

VTA's BART Silicon Valley Phase II Extension Project

28th Street/Little Portugal
Community Working Group Meeting

Wednesday, June 10, 2026
Eastside Neighborhood Center

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*
- David Burrowes, *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)*
- Vanessa Palafox, *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. Welcome & Member Report Outs
- II. Phase II Program Update
- III. Station Plaza Discussion
- IV. Demolition & Maintenance Update
- V. TOD Update
- VI. Next Steps, Discussion & Feedback

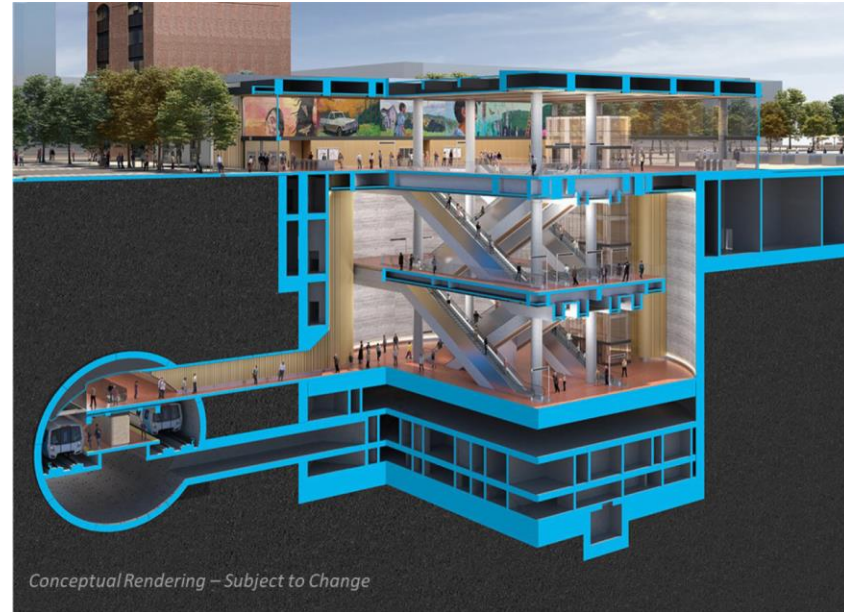


Phase II Program Update

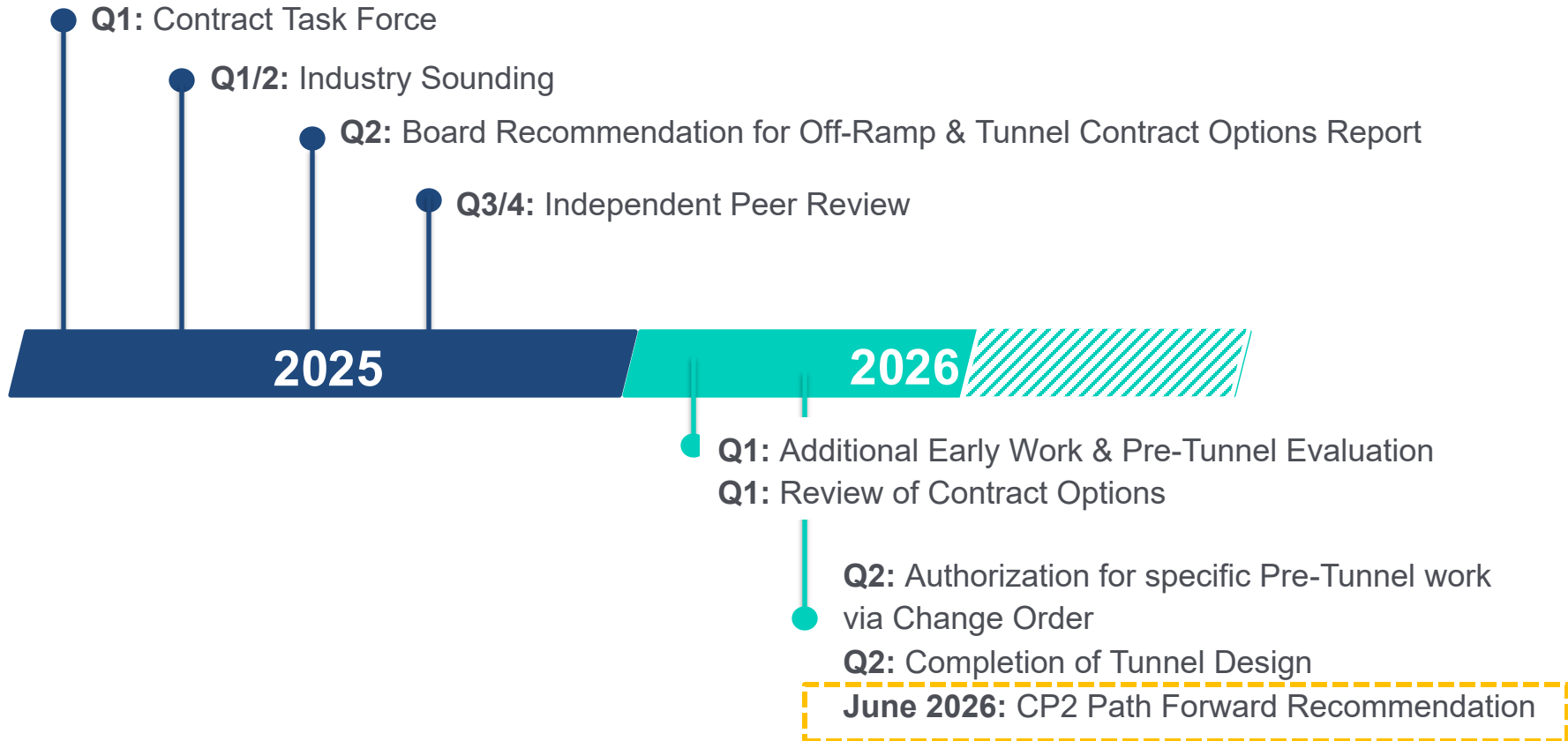
Contract Package 2 (CP2) Overview



- **Contractor:** Kiewit, Shea, Traylor (KST) Joint Venture
- **Progressive Design Build (PDB) Delivery Method**
- **Awarded May 2022**
- **Full Scope of Work:**
 - Design
 - Early Work Packages (EWP) including TBM Procurement
 - Tunnel construction
 - Internal tunnel concrete structures
 - Portals (East Portal, West Portal/TBM Launch Structure)
 - Support of excavation for underground stations
 - Adits (*connections between tunnel and off-street structures*)
 - Trackwork
 - Demolition, utility relocations, enabling works, etc.



Recap of Actions Related to CP2





Request to reinitiate Stage 2 discussions based on:

- Leadership and staffing
- Technical requirements and advancement of tunnel design
- Commercial structure (risk sharing opportunities and transparency / addressing differences in cost estimates)
- **Reductions** in scope / focus on core tunneling scope



New Tunnel Package

- Development of draft agreement based on Modified Construction Manager/General Contractor (CM/GC) Delivery method

Advanced following tasks - required for both approaches:

- Tunnel design advanced to 100%
- Review and revisions to general and technical requirements
- Evaluation of early work/pre-tunnel activities to maintain critical path
- Updates to independent cost estimate
- Continued development of contract packaging approach

KST Engagement

- Alignment on expectations
- Review of scope, cost, schedule, and risk approach including discussion on Target Price/Incentive-Based approach for Stage 2

Scope Alignment: Tunnel Excavation



Scope	Original CP2 Scope	Tunnel Excavation Scope
Pre-Tunneling Construction Works	✓	✓
Bored Tunnel construction (including PCTL, Instrumentation and Monitoring)	✓	✓
Internal tunnel concrete structures	✓	
West Portal/TBM Launch Structure	✓	Authorized
East Portal	✓	
Support of excavation for underground stations	✓	
Adits (connections between tunnel and off-street structures)	✓	
Trackwork	✓	
Demolition, utility relocations, enabling works, etc.	✓	



Provides the following benefits:

- **Avoids high contingency pricing** associated with underground construction
- **Reduces risk premiums** embedded in fixed-price bids in volatile markets
- **Enhances cost transparency** and auditability, with greater opportunities for strong owner-oversight
- Enables application of **risk-sharing pain-share** and **incentive-based gain-share** mechanisms to align interests and support best-for-project decision making
- **VTA retains flexibility** as project conditions evolve



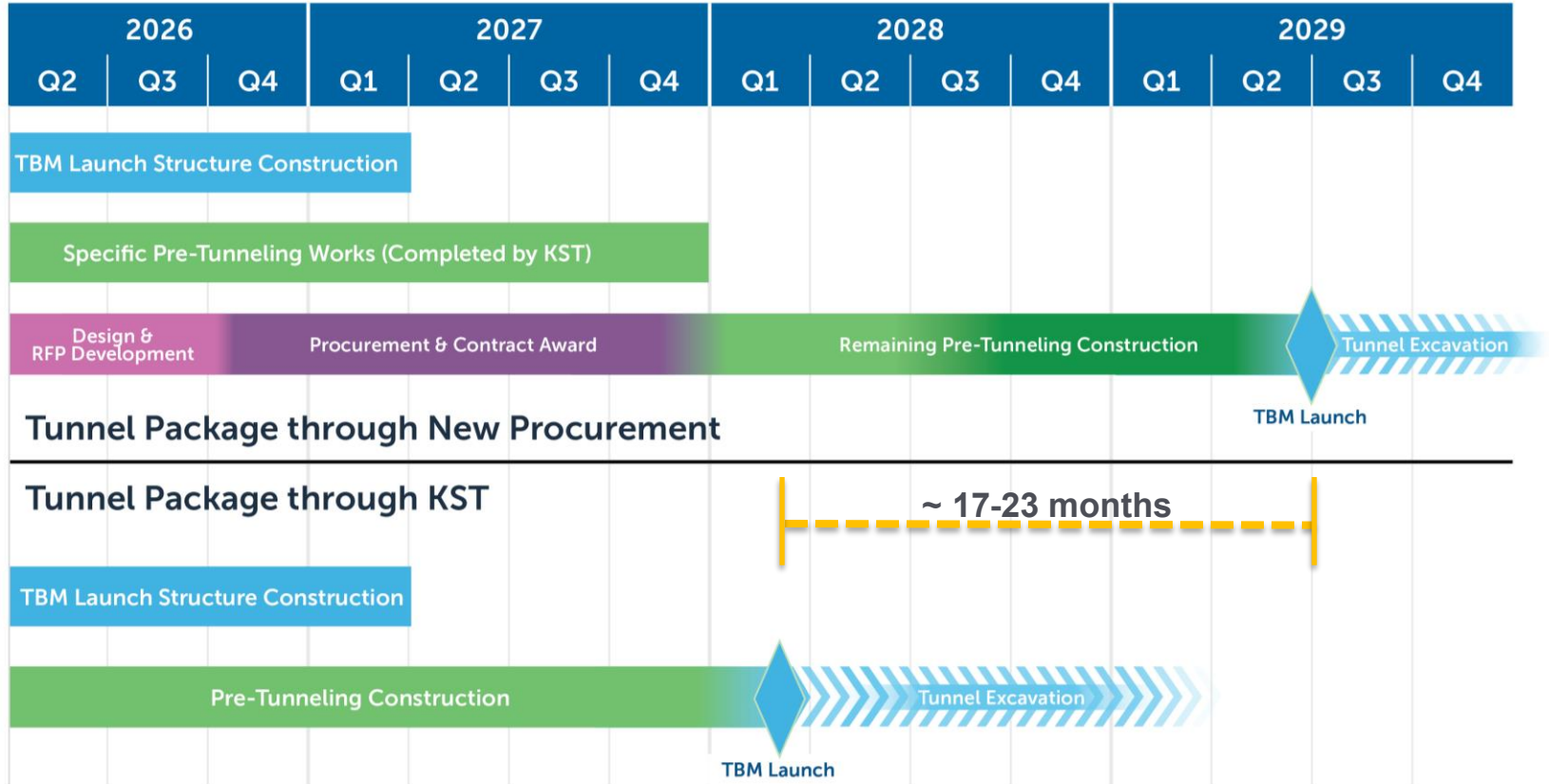
- **Purpose:** evaluated two options for delivery of the tunnel scope to identify the option that offers VTA the most viable path forward by minimizing overall exposure to cost growth, delay, and risk.
- Analysis placed emphasis on overall program outcomes rather than tunnel contract price alone.
- Areas that are common to both options were not a key area of focus, including owner-controlled risks, and project life-cycle operating costs.



Option A: KST Amended & Restated (A&R) Agreement: Continue with KST under an amended agreement limited to tunneling and related pre-tunneling work, using a target price/fixed fee [incentive-based] commercial model.

Option B: KST Off-Ramp and Procure New Tunnel Contractor: Complete the off-ramp and procure a replacement tunneling contractor under a new contract, assuming a similar commercial structure as Option A.

Tunnel Package: Schedule Considerations

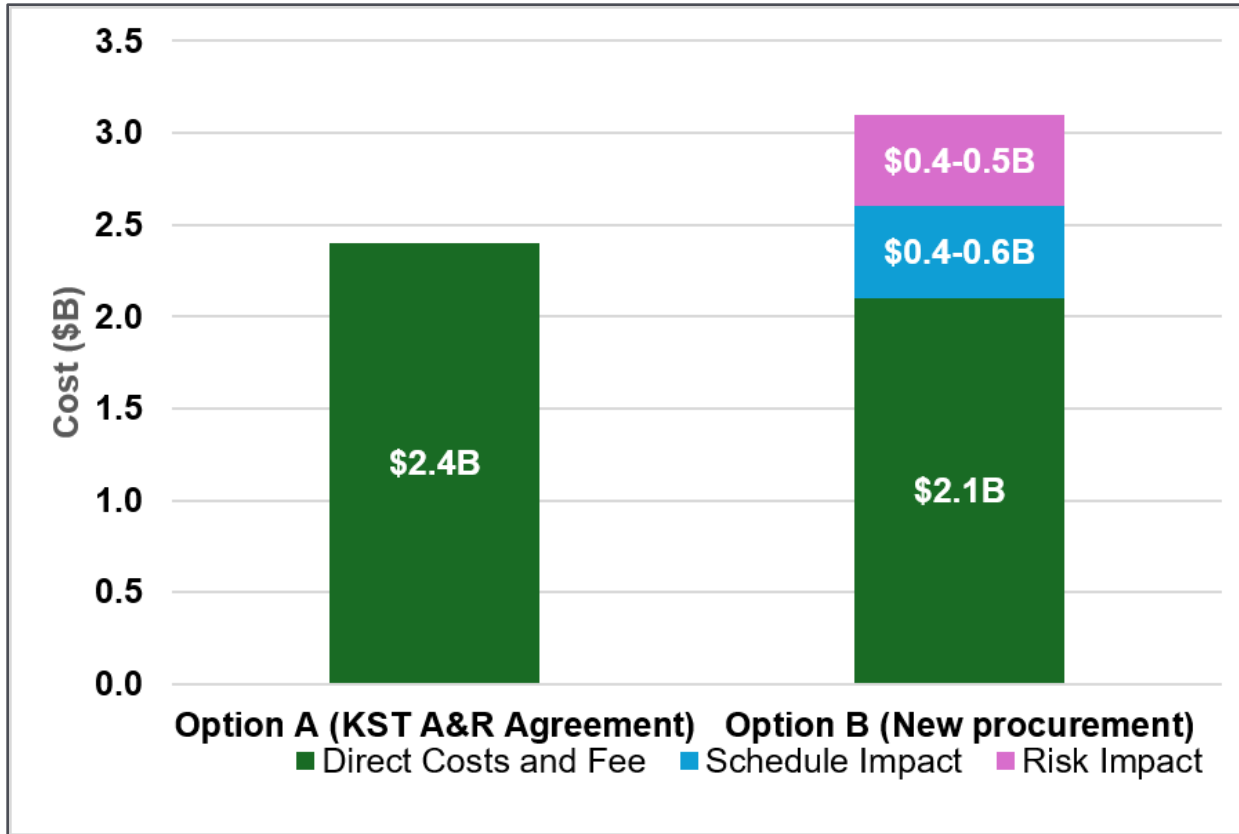




Key Risks associated with a new tunnel procurement (as identified by VTA, Peer Review, and Gall Zeidler):

- Increased liability to VTA with an owner-furnished TBM
- Potential lack of competition leading to increased cost
- Further delays with tunnel procurement, tunnel launch, or EOR reassignment
- Changes in tunnel design ownership and management increases design interface complexity
- Construction interfaces / overlaps between Early Works and new Tunnel Contract
- TBM Performance / Average Daily Advance Rate

Comparative Evaluation of Total Program Impacts





Finalize negotiations with KST for an amendment and restatement to the PDB agreement incorporating a **Target Price/Incentive-Based** approach for a **reduced Stage 2 scope** and **limit initial authorized spend to pre-tunneling construction works only** with:

- Expenditures capped by max funding curve with 2026 prices
- Pain-share and gain-share mechanism with defined Key Performance Indicators
- Transparent Cost Management Model
- Ability to stop work at any time

****Does not obligate VTA to select KST for tunneling but preserves as an option.***

Action at June 11 Oversight Committee & June 26 Board Meeting:

- Updated risk assessment of critical pre-tunnel activities
- Tunnel Scope cost and schedule update
- KST amended and restated agreement with limited initial authorized spend for pre-tunneling construction works
 - Future Board Action for full tunnel scope authorization



Questions?



Station Plaza Discussion

Conceptual Rendering of Station Overview Plan



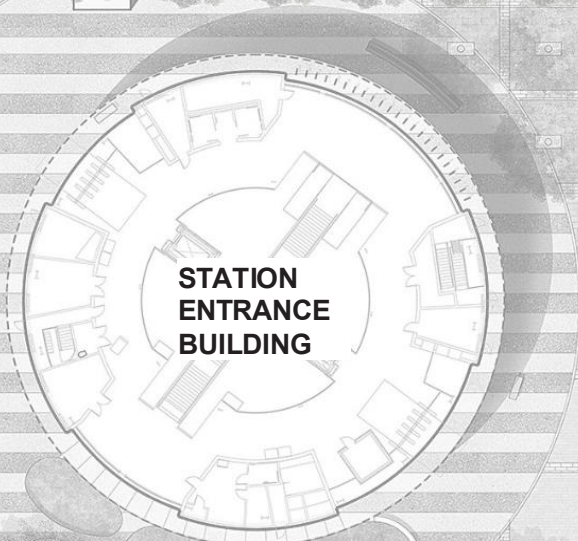
CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of Station Plaza & Mexican Heritage Plaza for Size Comparison



Mexican Heritage Plaza

**STATION
INFRASTRUCTURE
FACILITY (SIF)**

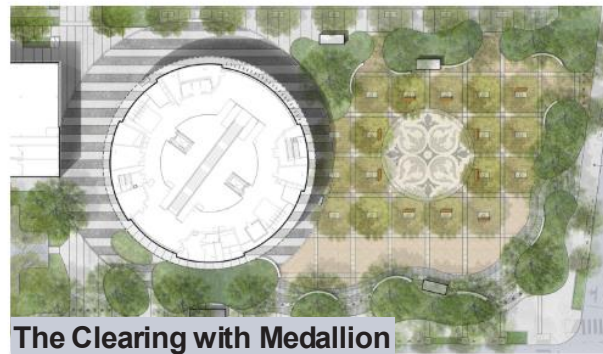
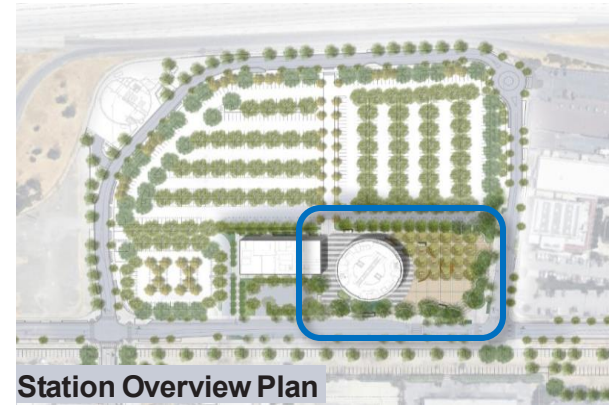
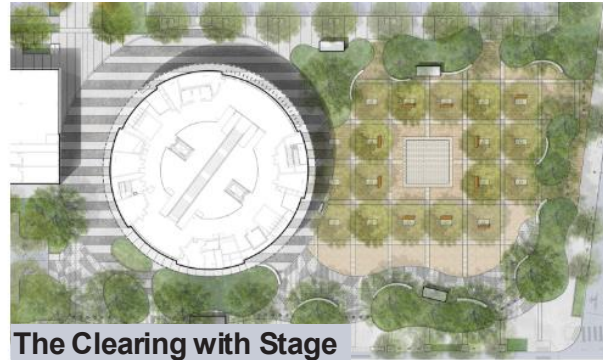
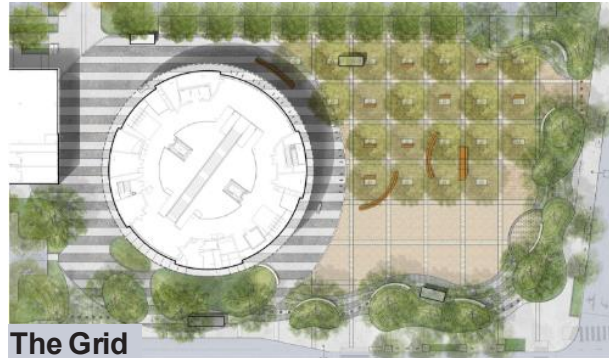


**STATION
ENTRANCE
BUILDING**



**MEXICAN
HERITAGE PLAZA
FOOTPRINT**

Conceptual Renderings of Plaza Layout Concepts





Tree and Landscaping Layout

- Number of trees
- Preference between *planting* or *open spaces*
- Tree arrangement around stage and within the plaza

Paving

- Patterns on the edge of the plaza – “*wave*” vs. “*angular*”
- Orientation in plaza – Grid/offsets arrangement/Layouts
- Paving next to the station entrance – layout and arrangement
- Integrated Art Program Heritage Medallion location and size
- Color/contrast of pavers

Stage Location

- Preference between *Stage* or *Heritage Medallion*
- Raised Stage or flat area for mobility and versatility
- Backing and access to the Stage

Future Kiosk Locations

- Near edge or interior of the plaza



Bollards Types

- Concrete (*integrated patterns*)
- Steel
- Shapes
- Sizes

Furnishings' Shape & Material

- Types of Furnishing
- Position of Furnishing

Tree Grates

- Size and shape
- Pattern
- Colors/Finishes

Lighting (*at future meeting*)

- Type and location on plaza
- Potential changes within the fire lane between the Station & *Structural Infrastructure Facility*

Requirements for Plaza



- Tree canopy over 25% of the open space
- Pavement colors – lighter colors are more reflective of solar heat
- Cost of Plaza Elements needs to be considered
- Drainage and Stormwater Treatment Areas
- Fire Lane between *Station Infrastructure Facility* and *Station Entrance Building*
- Access from *Americans with Disabilities Act* Loading Zone and Bus Stop Areas
- *Americans with Disabilities Act* compliance for Slope Levels and Sidewalk access
- Consider purpose of each element of work, including Kiosks
- Future *Transit-Oriented Development* Footprint
- City Facilities (Streets and Intersections) compliance and coordination

Description of Plaza Configurations



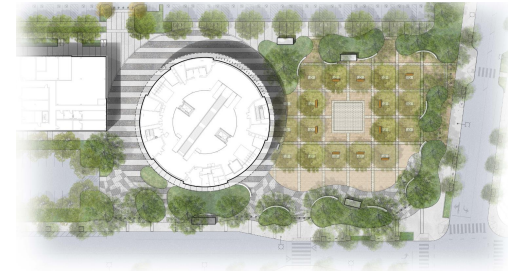
The Grid

- Largest canopy of trees
- Largest open space in plaza
- Stage at the edge of plaza, backed by plant islands



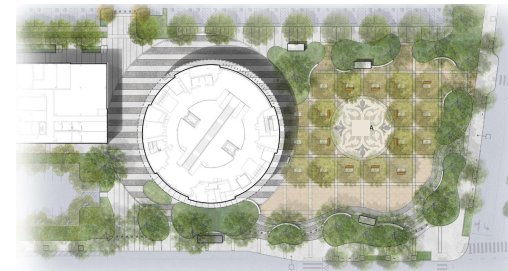
The Clearing with Stage

- Stage among the trees as a potential destination
- Separation from parking by plant islands
- "*Angular*" paving on the perimeter



The Clearing with Medallion

- Heritage Medallion paving among the trees that allows more dynamic uses.
- Opportunities for a stage at planting island(s).
- "*Wave*" paving on the perimeter of plaza

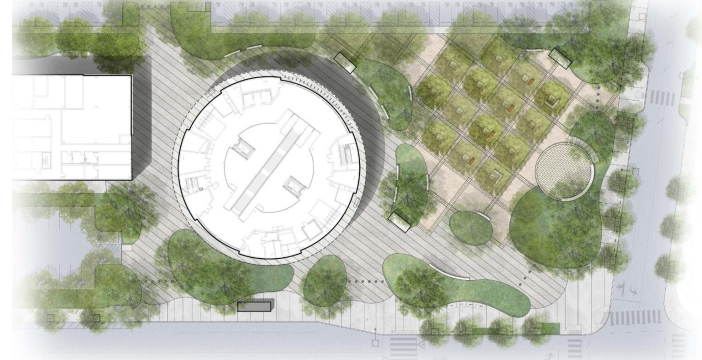


Description of Plaza Configurations



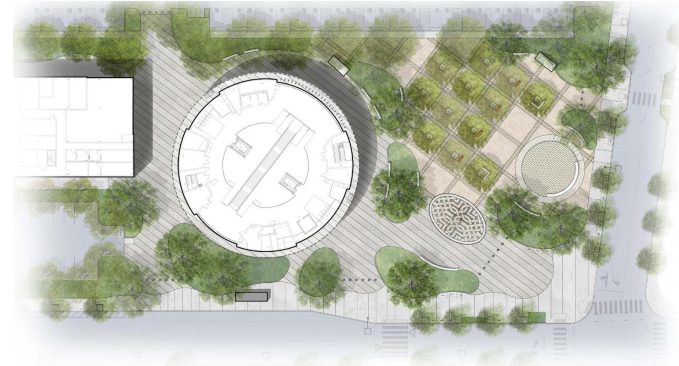
The Park

- More planting/shade; less solar/sun glare
- Increased separation between station/park
- Paving pattern is directional as it leads to station entries
- Stage's backend is surrounded by greenery, which allows for an increased separation from street



The Park (with Alternatives)

- More open hardscape/flexible space
- Heritage paving opportunity at a plaza entry
- Paving pattern is directional as it leads to station entries
- Stage accessible from all sides since it does not have a planting buffer



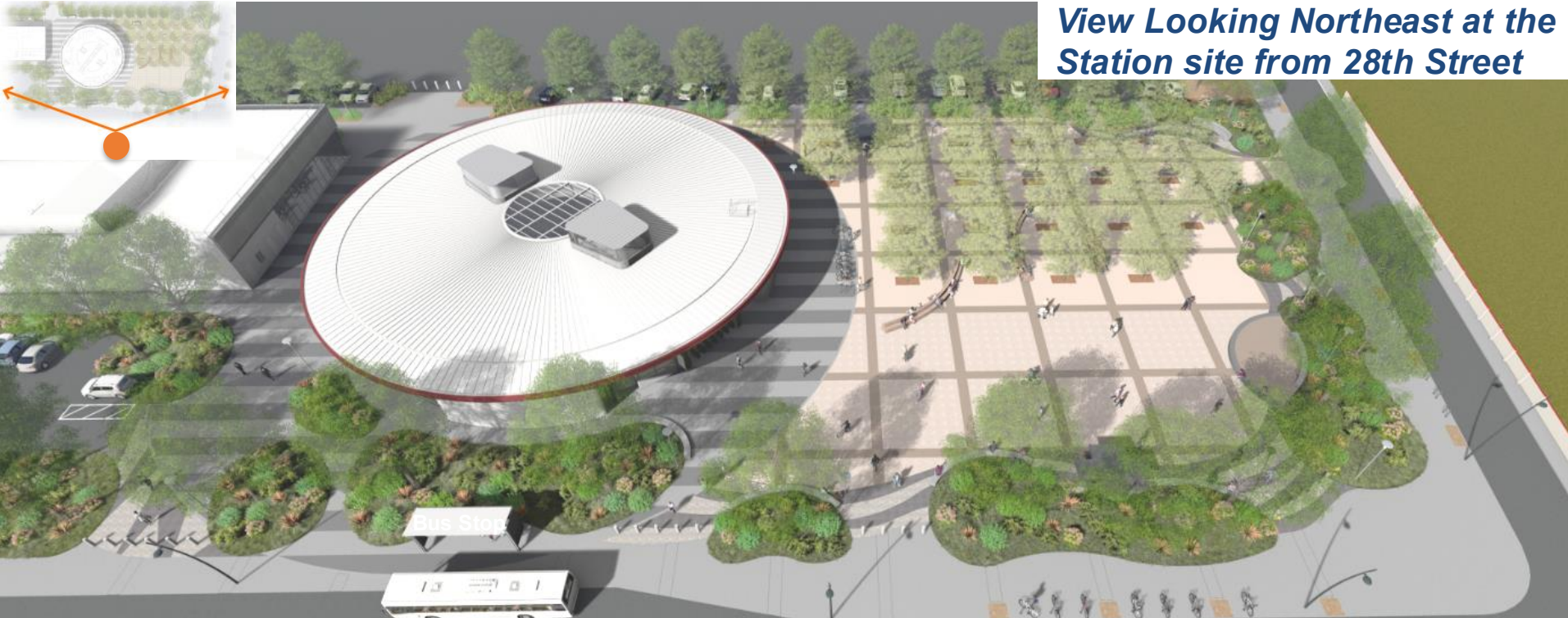
Plaza Material Examples



Conceptual Rendering of The Grid Layout

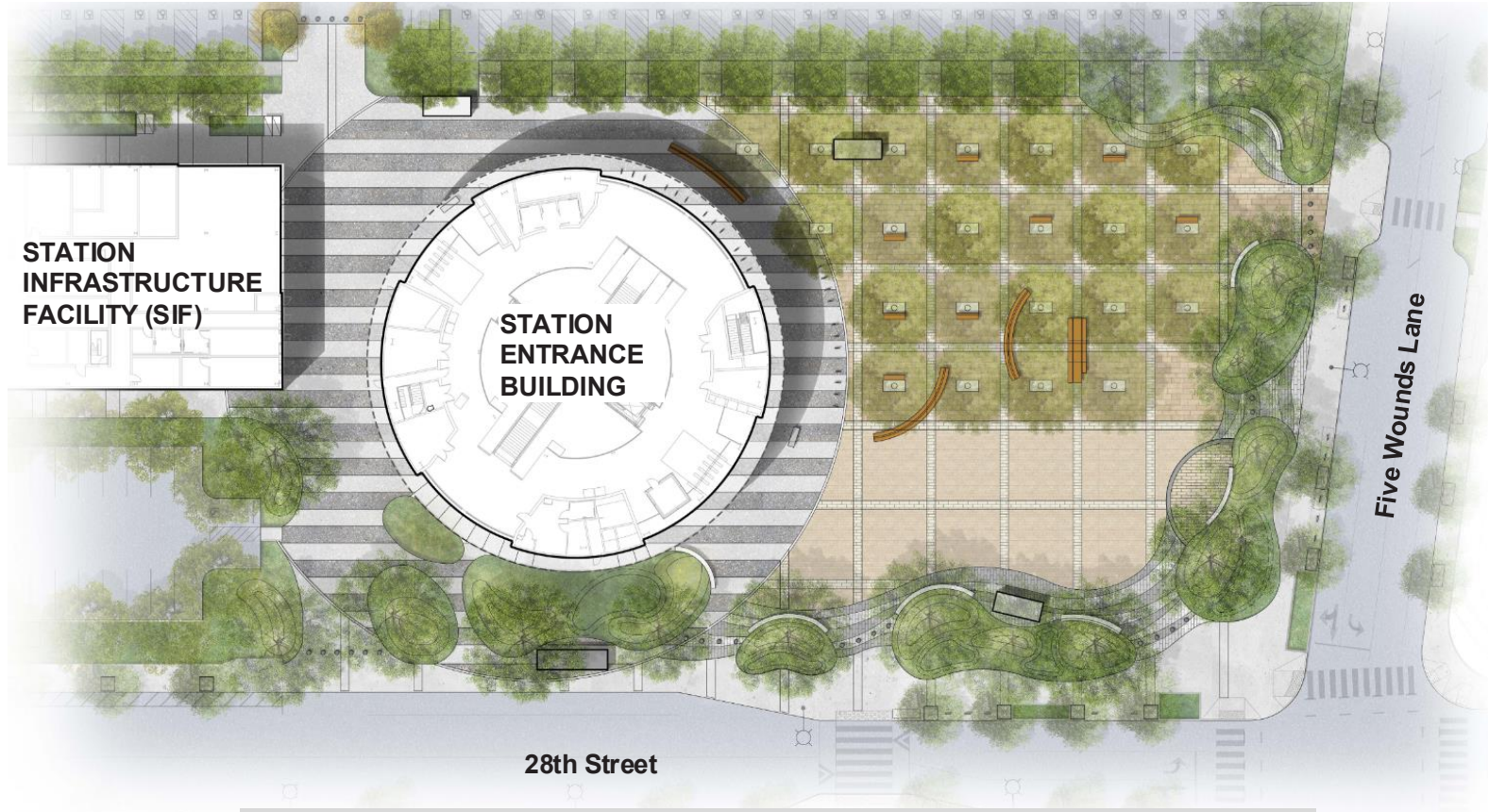


View Looking Northeast at the Station site from 28th Street

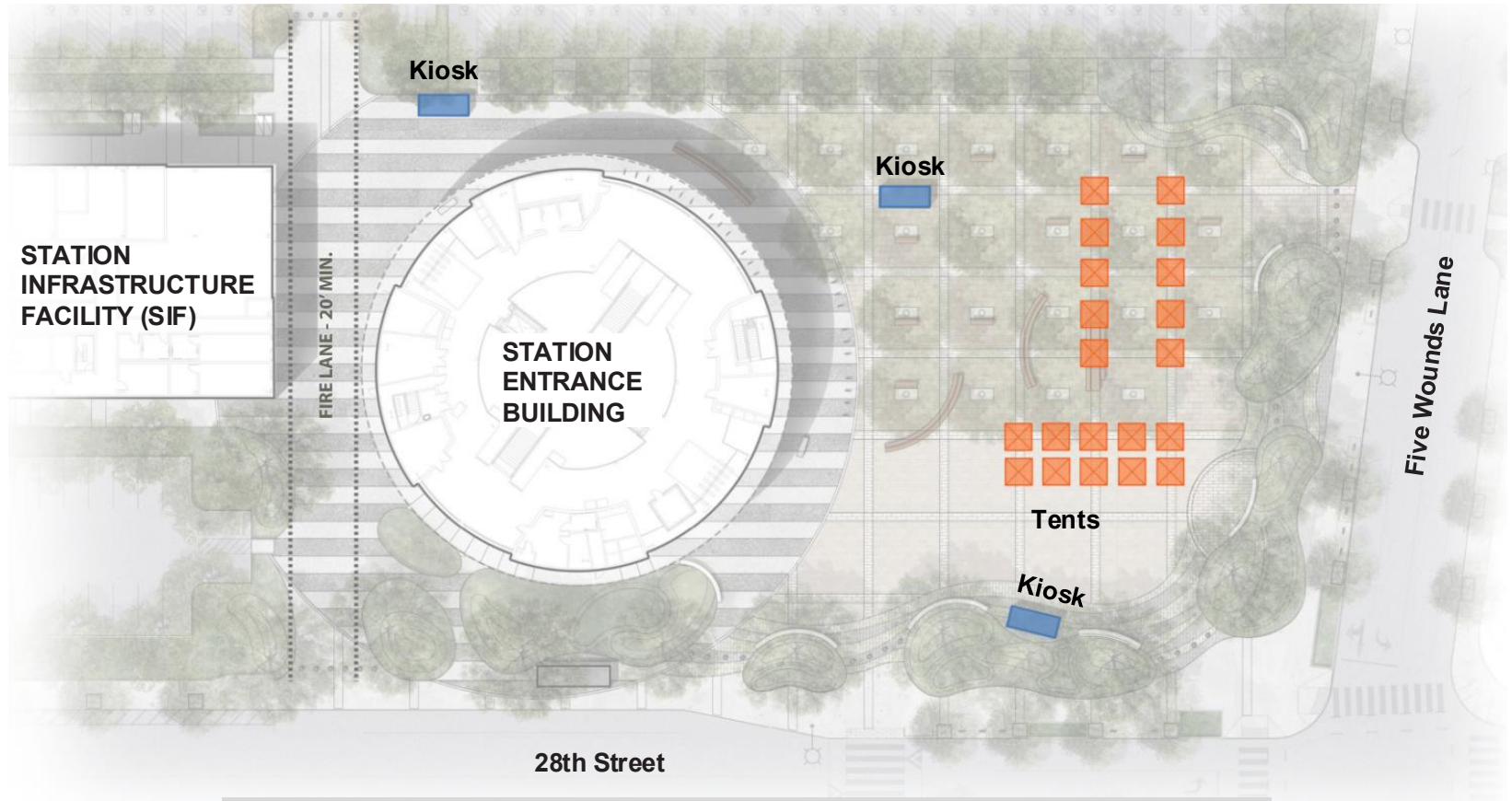


CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of The Grid Layout



Conceptual Rendering of The Grid – Tent and Kiosk Layout



Conceptual Rendering of The Grid Layout – Special Event



*View Looking Northeast at the
Station site from 28th Street*



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Conceptual Rendering of The Grid Layout – Special Event View



*View Looking Northeast at the
Plaza from Five Wounds Lane*



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Conceptual Rendering of The Grid Layout – Open Plaza



*View Looking Northeast at the
Plaza from Five Wounds Lane*



Conceptual Rendering of The Grid Layout – Special Event



*View Looking Northeast at the
Plaza from Five Wounds Lane*



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Conceptual Rendering of The Grid Layout – Special Event

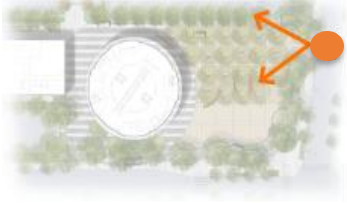


*View Looking Northeast at the
Plaza from Five Wounds Lane*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of The Grid Layout – Open Plaza



View Looking Northwest at the Plaza from Five Wounds Lane





Tree and Landscaping Layout

- Number of trees
- Preference between *planting* or *open spaces*
- Tree arrangement around stage and within the plaza

Paving

- Patterns on the edge of the plaza – “*wave*”
- Paving next to the station entrance – layout and arrangement
- Color/contrast of pavers

Stage Location

- Raised Stage or Flat area for mobility and versatility
- Backing and access to stage

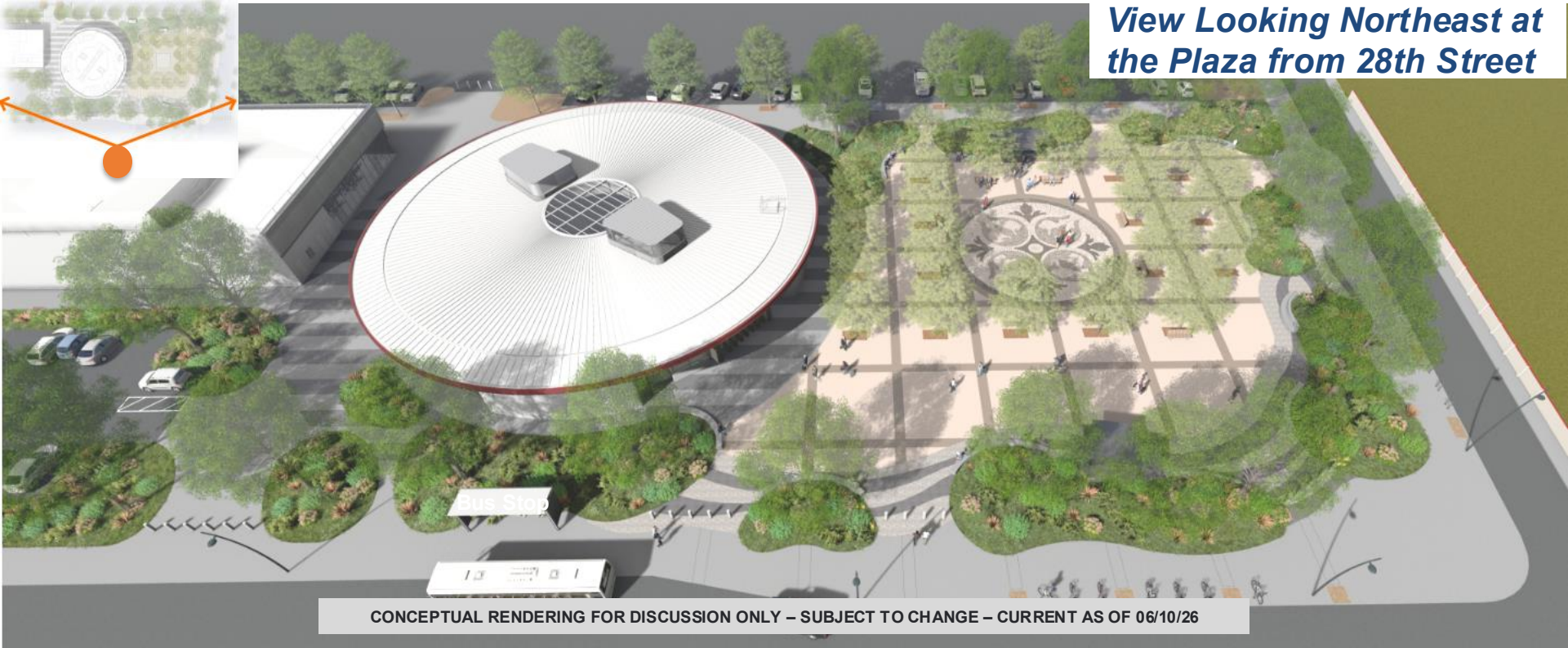
Future Kiosk Locations

- Near edge or interior of the plaza

Conceptual Rendering of The Clearing with Medallion – Open Plaza



*View Looking Northeast at
the Plaza from 28th Street*



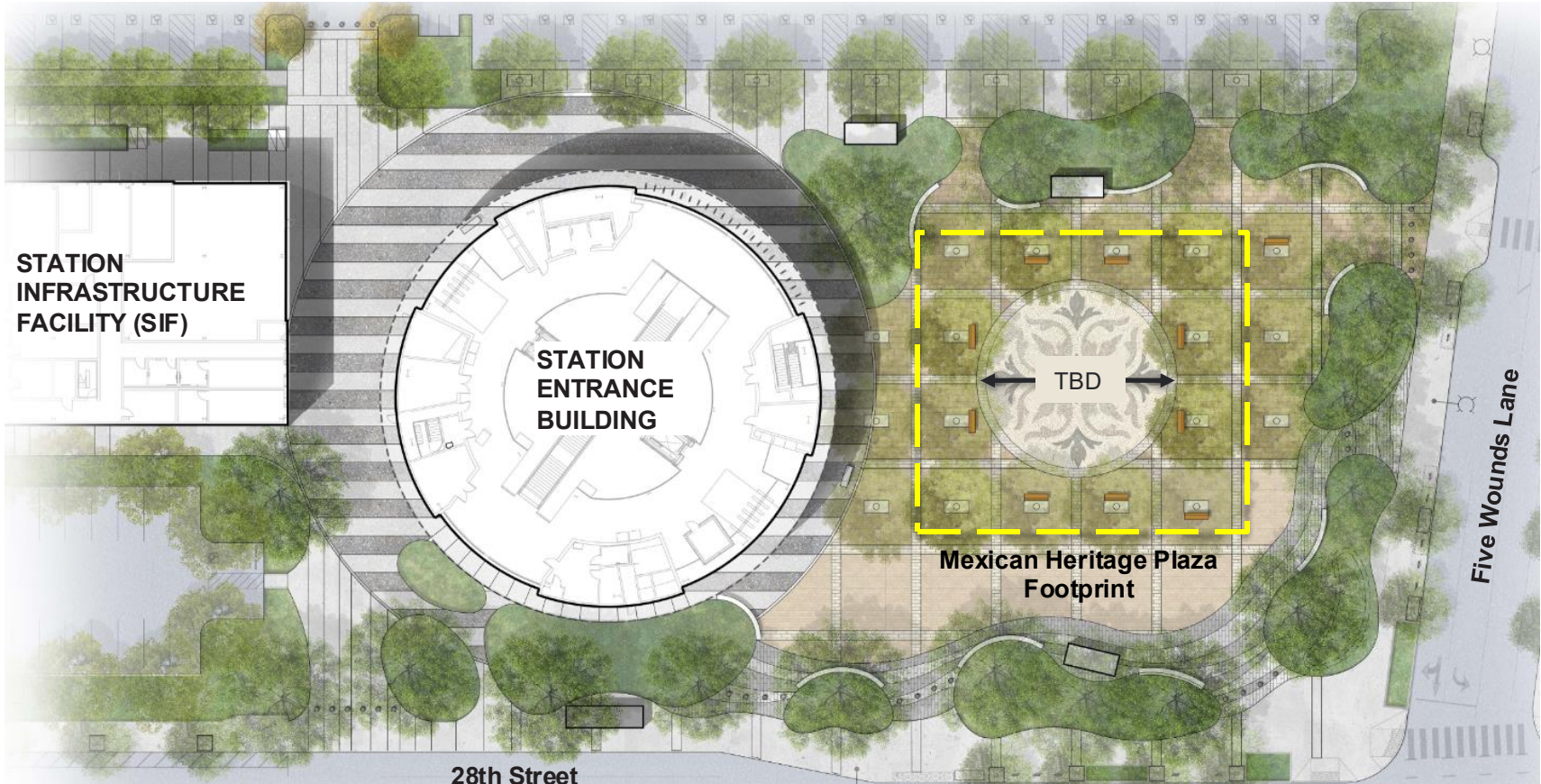
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Conceptual Rendering of The Clearing with Medallion – Open Plaza

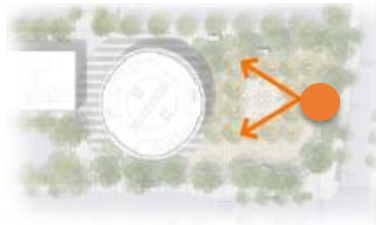


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Conceptual Rendering of The Clearing with Medallion – Open Plaza



Conceptual Rendering of The Clearing with Medallion – Open Plaza



View Looking Northwest at the Stage from Five Wounds Lane



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Conceptual Rendering of The Clearing with Medallion – Open Plaza



View Looking East at the Medallion from 28th Street

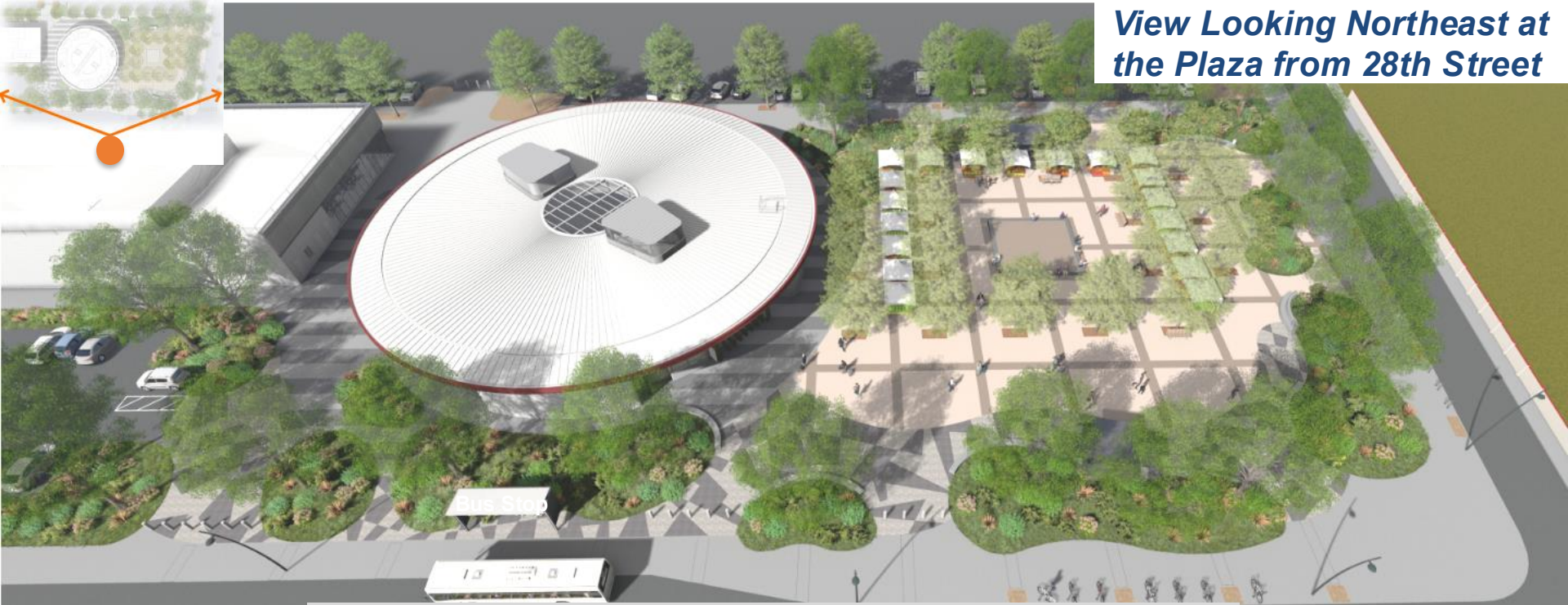


CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of The Clearing with Stage – Special Event



*View Looking Northeast at
the Plaza from 28th Street*

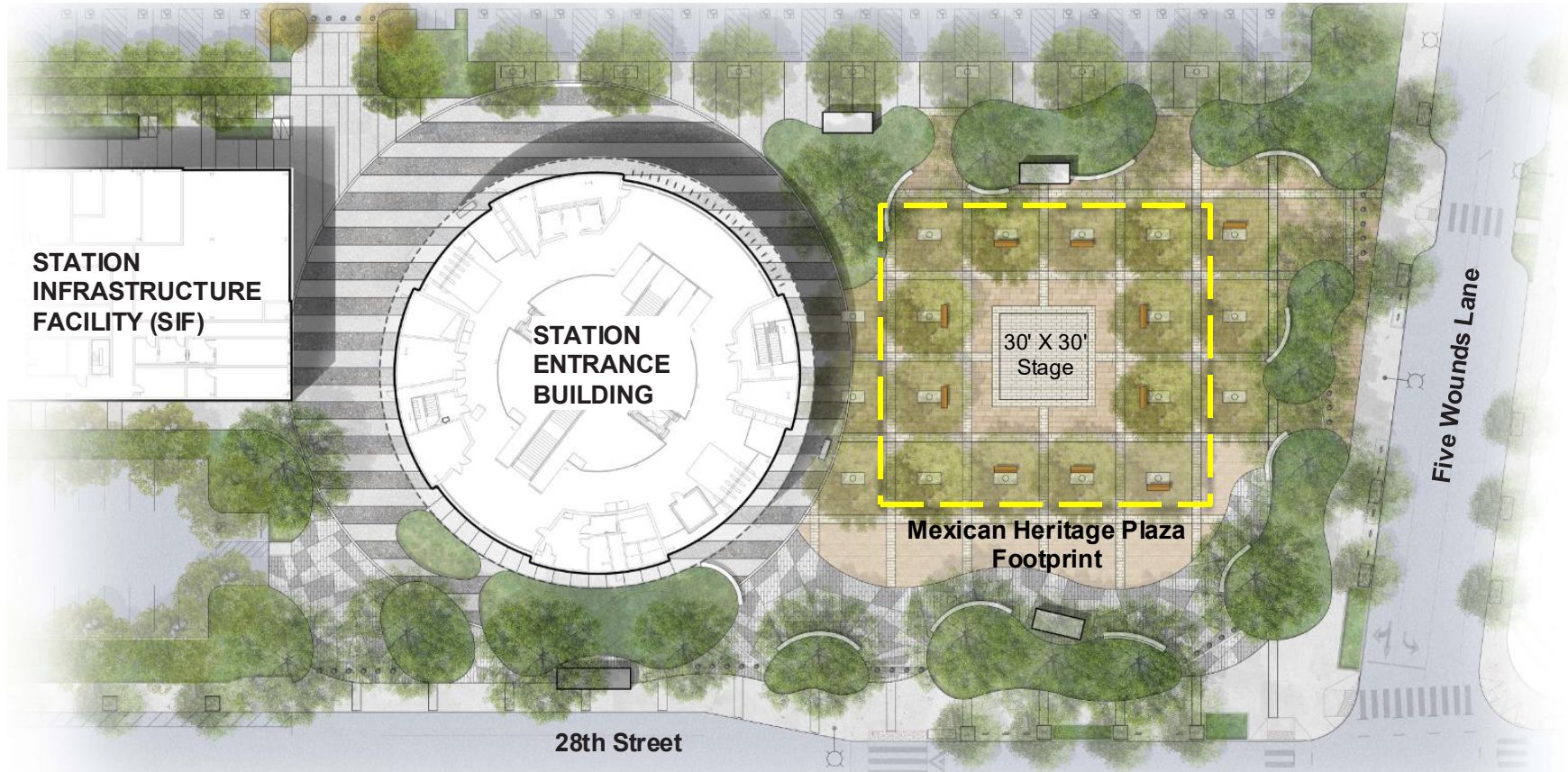


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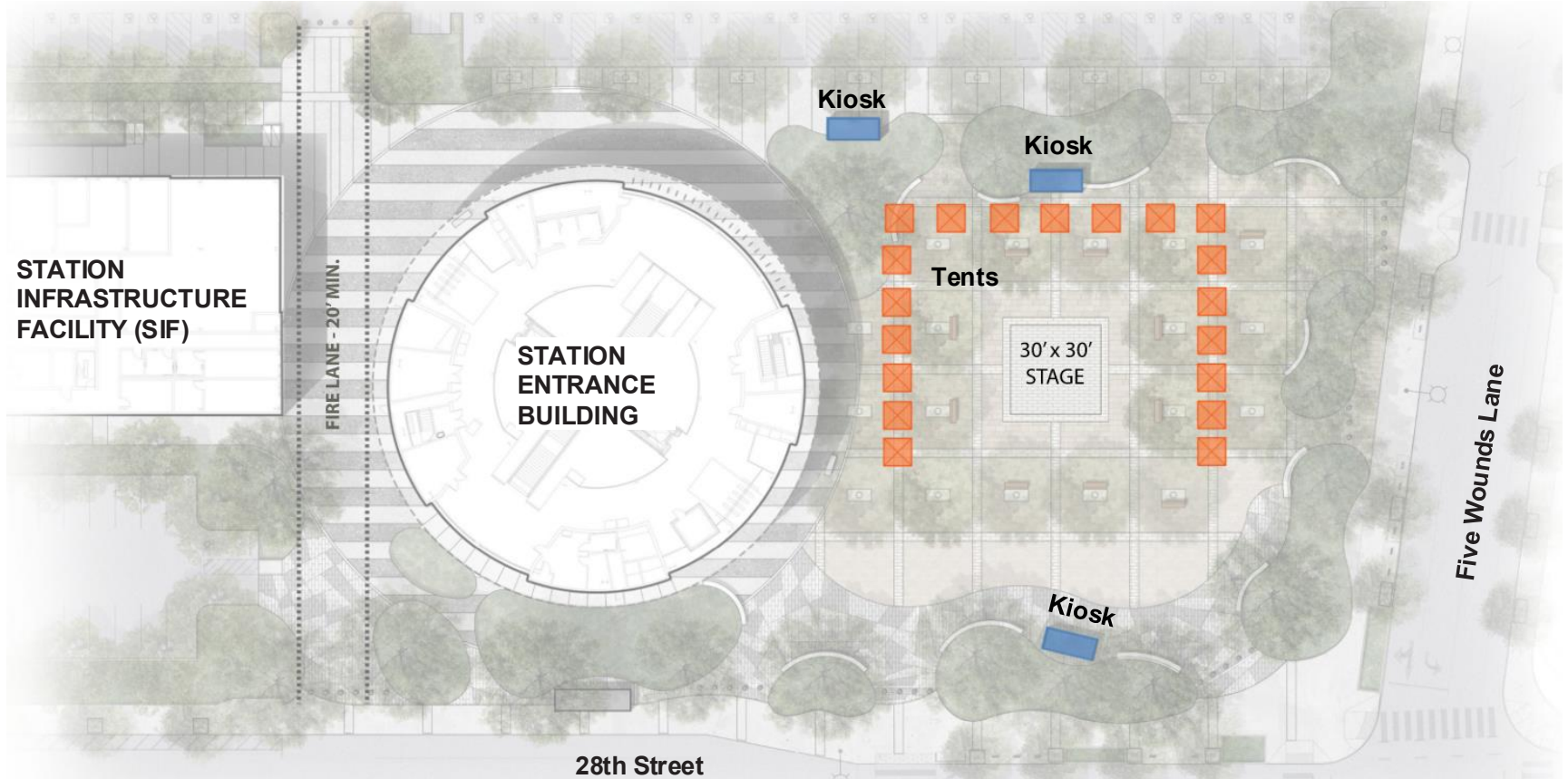
Conceptual Rendering of The Clearing with Stage



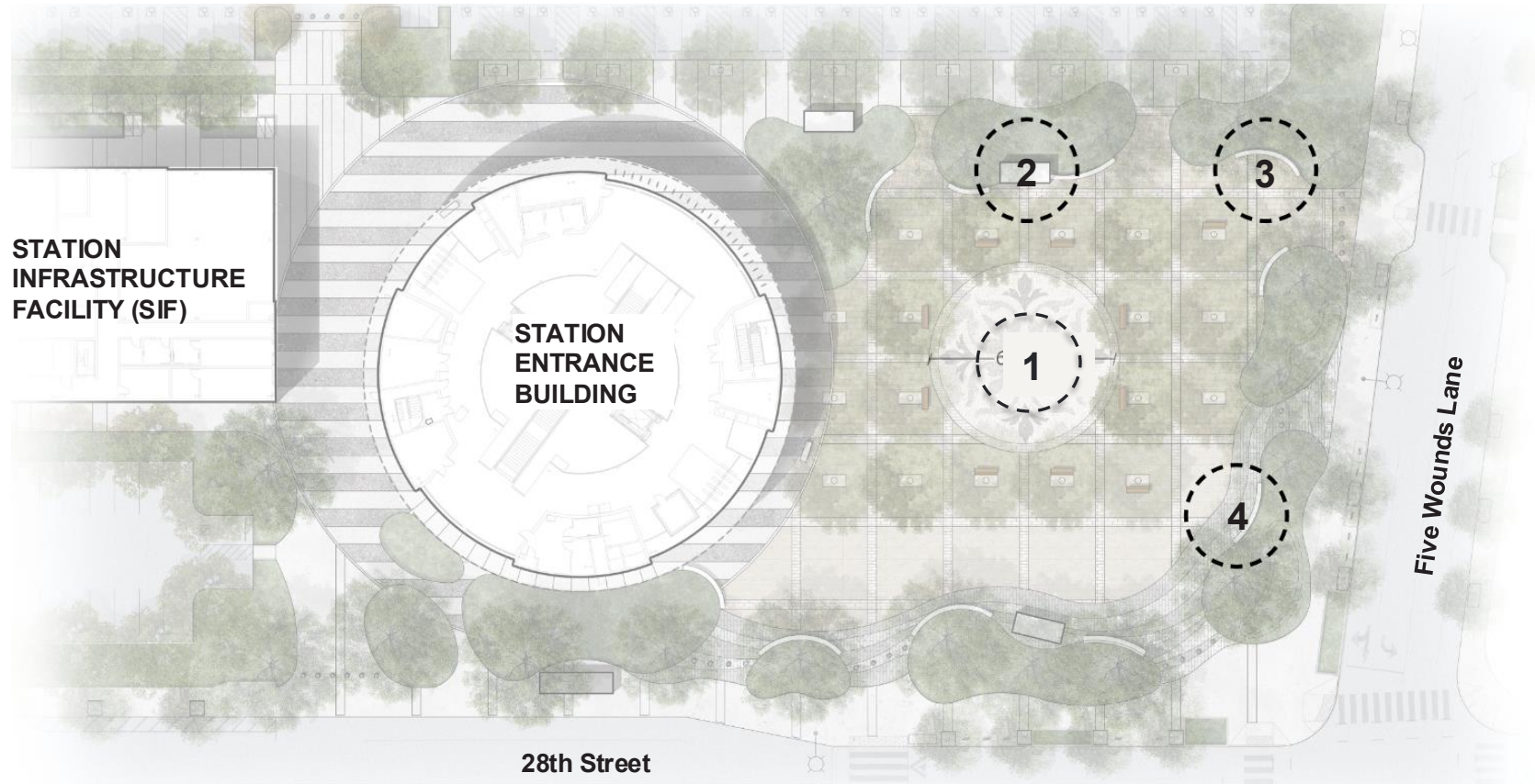
Conceptual Rendering of The Clearing with Stage



Conceptual Rendering of The Clearing with Stage – Tent and Kiosk Layout



Conceptual Rendering of The Clearing with Stage – Stage Area Opportunities



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Conceptual Rendering of The Clearing with Stage – Open Plaza



View Looking Northeast at the Stage from Five Wounds Lane



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Plaza Features for Discussion on The Clearing Layouts (Medallion and Stage)



Tree and Landscaping Layout

- Number of trees
- Preference between *planting* or *open spaces*
- Tree arrangement around stage and within the plaza

Paving

- Patterns on the edge of the plaza – “*wave*” vs. “*angular*”
- Paving next to the station entrance – layout and arrangement
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- Color/contrast of pavers

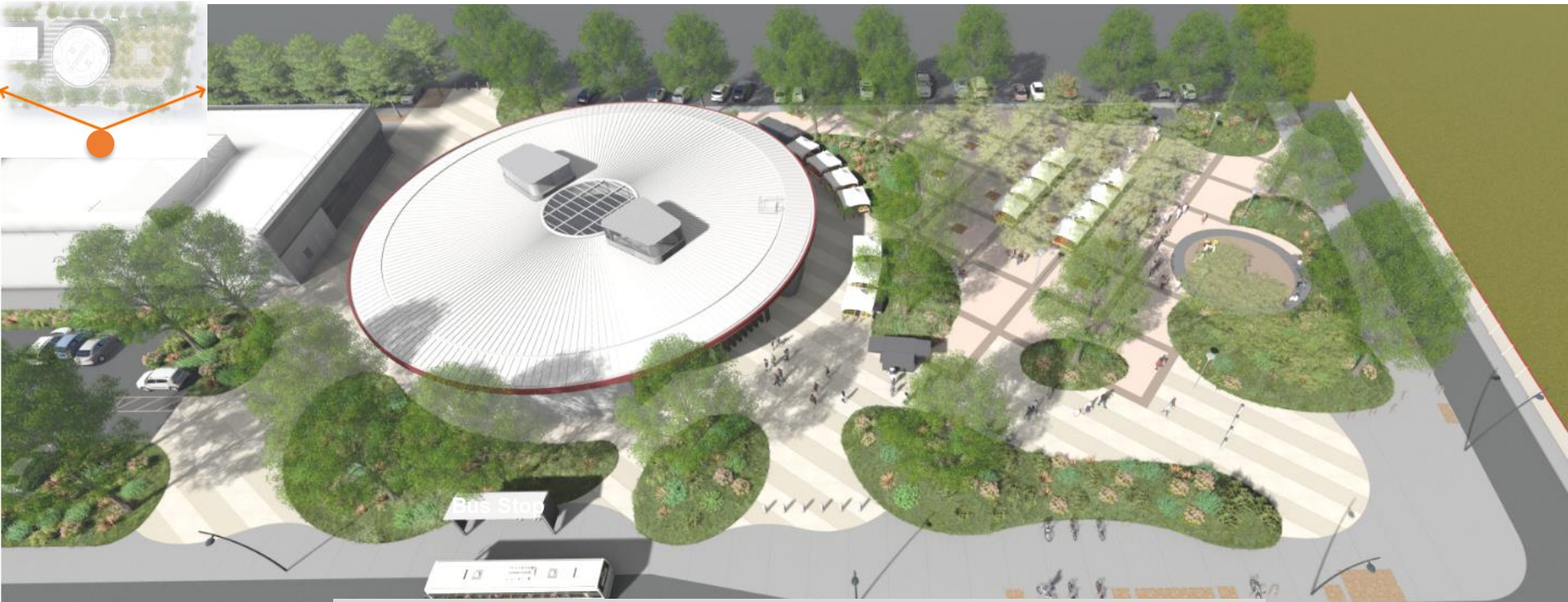
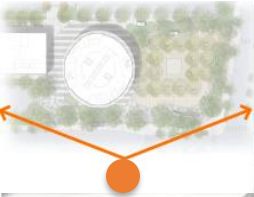
Stage Location

- Preference between *Stage* or *Heritage Medallion*
- Raised Stage or Flat area for mobility and versatility
- Backing and access to the Stage

Future Kiosk Locations

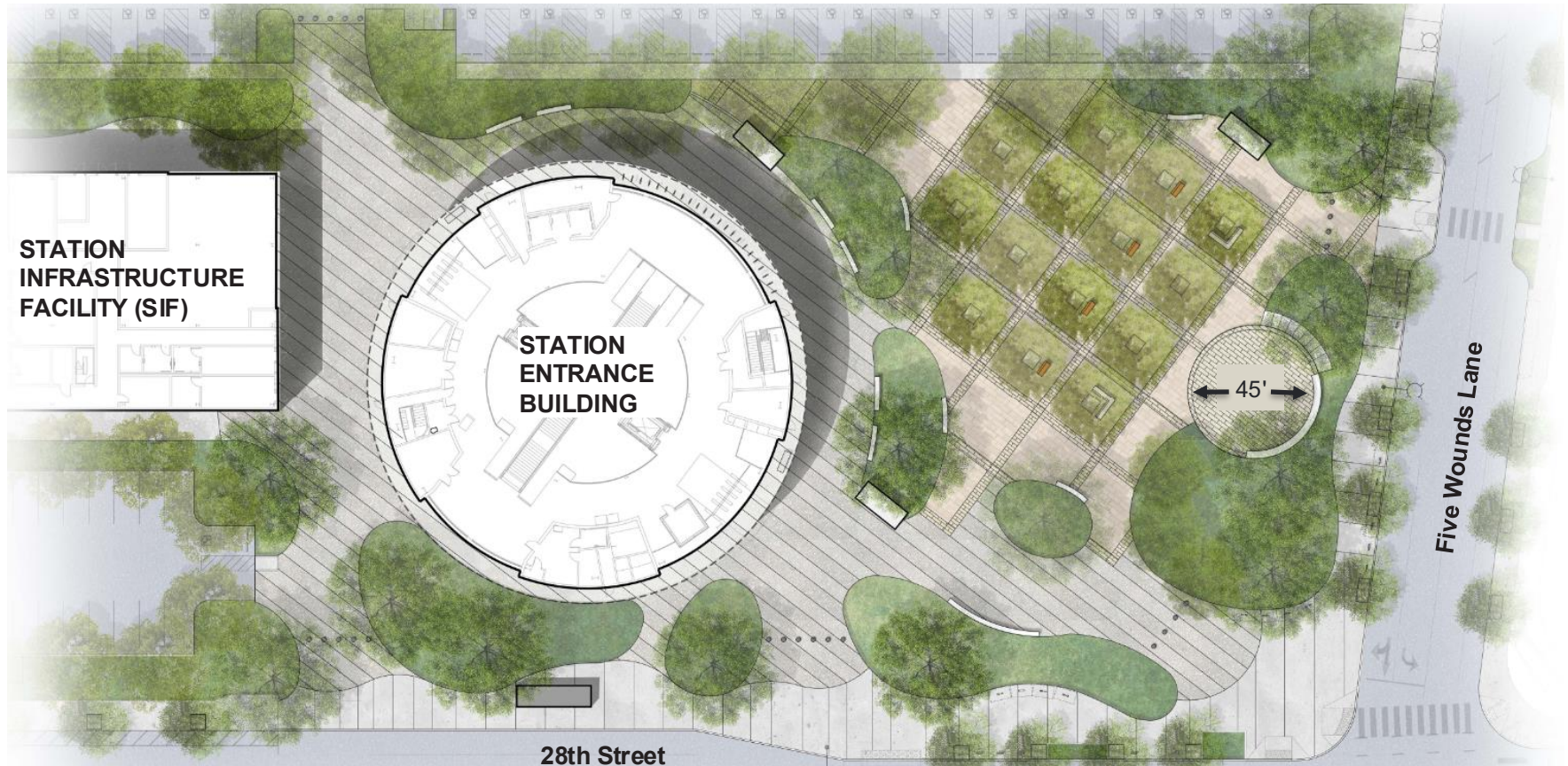
- Near edge or interior of the plaza

Conceptual Rendering of The Park – Special Event

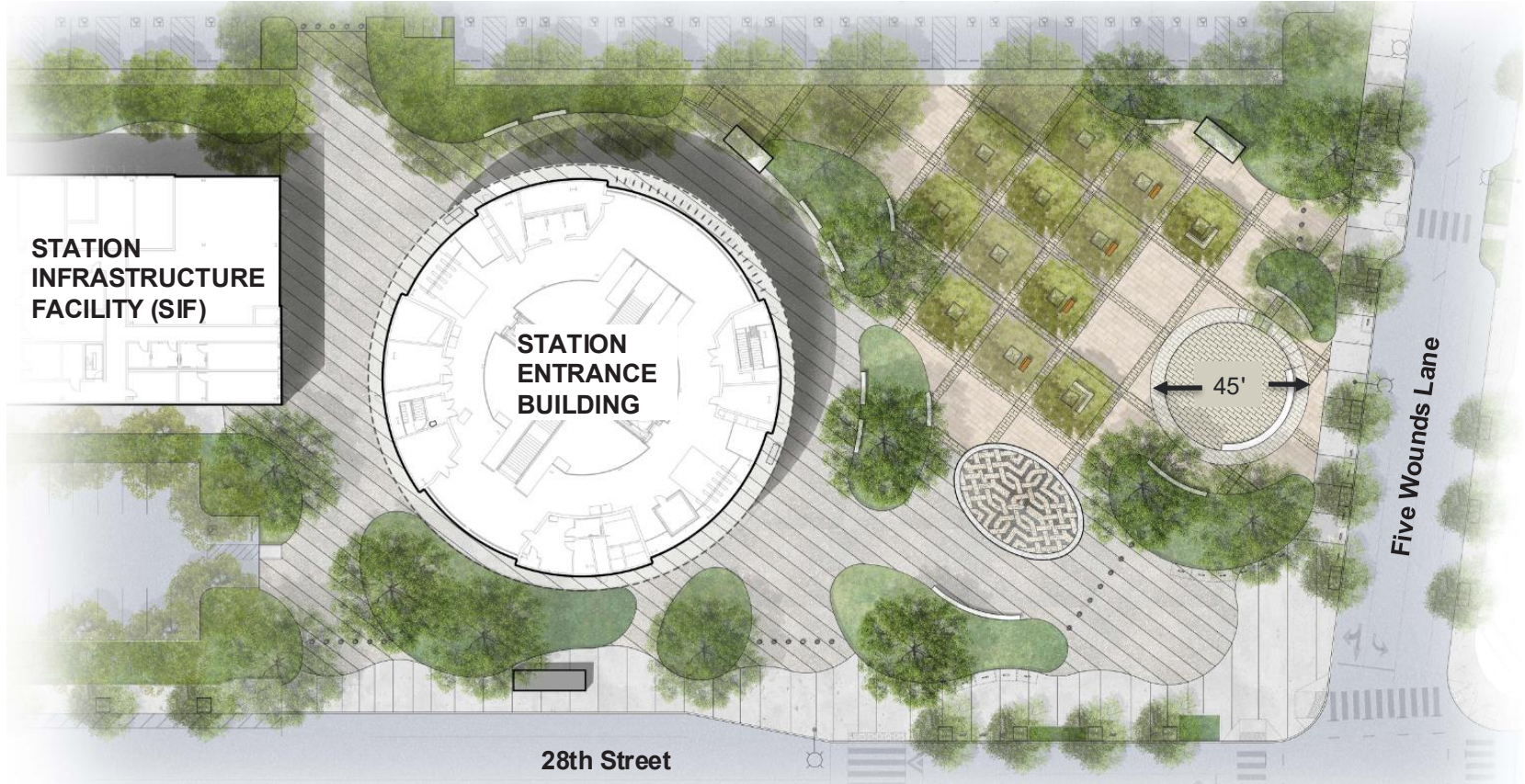


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Conceptual Rendering of The Park

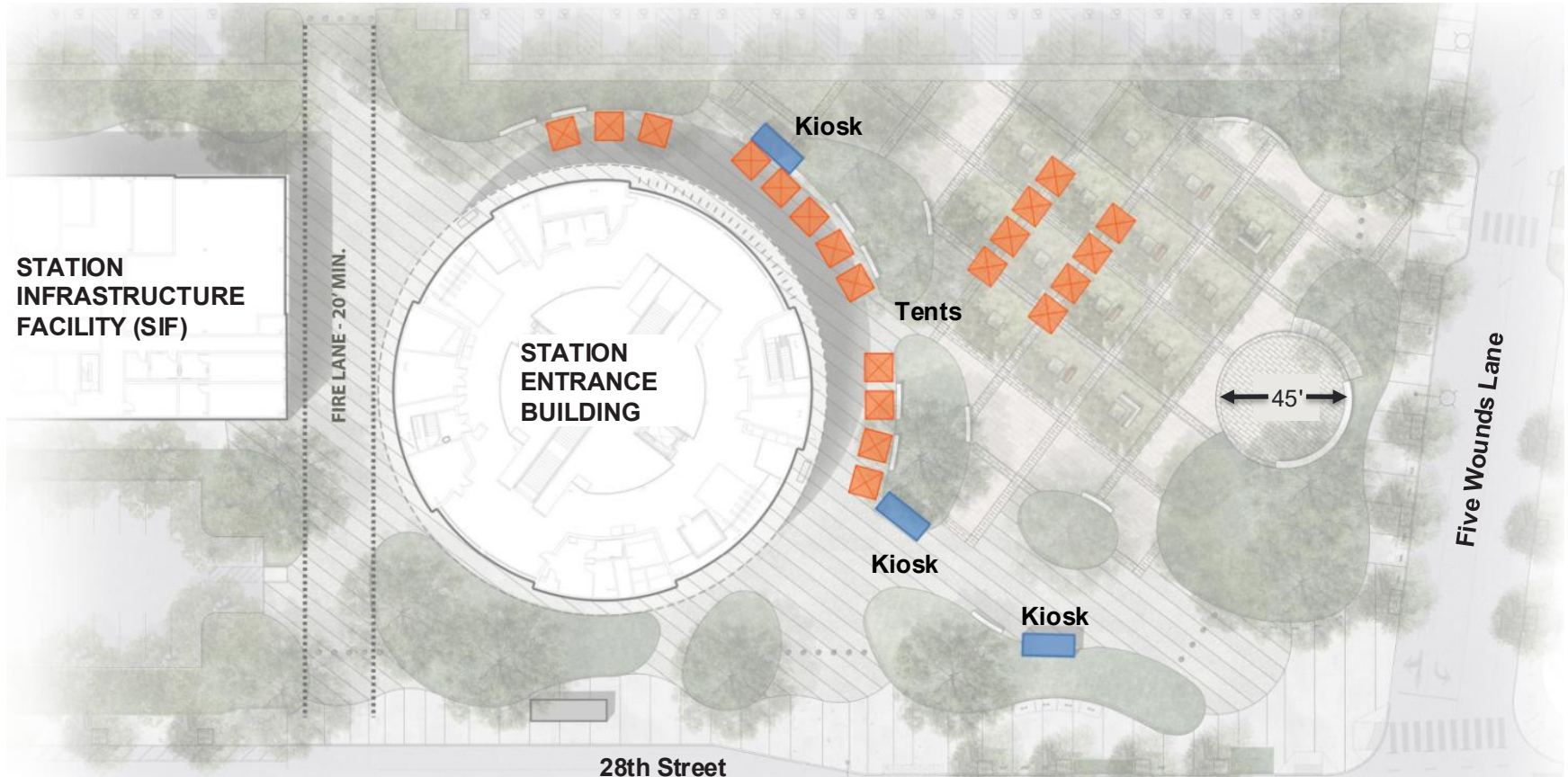


Conceptual Rendering of The Park with Heritage Paving and Modified Tree/Landscaping Layout



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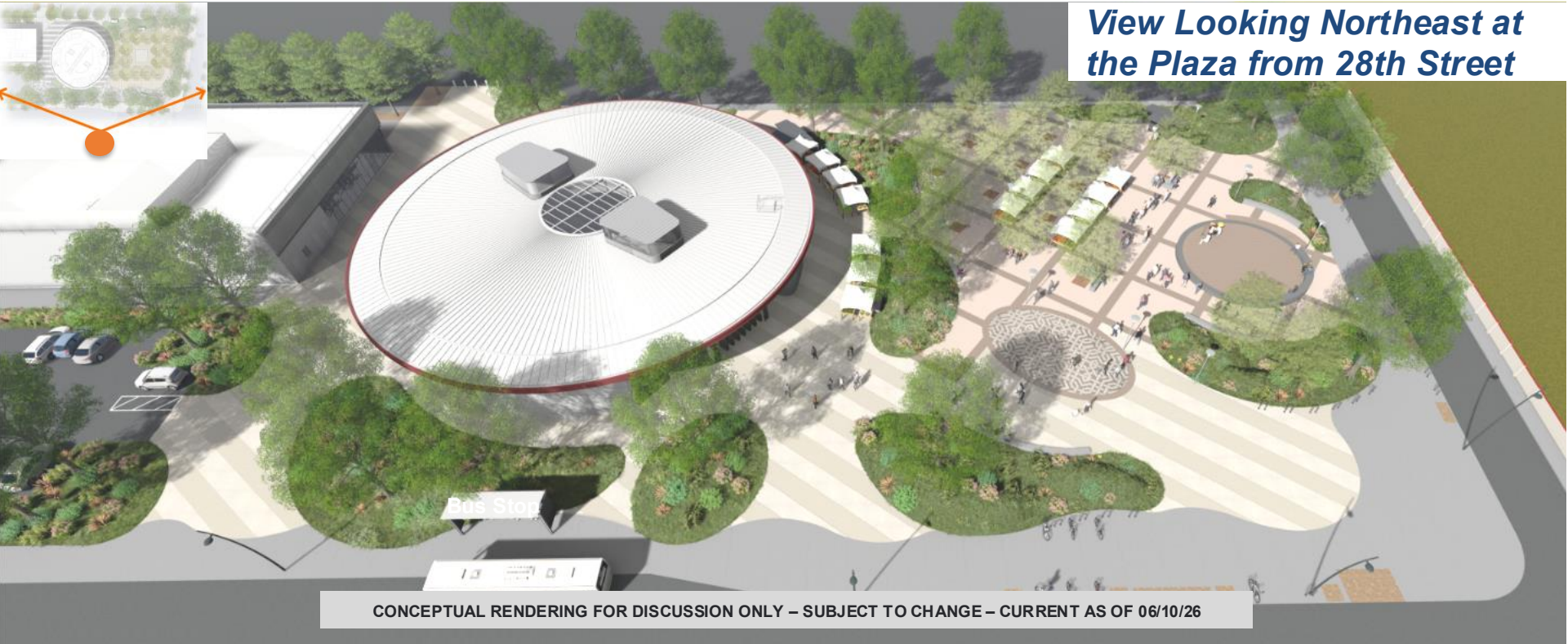
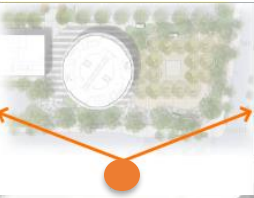
Conceptual Rendering of The Park – Tent and Kiosk Layout



Conceptual Rendering of The Park with Heritage Paving and Modified Tree/Landscaping Layout – Special Event



View Looking Northeast at the Plaza from 28th Street



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Conceptual Rendering of The Park – Open Plaza



View Looking North at the Plaza from Five Wounds Lane



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Conceptual Rendering of The Park with Heritage Paving and Modified Tree/Landscaping Layout – Open Plaza



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of The Park – Open Plaza



*View Looking Southwest at
the Stage towards 30th Street*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of The Park with Heritage Paving and Modified Tree/Landscaping Layout



View Looking Southwest at the Plaza from Five Wounds Lane



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Conceptual Rendering of The Park – Open Plaza

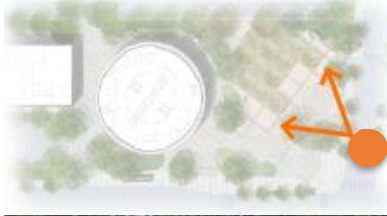


View Looking North from the Stage towards 30th Street



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26

Conceptual Rendering of The Park with Heritage Paving and Modified Tree/Landscaping Layout



View Looking Northeast at the Stage from Five Wounds Lane



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/10/26



Tree and Landscaping Layout

- Number of trees
- Preference between *planting* or *open spaces*
- Tree arrangement around stage and within the plaza

Paving

- Patterns – continuous from edge to station entrance vs. Station perimeter, park area and edge pattern
- Orientation in plaza – Grid/offsets arrangement/layouts
- Integrated Art Program Heritage Medallion location and size
- Color/contrast of pavers

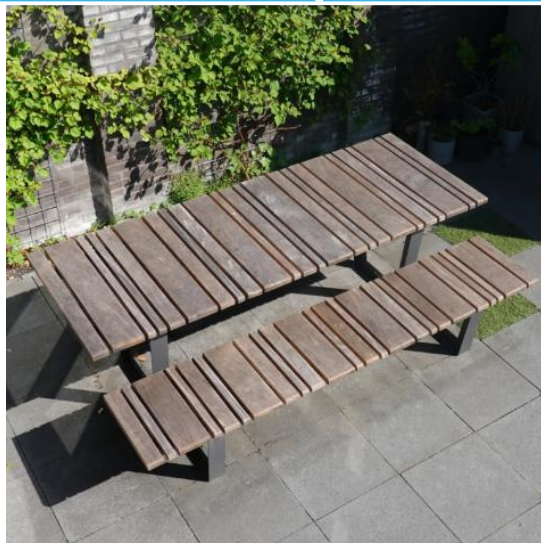
Stage Location

- Preference between *Stage* or *Heritage Medallion*
- Raised Stage or flat area for mobility and versatility
- Backing and access to the Stage

Future Kiosk Locations

- Near edge or interior of the plaza

What are your thoughts on these plaza furnishings elements & examples?



What are your thoughts on these tree grate examples?



Argo



Oblio



Rain



Bullseye

What are your thoughts on these bollard elements & examples?



Concrete Round with Light



Geometric Steel



Plant Pot Bollard



Flower Pot Bollard



Steel Light Bollard



Sculpture



Concrete Round



Stainless Steel



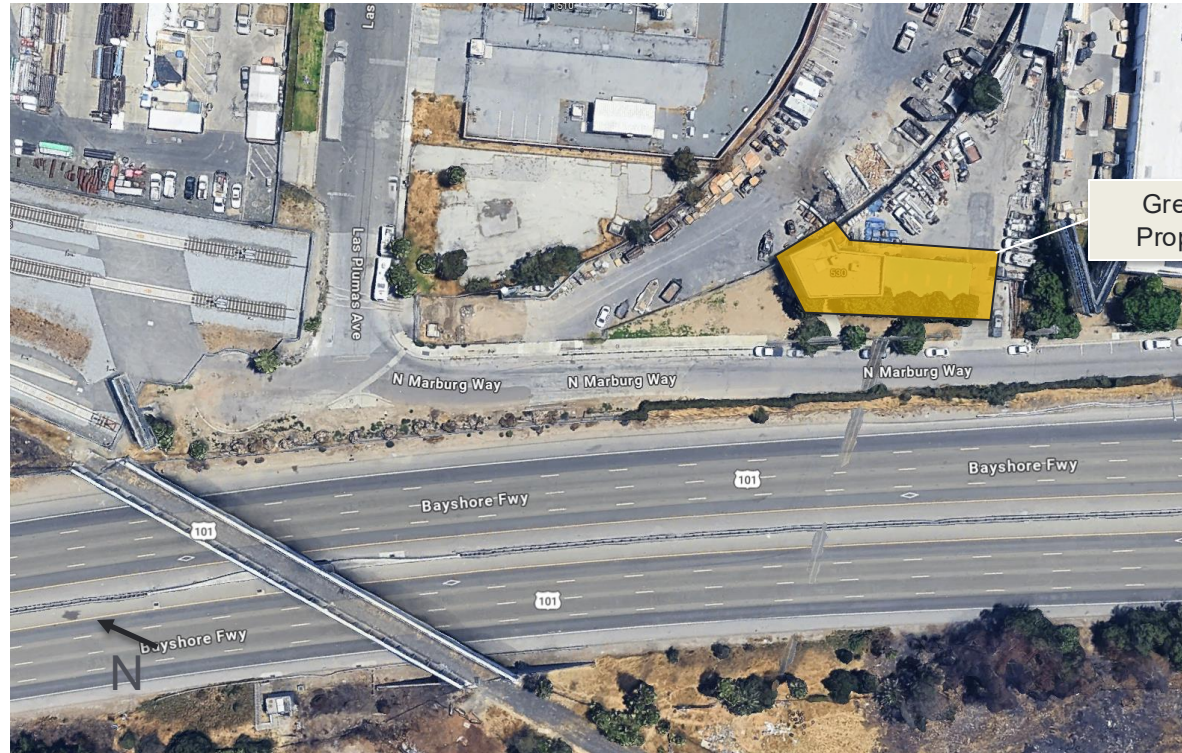
Demolition & Maintenance Update

Greene Property Demolition



Details

- Next to future East Portal
- Demolition has been completed



Greene
Property

- **Pre-testing Activities (Dec 2025 – Feb 2026)**
 - Internal Coordination & External Outreach
 - Preparation of Work Plan
 - Field Verification of Utility Locations
- **Soils Testing/Field Activities (Feb 2026 – *ongoing*)**
 - Performed Soils Testing in February
 - Soils Testing Results Summary Report to VTA & Federal Transit Administration to review in April
 - Additional Soils Investigations May-June
 - Additional soils results will inform updated Geotechnical Data Report





- **Preparation for Demolition**

- *May 14*: Disconnect of PG&E electrical
- *June 3*: Noise and vibration monitoring site walk with Contractor, Cristo Rey High School, Five Wounds Church and VTA to identify and select monitoring locations
- *June 8 - ongoing*: Remediation of buildings formerly occupied by Silicon Valley Granite, Della Maggiore, and Security Contractor Services.

- **Noise & Vibration Monitoring**

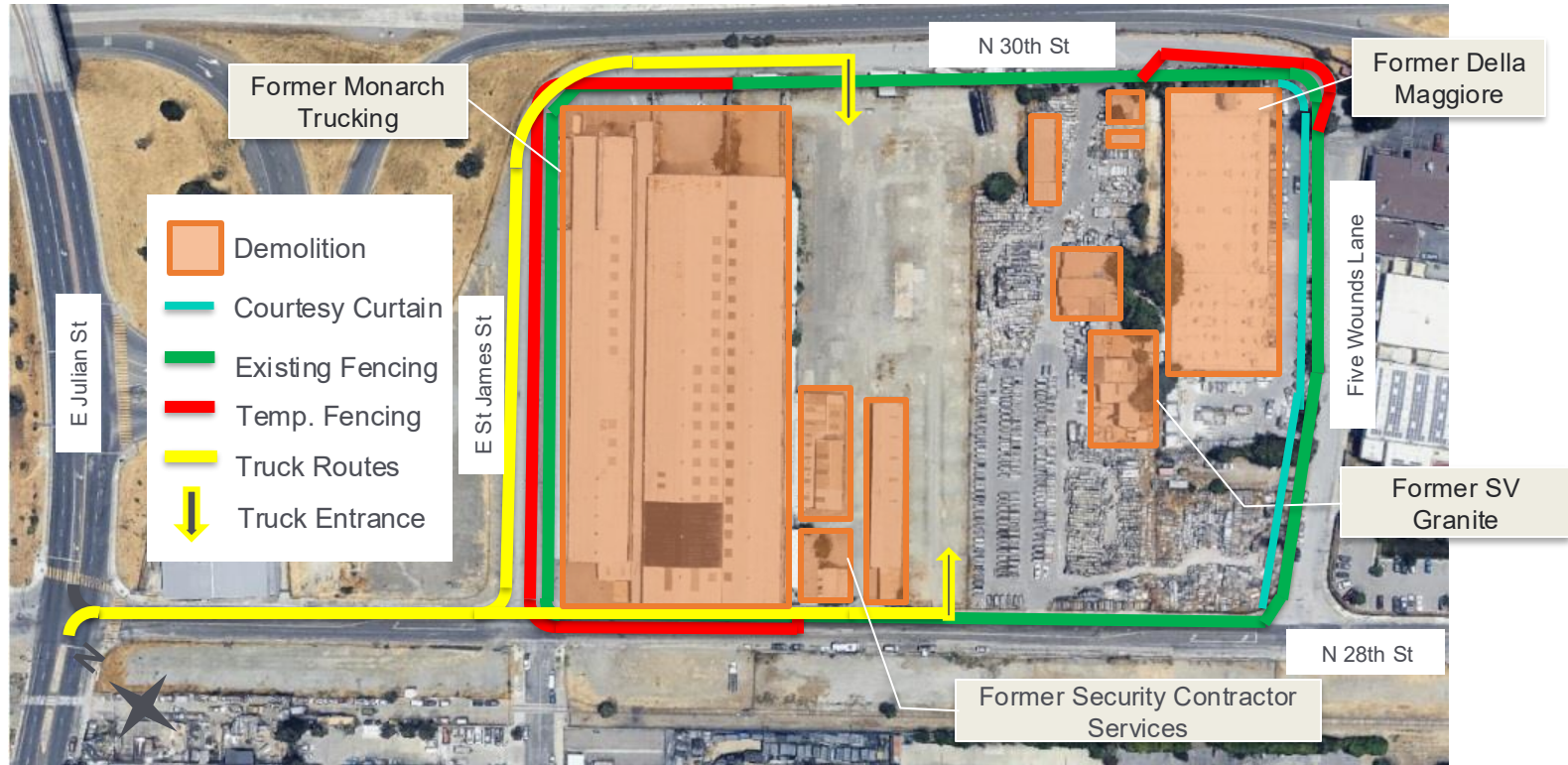
- *June 15*: Installation of noise and vibration monitors at Cristo Rey High School and Five Wounds Church and start of baseline monitoring

28th Street/Little Portugal Preparatory Works



- *June 22*: Installation of courtesy curtain along Five Wounds Lane begins
- *June 25*: Disconnect of PG&E gas
- *(No work occurring during IES Hall's Festa June 26-28)*
- Above Ground Demolition of Buildings/Structures:
 - *June 26*: Begins at former SV Granite site
 - *July 17*: Begins at former Della Maggiore site
 - *August 8*: Begins at former Security Contractor Services site
 - *August onward*: Remediation and demolition at former Monarch Trucking site

Station Area Demolition Plan



Noise & Vibration

- Monitoring will be implemented at Cristo Rey and Portuguese National Parish
- Demo methodologies will be revisited if thresholds are exceeded

Traffic Management

- Trucks will avoid Five Wounds Lane
- Flaggers at the entry gates to site

Courtesy curtain

will be installed on the fence on Five Wounds Lane (28th to 30th Streets) before demolition

Dust Control

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

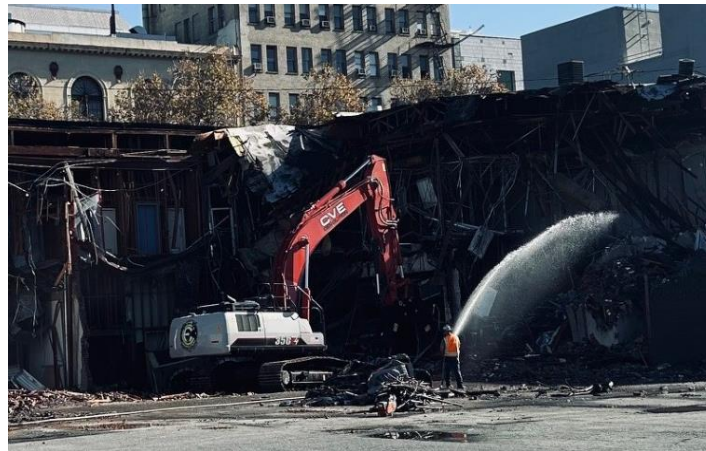


Image: Water Hose in use during demo of building downtown



Questions?



TOD Update: Building Heights in Five Wounds Urban Village Plan



Next Steps



Wednesday, July 22, 2026 (Interim Meeting)

4 p.m. at VTA's BSVII Project Office

Topics:

- Station Infrastructure Facility (SIF) aesthetic, materials & finishes
- North ventilation shaft surface facility
- Art locations and opportunities
- Plaza follow up



Wednesday, September 16, 2026

4 p.m. | Location TBA

Wednesday, November 18, 2026

4 p.m. | Location TBA



VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, June 11, 2026 at 12:00 PM

VTA Conference Room B-106

3331 North First Street, San Jose, CA 95134

VTA BOARD OF DIRECTORS MEETING

Friday, June 26, 2026 at 9:00 AM

Board of Supervisors' Chambers

County Government Center - 70 West Hedding Street, San Jose, CA 95110



Questions?