Risk Assessment of Critical Activities



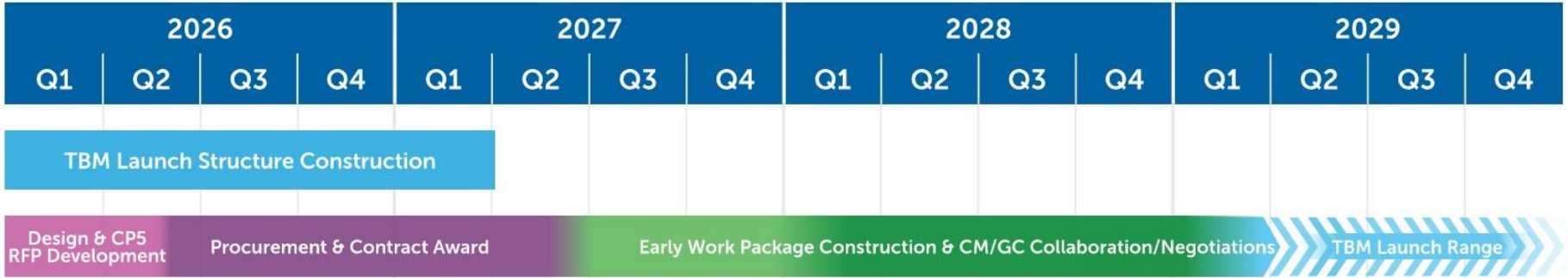
Predecessor Activities to TBM Launch	Risk to Advance*	Beneficial to Advance Now
PCTL Storage Foundations	●	●
Long Lead Procurement for Tunneling	●	●
PCTL Plant Set Up	●	●
PCTL Initial Casting	●	●
Electrical Equipment Installation and Energization	●	●
Preconstruction Survey, Instrumentation & Monitoring	●	●
Property Protection	●	●
TBM Plant Installation and Testing	●	●
TBM Shaft Prep & Assembly	●	●

● Low Risk/High Benefit
● Medium Risk/Benefit
● High Risk/Low Benefit

Low Risk Activities with High Schedule Benefit

* Indicates risk associated with having someone other than the tunnel contractor perform these activities

Schedule Considerations



CURRENT

PROPOSED WITH THREE (3) LOW RISK/HIGH BENEFIT EARLY WORKS ACTIVITIES AUTHORIZED





Explore all feasible options for how BSVII can continue to progress if the Full Funding Grant Agreement (FFGA) is not secured in 2027.

Adaptive Plan Evaluation



Adaptation	Description
A – Maintain Momentum	Maintain critical path using VTA’s pre-award authority granted under the existing FTA Letter of No Prejudice to both advance and possibly accelerate construction utilizing local, regional and state funds.
B – Prioritize Tunnel & One Station (until FFGA receipt)	Limit near-term construction activities to only the tunnel and one station until receipt of FFGA. Commence construction of remaining stations post-FFGA receipt.

* An FFGA would be required under any and all adaptations considered.

Adaptive Plan Evaluation



Adaptation	Pros	Cons
A – Maintain Momentum	<ul style="list-style-type: none">• Allows program to move forward as scheduled.• Consistent with Peer Review feedback on the importance of maintaining momentum.• Aligns with Federal Administration priority of accelerating project delivery to bring economic benefits to the region sooner.	<ul style="list-style-type: none">• Higher near-term drawdown of local, regional and state funds.• Modest increase in financing costs.
B – Prioritize Tunnel & One Station (until FFGA receipt)	<ul style="list-style-type: none">• Reduced near-term drawdown of local, regional and state funds.• Could allow for early opening of one station while other stations are completed.	<ul style="list-style-type: none">• Longer overall construction schedule duration.• Higher total cost to the program.



- “Adapt” the project as-needed:
 - Maximize the use of the authority granted under the existing FTA Letter of No Prejudice
 - Commit local, regional and state funds to critical construction contracts in coordination with state and regional partners.
 - Contract packaging and financing plans will prioritize flexibility with FFGA date.
 - Maintain project momentum.

Adaptive Plan – Contract Packaging

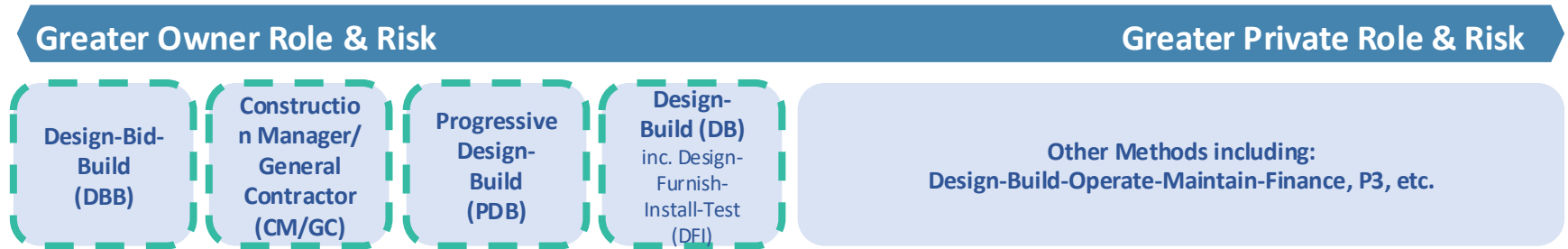


- Reviewing Contract Packaging and various contract models to efficiently advance the project, reduce risk and maintain schedule.
- Advancing design now to increase estimate confidence and reduce project risk and contingency.
- Solicitating Industry Feedback.
- Pushing Non-Critical Work “to the Right” to Prioritize High-Value Activities and maintain flexibility for later contract packages.

Overview of Delivery Models



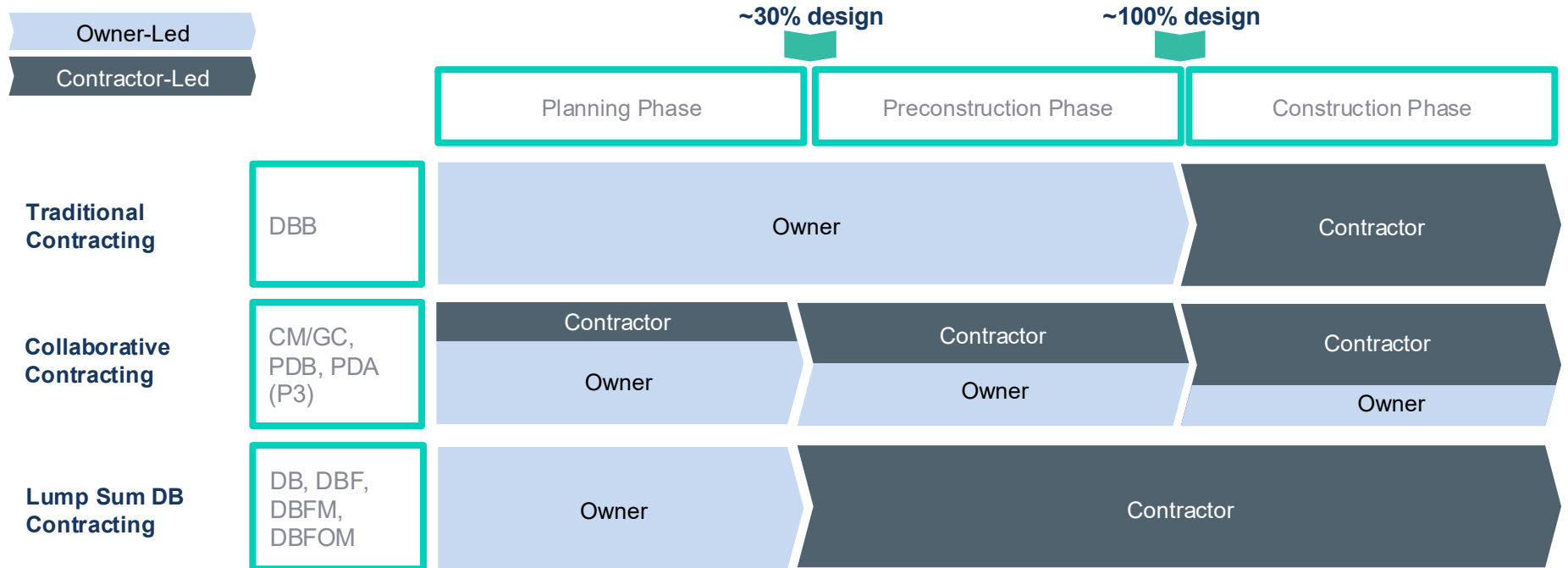
Delivery Methods can be viewed on a continuum of responsibility and risk



Overview of Delivery Models – P2



Primary project delivery roles during each phase differ for each model



Target Price/ Incentive-Based Contract



- Owner reimburses contractor for **actual, allowable, and allocable costs incurred**, plus an agreed **fee or incentive structure** (not a fixed lump sum).
- Total contract value is controlled by a **target cost or not-to-exceed (NTE) ceiling**, with formal approval required to exceed that ceiling.
- Common forms include **Cost-Plus-Fixed-Fee, Cost-Plus-Incentive-Fee**, and **Target Price with Gain-share/Pain-share** mechanism.
- Target pricing with a gain-share/pain-share mechanism was recognized under FTA's January 2025 Project and Construction Management Guideline.
- Model adopted for delivering complex tunneling programs in U.K., Australia, and Canada

Why Agencies Use Cost-Reimbursable Contracts



- Useful for **complex megaprojects** where uncertainty makes fixed pricing unreliable or excessively conservative.
- **Avoids large risk premiums** embedded in fixed-price bids when market conditions are volatile.
- **Market participants** with lower threshold for accepting risk.

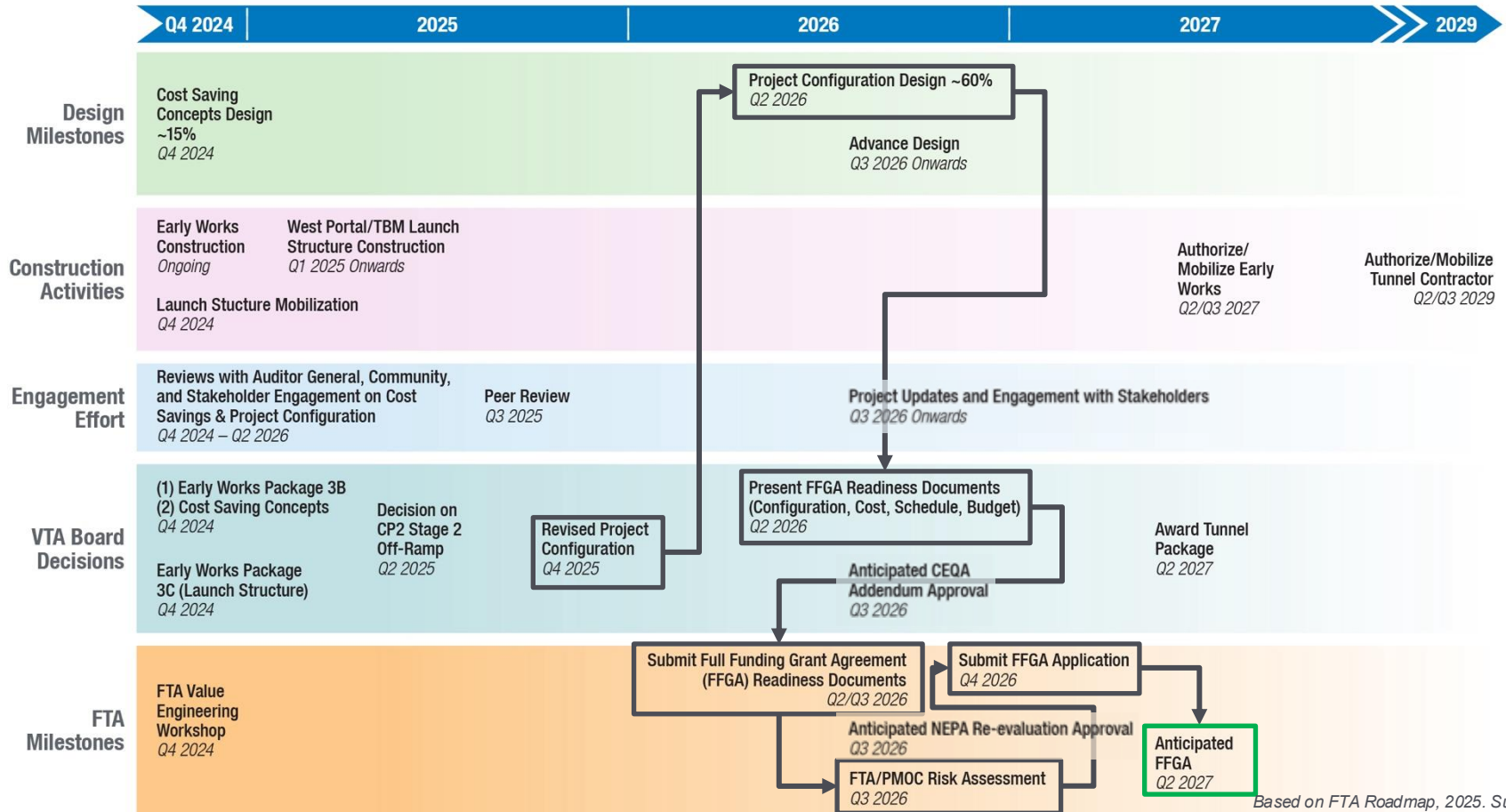
Scarborough Subway Extension



Eglinton Crosstown West Extension



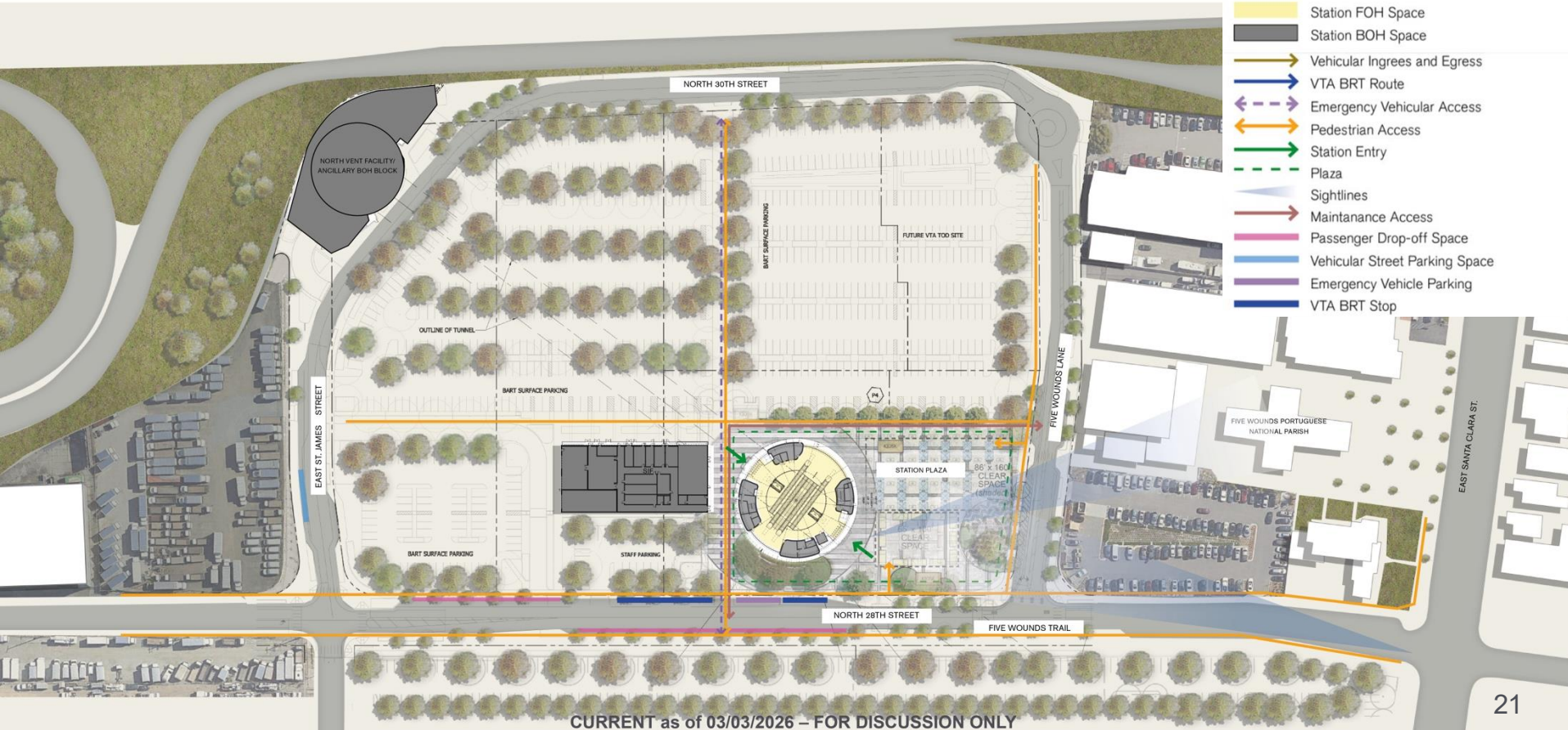
Path to FTA Full Funding Grant Agreement (FFGA)





Station Design Update

28th Street / Little Portugal Station Site context

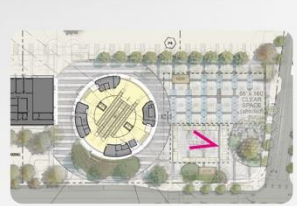


CURRENT as of 03/03/2026 – FOR DISCUSSION ONLY

Conceptual Rendering of Station Facility Massing



View looking north towards south station entrance from Five Wounds Lane



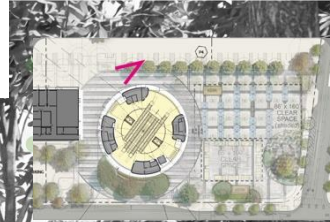
Conceptual Rendering – Subject to Change.

CURRENT as of 03/03/2026 – FOR DISCUSSION ONLY

Conceptual Rendering of Station Facility Massing-



View looking northwest at north station entrance and Station Infrastructure Facility building with bicycle room



DRAFT



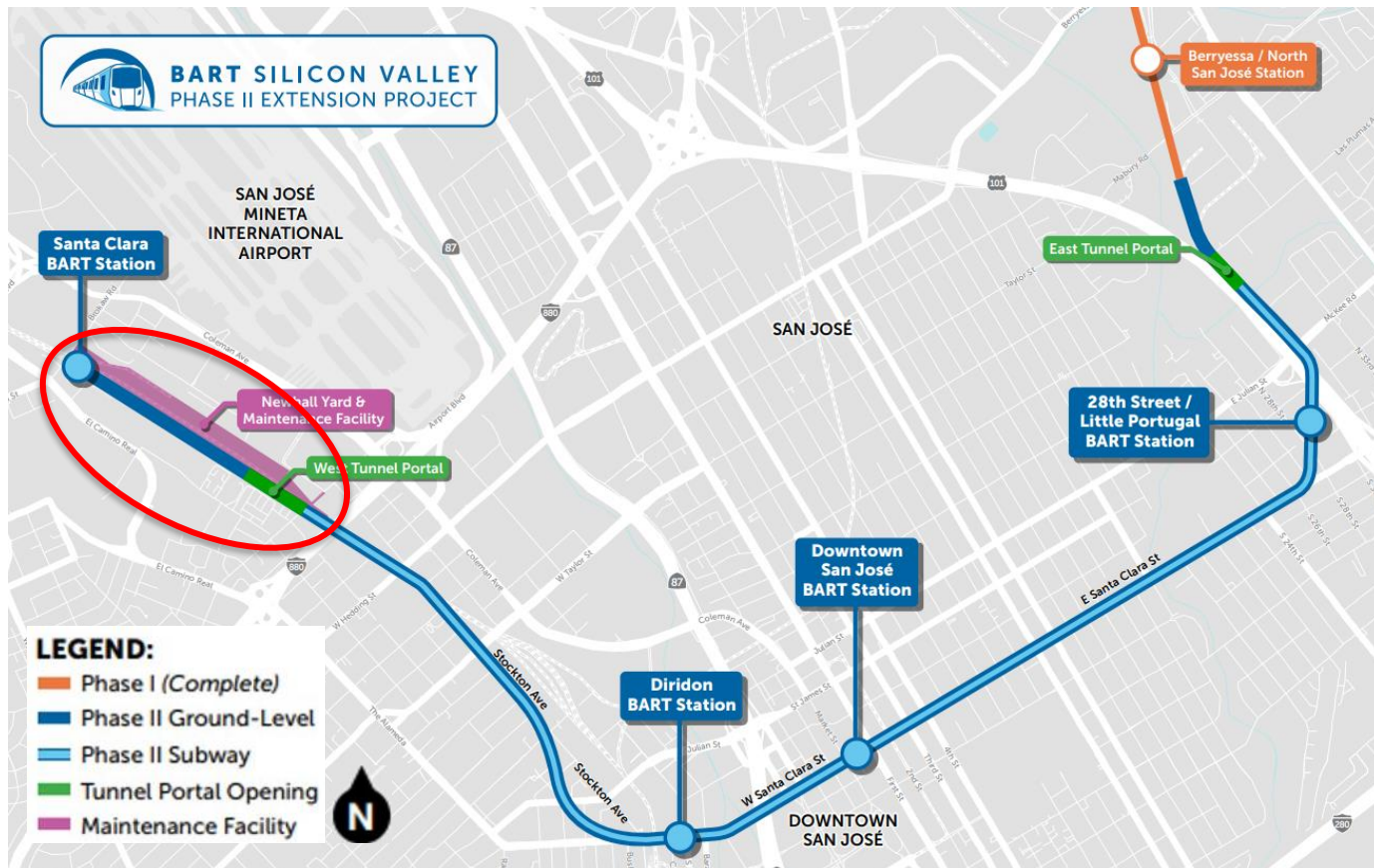
Conceptual Rendering – Subject to Change.

CURRENT as of 03/03/2026 – FOR DISCUSSION ONLY

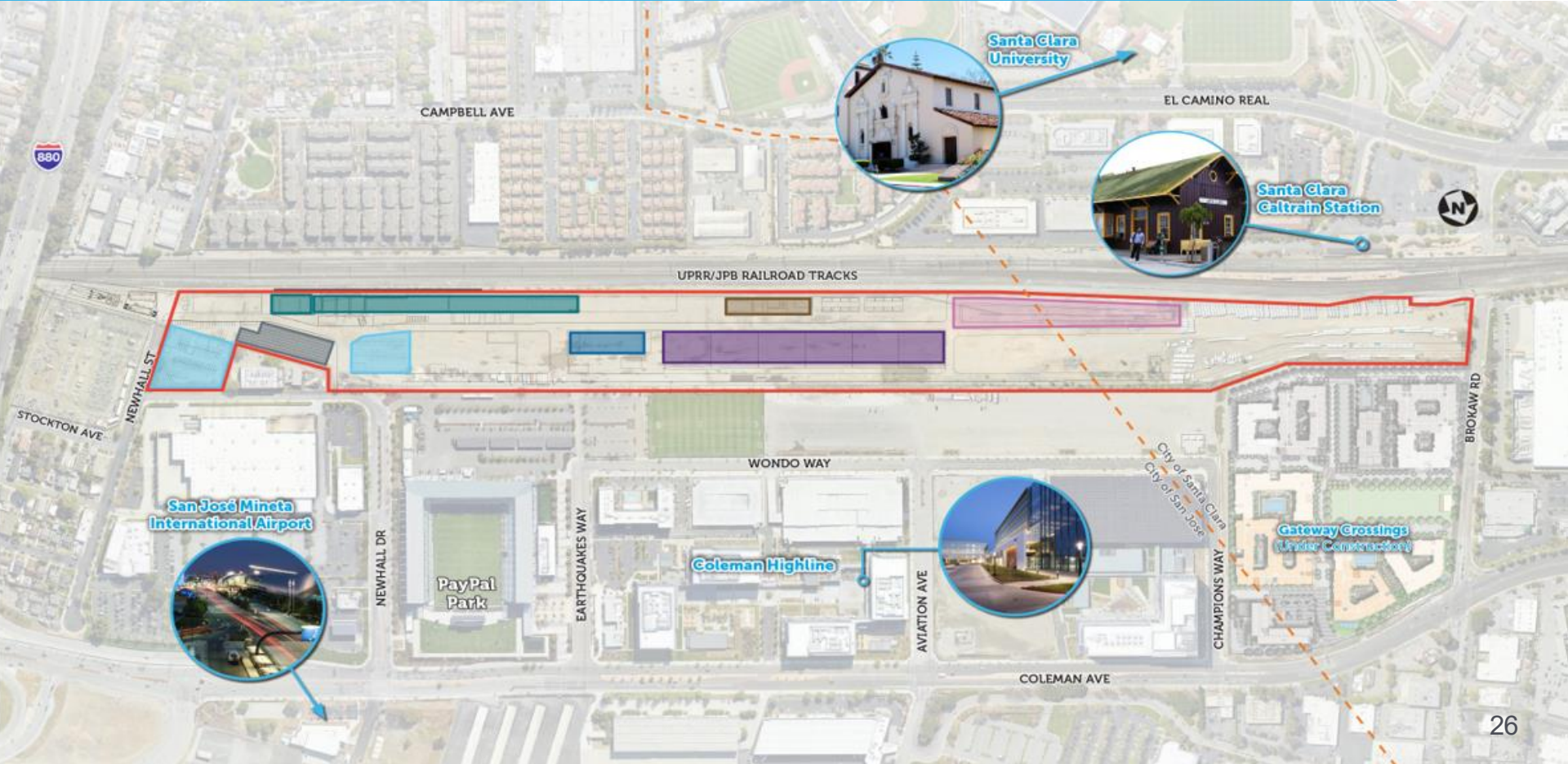


Construction Update

West Portal Construction Area



West Portal Construction Area – P2



CAMPBELL AVE

Santa Clara University

EL CAMINO REAL

Santa Clara Caltrain Station



UPRR/JPB RAILROAD TRACKS



STOCKTON AVE

NEWHALL ST

San José Mineta International Airport



NEWHALL DR

PayPal Park

EARTHQUAKES WAY

WONDO WAY

Coleman Highline



AVIATION AVE

City of Santa Clara
City of San Jose

Gateway Crossings
Under Construction

CHAMPIONS WAY

BROKAW RD

COLEMAN AVE

Aerial View of Tunnel Launch Structure



As of: November 24, 2025

Aerial View of Tunnel Launch Structure – P2



As of: January 15, 2026

Aerial View of Tunnel Launch Structure – P3



As of: February 12, 2026

Construction Progress- January

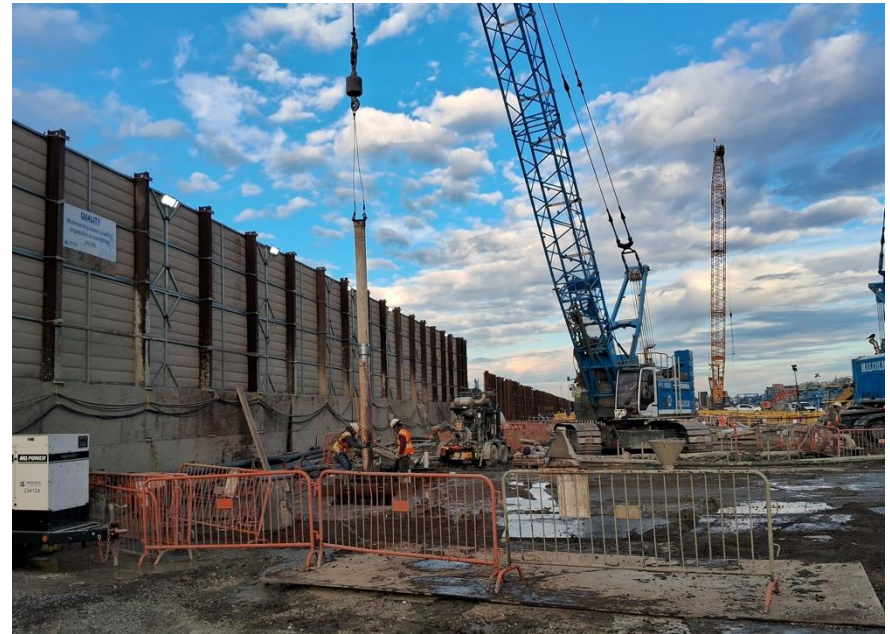


West Portal Launch Structure
January 2026

Construction Progress



Caterpillar Shaft Concrete Pour -
Discharge of Concrete



Caterpillar Shaft Concrete Pour -
Setup of Tremie Pipe

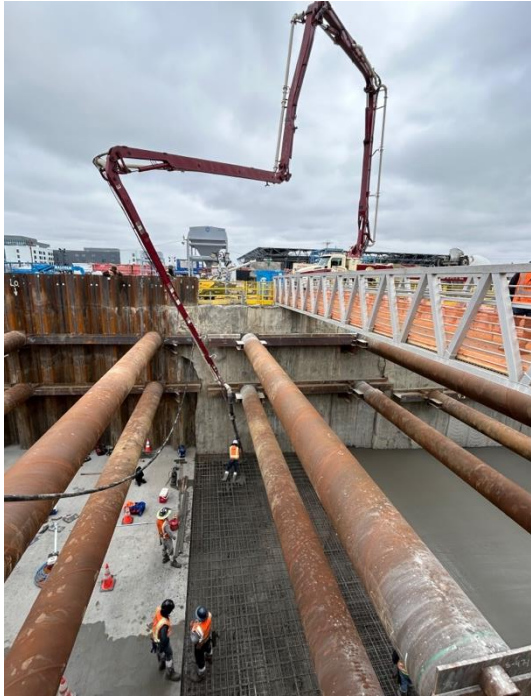
Construction Progress – P2



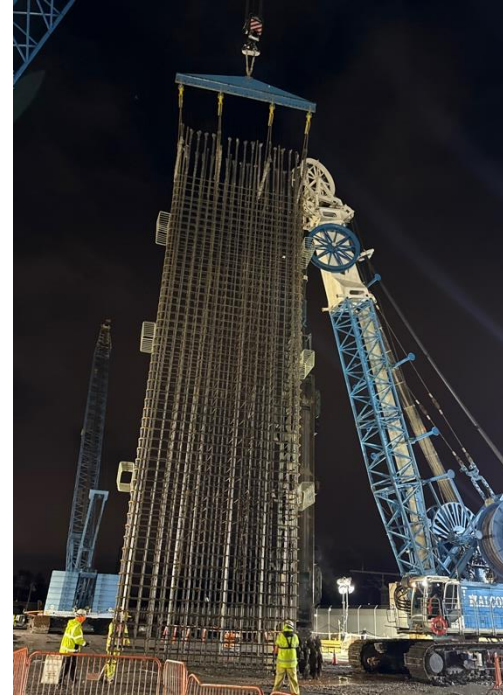
Cut and Cover Level 1 Excavation



Excavation Utilizing Mechanical Grab



Concrete Working Slab Pour



Caterpillar Shaft Crosswall Rebar Cage Lifting

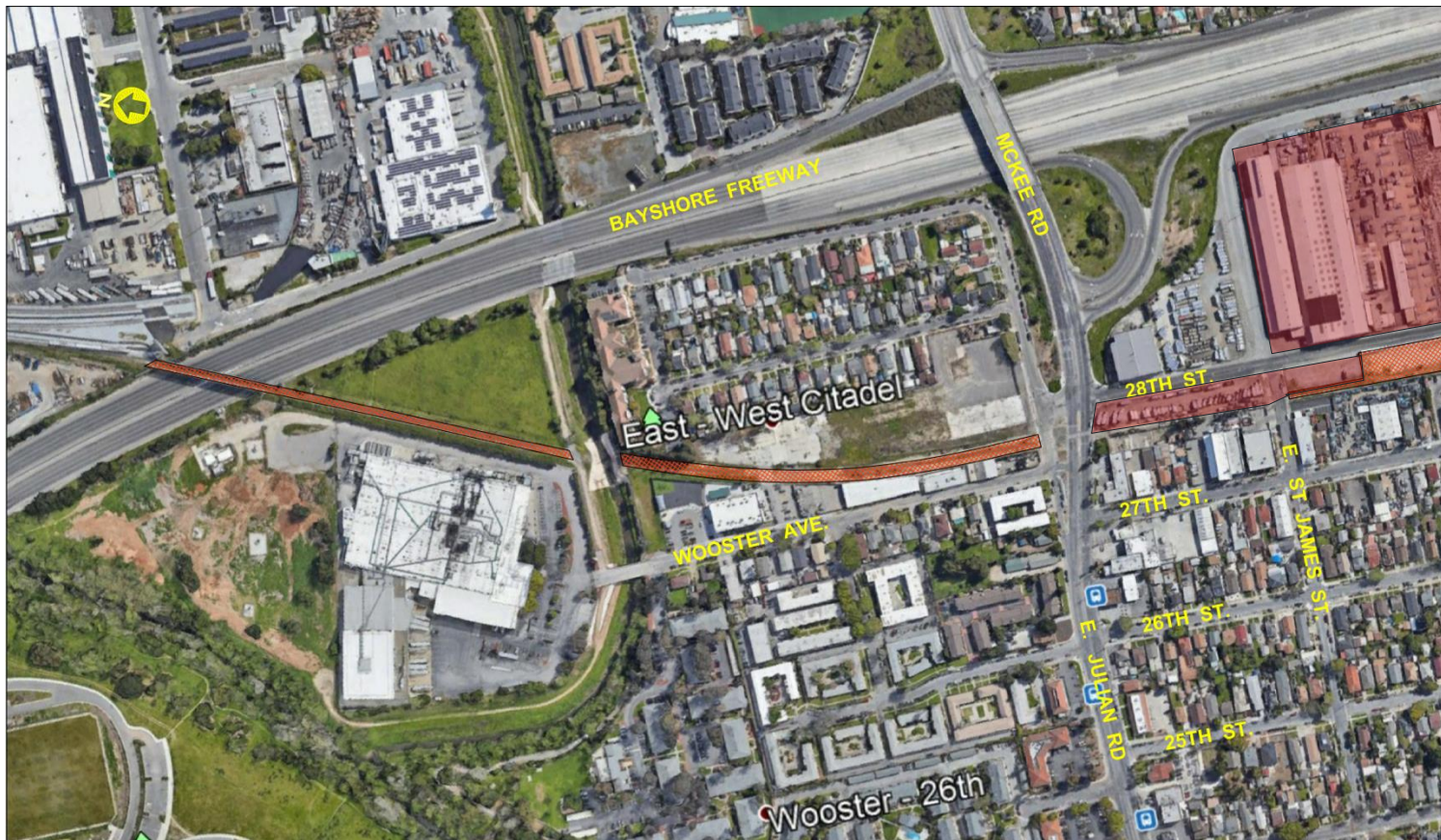


Maintenance Services Update

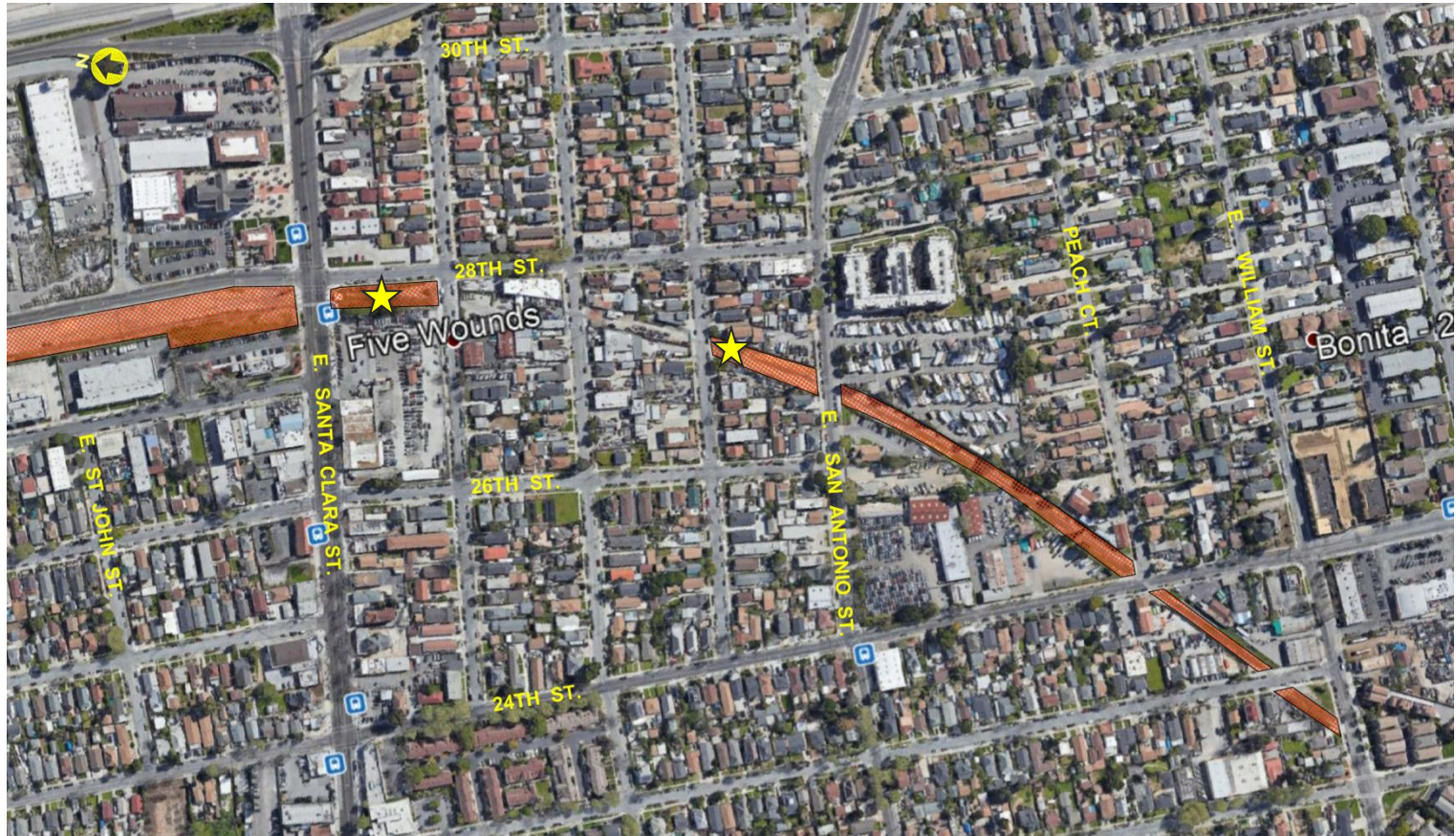


- VTA provides maintenance and remediation for properties acquired for BSV purposes (primarily along railroad corridor)
 - Vegetation management (quarterly)
 - Trash and debris management (quarterly)
 - Specialized debris management (as-needed)
 - Addressing unhoused locations (as-needed)
 - Fence and gate work (monthly)
 - Painting and graffiti
 - Utility repairs

Maintenance Extends to North



Maintenance Extends to South





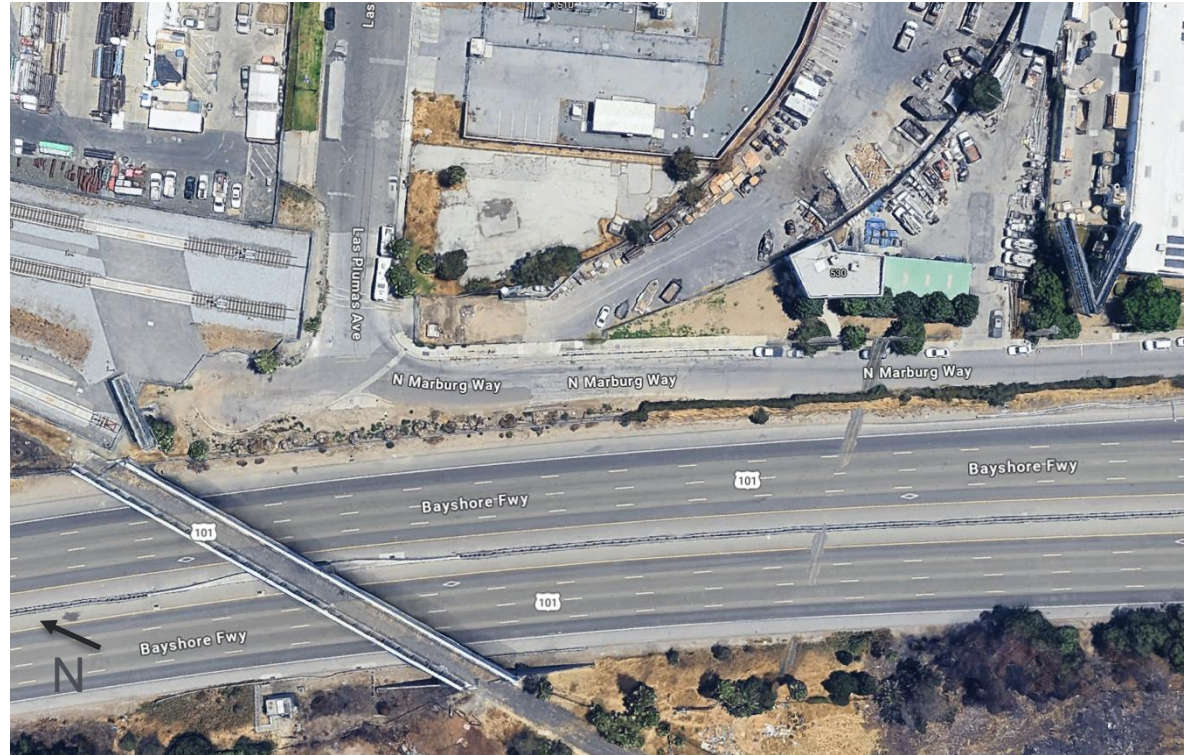
Demolition Update

Greene Property Demolition



Details

- Adjacent to future East Portal
- PG&E will disconnect gas service week of March 10
- Demolition (one week duration), beginning as early as week of March 23
- Construction access will be along Marburg Way
- Building demo required before utility relocations can begin





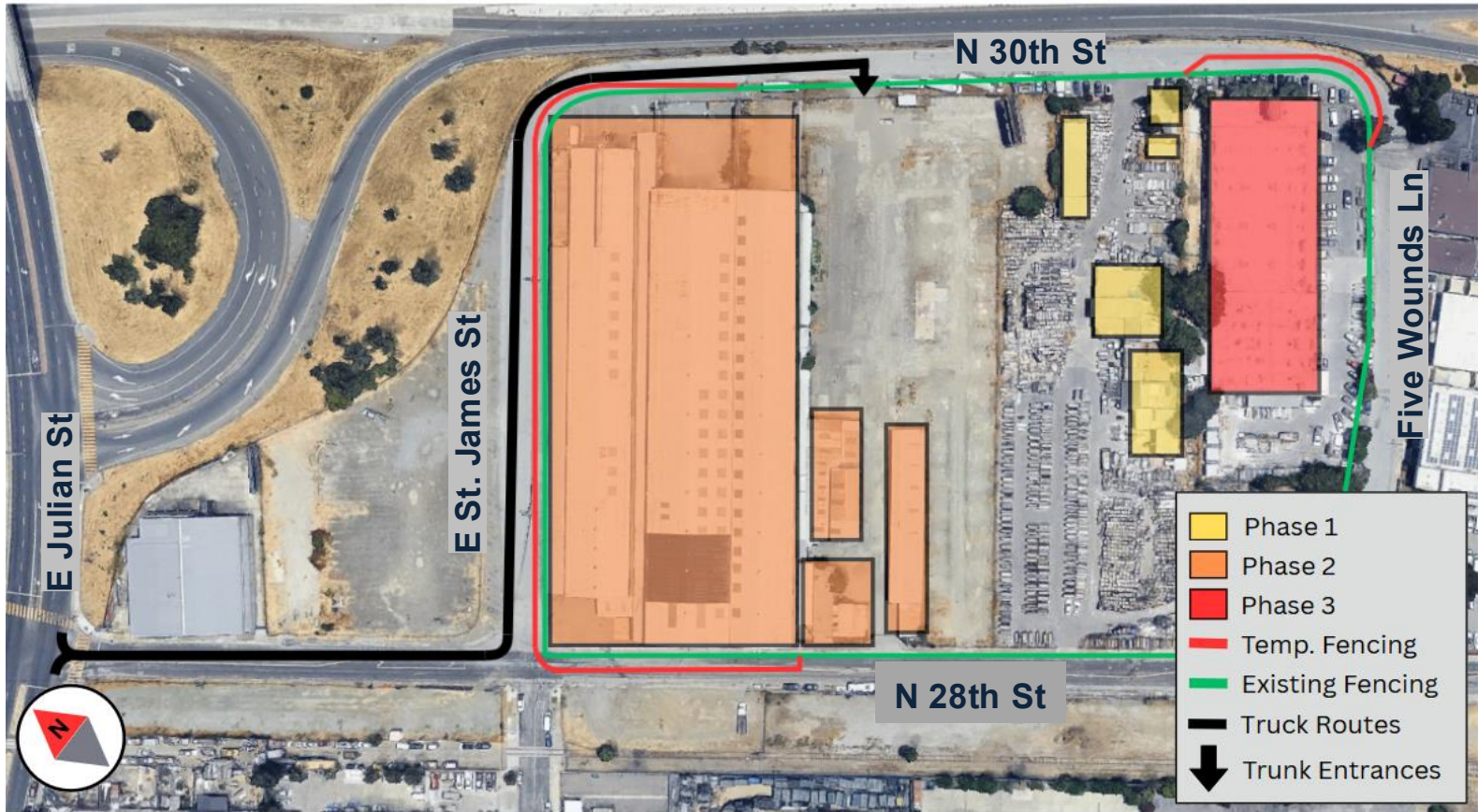
Demolition activities are scheduled to begin in early summer 2026 and end by late August or early September 2026.

Key schedule drivers are:

- Site preparation to clear the area for utility relocation effort
- Enabling works scheduled to start Q2/Q3 2028
- Demolition of structures allow for easier monitoring of site at lower cost to the project

Opportunity for schedule efficiencies lie in overlapping the end of Phase 2 and Phase 3 to complete all demolition activities by end of August 2026.

Station Area Phased Demolition Plan





Tentative Timeline

Q1 2026: Hazardous Material Survey

Q2 2026: Abatement Works and PG&E Permanent Utility Disconnection

Q3 2026: Phases 1-3 Demolition Activities

Abatement Works – Pre-Demolition preparation work to remove and dispose all hazardous materials detected inside building structures

*Note: PG&E power and gas disconnection work must be completed before any building demolition can start. Current expected date for permanent utility disconnection is early June to late June 2026. **Timeline is contingent on the PG&E permanent utility disconnection completion by end of June 2026.***



Noise & Vibration

- Monitoring will be implemented at Cristo Rey
- Methodologies will be revisited if thresholds are exceeded

Dust Control

- Perimeter air monitoring will be installed
- Dust control measures will be implemented



Image: Water Hose in use during demo of building downtown

CURRENT as of 3/09/2026 – FOR DISCUSSION ONLY

Traffic Management

- Trucks will avoid Five Wounds Lane
- Minor lane closure at E. St. James Street and 28th Street during demolition of Phase 2 structure
- Flaggers at the entry gates



Next Steps



Wednesday, June 10, 2026

- Topics will include:
 - BSVII Update, Funding, Station Design
 - Muck Update
- *Potential Mid-July additional Interim 28th Street/Little Portugal CWG meeting to be planned*
 - *Plaza, Station Infrastructure Facility, North Vent Shaft*



Wednesday, September 16, 2026

Wednesday, November 18, 2026



VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, March 12, 2026 | 12:00 PM

Thursday, April 9, 2026 | 12:00 PM

Thursday, May 14, 2026 | 12:00 PM

Thursday, June 11, 2026 | 12:00 PM

VTA BOARD OF DIRECTORS MEETING

Thursday, April 2, 2026 | 5:30 PM

Thursday, May 7, 2026 | 5:30 PM

Thursday, June 4, 2026 | 5:30 PM



Questions?