

VTA's BART Silicon Valley Phase II Extension Project

Santa Clara
Community Working Group Meeting

Thursday, June 11, 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. Welcome & Member Report Outs
- II. Phase II Program Update
- III. Station Design Status Update
- IV. Muck Disposal Alternatives
- V. Construction Update
- VI. Next Steps, Discussion & Feedback

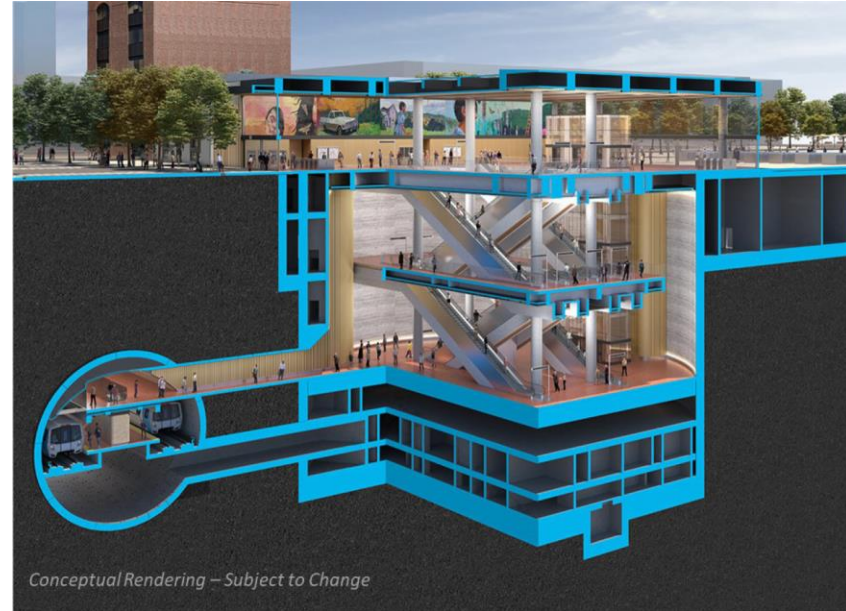


Phase II Program Update

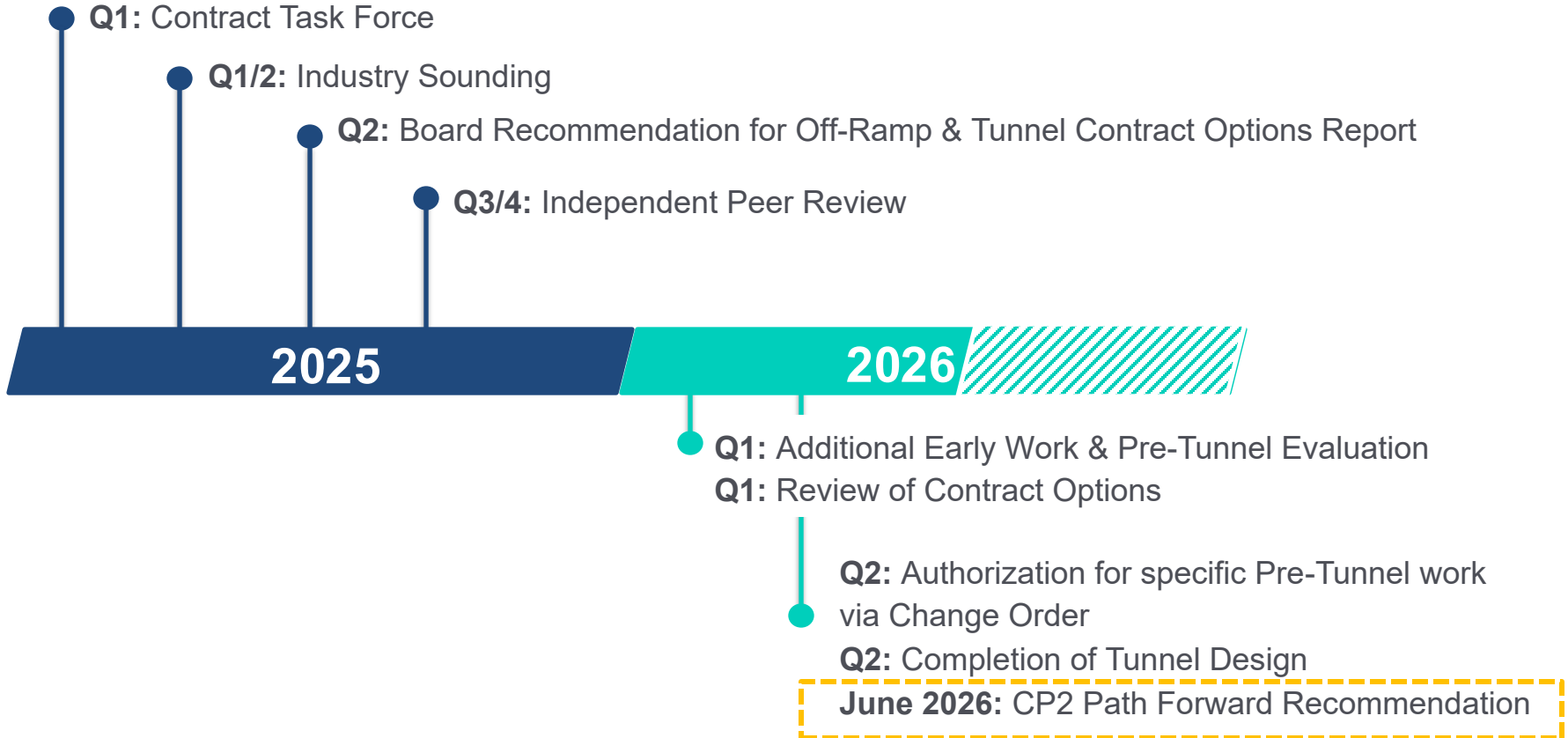
Contract Package 2 (CP2) Overview



- **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



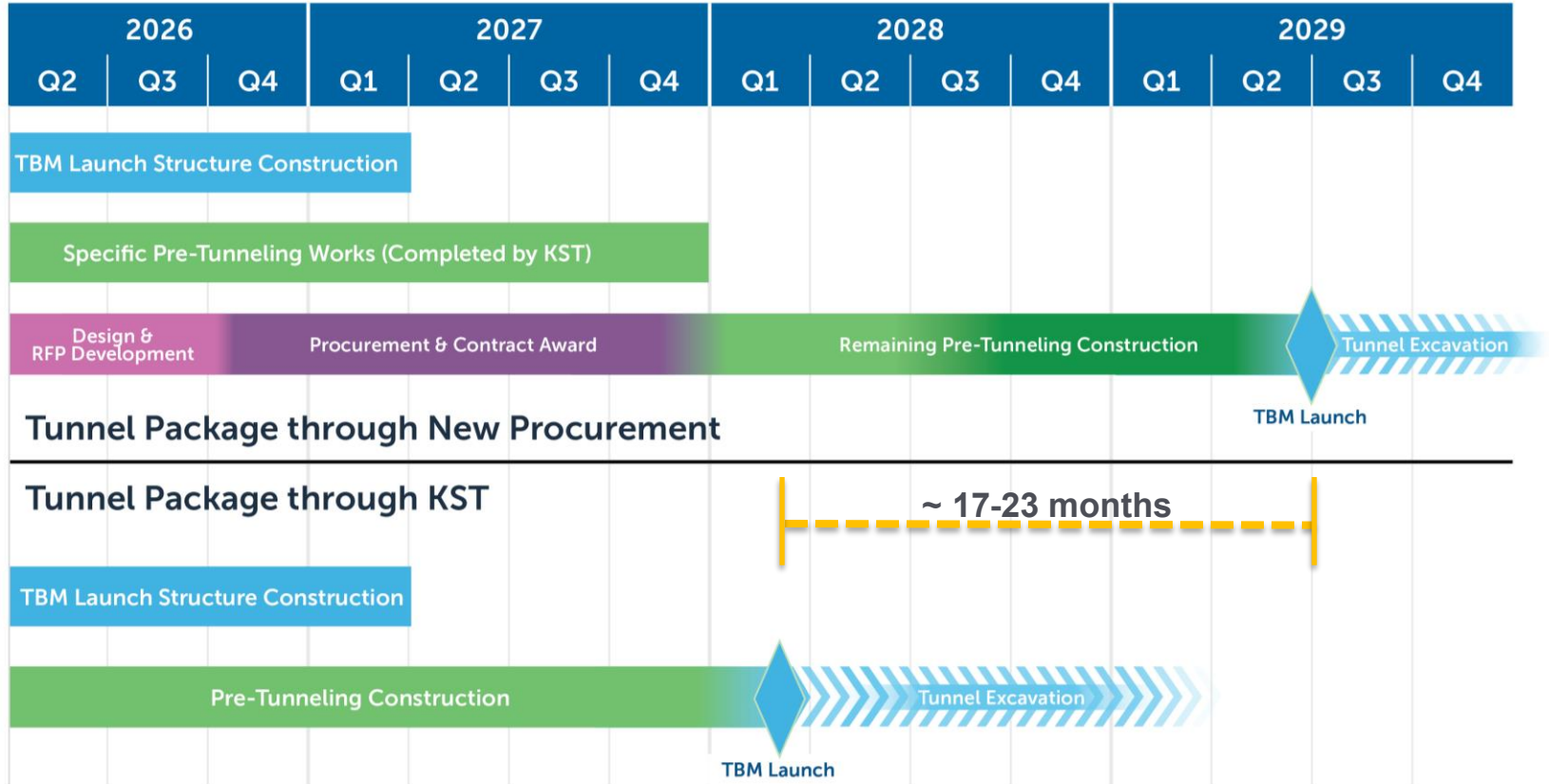
- **Purpose:** evaluated two options for delivery of the tunnel scope to identify the option that offers VTA the most viable path forward by minimizing overall exposure to cost growth, delay, and risk.
- Analysis placed emphasis on overall program outcomes rather than tunnel contract price alone.
- Areas 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

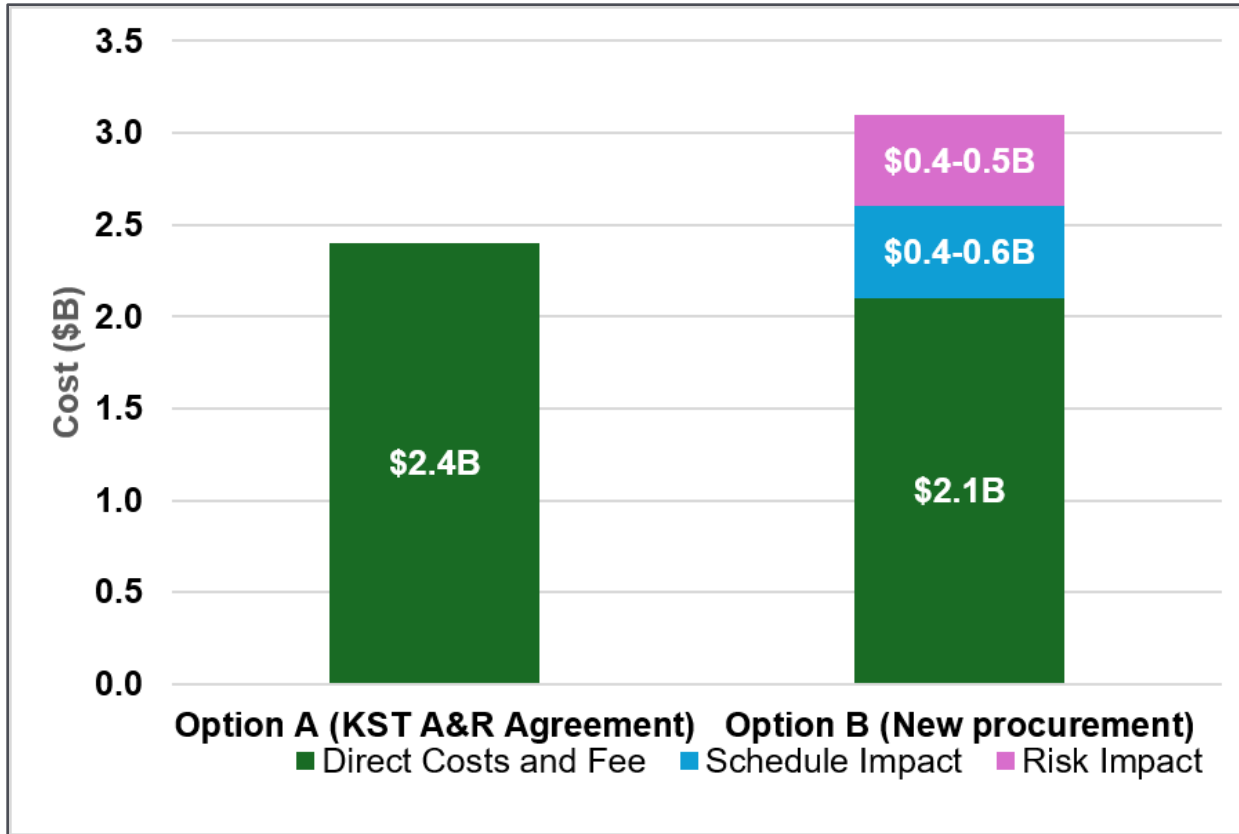




Key Risks associated with a new tunnel procurement (as identified by VTA, Peer Review, and Gall Zeidler):

- 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 Design Status Update

Santa Clara BART Station – Plan View



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/11/26



Signature Tree / Art Placement

- Members preferred the potential signature tree/art to not be located in the center upper plaza, so that it does not block commuter sightlines or foot traffic
- BSVII Team advancing alternate placements to bring to back to group at mid-July Interim CWG





Station Infrastructure Facility (SIF) Façade

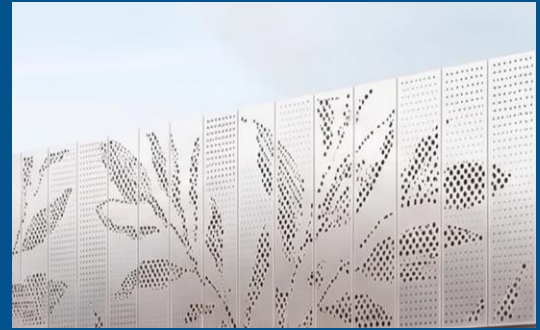
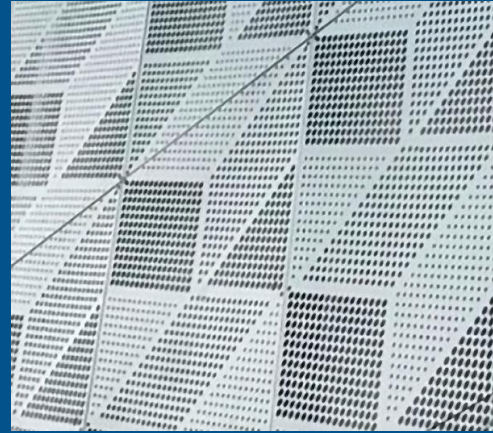
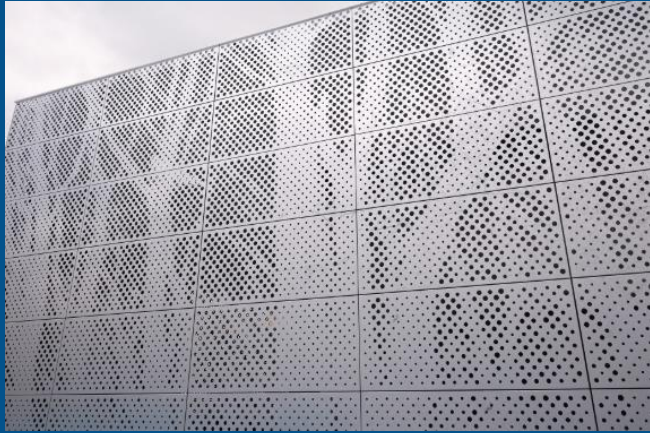
- The Perforated Metal Panel example was selected as the preferred option
- Ability to integrate colors and patterns (e.g. leaves, orchards) that tie into Santa Clara's historical themes



Perforated Metal Panel Examples



Panel examples



Conceptual Rendering of Station Entrance Potential Illumination



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/11/26



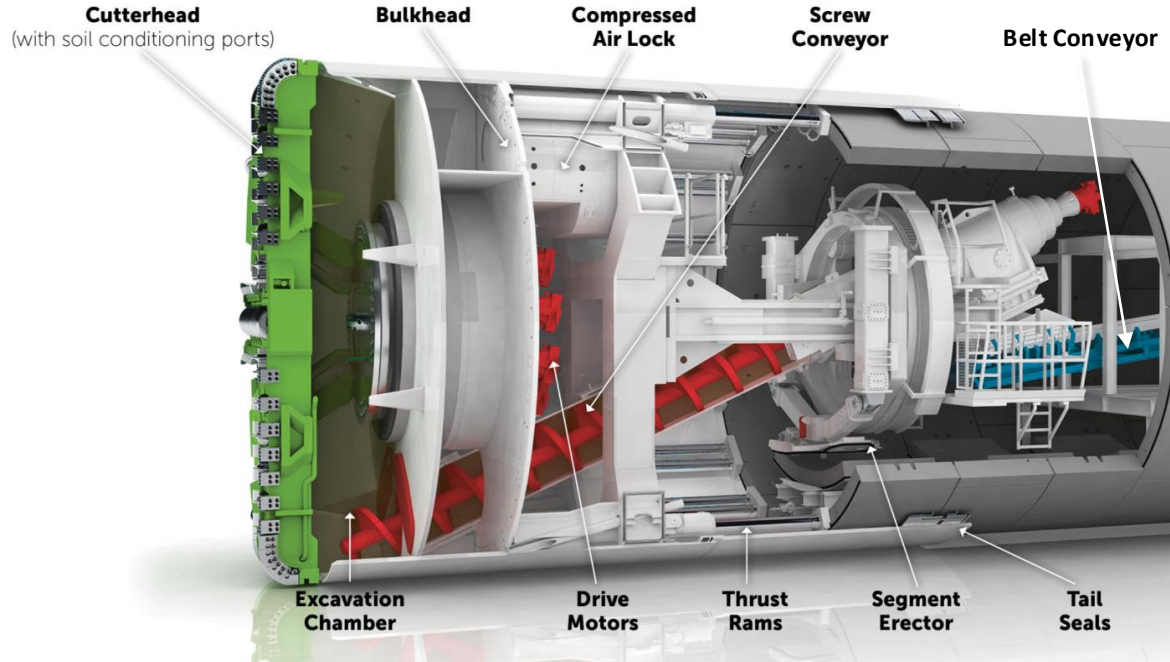
Muck Disposal Alternatives Update

What is Muck?

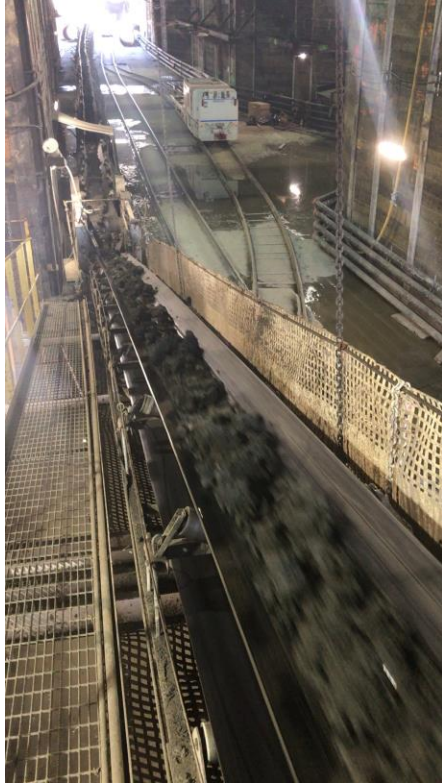


- Muck is a combination of silt, clay, sand and gravel mixed with conditioners -- creating a toothpaste-like consistency in the TBM Excavation Chamber
- Muck is moved through the TBM via the Screw Conveyor to Belt Conveyor out to the muck bin
- Muck is tested and when dry enough, hauled off site

Tunnel Boring Machine (TBM)



Examples of Muck Removal Process





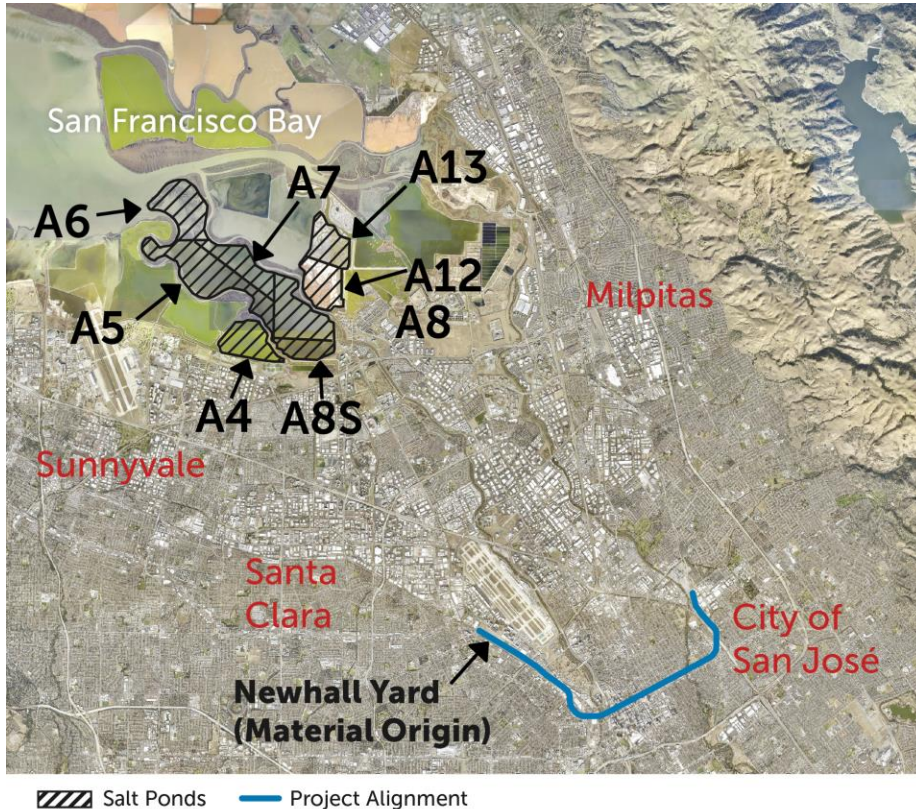
- Baseline assumes all muck disposal to **landfills or quarries** via **trucks**
- Options being pursued to avoid being “muck bound” and reduce risk including evaluation of alternative disposal sites and use of rail

Two approaches under evaluation:

- Reduction of truck tipping fees (locate/negotiate with disposal sites)
 - Former Salt Ponds – Alviso area
 - Stevens Creek Quarry
 - Lehigh (Permanente) Quarry
- Rail options for removing muck
 - Former Salt Ponds – Alviso area
 - Permanente Quarry



Former Salt Ponds Disposal Sites



Potential for disposal of tunnel muck to former salt ponds (A4, A8/S, A12 and A13)

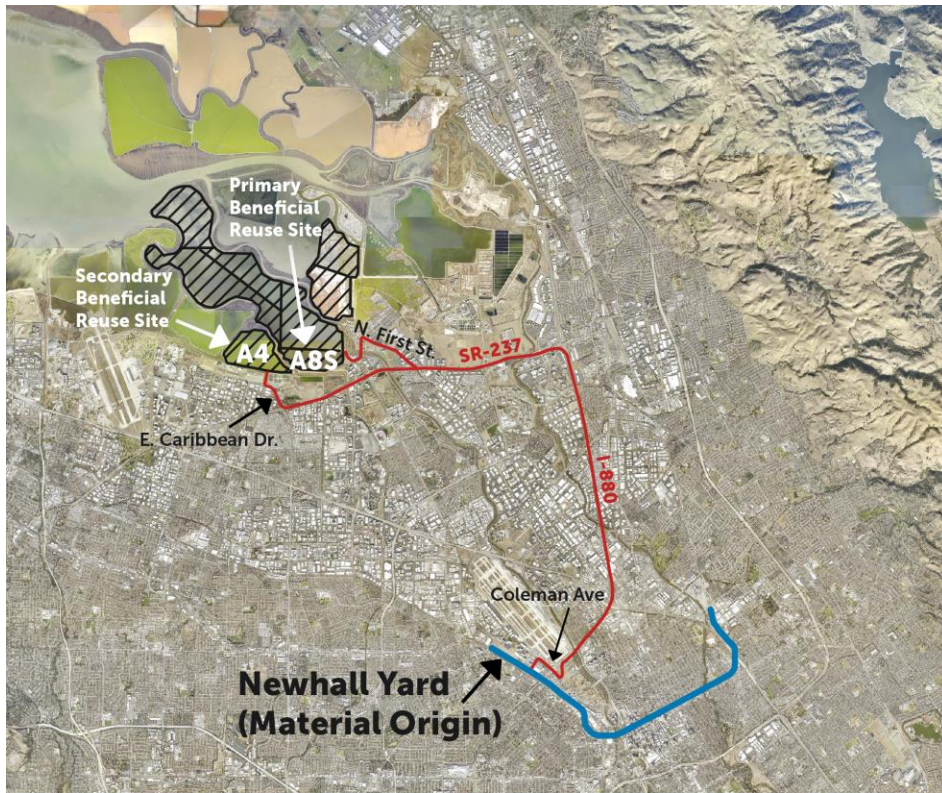
Beneficial Reuse Project Status



- Environmental clearance underway – technical studies under development/review
- Regulatory Agencies have approved placement of muck in ponds
- Bay mud removal required for spur tracks
 - Material testing – fieldwork performed in March 2026
 - Results expected in June
- Coordination with regulatory agencies to initiate permitting process



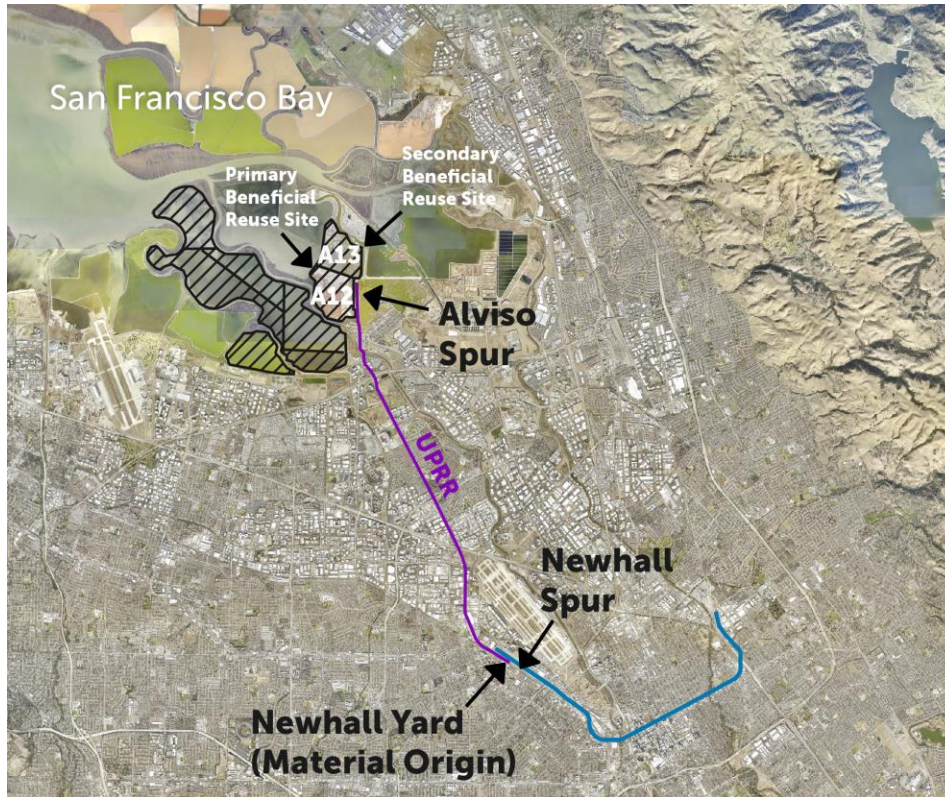
Transport to Ponds via Trucking



Trucks can deliver to A4 and A8S with minimal infrastructure improvements

 Salt Ponds  Project Alignment  Truck Route

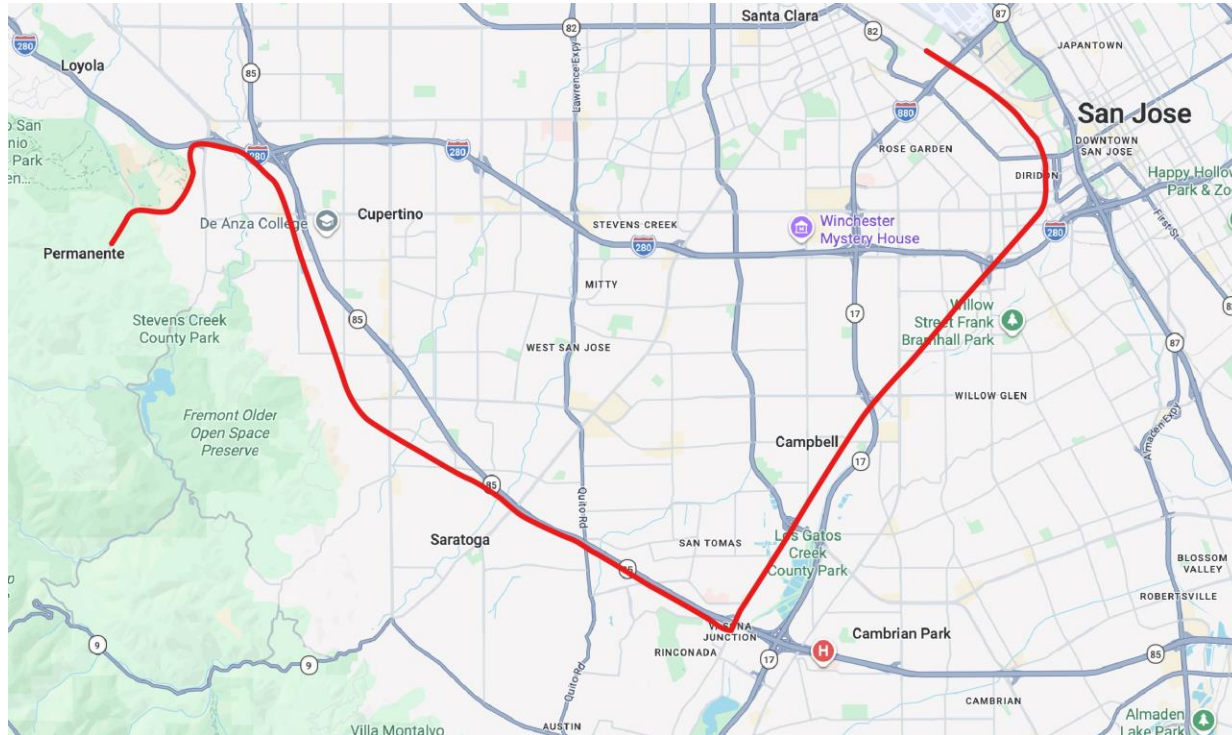
Transport to Ponds via Rail



▨ Salt Ponds — Project Alignment — Train Route

- Rail Spurs would be located adjacent to pond A12.
- Approx. 6.5 Miles from Newhall
- Place muck in ponds A12, A13 via conveyor system after off-loading rail cars
- Place muck in pond A8 via short truck route (1 mile) after off hauling rail cars

Permanente Quarry

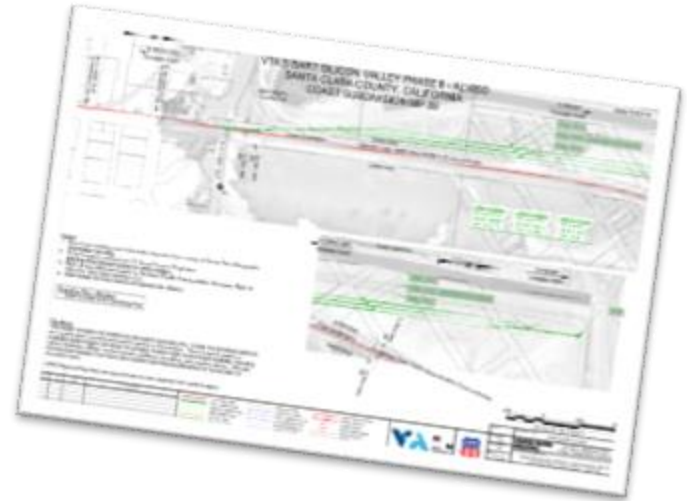


~18-mile route on rail from Project Site to Permanente Quarry through San Jose, Campbell, Saratoga and Cupertino

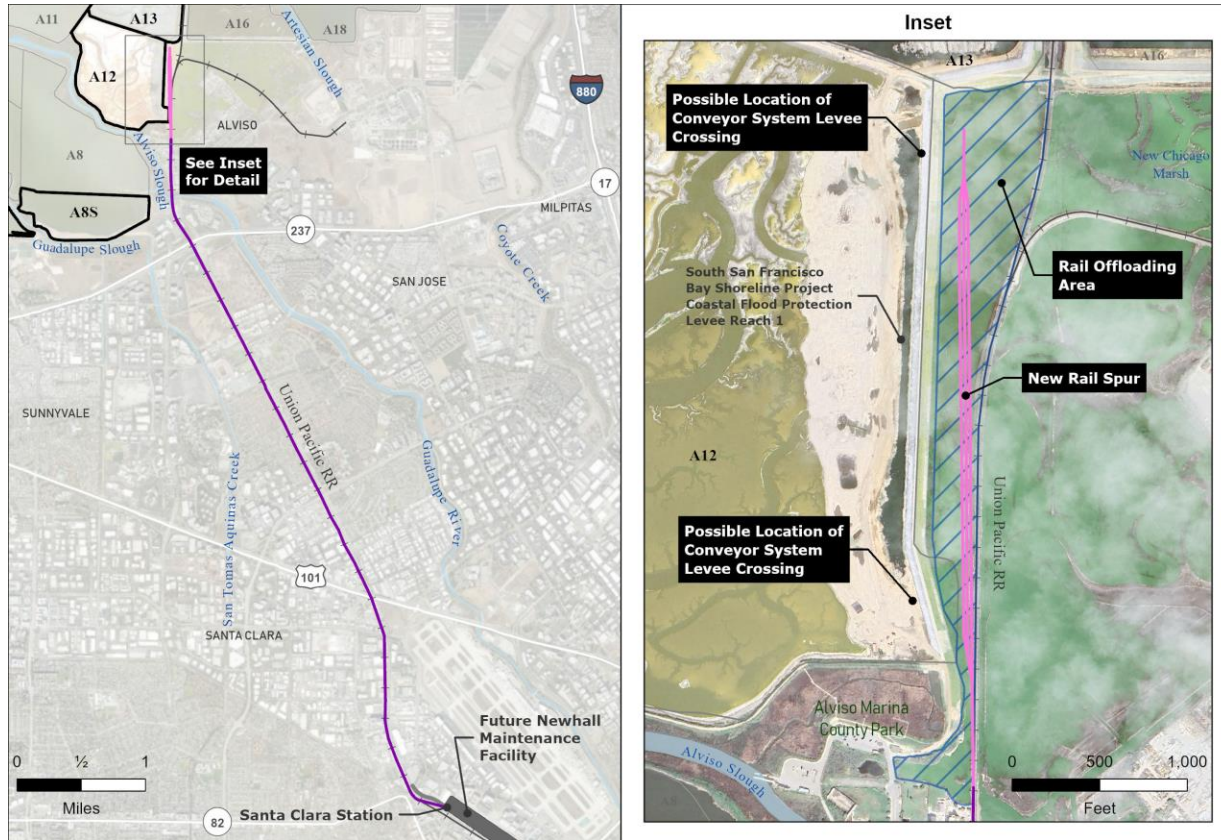
Rail Spur Development



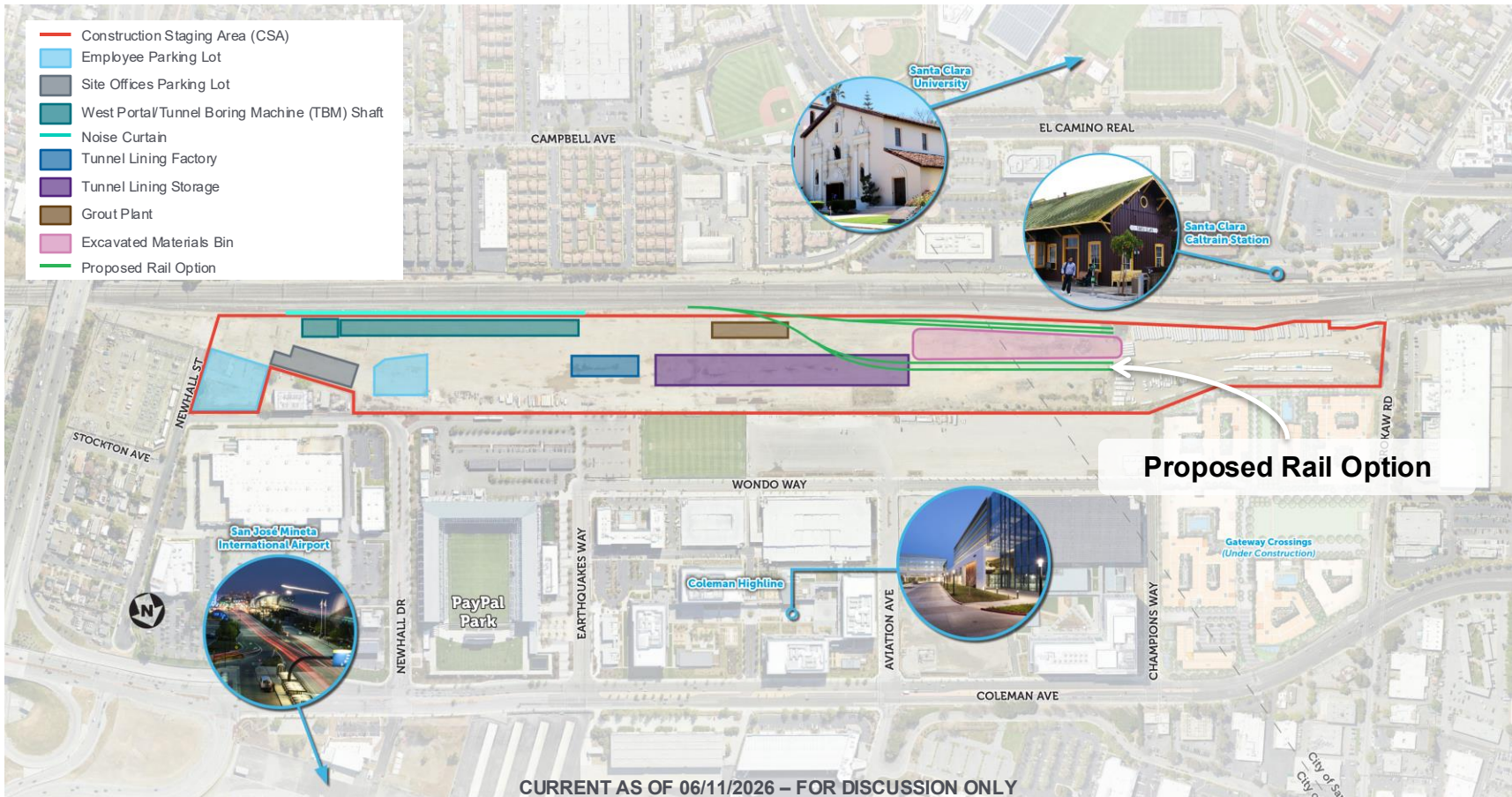
- RFP released for Rail Spur Design Services
 - Spur track design at BSVII Newhall Yard
 - Spur track and infrastructure design adjacent to pond A12
 - Interviews in June
 - Board approval August 2026
- Rail Cars to be leased
- Two sets of rail cars
 - One set filled daily at Newhall Yard site
 - One set emptied daily at Pond site
 - Cars transferred overnight each night



Pond Improvements for Rail Option



Newhall Yard Improvements for Rail Option



CURRENT AS OF 06/11/2026 – FOR DISCUSSION ONLY

Transport via Rail



- **Where are we today:**
 - Completed material testing
 - Environmental document ongoing
 - Rail Spur Design begins September 2026
- **What our plans are:**

Date*	Activity
September 2026	Onboard UPRR Registered Design Consultant
April 2027	Final Design
August 2027	Environmental Clearance
Q2 2027	UPRR Industrial Track Agreement (ITA)
Q2 2027	UPRR Improvements Procurement
Q3 2028	Target Completion of Rail Improvements

**finish dates*

- With 3+ years of tunneling anticipated, disposal via rail is an additional option that can be implemented after tunneling starts

Next Steps



- Continue advancing Beneficial Reuse environmental clearance
- Continue discussions with UPRR and Permanente Quarry
- Coordinate with tunnel construction and planning at west portal site
- Advance design and begin agreements with UPRR



Questions?

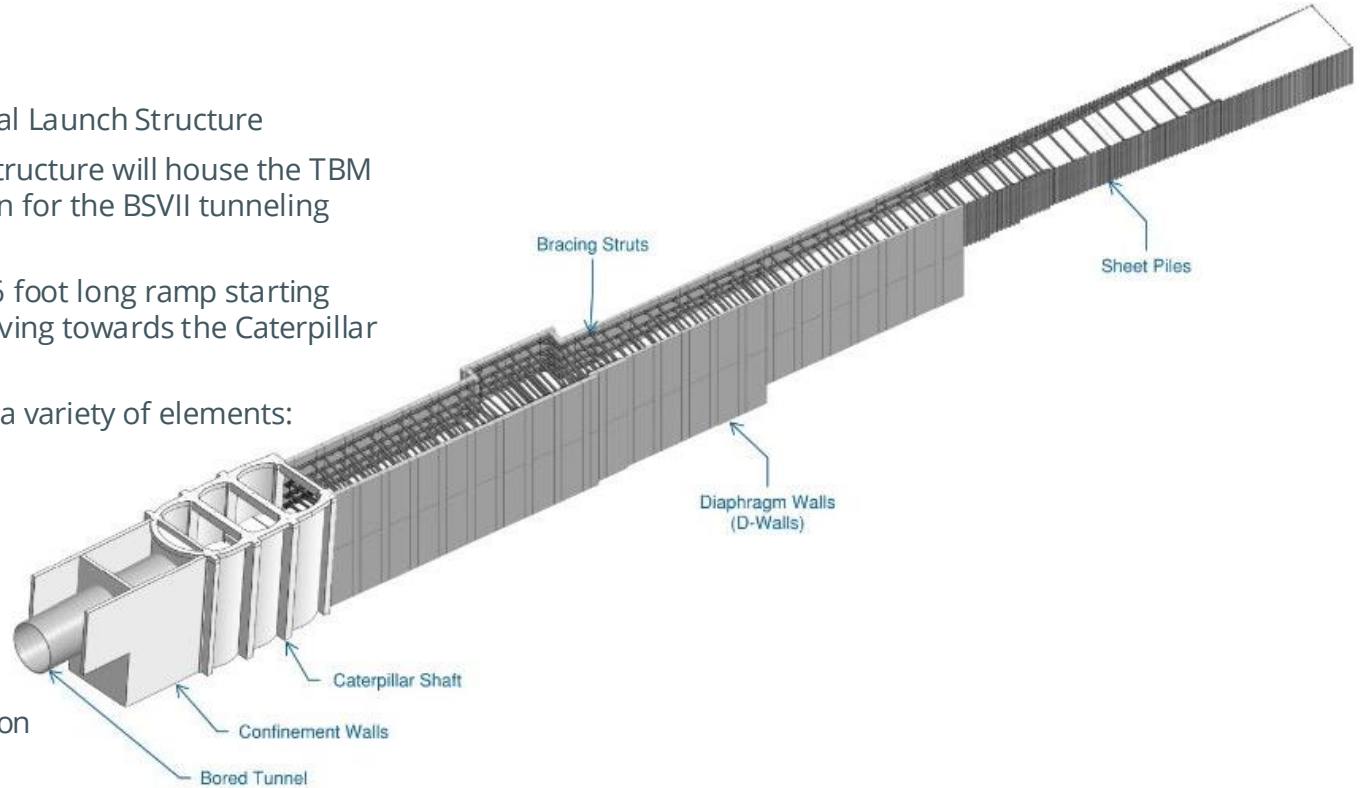


Construction Update

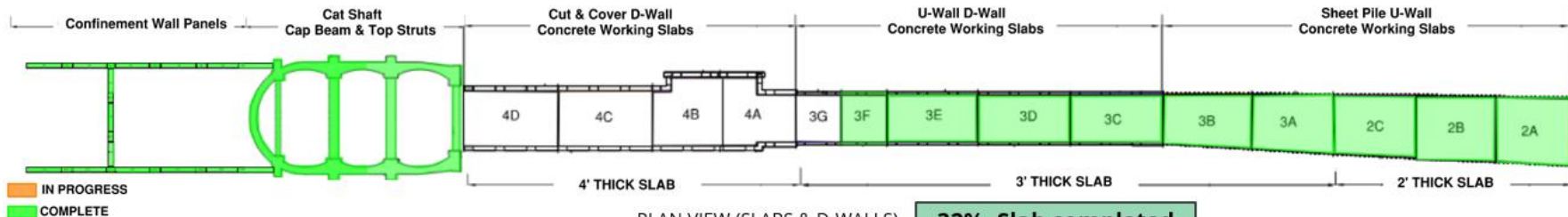
West Portal – Tunnel Boring Machine Launch Site



- EWP 3C features the West Portal Launch Structure
- When completed the Launch Structure will house the TBM assembly, launch and operation for the BSVII tunneling scope.
- The Launch Structure is a 1,316 foot long ramp starting from the sheet pile area and diving towards the Caterpillar Shaft to a depth of 83 foot.
- The Launch Structure features a variety of elements:
 - Sheet Piles
 - Diaphragm/Slurry Walls
 - Caterpillar Shaft
 - Bracing Struts
 - Concrete Working Slabs
 - Extensive Instrumentation
And Monitoring

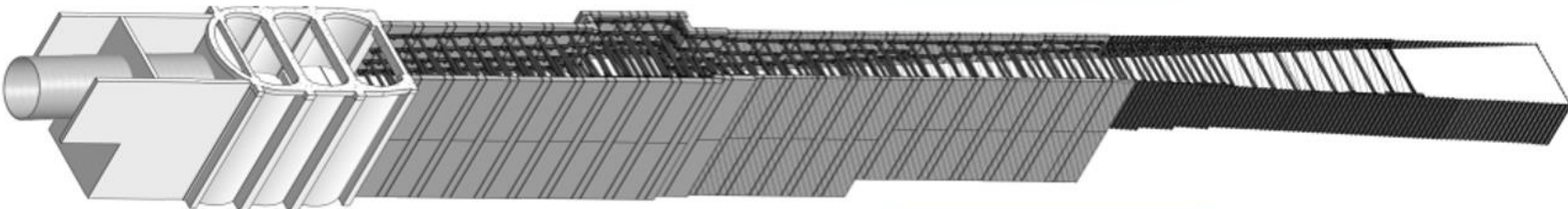


West Portal Construction – Current Status – 85% Complete



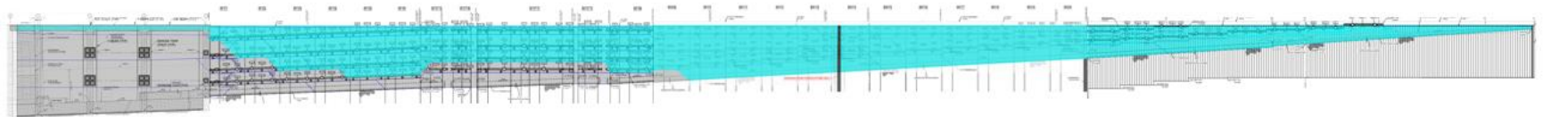
PLAN VIEW (SLABS & D-WALLS)

32% Slab completed



ISOMETRIC VIEW (REFERENCE)

81% Bracing completed



ELEVATION VIEW (EXCAVATION PROGRESS)

CURRENT EXCAVATION PROGRESS

57% Excavation completed

Updated as of June 5, 2026

Aerial View of Tunnel Launch Structure



As of: May 19, 2026

Excavation and Bracing Overview



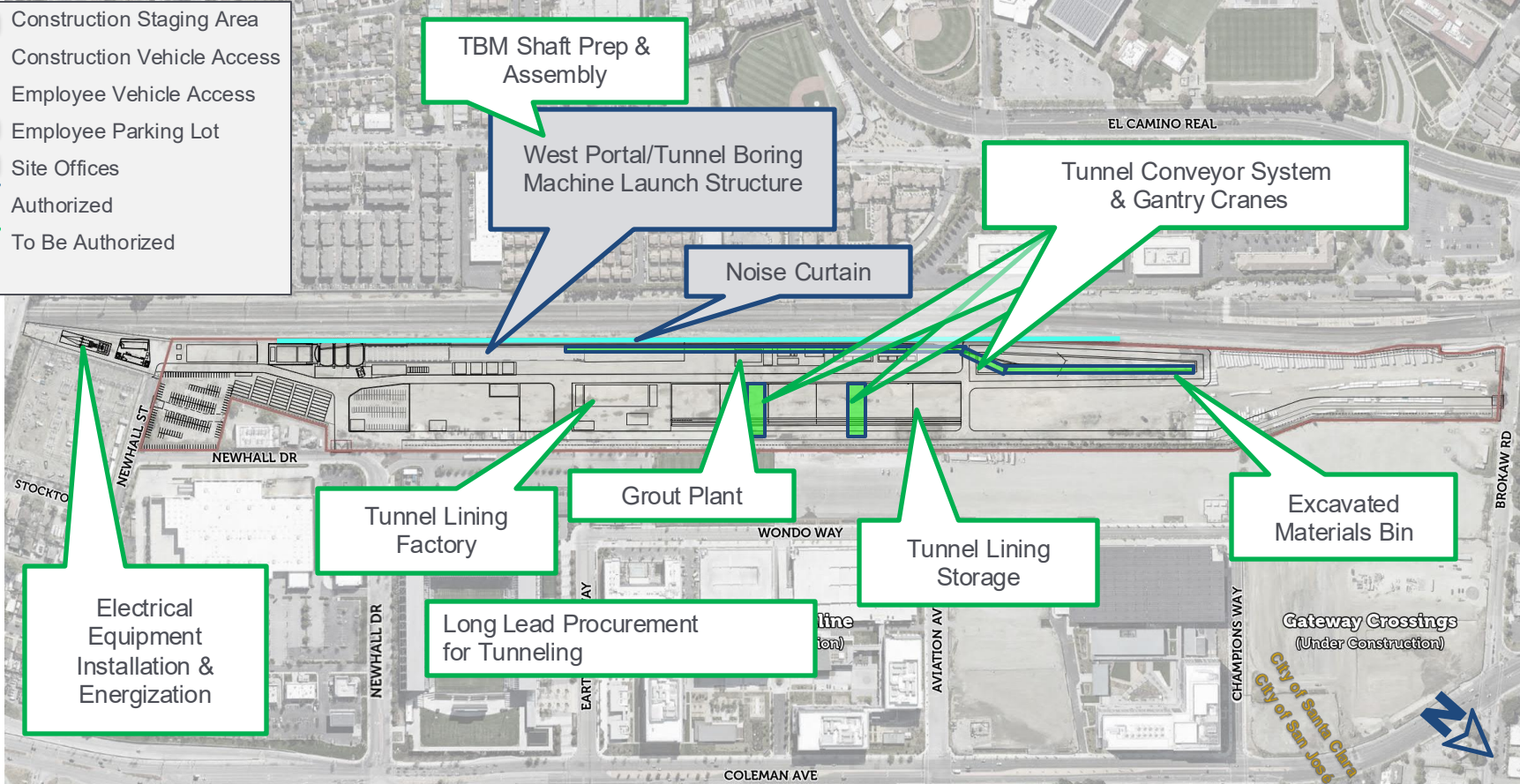
Caterpillar Shaft “Cap Beam” Complete



Pre-Tunneling Works



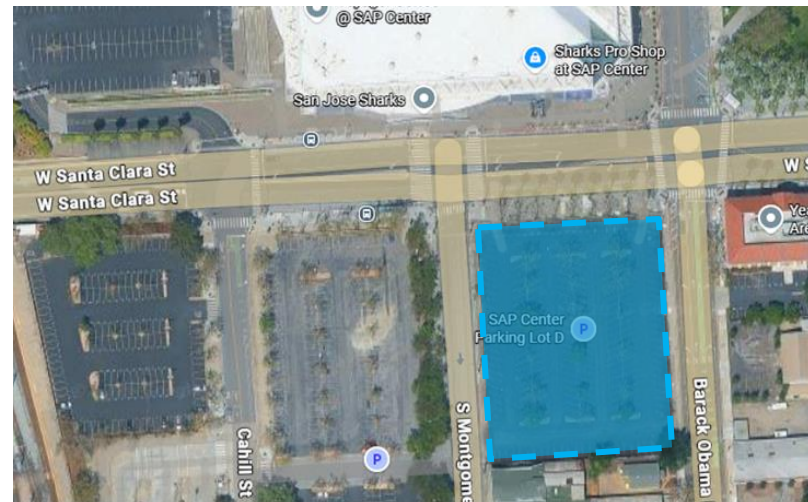
- Construction Staging Area
- Construction Vehicle Access
- Employee Vehicle Access
- Employee Parking Lot
- Site Offices
- Authorized
- To Be Authorized



Diridon Temporary Lot Closure



- **Parking Lot D** between Montgomery Street & Barack Obama Boulevard
- Temporary lot closure for soils testing
- Closure planned for July 20 – October 19
- No expected changes to traffic or pedestrian circulation
- VTA has engaged key stakeholders and will be distributing a host of outreach materials



Diridon Temporary Lot Closure



VTA's outreach will include:

- Public notices
- Website updates
- Social media
- On-site signage
- Pedestrian wayfinding as needed
- Coordination with key stakeholders





Questions?



Next Steps

2026 Santa Clara CWG Meeting Dates



****Potential Interim Meeting: Thursday, July 23***

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

Thursday, September 17, 2026

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

Thursday, November 19, 2026

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



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?