

VTA's BART Silicon Valley Phase II Extension Project

Downtown-Diridon Community Working Group Meeting

Tuesday, March 10, 2026



Downtown-Diridon CWG Members



- Adina Levin, *Friends of Caltrain*
- Alan Williams, *Campus Community Association (Naglee Park)*
- Bert Weaver, *Delmas Park Neighborhood Association*
- Edward Saum, *The Alameda Business Association*
- Anne Marie Todd, *San José State University*
- Chris Shay, *Sharks Sports & Entertainment*
- Dana Grover, *Horace Mann Neighborhood Association*
- Elizabeth Chien-Hale, *Downtown Residents Association*
- Fernando Cruz-Esparza, *Student Rep at San José State University*
- James Duran, *Hispanic Chamber of Commerce*
- Jeffrey Buchanan, *Working Partnerships USA*
- José Magana, *San José Unified School District*
- Kristen Brown, *Silicon Valley Leadership Group*
- Kohar Scott, *San José State University*
- Martin Flores, *Arena Authority*
- Mike McLean, *Adobe*
- Nate LeBlanc, *San José Downtown Association*
- Ron Gonzales, *Hispanic Foundation of Silicon Valley*
- Sondra Weber, *Shasta / Hanchett Park Neighborhood Association; Plant 51 Homeowners Association*
- **Tony Mirenda, *San José Chamber of Commerce***
- 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. Diridon Station Design Update
- IV. Construction Update
- V. Next Steps
- VI. Discussion & Feedback



Phase II Program Update

Recap of 2025



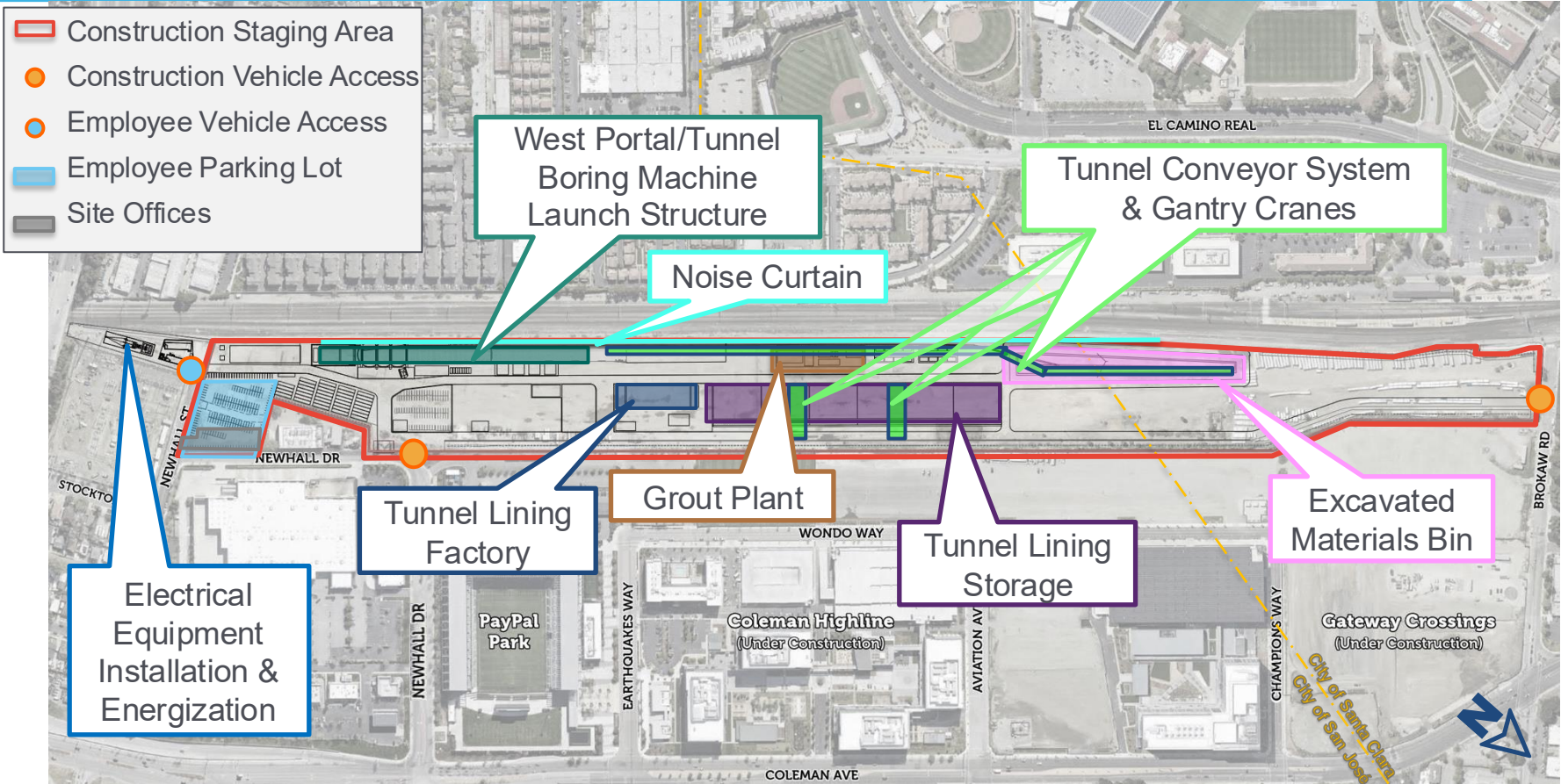
- ✓ **Winter 2025** Level 2 Cost Savings
- ✓ **Spring 2025** Start of TBM Launch Structure Construction
- ✓ **Summer 2025** Level 3 Tunnel Task Force Evaluation
- ✓ **August/September 2025** Independent Peer Review
- ✓ **October 2025** Project Configuration Approval (53' TBM for entire alignment)
- ✓ **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	●	●

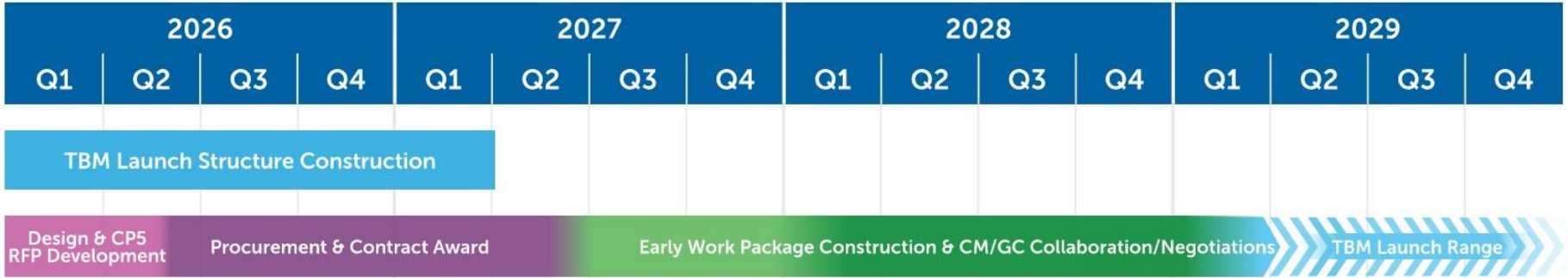
Low Risk Activities with High Schedule Benefit

Legend:

- Low Risk/High Benefit
- Medium Risk/Benefit
- High Risk/Low 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.

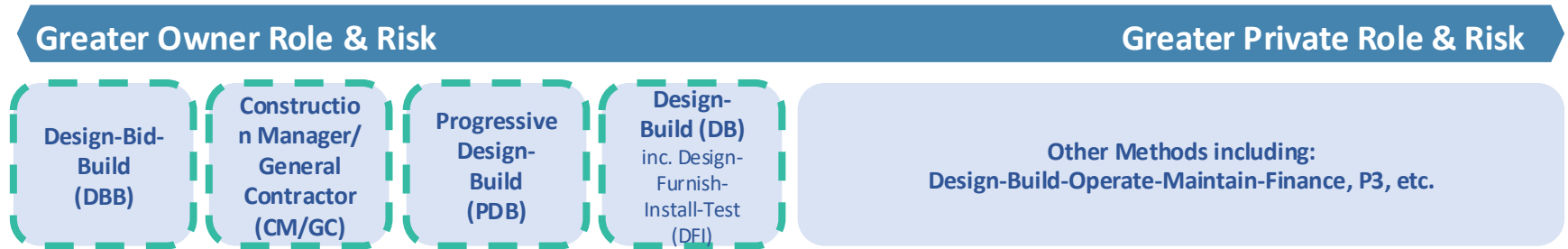


- Reviewing Contract Packaging and various contract models to efficiently advance the project, reduce risk and maintain schedule.
- Advancing design now to increase estimate confidence and reduce project risk and contingency.
- Solicitating Industry Feedback.
- Pushing Non-Critical Work “to the Right”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

Overview of Delivery Models



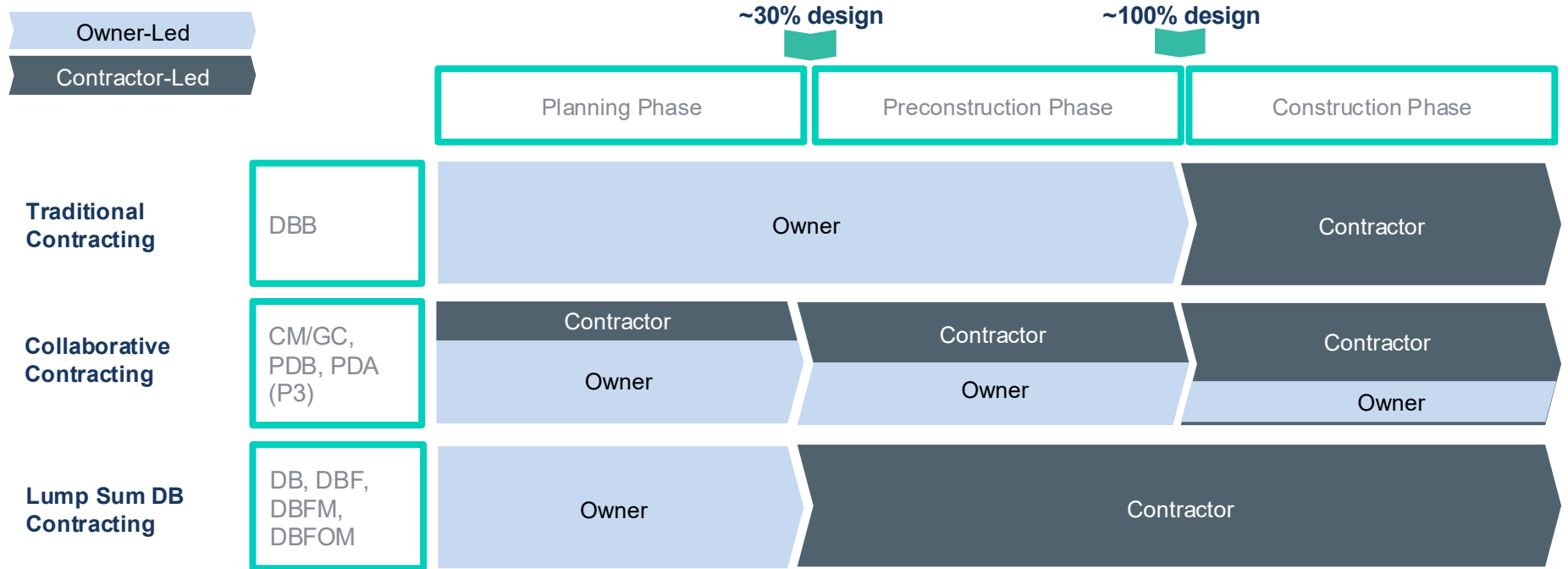
Delivery Methods can be viewed on a continuum of responsibility and risk



Overview of Delivery Models – Continued



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.

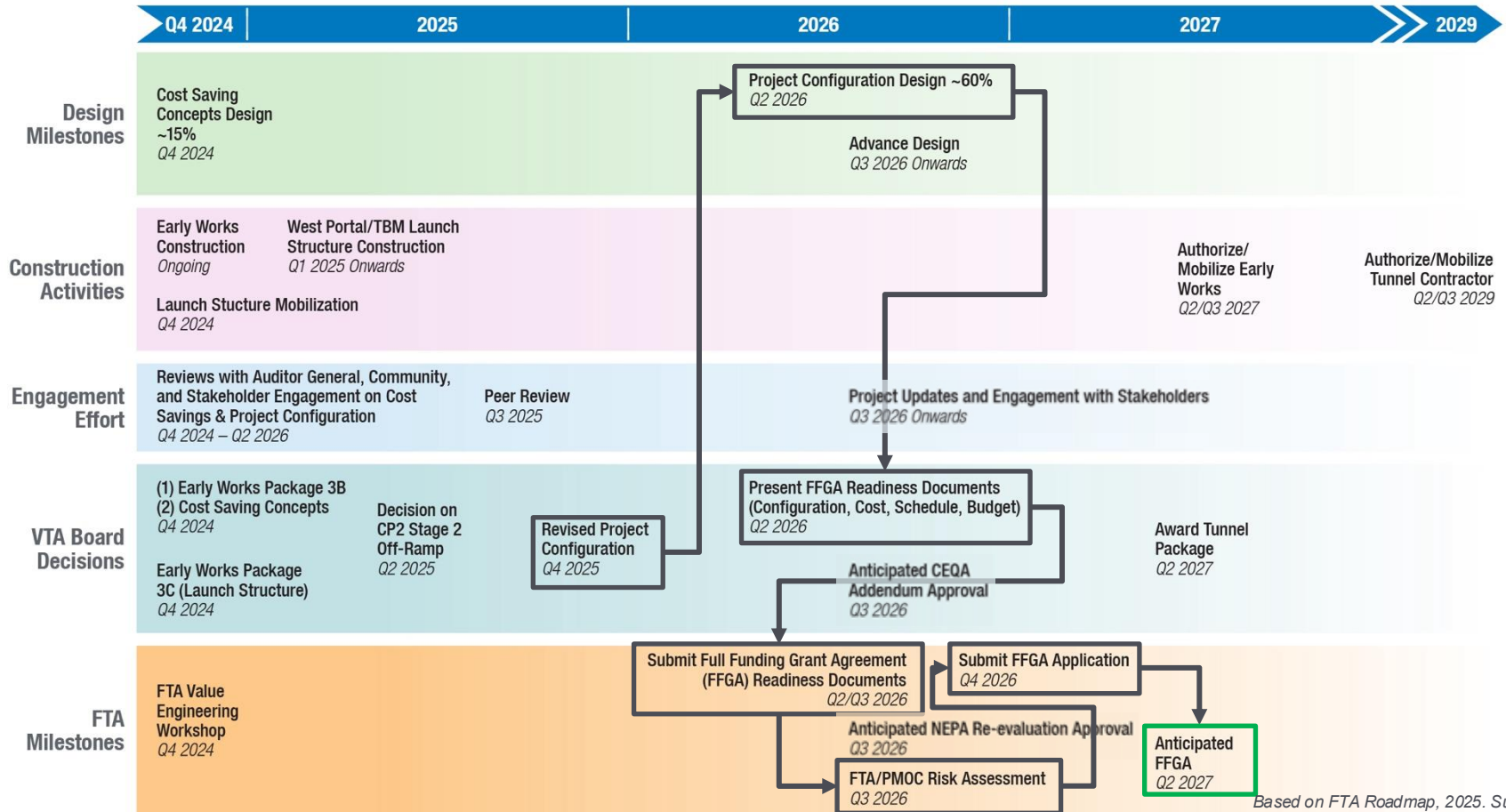
Scarborough Subway Extension



Eglinton Crosstown West Extension



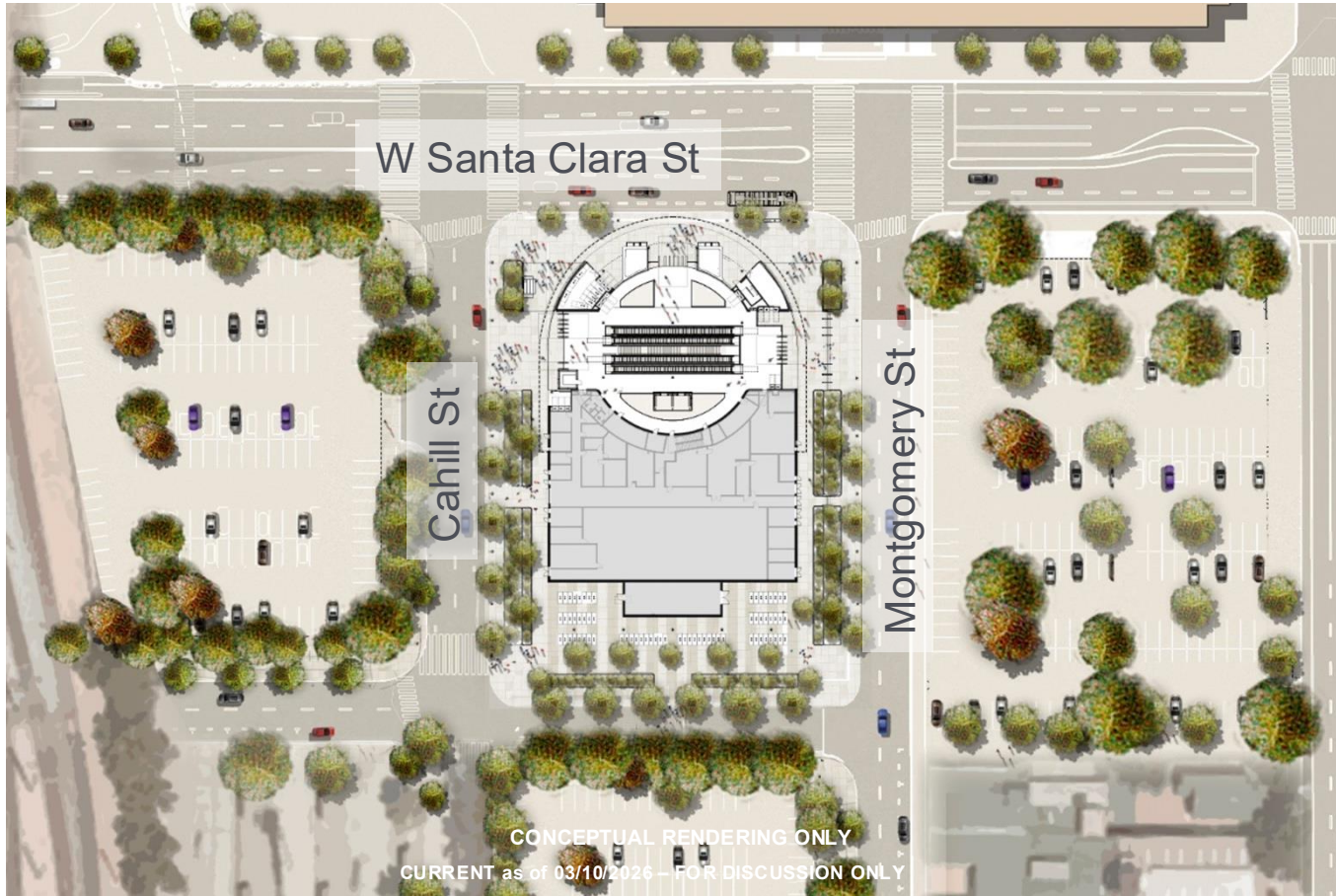
Path to FTA Full Funding Grant Agreement (FFGA)





Diridon Station Design Update

Diridon Site Plan Opening Day



CONCEPTUAL RENDERING ONLY
CURRENT as of 03/10/2026 — FOR DISCUSSION ONLY

Conceptual Rendering of Diridon BART Station



View looking south at station entrance from West Santa Clara Street



CONCEPTUAL RENDERING ONLY
CURRENT as of 03/10/2026 – FOR DISCUSSION ONLY

Conceptual Rendering of Diridon BART Station – P2



View looking East from Cahill Street



CONCEPTUAL RENDERING ONLY

CURRENT as of 03/10/2026 – FOR DISCUSSION ONLY

Conceptual Rendering of Diridon BART Station – P3



View looking West from Montgomery Street

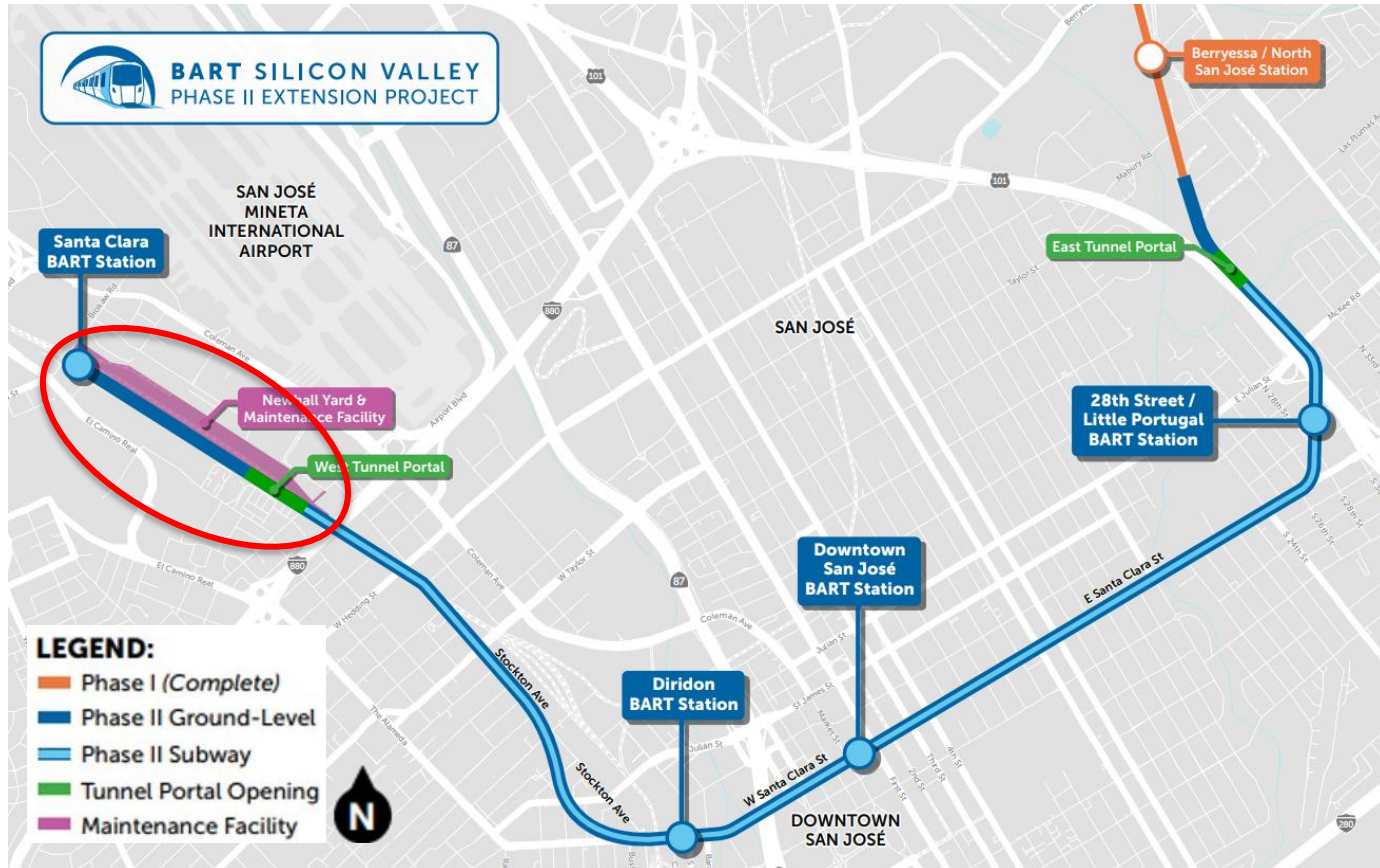


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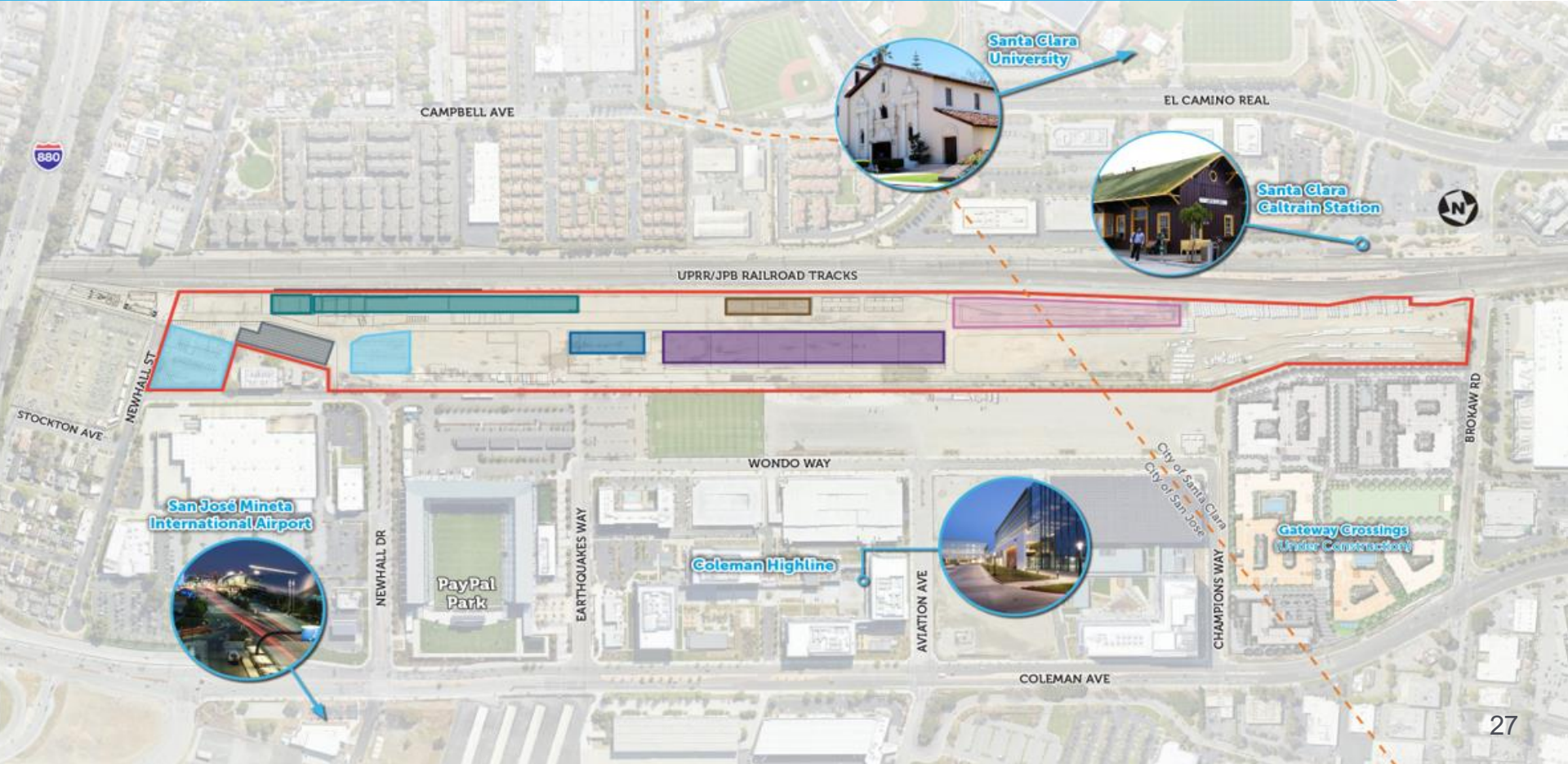


Construction Update

West Portal Construction Area



West Portal Construction Area – P2



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

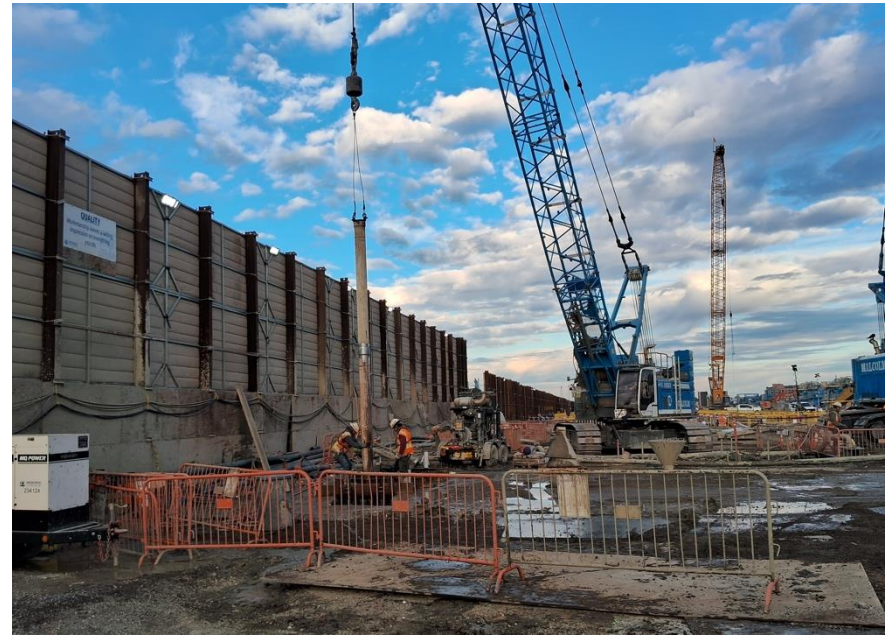


West Portal Launch Structure
January 2026

Construction Progress

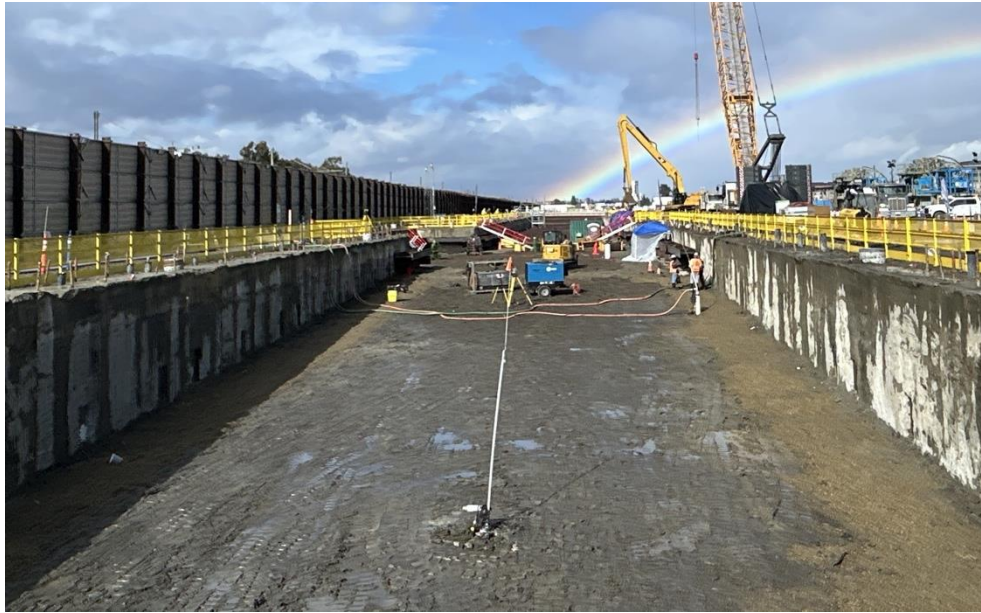


Caterpillar Shaft Concrete Pour -
Discharge of Concrete



Caterpillar Shaft Concrete Pour -
Setup of Tremie Pipe

Construction Progress – P2

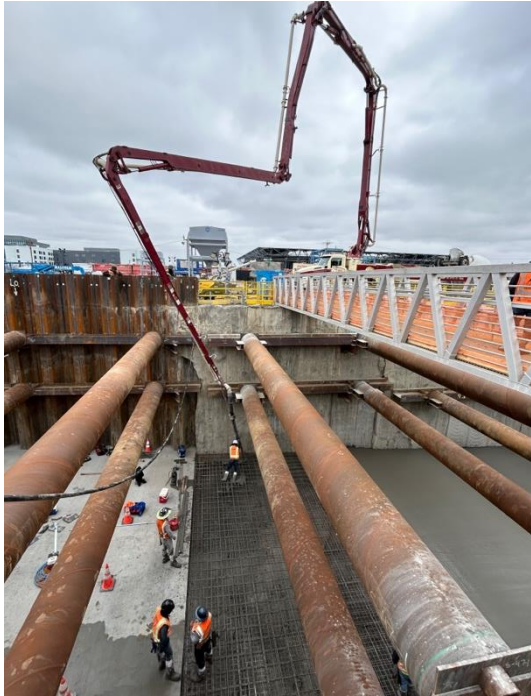


Cut and Cover Level 1 Excavation

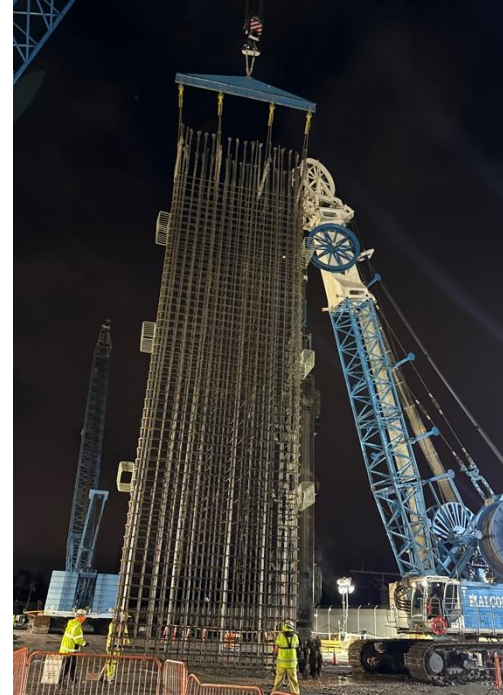


Excavation Utilizing Mechanical Grab

Construction Progress – P3



Concrete Working Slab Pour



Caterpillar Shaft Crosswall Rebar Cage Lifting



Next Steps



Tuesday, June 9, 2026

- Topics will include:
 - BSVII Update, Funding, Station Design
 - Muck Update
 - Construction Transportation Management Plan (CTMP) for Downtown/Diridon
 - Diridon Station parking lot closure
- *Potential Mid-May and/or Mid-July additional Interim Downtown CWG meetings to be planned*
 - *Plaza, station façade treatments and finishes, interior review, etc.*

2026 Downtown-Diridon CWG Meeting Dates -



Tuesday, September 15, 2026

Tuesday, November 17, 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?