



VTA's BART Silicon Valley Phase II Extension Project

Santa Clara
Community Working Group Meeting

Monday, September 14, 2026
BSVII Project Office

AGENDA

- I. Welcome & Report Out
- II. West Portal Construction Update
- III. Phase II Program Update
- IV. Station Plaza Design Update
- V. Planning for Construction
 - i. Instrumentation & Monitoring (I&M) Overview
- VI. Next Steps & Discussion

Santa Clara CWG Members



- Alden Smith, *Holland Partner Group*
- **Ana Vargas-Smith**, *Silicon Valley Central Chamber of Commerce, 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*



West Portal Construction Update

VTA's BART Silicon Valley Phase II Achieves 3 Million Safe Work Hours



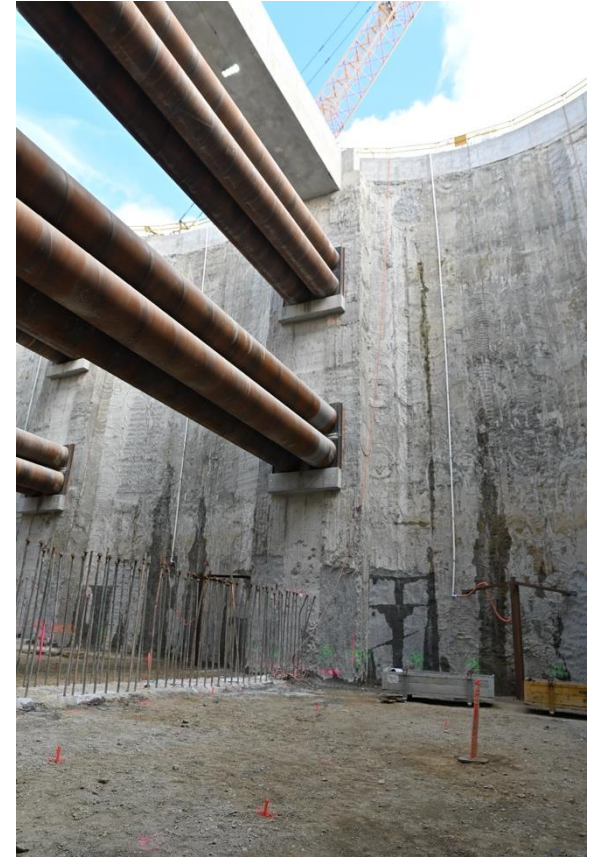
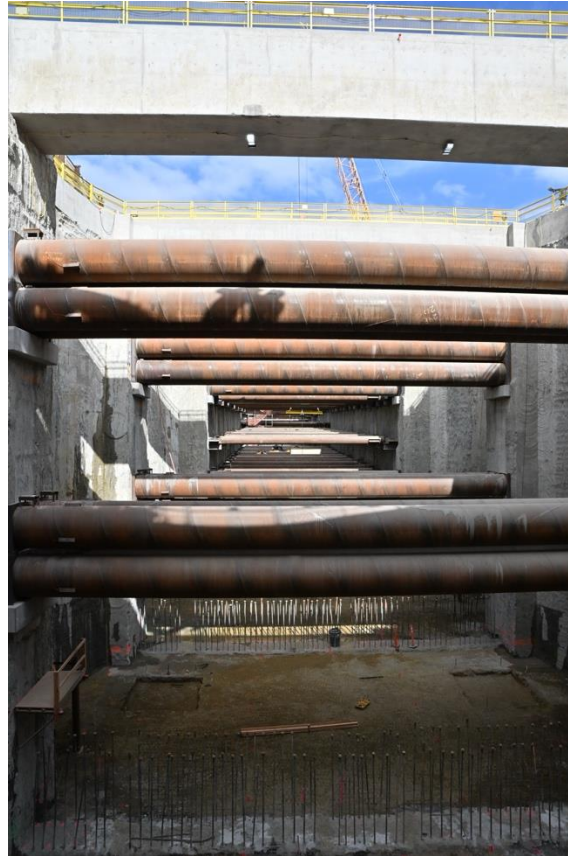
Construction on BART Silicon Valley Phase II (BSVII), one of the nation's largest transportation infrastructure projects, has surpassed 3 million work hours without a worker missing time due to injury, reflecting an unwavering commitment to safety as crews continue building the future of regional transit through downtown San José and into Santa Clara.

View the full press release [here](#).

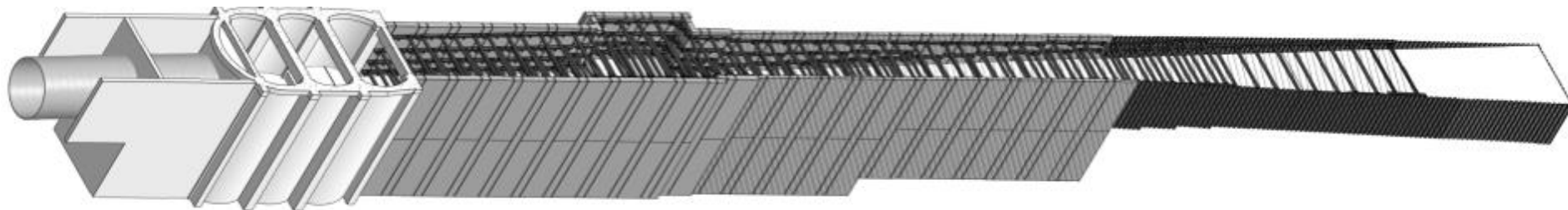
What is happening at the West Portal?



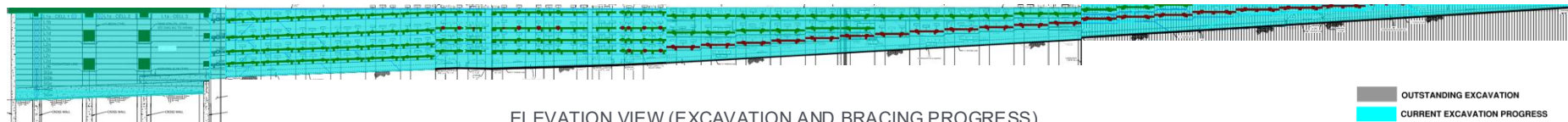
- Excavation of West Portal Launch Structure is **complete**
- Concrete working slab (ramp) construction is 40% complete
- Ramping up efforts to prepare the site setup for tunneling operations



West Portal Launch Structure Construction Progress – P1



ISOMETRIC VIEW (REFERENCE)



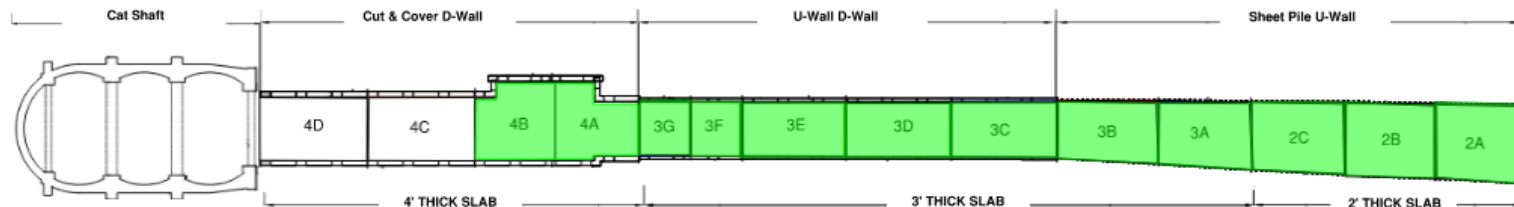
ELEVATION VIEW (EXCAVATION AND BRACING PROGRESS)

100% Excavation Completed

100% Bracing Completed

41% Bracing Removed

- OUTSTANDING EXCAVATION
- CURRENT EXCAVATION PROGRESS
- BRACING INSTALLED
- WORKING SLAB COMPLETED
- BRACING REMOVED



PLAN VIEW (WORKING SLAB PROGRESS)

40% Working Slabs (by volume) Completed

- COMPLETED
- IN PROGRESS

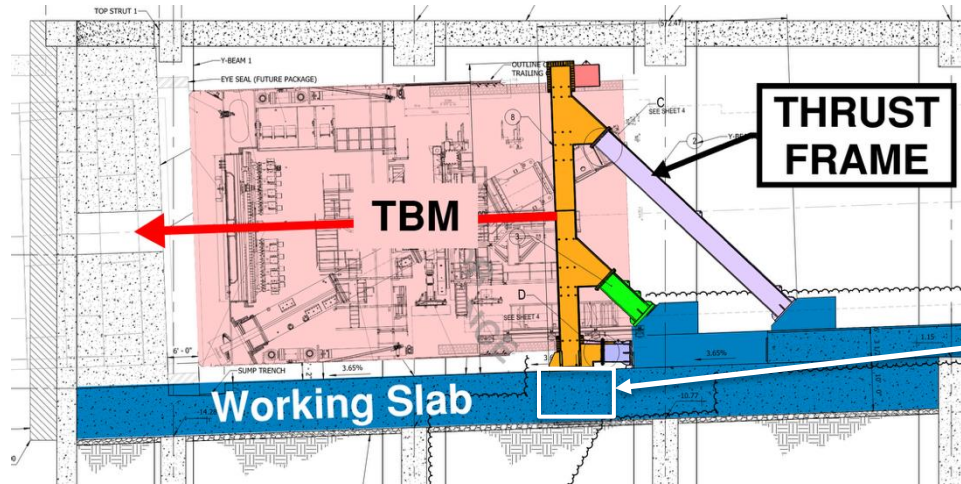
Updated as of September 11, 2026

CURRENT AS OF 09/14/2026 – FOR DISCUSSION ONLY

Next Steps at the West Portal – P1



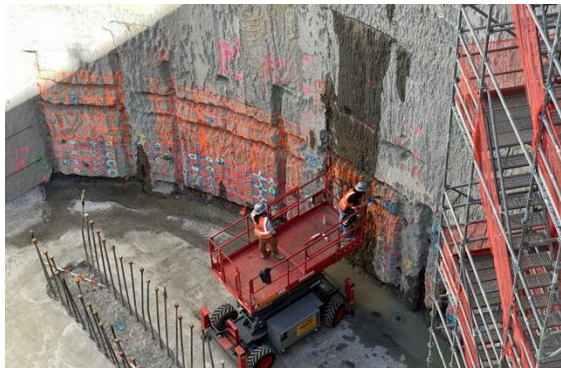
- A thrust frame is required for the TBM to push against and begin its journey.
- The thrust frame needs to be secured firmly into the working slab.
- Thrust frame anchors are being cast-in the working slab for future connection with the thrust frame.



Next Steps at the West Portal – P2



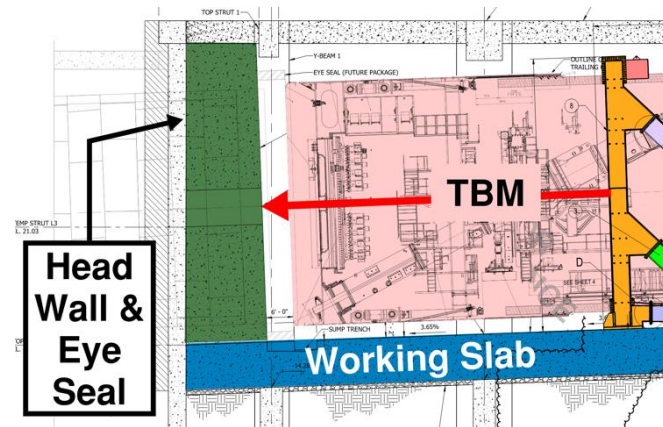
- The TBM will also need a seal in front of it prior to mining through the Caterpillar Shaft.
- The eye seal is housed in a concrete head wall.
- The concrete head wall is anchored into the CAT Shaft D-Walls.
- Careful planning for the dowel connections is required to avoid damaging the fragile glass fiber reinforcing.



Dowel Planning



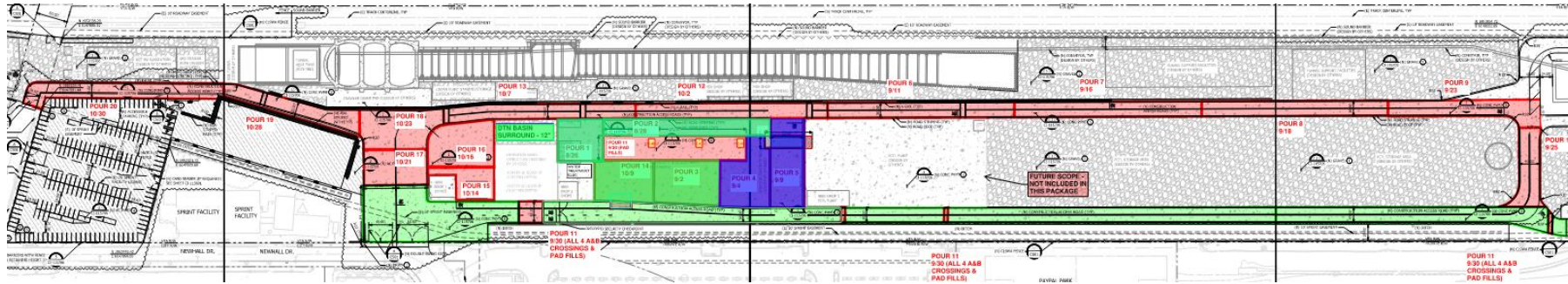
Rendered Model



Next Steps at the West Portal – P3



- Outside of the launch structure, the surface level is working on installing concrete slabs and pavement.
- The roads and slabs will provide foundations for tunnel support equipment and truck haul routes.

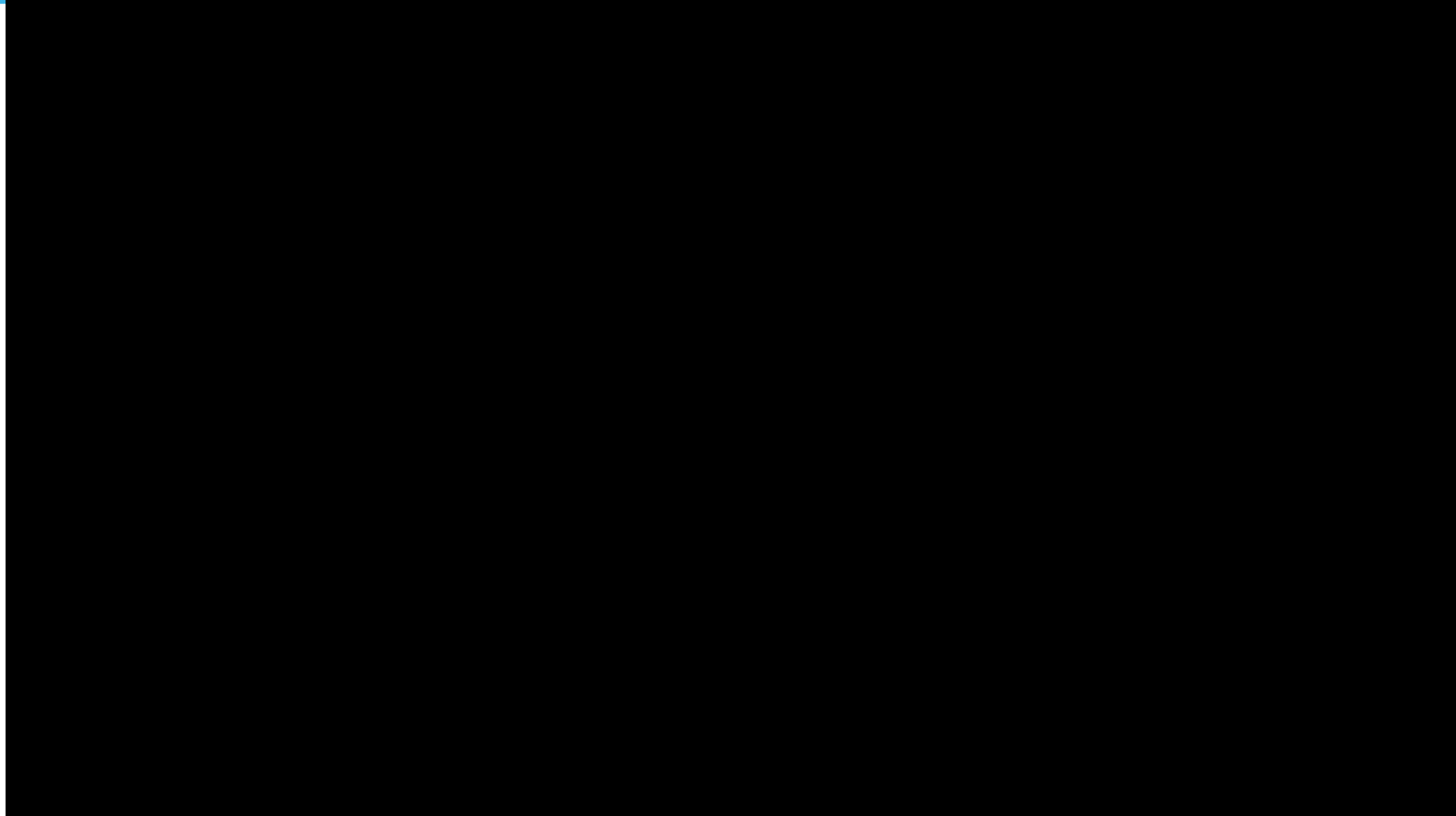


LEGEND	
■	OUTSTANDING
■	IN PROGRESS
■	COMPLETED

46% Slabs & Roads (by surface area) Completed



West Portal Launch Structure Construction Progress – P2





View of the sky from 80 feet deep in the Caterpillar Shaft



Drilling dowels from inside the Caterpillar Shaft

West Portal Launch Structure Construction Progress – P3



One of the last buckets of excavated material to come out of the West Portal Launch Structure



Cut and Cover Working Slab Mud Mat Complete

Part 1: Questions?



Phase II Program Update

Contract Package 2 (CP2) Update



- Amendment & Restatement (A&R) of CP2 design build agreement executed on August 9th
- Continued coordination with VTA's BSVII Oversight Committee SME Gall Zeidler and FTA/PMOC on review and A&R feedback
- Presentation on CP2 A&R contract management at September Oversight



Funding Update

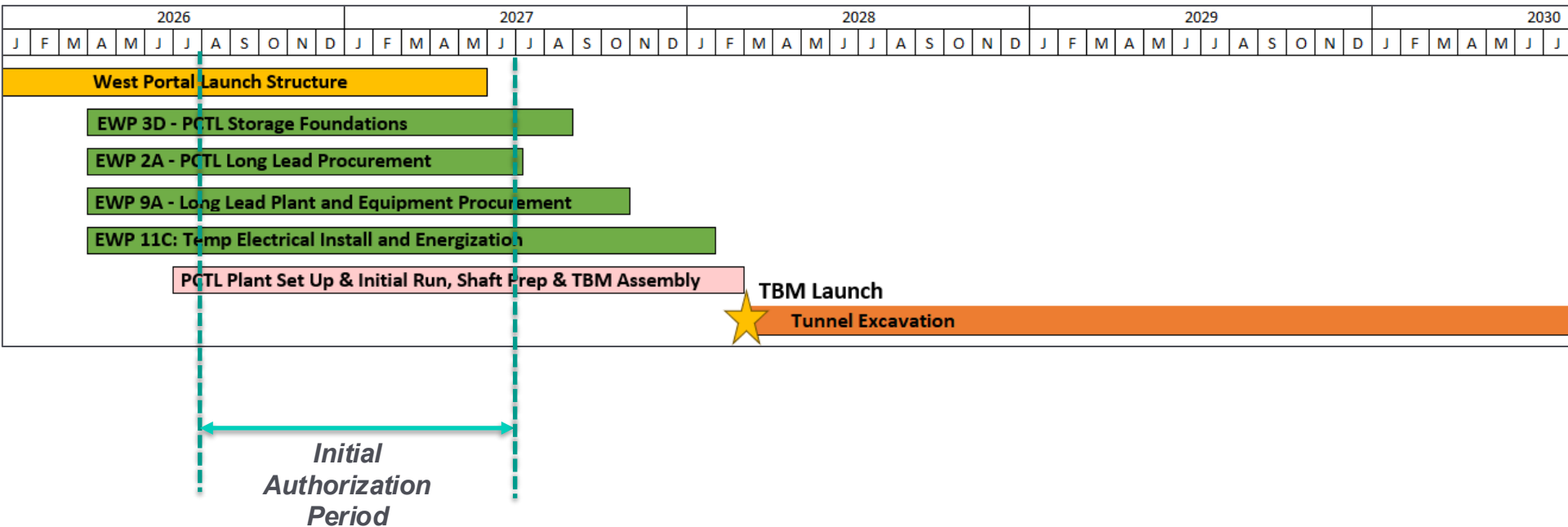


Committed Funding Sources	Amount	Status
Primary Non-Local Funding Sources for Pre-tunneling Construction Work		
Senate Bill 1 (SB1) <i>Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP)</i>	\$110M	✓ Received
Regional Measure 3 (RM3) <i>RM3 approved in 2018; Revenue from bridge tolls.</i>	\$375M	✓ \$192.5M Allocation approved by MTC on August 26 th
Primary Non-Local Funding Sources for Future Tunnel Work		
Transit & Intercity Rail Capital Program (TIRCP) – Senate Bill 125 (SB125)	\$375M	Discussing drawdown plan with MTC
TIRCP Cycle 3, 6	\$867M*	Discussing drawdown plan with CTC and CalSTA

*Currently requires Full Funding Grant Agreement (FFGA) with FTA before spending

CURRENT AS OF 09/14/2026 – FOR DISCUSSION ONLY

Pre-Tunneling Construction Authorization



Muck Disposal Options

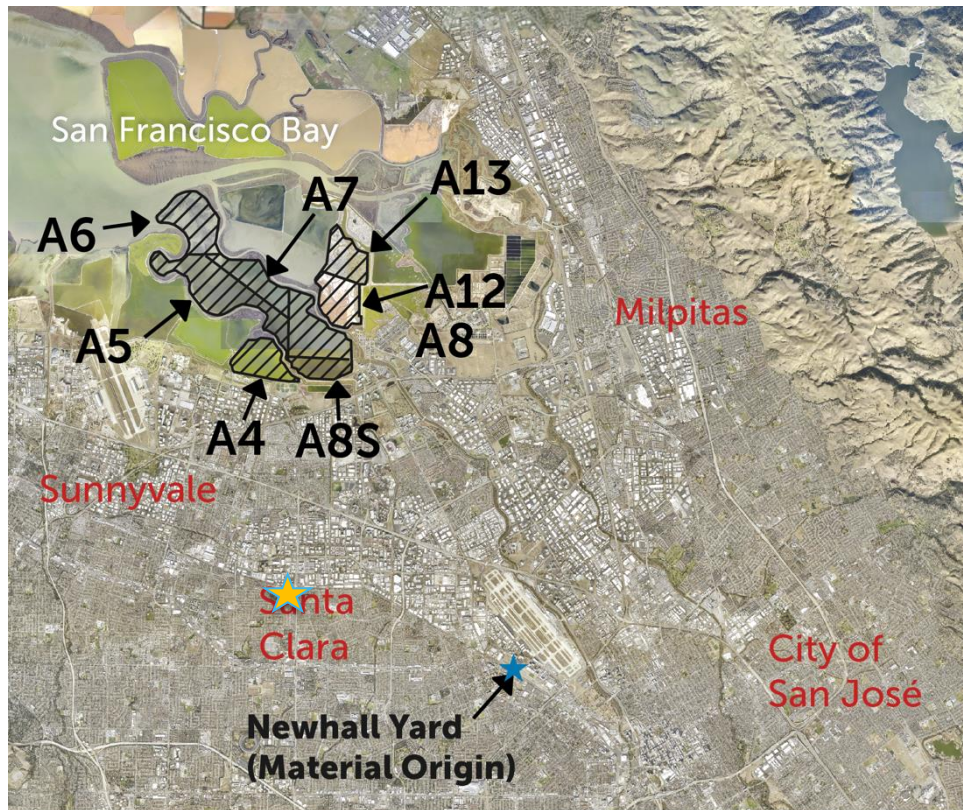


Two disposal approaches were evaluated:

1. **Truck** tipping fee reductions
(locate/negotiate with disposal sites)
 - Former Salt Ponds – Alviso area
 - Lehigh Permanente Quarry
 - Stevens Creek Quarry
2. **Rail** options for removing muck to:
 - Former Salt Ponds – Alviso area
 - Lehigh Permanente Quarry



Former Salt Ponds Disposal Sites



 Salt Ponds

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

Beneficial Reuse (Salt Ponds) Project Status



- Soil/Conditioner testing program (Acceptability of material in Ponds) completed
 - Material acceptable by Regulatory Agencies for disposal in salt ponds
- Environmental clearance underway – technical studies underdevelopment/review
- Ongoing coordination with Regulatory Agencies
- Targeting completion Fall 2027



Challenges with Rail



- Additional \$150M+ in capital improvements, transport, and equipment



- Rail spur construction and improvements not complete until 2029/2030
Potential schedule risks with required third party reviews and approvals



- Requires re-design of KST tunneling operations at West Portal site

Transport via rail no longer being advanced

Transport to Ponds via Trucking



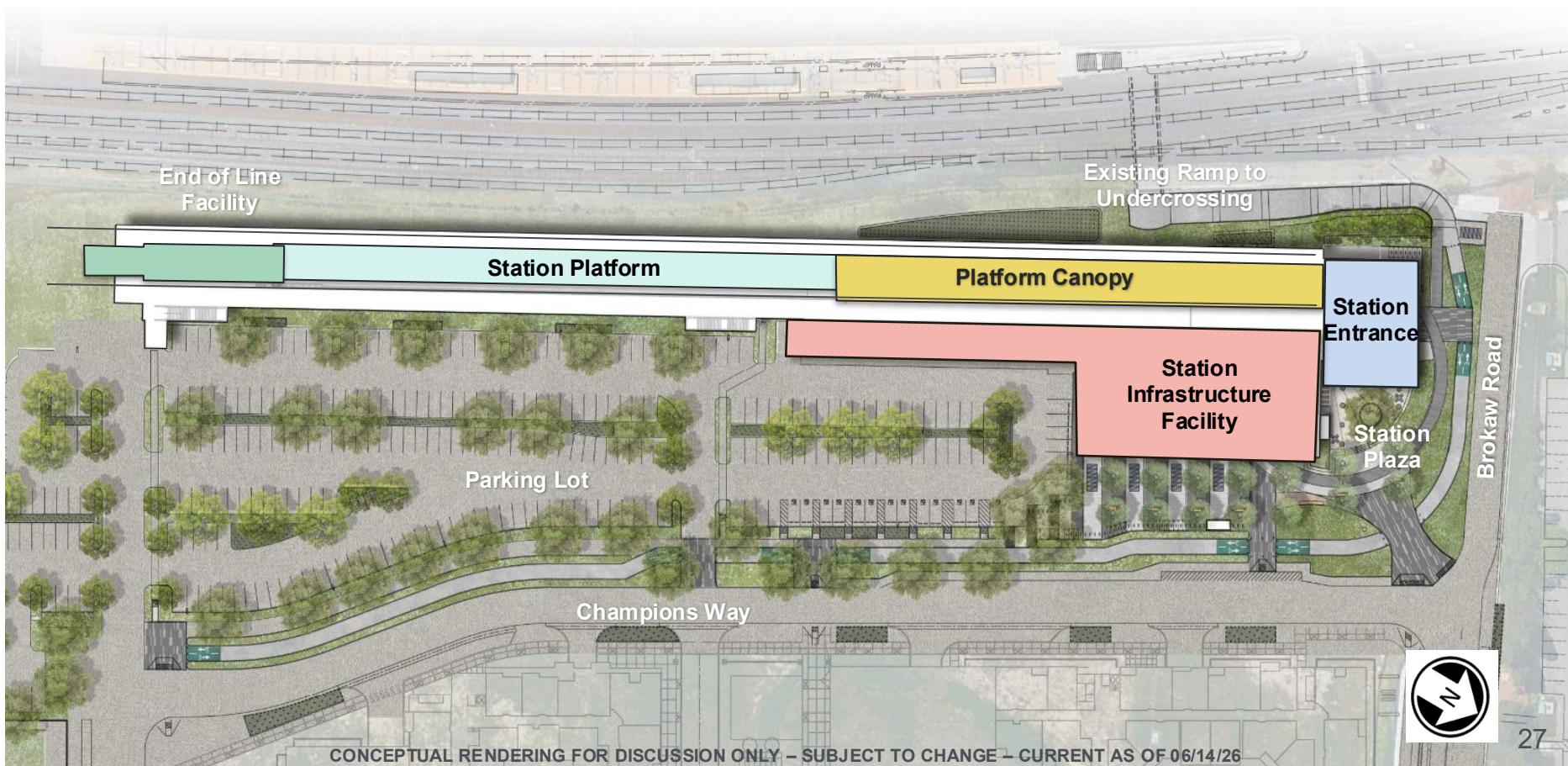
Trucks can deliver
to A4 and A8S
with minimal
infrastructure
improvements

- Maintain **Salt Ponds** as a preferred **beneficial reuse** destination for tunnel spoils by **trucking**
- Continue **environmental clearance** and **permitting** for **Beneficial Reuse (Salt Ponds) project**
- **Task Force** convened for **muck off-haul and disposal**
- Develop **Construction Transportation Management Plan (CTMP)** in coordination with **Cities of San José, Santa Clara,** and **stakeholders** in **partnership with KST**

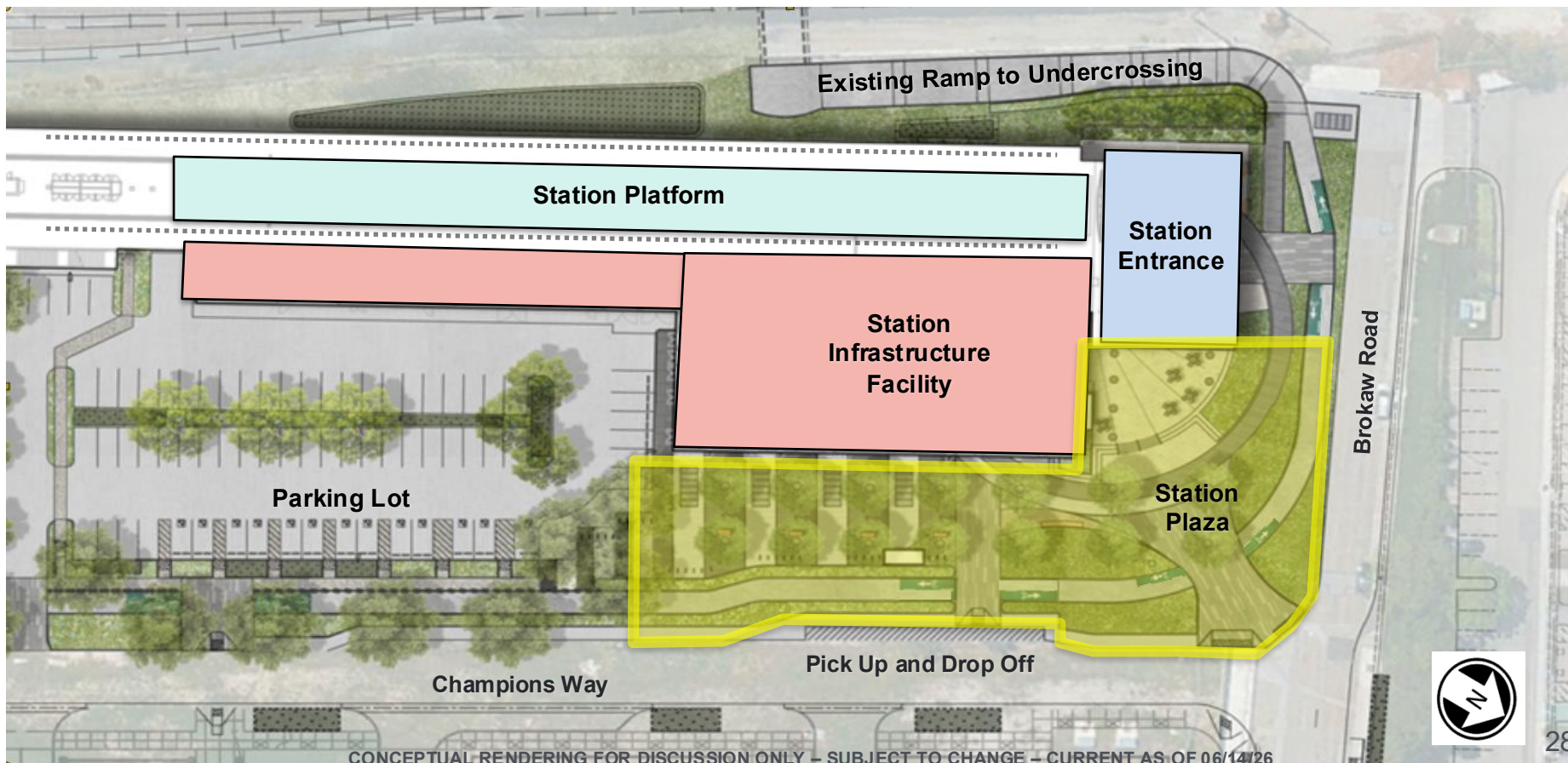
Part 2: Questions?

Station Design Update: Plaza

Santa Clara BART Station – Overview – P1



Santa Clara BART Station – Overview – P2



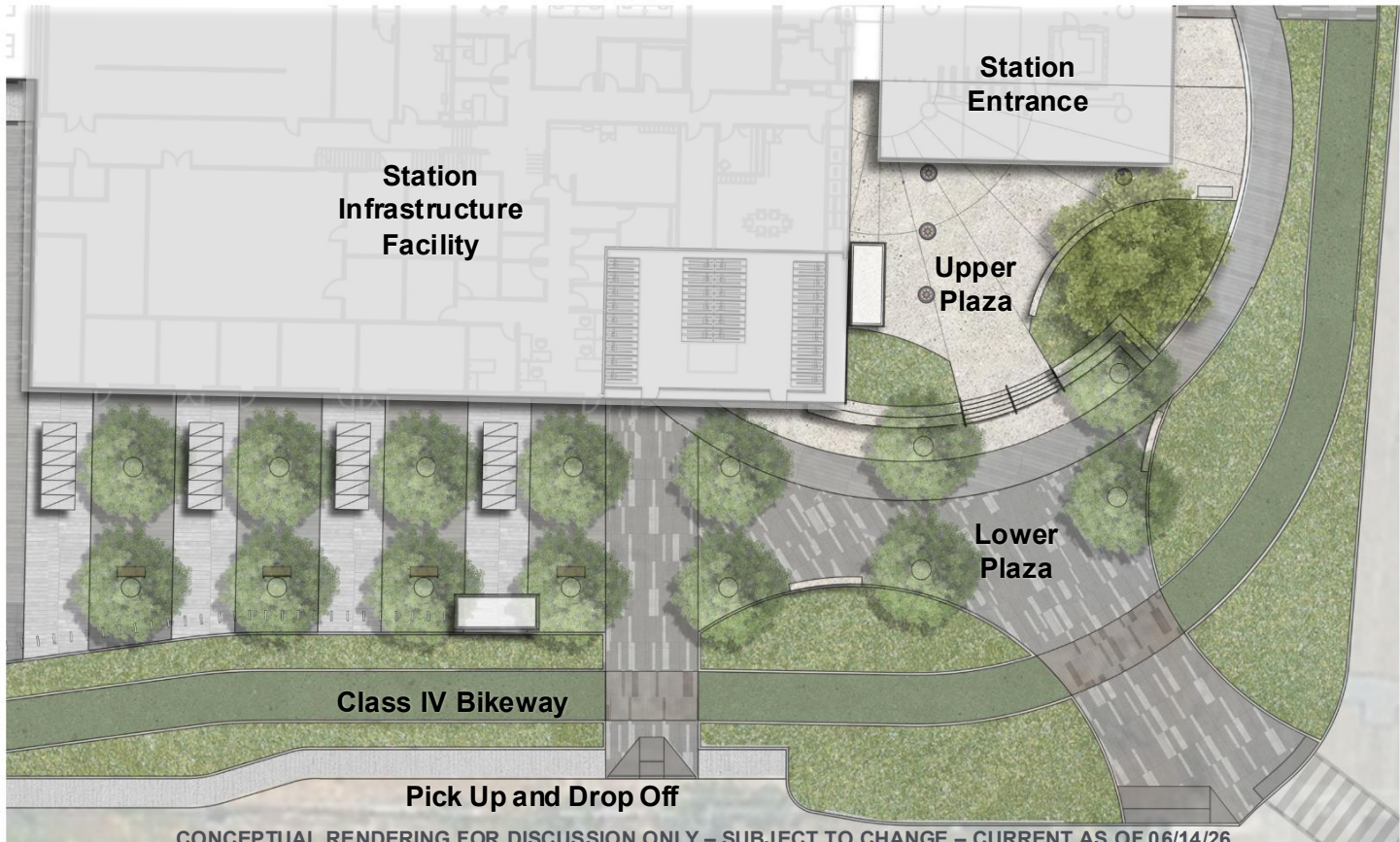
CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/14/26



1. Radial Layout
2. Recessed Layout
3. Rectilinear Layout

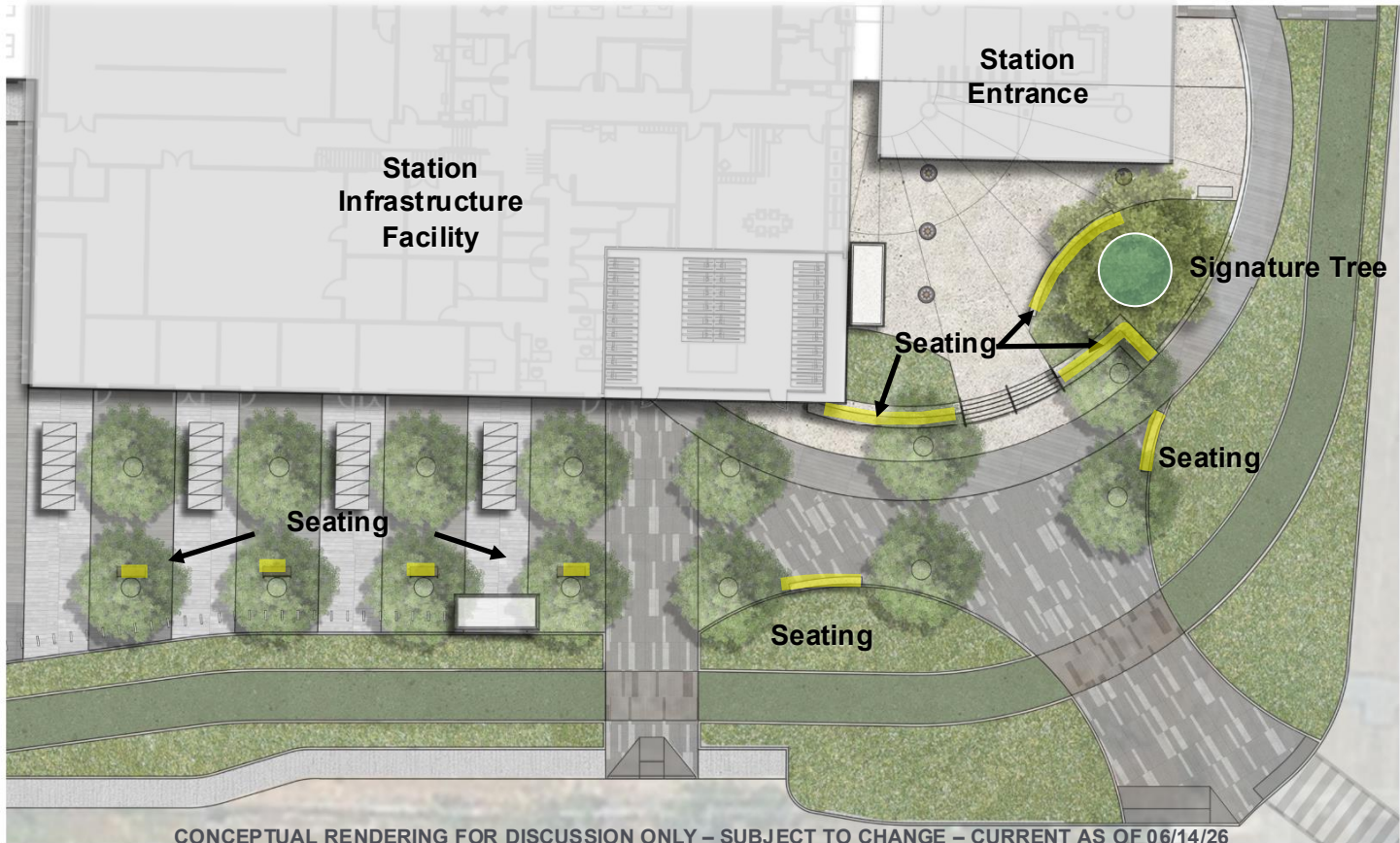
Radial Station Plaza Layout

Conceptual Rendering of Radial Plaza Layout



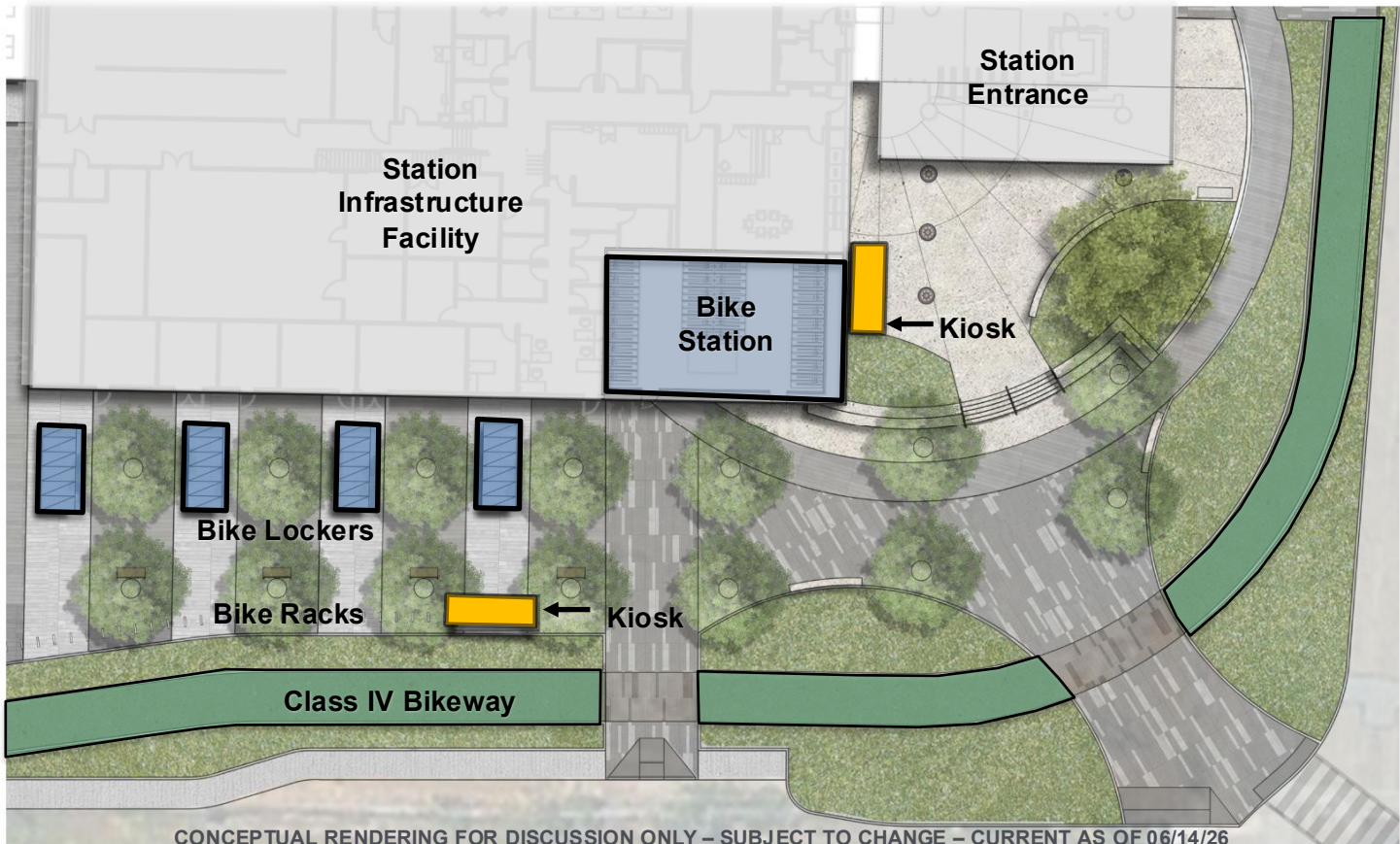
CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/14/26

Conceptual Rendering of Radial Plaza Layout Seating Areas



Conceptual Rendering of Radial Plaza Layout

Bike Station, Bike Lockers, Future Retail Kiosks



Conceptual Rendering of Radial Plaza Layout

Bird's Eye View



Conceptual Rendering of Radial Plaza Layout

Ground Level View – P1



*View looking west at Station Entrance
Building from Champions Way*



Conceptual Rendering of Radial Plaza Layout

Ground Level View – P2

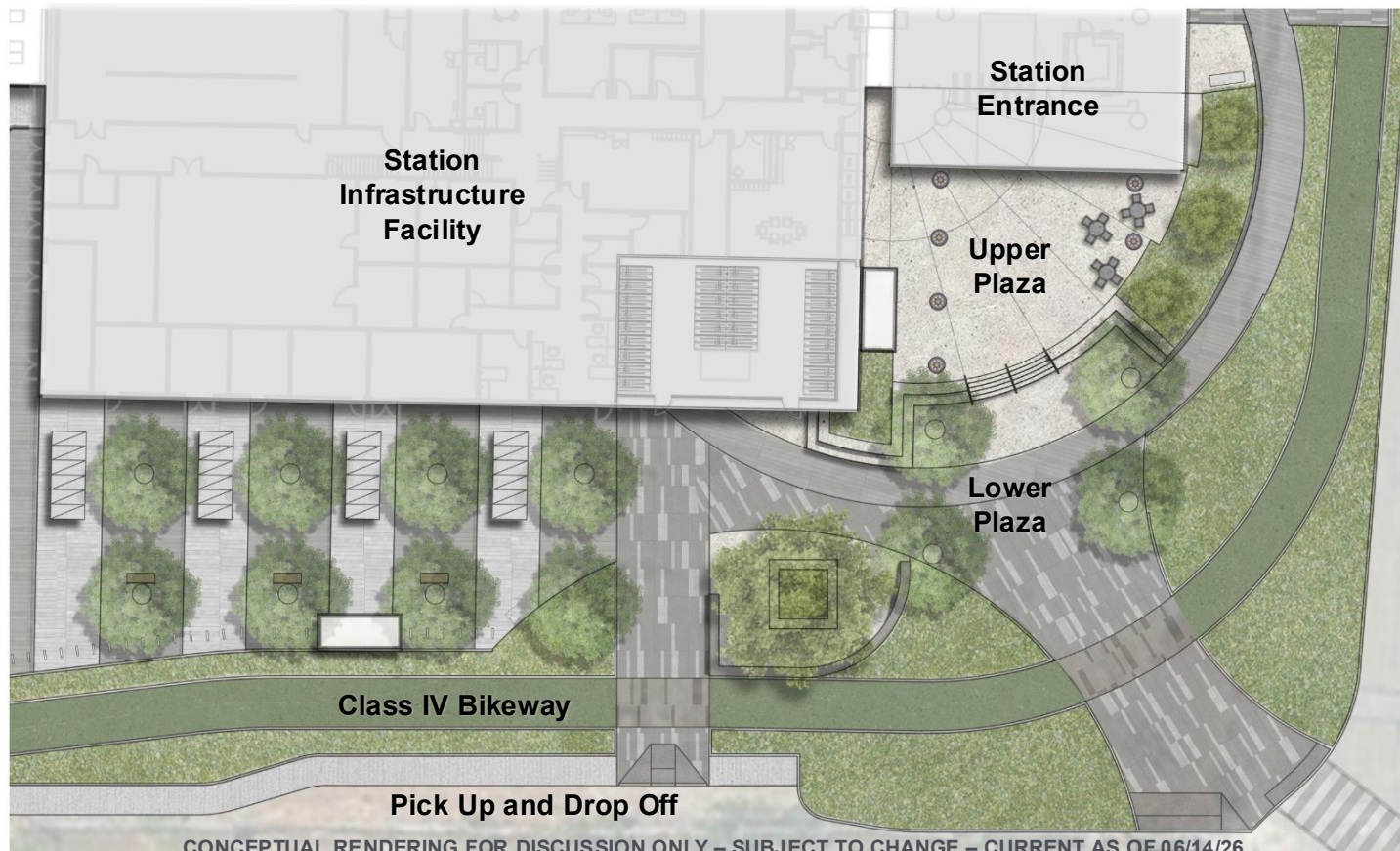


**View looking east at Plaza from
Station Entrance Building**

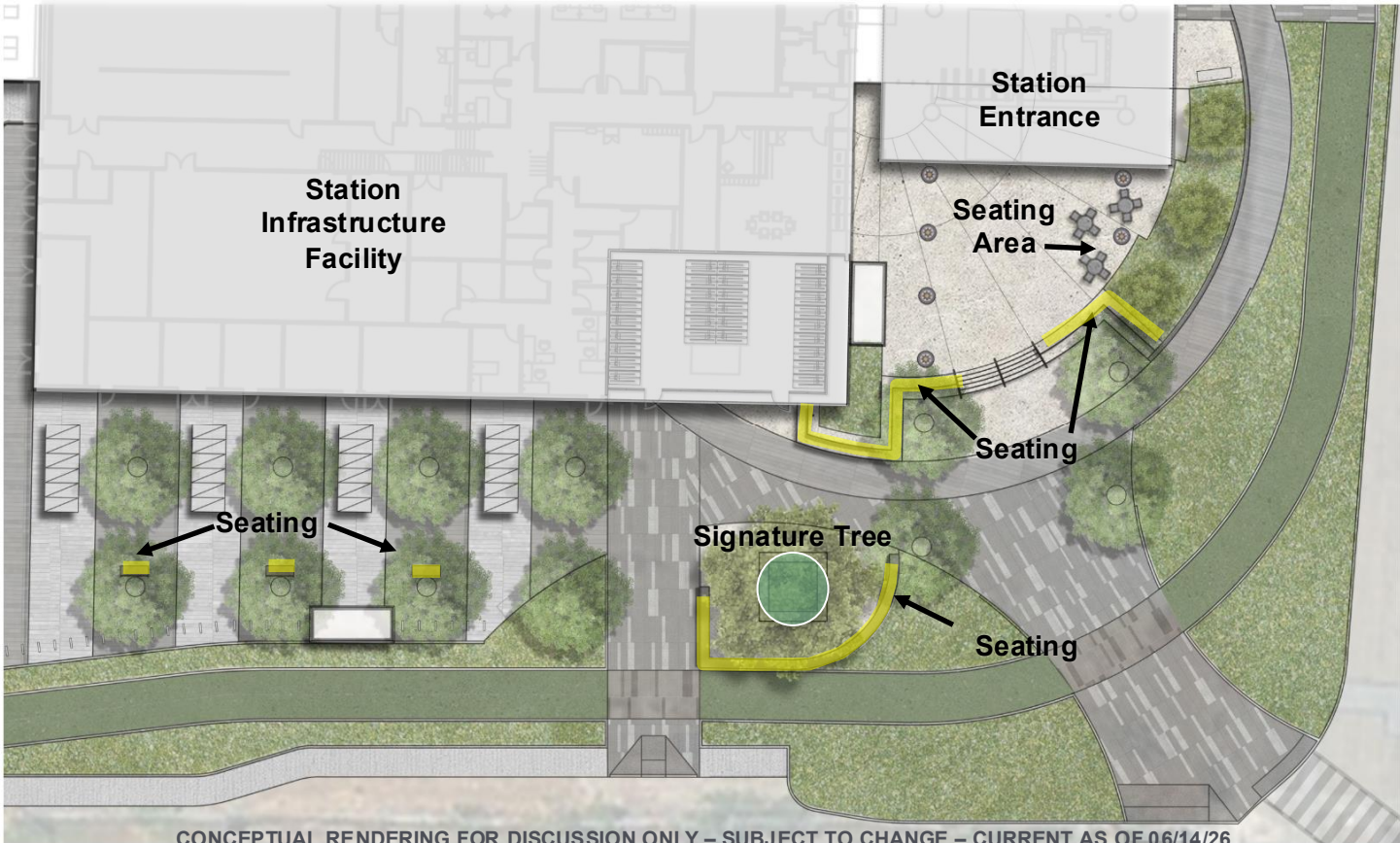


Recessed Station Plaza Layout

Conceptual Rendering of Recessed Plaza Layout



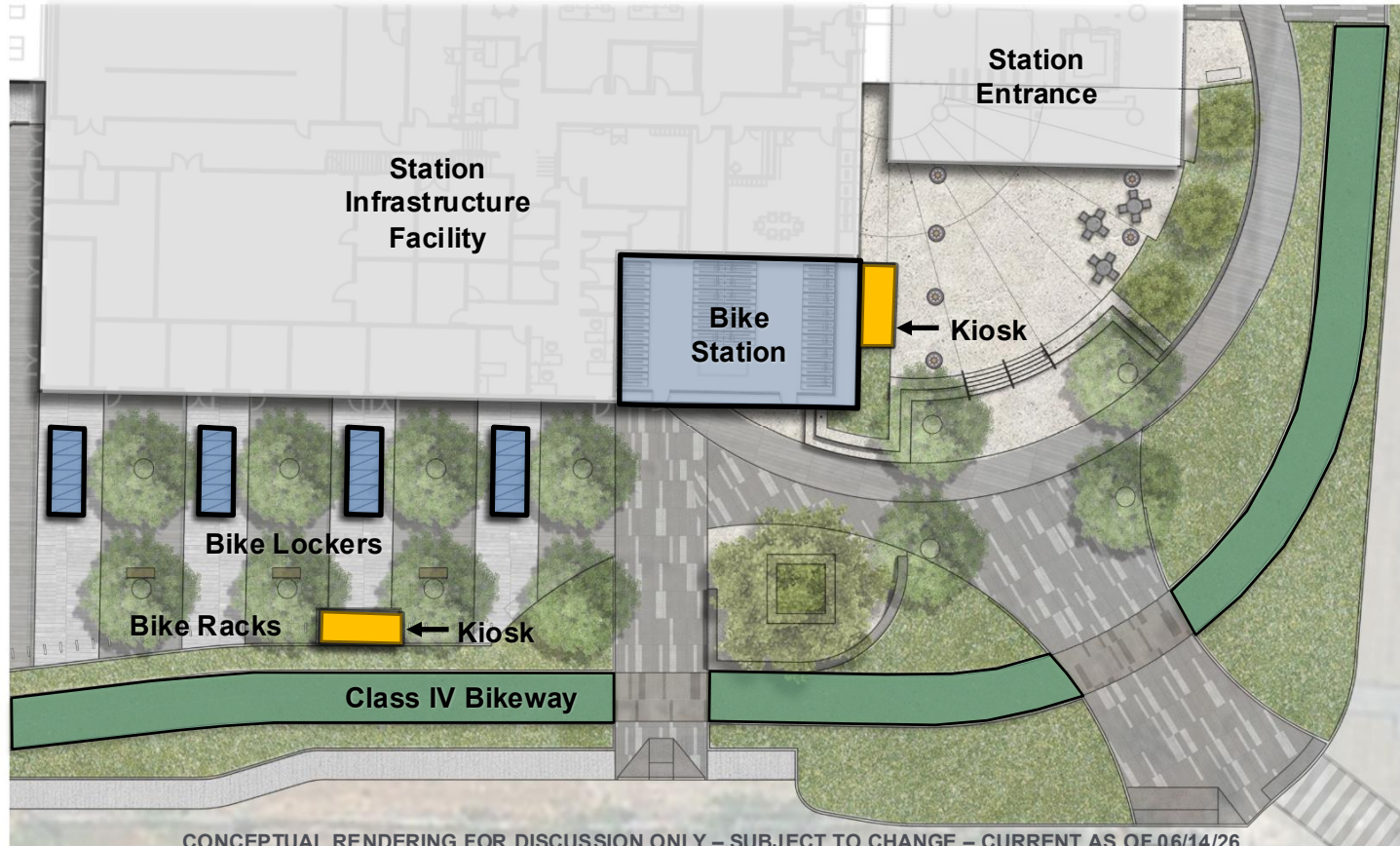
Conceptual Rendering of Recessed Plaza Layout Seating Areas



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/14/26

Conceptual Rendering of Recessed Plaza Layout

Bike Station, Bike Lockers, Future Retail Kiosks



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/14/26

Conceptual Rendering of Recessed Plaza Layout

Bird's Eye View



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

Conceptual Rendering of Recessed Plaza Layout

Ground Level View – P1



***View looking west at Station Entrance
Building from Champions Way***



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

Conceptual Rendering of Recessed Plaza Layout

Ground Level View – P2



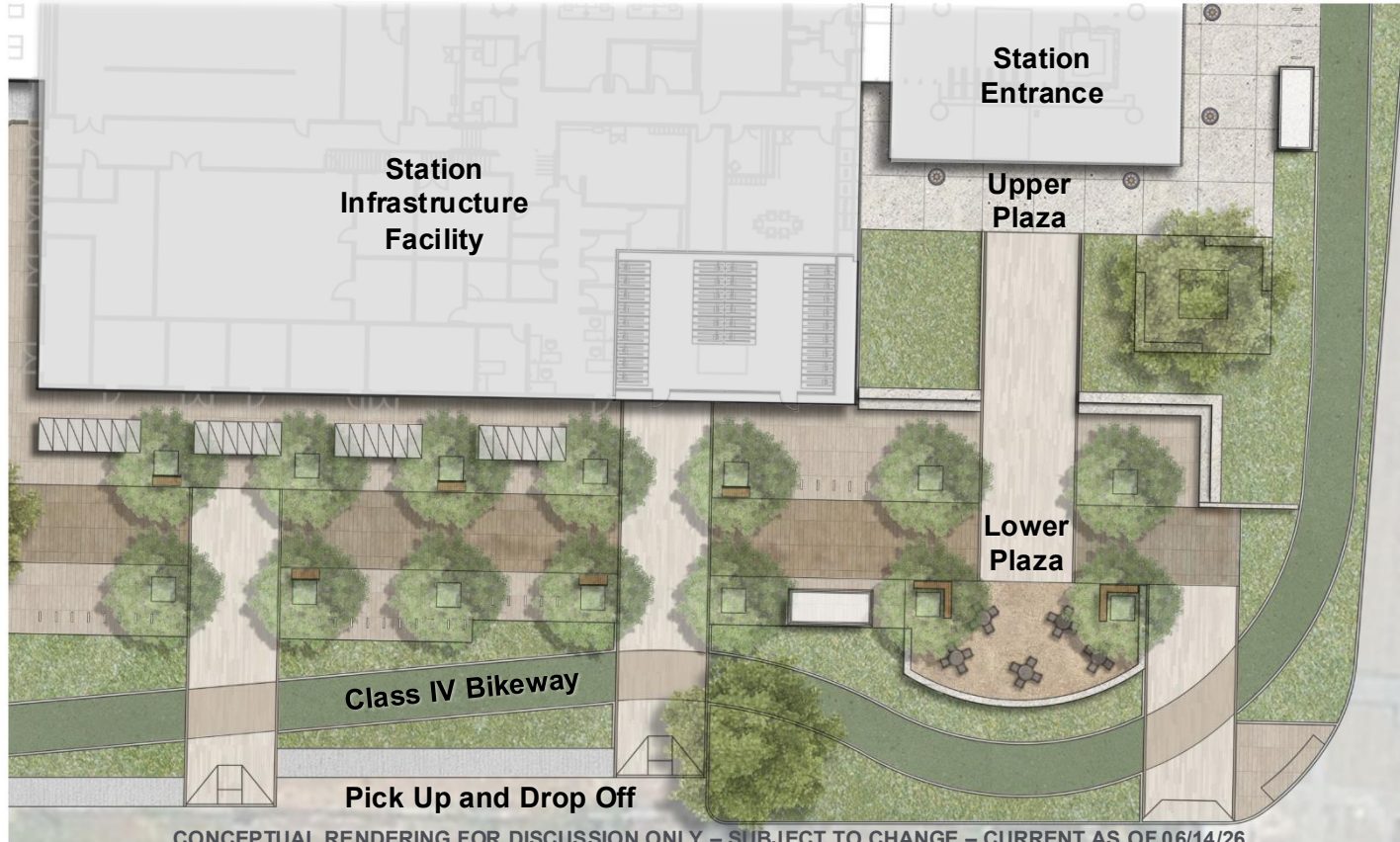
View looking northwest at Signature Tree from Champions Way



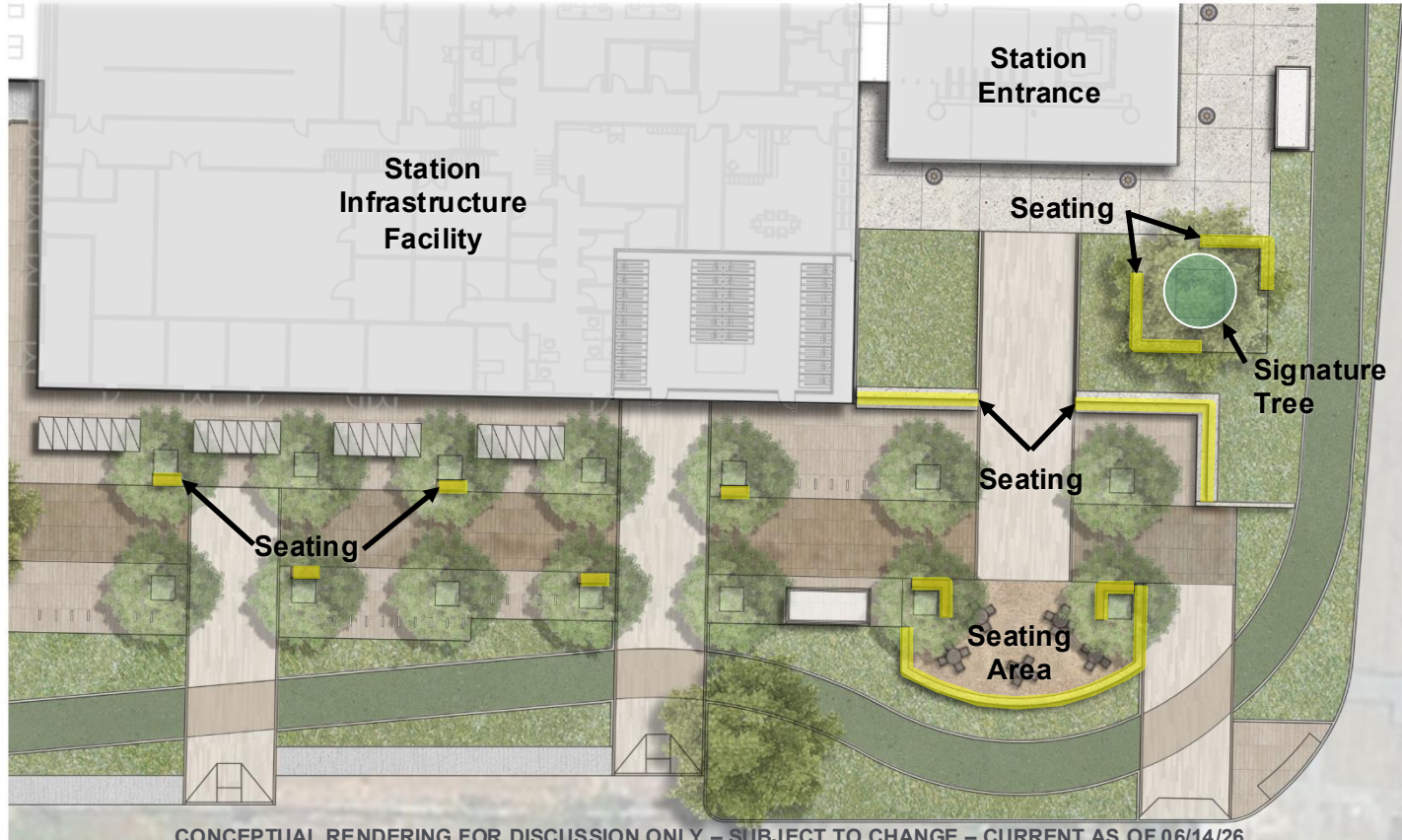
CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

Rectilinear Station Plaza Layout

Conceptual Rendering of Rectilinear Plaza Layout

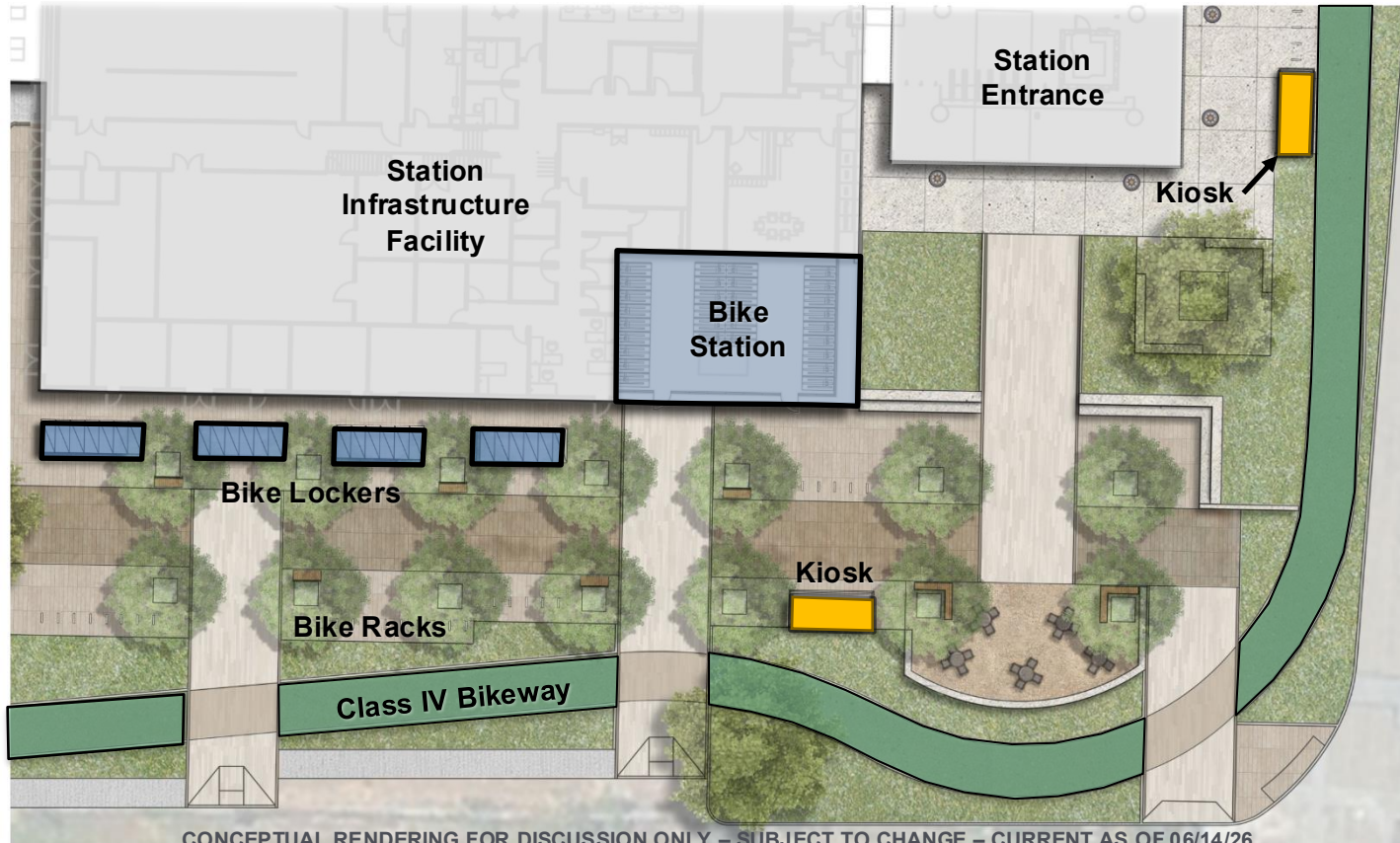


Conceptual Rendering of Rectilinear Plaza Layout Seating Areas



Conceptual Rendering of Rectilinear Plaza Layout

Bike Station, Bike Lockers, Future Retail Kiosks



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 06/14/26

Conceptual Rendering of Rectilinear Plaza Layout

Bird's Eye View



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

Conceptual Rendering of Rectilinear Plaza Layout

Ground Level View – P1



View looking northwest at Station Entrance from Champions Way



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

Conceptual Rendering of Rectilinear Plaza Layout

Ground Level View – P2



*View looking north towards
Plaza from Parking Lot*



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

Conceptual Rendering of Rectilinear Plaza Layout

Ground Level View



View looking southeast at Signature Tree from Station Entrance



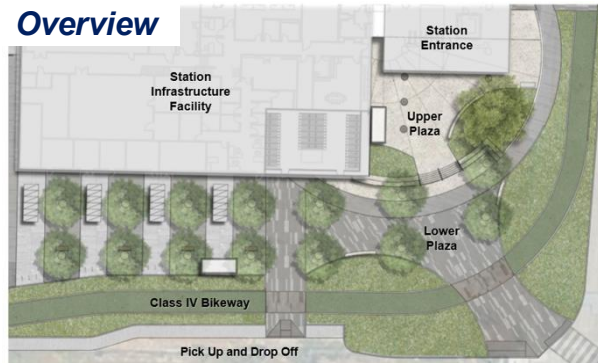
CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 09/14/26

What do you like about the Radial Plaza Layout?

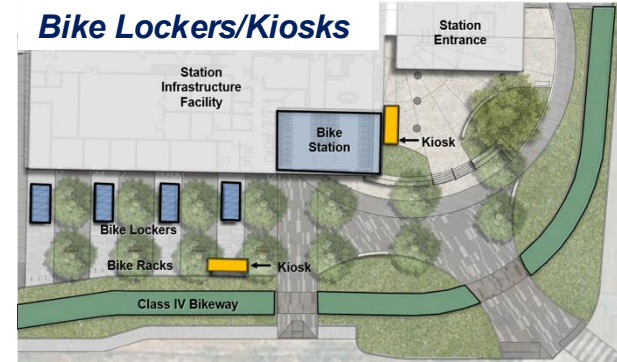


Think about: the upper/lower plazas featuring the signature tree, bike locker orientation and kiosk locations, and seating locations.

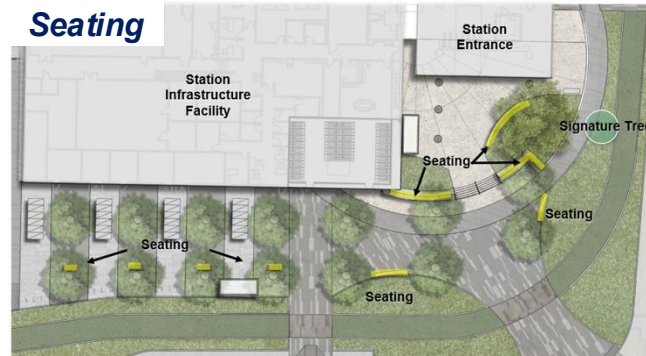
Overview



Bike Lockers/Kiosks



Seating

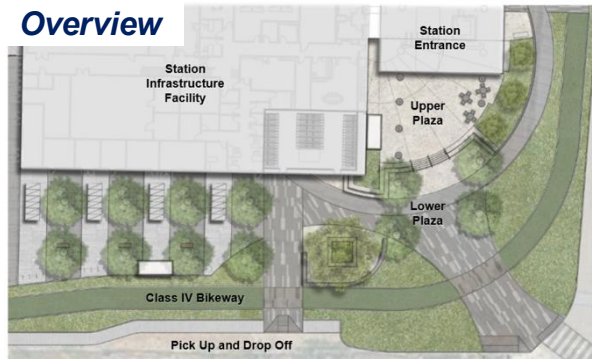


What do you like about the Recessed Plaza Layout?

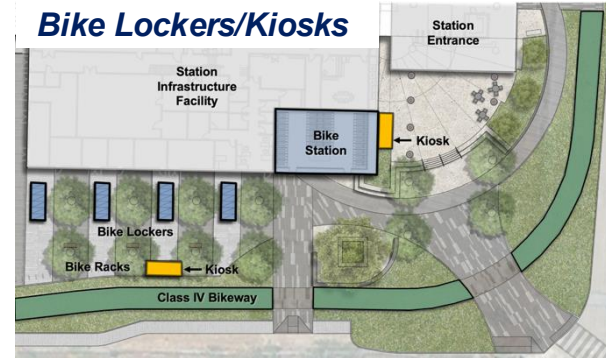


Think about: the upper/lower plazas featuring the signature tree, bike locker orientation and kiosk locations, and seating locations.

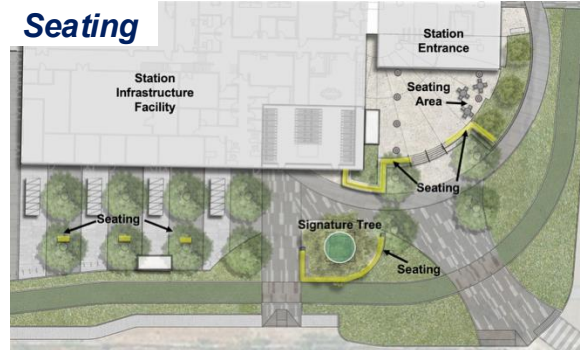
Overview



Bike Lockers/Kiosks



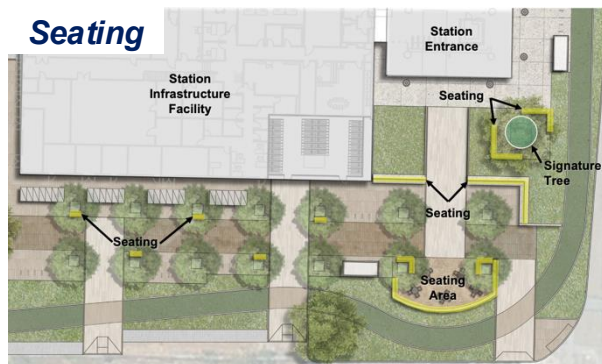
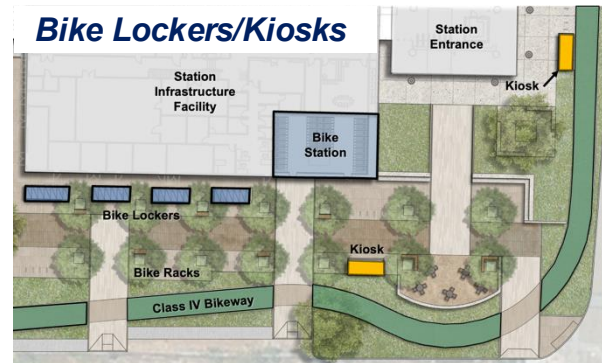
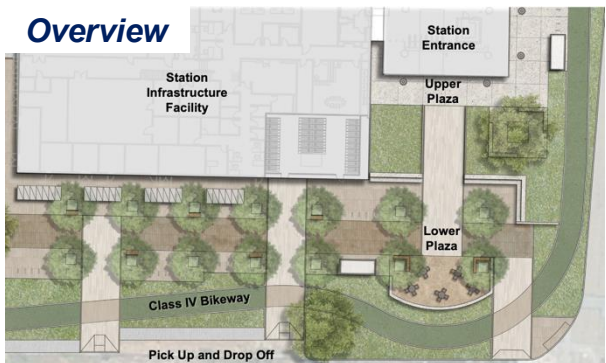
Seating



What do you like about the Rectilinear Plaza Layout?



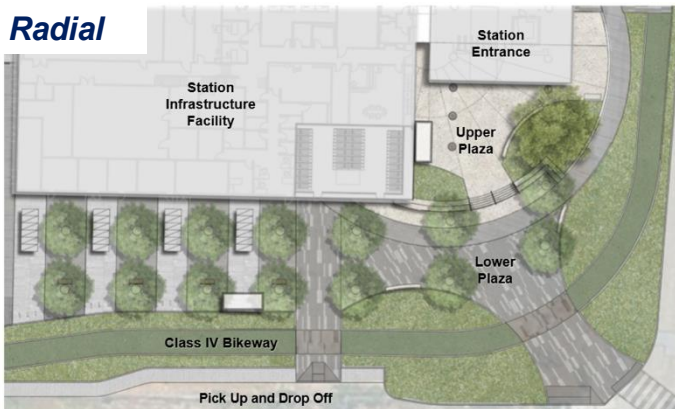
Think about: the upper/lower plazas featuring the signature tree, bike locker orientation and kiosk locations, and seating locations.



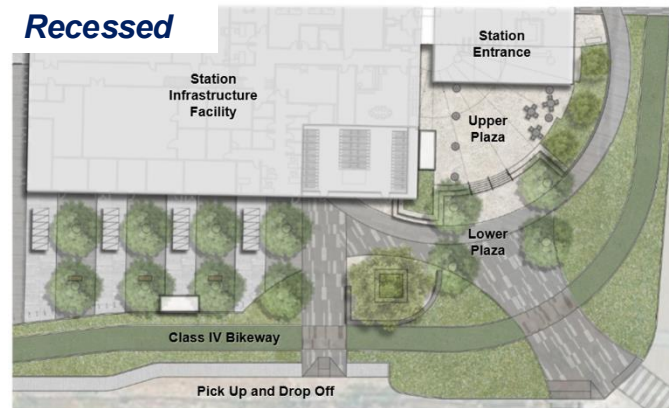
Which Plaza layout do you prefer?



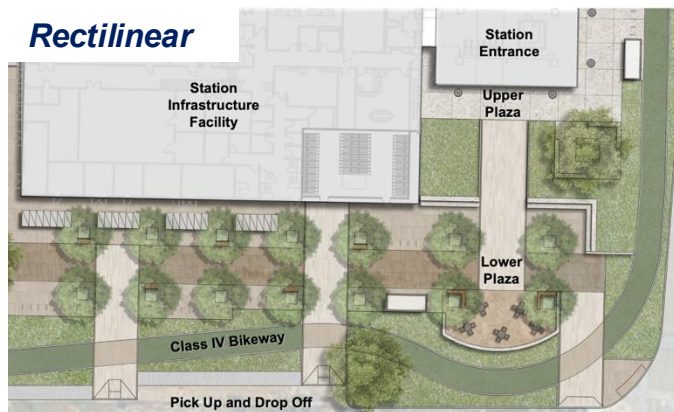
Radial



Recessed



Rectilinear



Instrumentation & Monitoring (I&M) Overview

How Instrumentation & Monitoring Protects Our Neighborhoods & Infrastructure



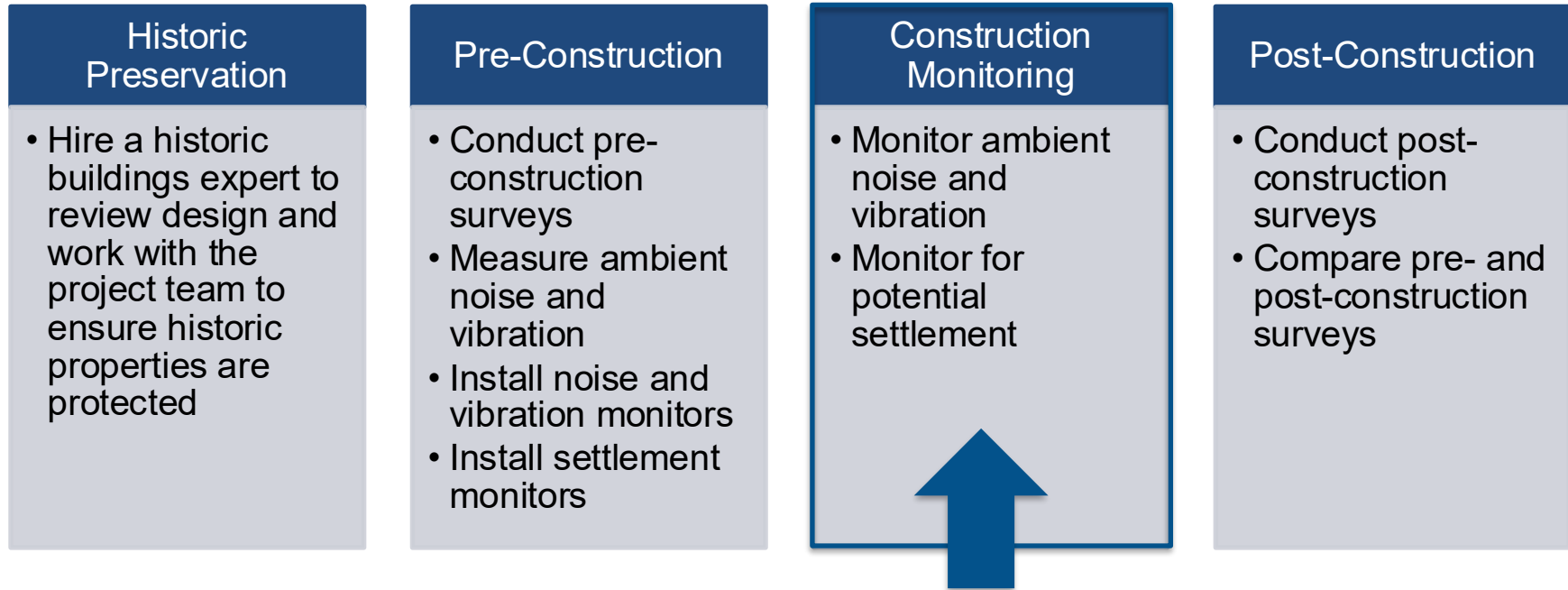
GOAL: Use instrumentation to **monitor** the effects of tunneling operations on assets above and adjacent to the tunnel to **detect** trends and **adjust** construction activities as needed

- **Mitigates** structural risks across buildings, bridges, utilities, and ground surfaces
- Ensures **public safety** and continuous surface traffic flow
- Acts as **an early warning system** to alter construction activities
- Allows **real-time informed decision-making** to mitigate surface and subsurface impacts from Tunnel Boring Machine tunneling

Commitment to Protect Historic Properties



To protect the Five Wounds Portuguese National Parish and historic properties in Downtown San José, VTA commits to do the following:

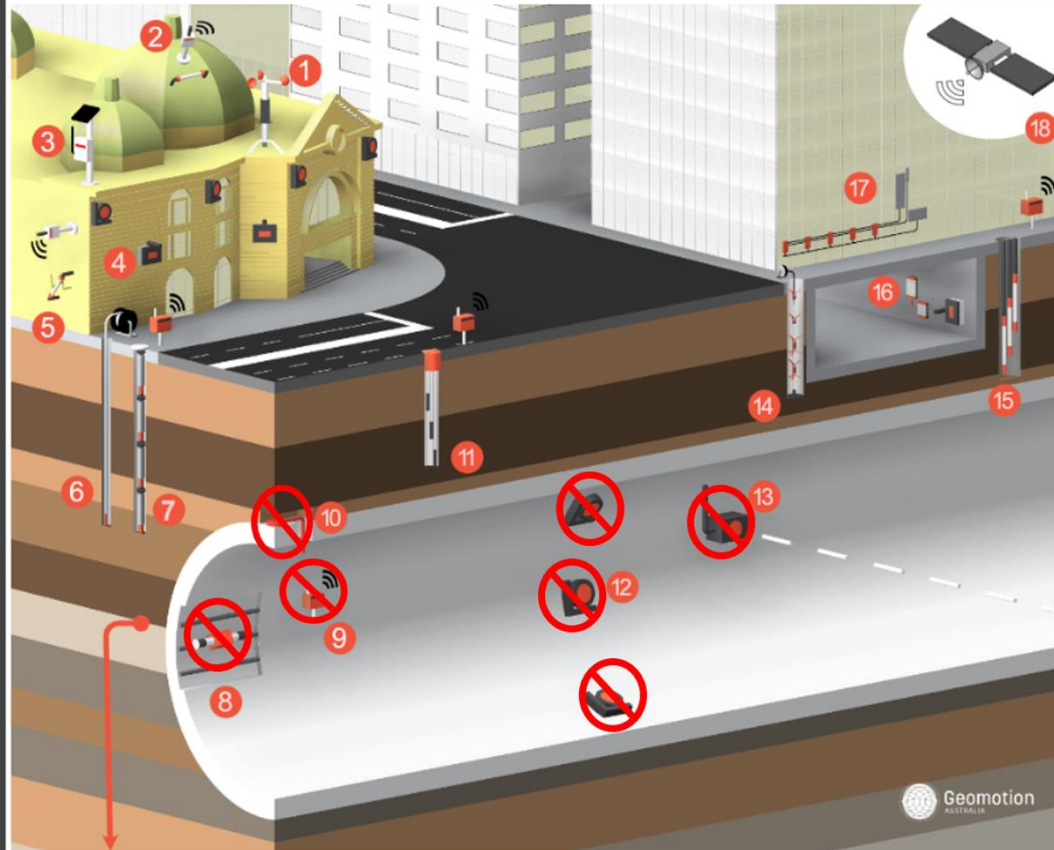


Instrumentation & Monitoring

Example of I&M Equipment Installed Above and Adjacent to Tunnel



1. Meteorological Station
2. Single Channel Data Logger
3. Gateway with Solar Panel
4. Tiltmeter
5. Vibrating Wire Crackmeter
6. Water Level Meter
7. In-Place Inclinator
11. Multipoint Extensometer
14. Magnetic Extensometer
15. Piezometer
16. Vibration Monitor
17. Liquid Level System
18. InSAR



I&M – During Tunneling – P1

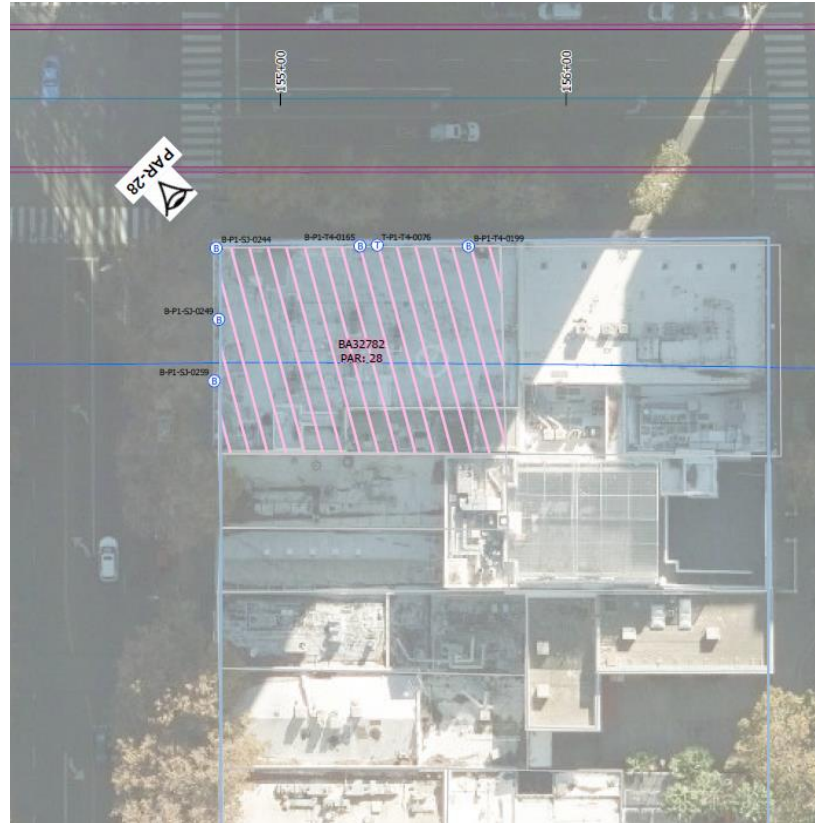


Example I&M at PAR-28,
Similar for others



LEGEND

- | | | | |
|--|-----------------------------------|--|--|
| | TUNNEL | | GROUP A STRUCTURES |
| | TUNNEL CENTERLINE | | TO BE DEMOLISHED |
| | TUNNEL ZOI | | BUILDING MONITORING POINT ABOVE GROUND LEVEL |
| | PRIVATE ROW | | BUILDING MONITORING POINT GROUND LEVEL |
| | PUBLIC ROW | | TILT METER |
| | BUILDING | | |
| | PROTECTED ARCHITECTURAL RESOURCES | | |



**I&M for TBM,
Within of the
Zone of
Influence
(ZOI):**

Building
Monitoring
Devices
(*DRAFT/Example
Locations Shown*)

Instruments in City Right-of-Way



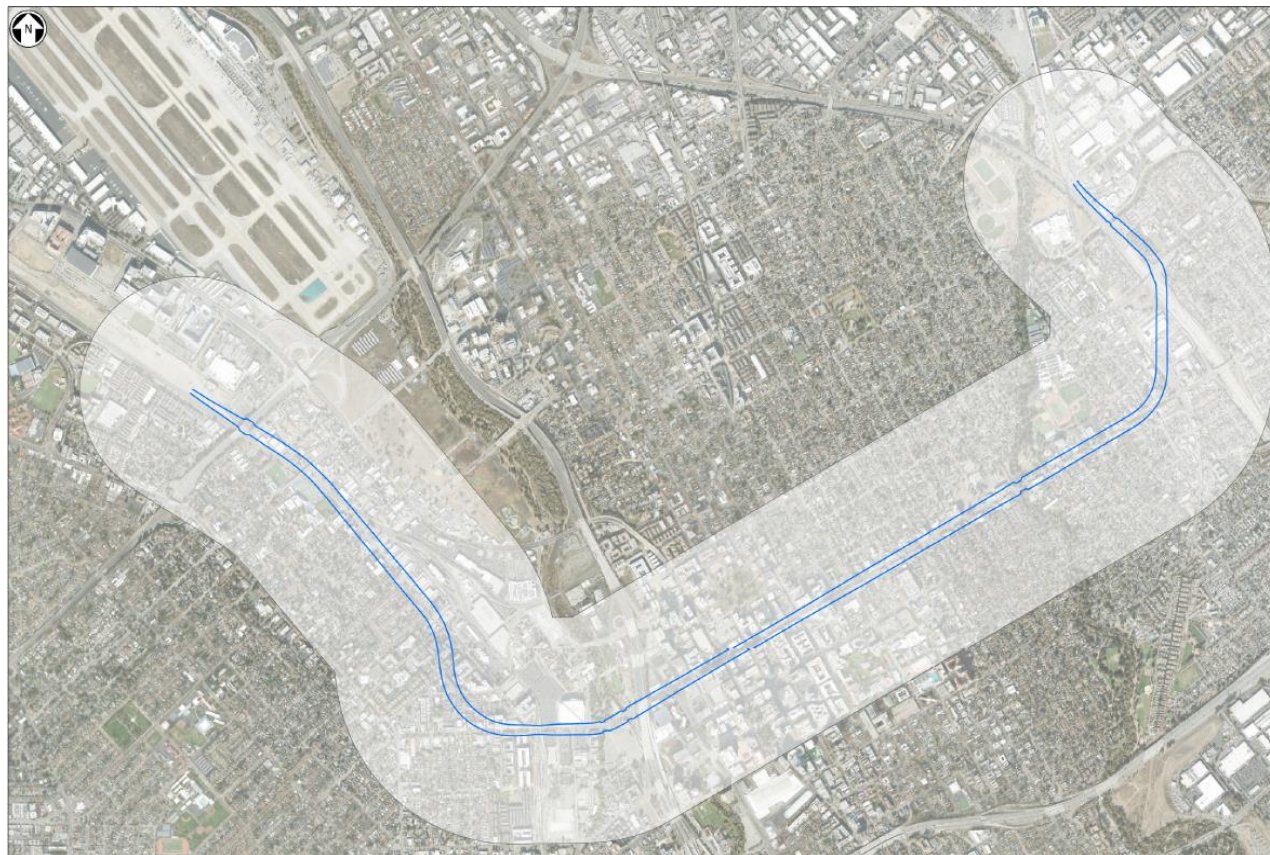
Instruments to monitor ground movement	Instruments to monitor utilities and overlying structures
Extensometers	Utility Monitoring Points
Surface Settlement Markers	Building Settlement Markers
Vibrating Wire Piezometers (monitors groundwater)	Liquid level gauges
Horizontal Inclinerometers	Tiltmeters

- Instruments are monitored with Automated Total Stations (AMTS) and manual survey, as applicable.
- BSVII program also using InSAR, a satellite-based monitoring technique, to establish early baselines prior to construction.

Examples of Instruments



I&M – During Tunneling – P2



**I&M for TBM, Within
and Outside of the
Zone of Influence
(ZOI):**

InSAR (Interferometric
Synthetic Aperture
Radar)

LEGEND

— TUNNEL ZOI

□ INSAR PROJECT
AREA OF INTEREST

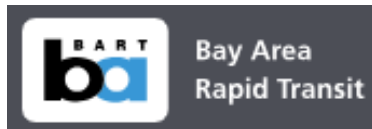
Example Video from SR-99 Tunnel Project, Seattle – Monitoring of Instrumentation in City Right-of-Way



I&M for Tunneling Coordination



BART SILICON VALLEY
PHASE II EXTENSION PROJECT



Current and Future I&M Efforts



- Coordination with the City, utility owners, and private property owners (partnering easements and Permits To Enter).
- Construction Transportation Management Plan for I&M under development in coordination with the City
- Pre-construction surveys of properties along the alignment.
- Coordination with third parties on encroachment permits.

Target: Instrumentation installation scheduled to begin January 2027 starting from the west.

Part 3: Questions?

Next Steps:

Upcoming CWG Meeting Date



Thursday, November 19, 2026

4 p.m. at BSVII Project Office

Upcoming VTA Meetings (Hybrid) – P1



VTA BOARD OF DIRECTORS MEETING

Thursday, October 1, 2026 at 5:30 PM
Board of Supervisors' Chambers
County Government Center
70 West Hedding Street, San José, CA 95110

VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, October 8, 2026 at 12:00 PM
VTA Conference Room B-106
3331 North First Street, San José, CA 95134

VTA BOARD OF DIRECTORS MEETING

Thursday, November 5, 2026 at 5:30 PM
Board of Supervisors' Chambers
County Government Center
70 West Hedding Street, San José, CA 95110

VTA's BART Silicon Valley Phase II Oversight Committee

Thursday, November 12, 2026 at 12:00 PM
VTA Conference Room B-106
3331 North First Street, San José, CA 95134

Upcoming VTA Meetings (Hybrid) - P2



Joint VTA/BART Working Committee Meeting

Friday, October 9, 2026 at 9:30 AM

BART Headquarters - BART Board Room

2150 Webster Street, 1st Floor

Oakland, CA 94612

Part 4: Questions?