

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara
Community Working Group Meeting

Thursday, March 12, 2026



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. 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



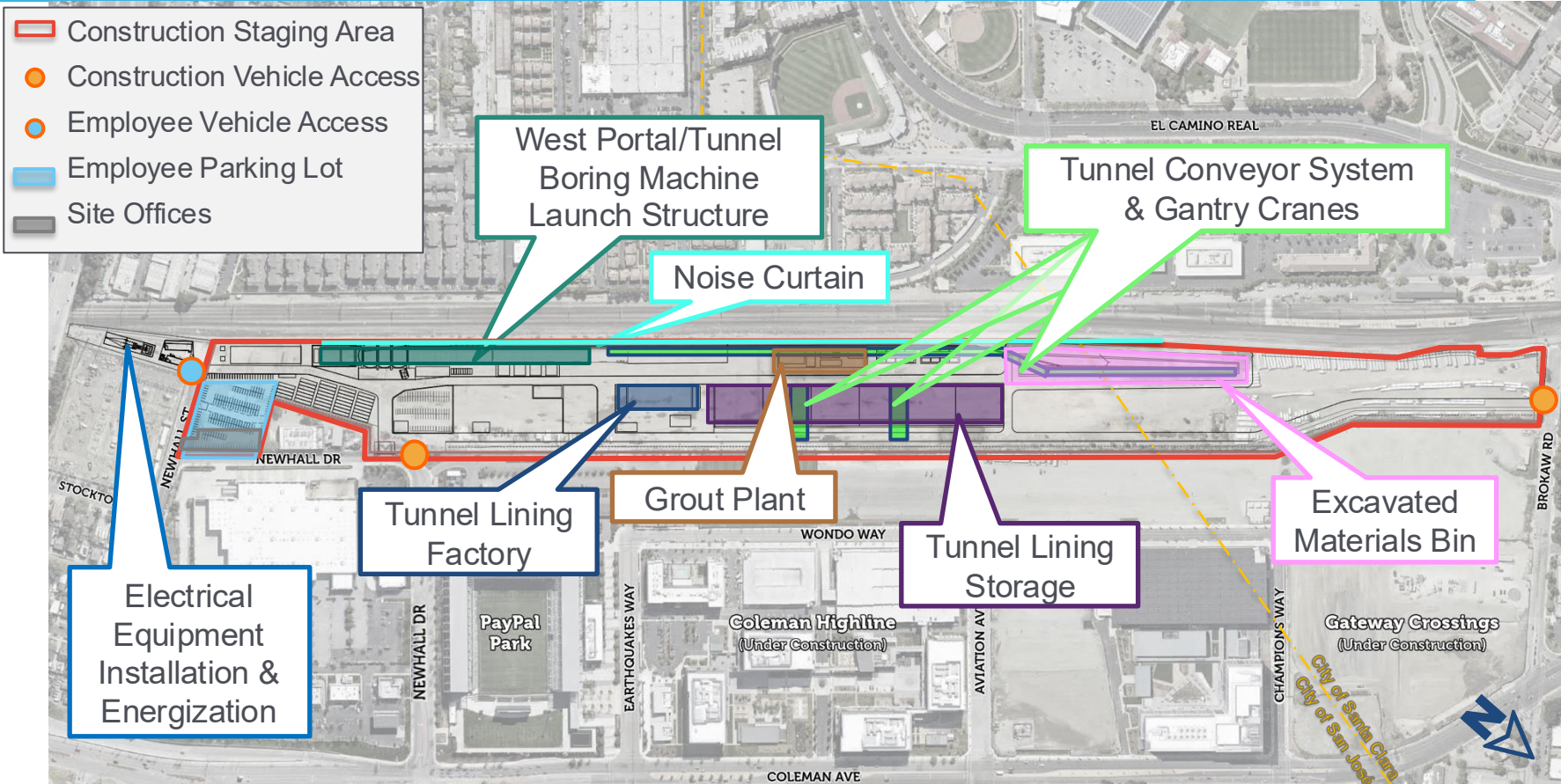
- ✓ **Winter 2025** Level 2 Cost Savings
- ✓ **Spring 2025** Start of TBM Launch Structure Construction
- ✓ **Summer 2025** Level 3 Tunnel Task Force Evaluation
- ✓ **August/September 2025** Independent Peer Review
- ✓ **October 2025** Project Configuration Approval (53' TBM for entire alignment)
- ✓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



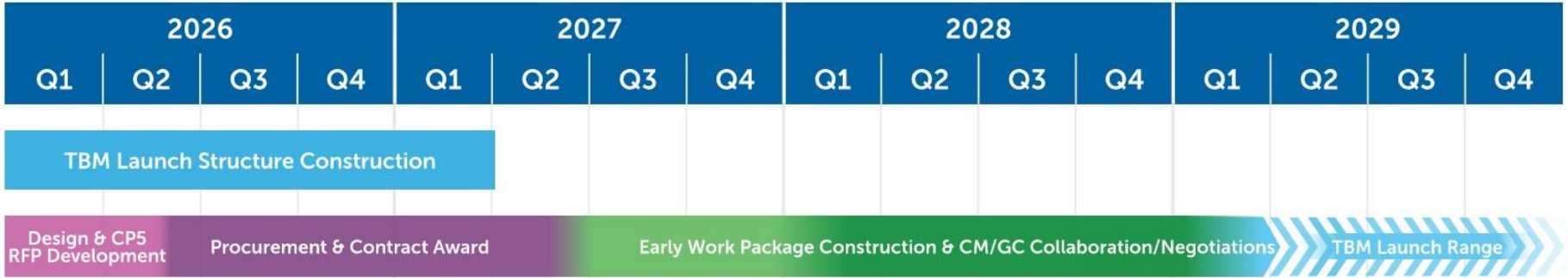
Risk Assessment of Critical Activities



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	●	●

* 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.

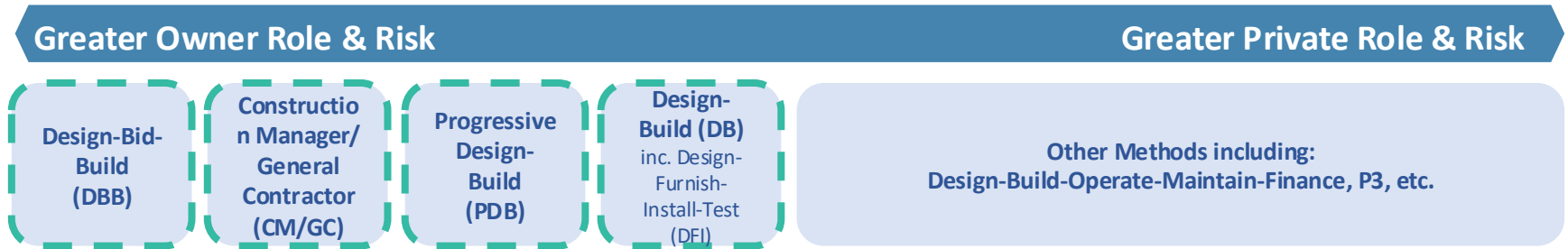


- Reviewing Contract Packaging and various contract models to efficiently advance the project, reduce risk and maintain schedule.
- Advancing design now to increase estimate confidence and reduce project risk and contingency.
- Solicitating Industry Feedback.
- Pushing Non-Critical Work “to the Right”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

Overview of Delivery Models



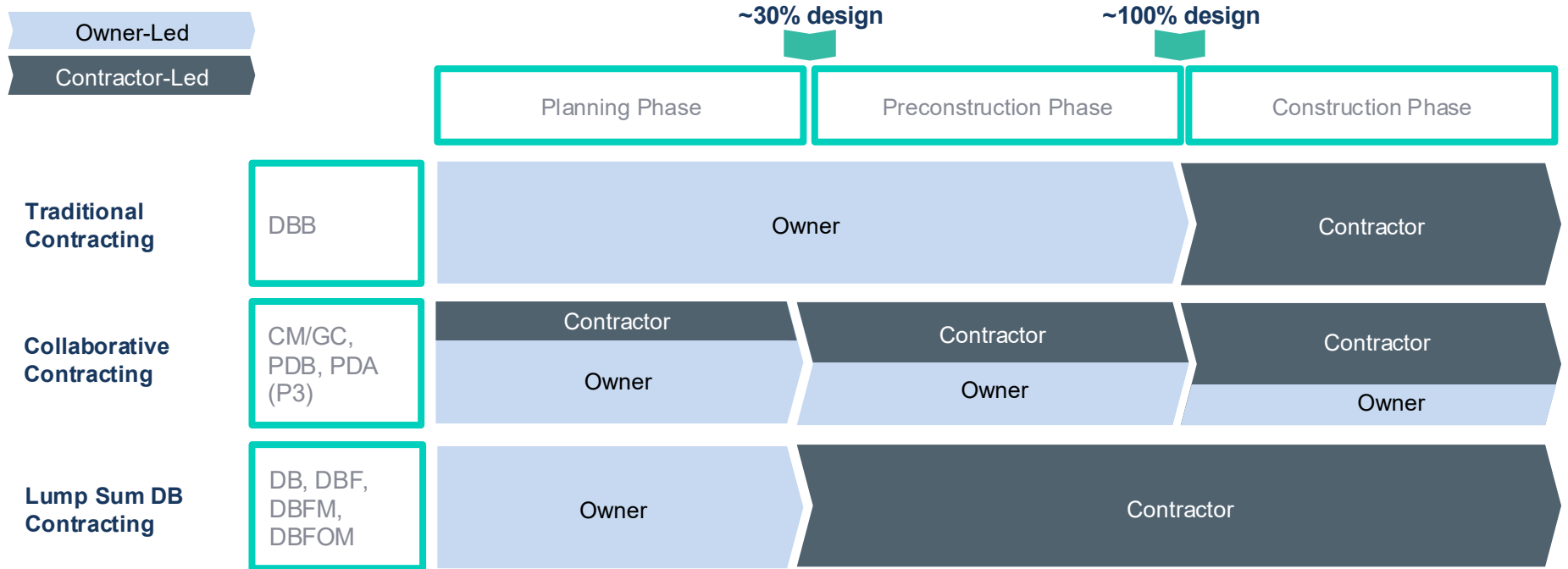
Delivery Methods can be viewed on a continuum of responsibility and risk



Overview of Delivery Models – 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.

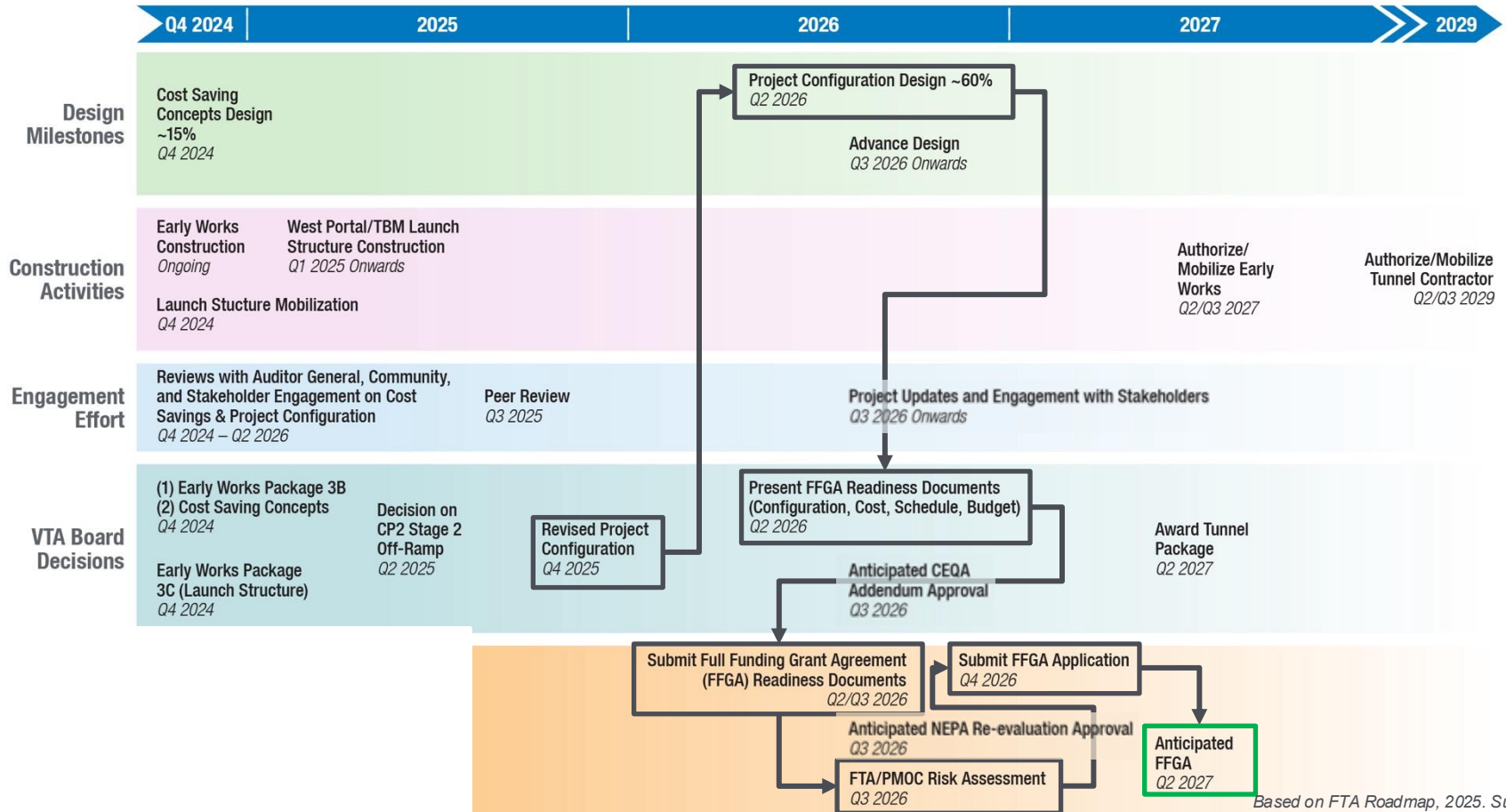
Scarborough Subway Extension



Eglinton Crosstown West Extension



Path to FTA Full Funding Grant Agreement (FFGA)





Station Design Update

Conceptual Massing of Santa Clara BART Station



*View looking southwest from intersection of Brokaw Road & Champions Way
towards Station Infrastructure Facility building and station entrance*

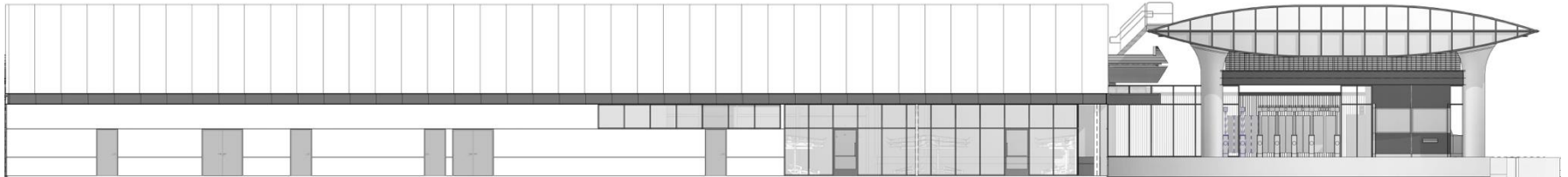


Conceptual Rendering – Subject to Change

Conceptual Massing of Santa Clara BART Station-



View looking west from Champions Way towards Station Infrastructure Facility building and station entrance



Conceptual Rendering – Subject to Change

Santa Clara BART Station - Future Potential Transit Oriented Development Concept Studies



Scenario 1 - Residential + Office



Estimated total = ~820,000 SF

- ~425 residential units + ~200k office
- ~625 parking spaces

Scenario 2 - All Residential

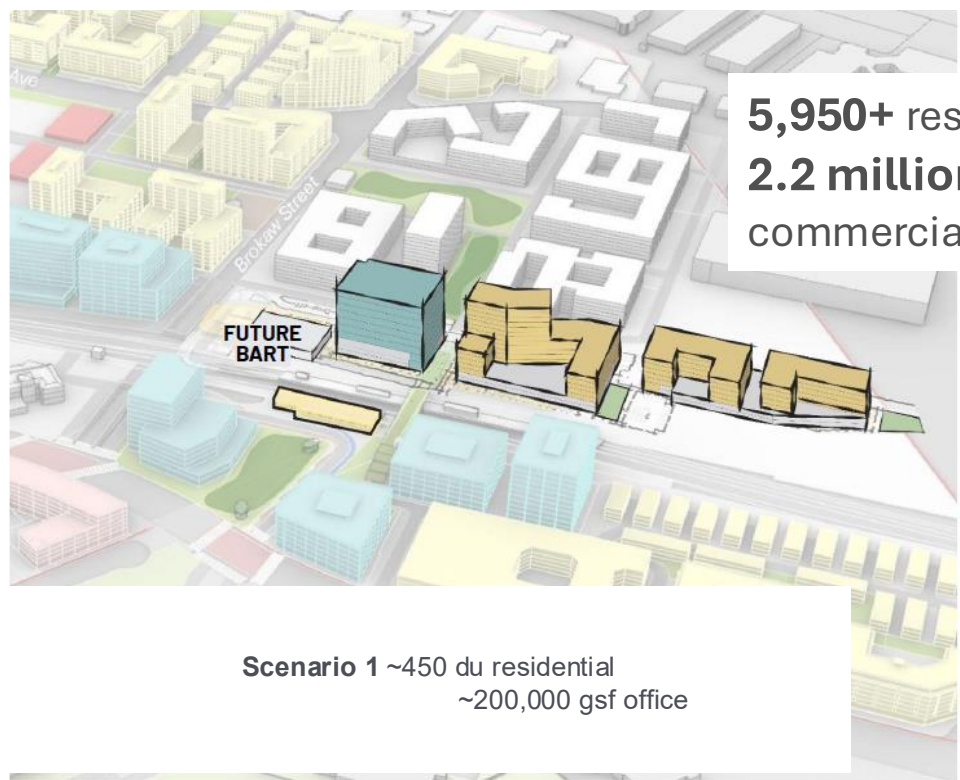


Estimated total = ~780,000 SF

- ~585 residential units
- ~625 parking spaces

Future Potential TOD Summary

Future Potential TOD is included in Santa Clara Station Area Specific Plan



5,950+ residential units
2.2 million sq ft of commercial space

Scenario 1 ~450 du residential
~200,000 gsf office



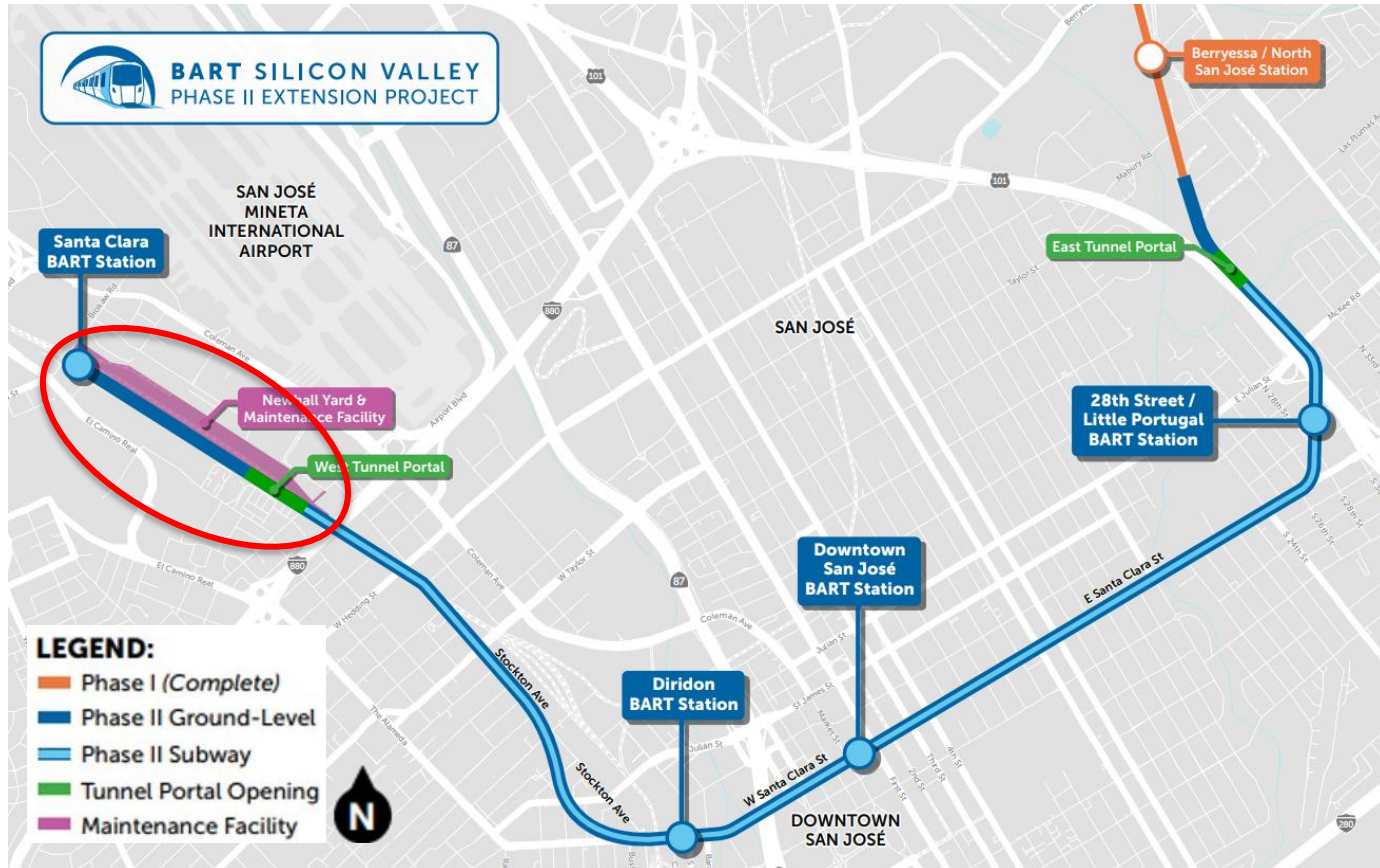
Scenario 2 ~600 du residential

**including parking and potential GF retail*

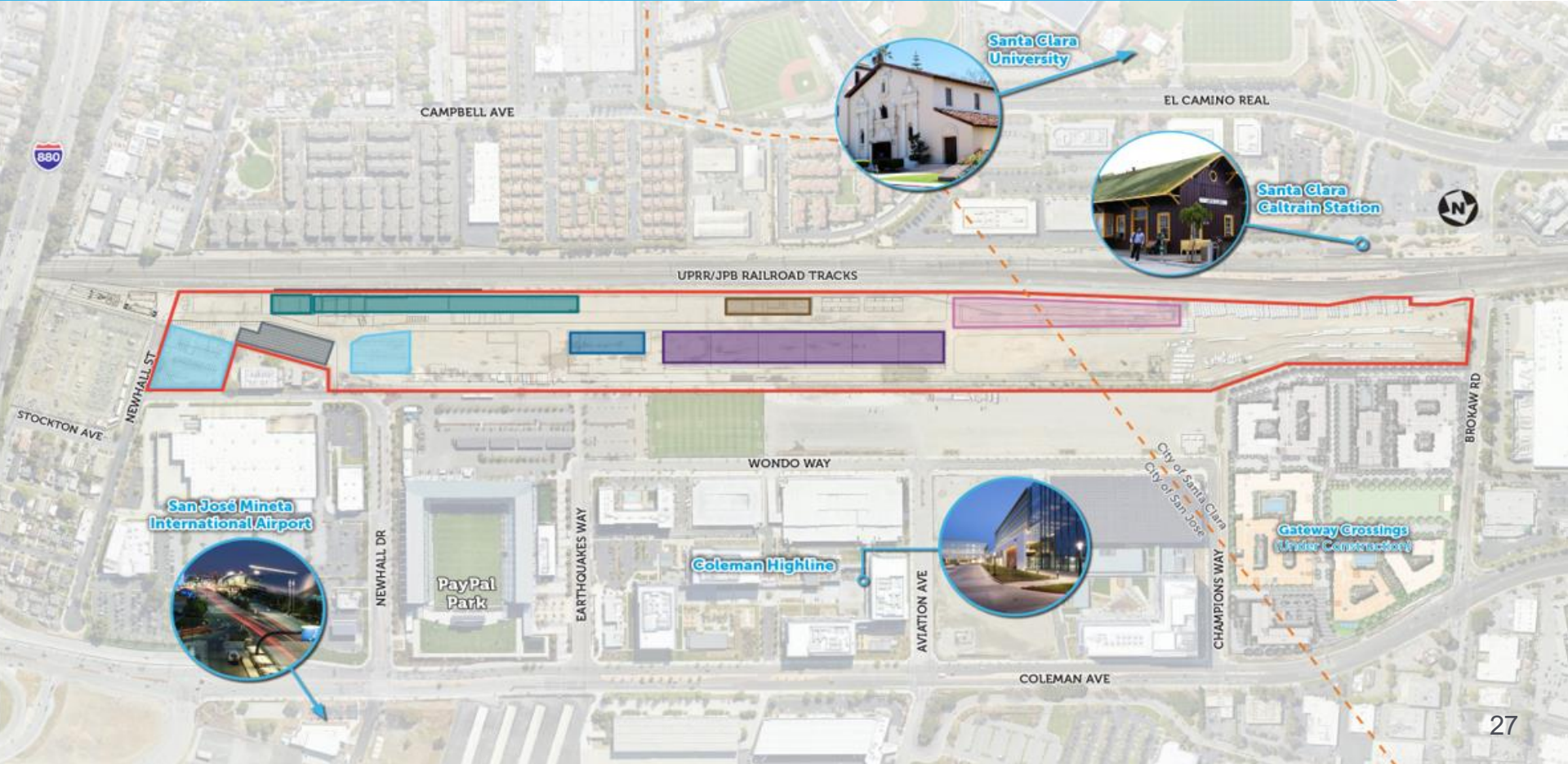


Construction Updates

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



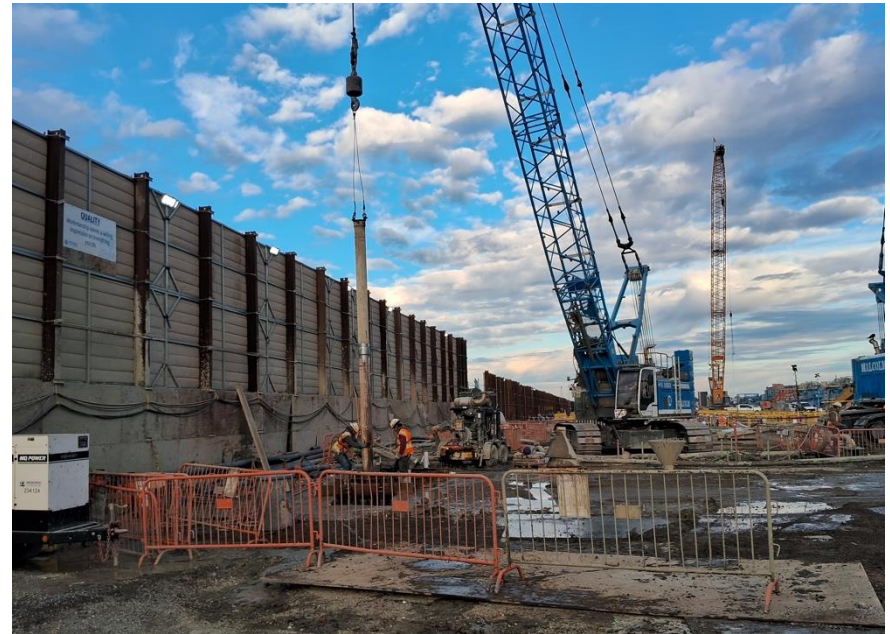
West Portal Launch Structure

January 2026

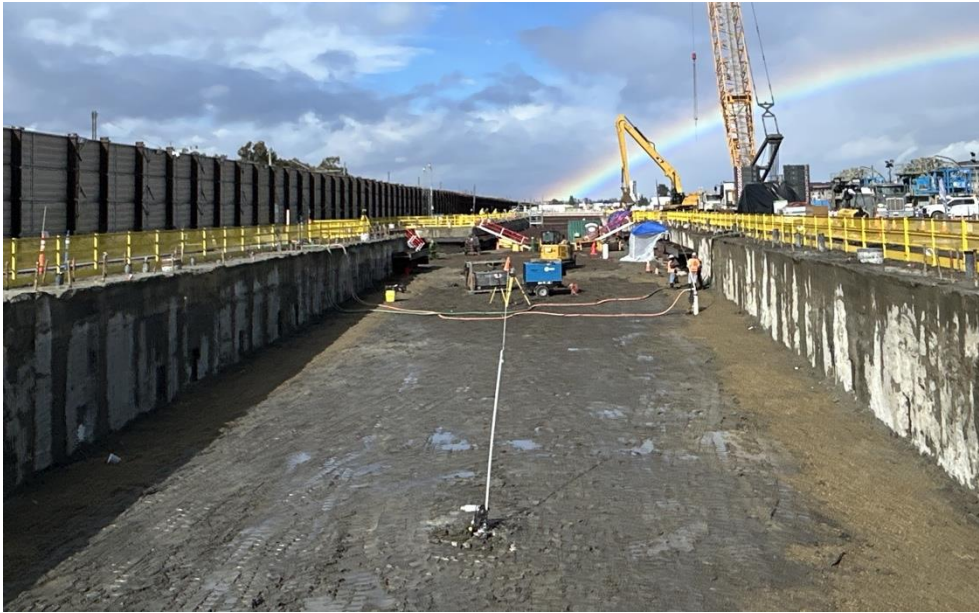
Construction Progress



Caterpillar Shaft Concrete Pour -
Discharge of Concrete



Caterpillar Shaft Concrete Pour -
Setup of Tremie Pipe

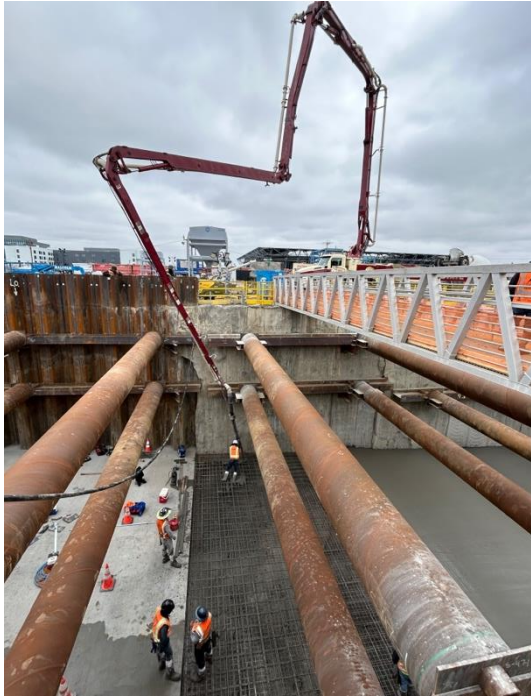


Cut and Cover Level 1 Excavation

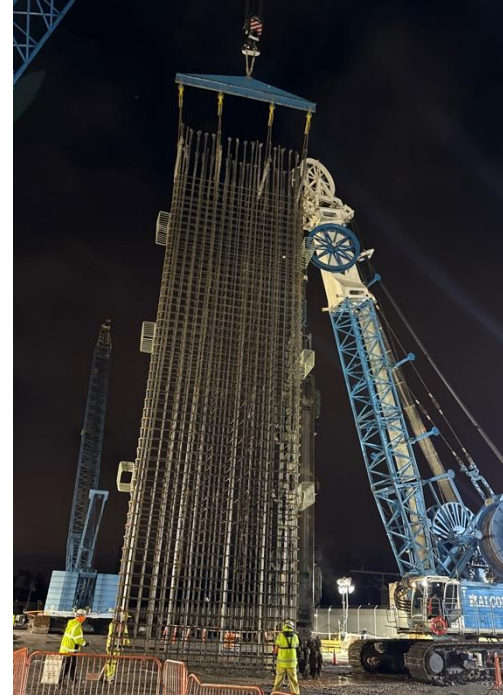


Excavation Utilizing Mechanical Grab

Construction Progress – P3



Concrete Working Slab Pour



Caterpillar Shaft Crosswall Rebar Cage Lifting

Sheet Pile Installation



Launch Structure Sheet Pile Installation
July 2025 - January 2026



Next Steps



Thursday, June 11, 2026

- Topics will include:
 - BSVII Update, Funding, Station Design
 - Muck Update
- *Potential Mid-May additional Interim Santa Clara CWG meetings to be planned*
 - *Plaza*



Thursday, September 17, 2026

Thursday, November 19, 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?