

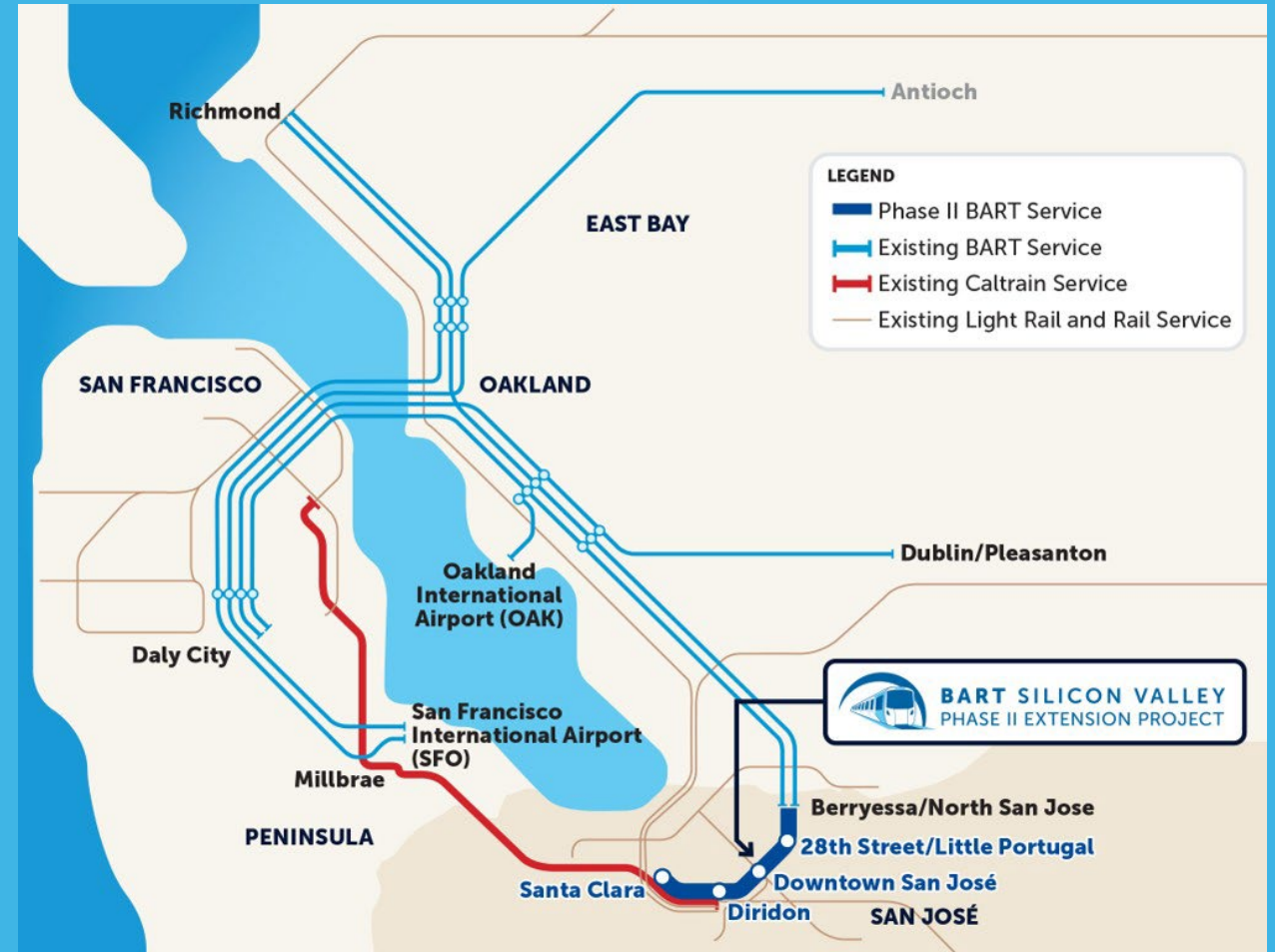
VTA's BART Silicon Valley Phase II Extension



Joint VTA/BART Working Committee
November 7, 2025

Agenda

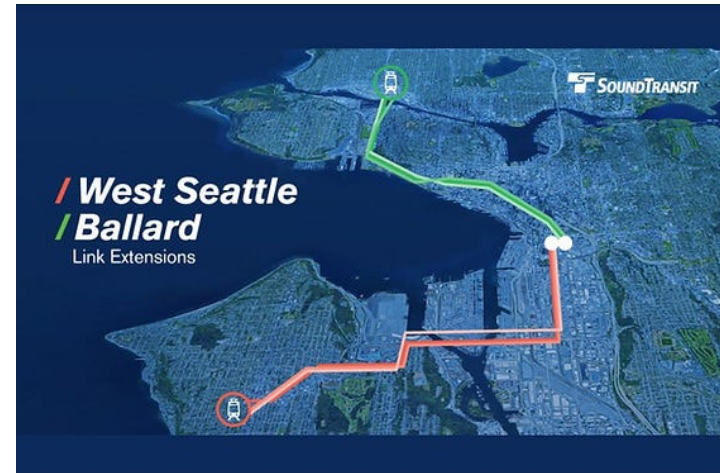
1. VTA's BART Silicon Valley Phase II Project Update
2. VTA/BART Collaboration



VTA's BART Silicon Valley Phase II Project Update

Peer Review

- Peer Review held on August 20
- Panel included project delivery executives from peer transit agencies:
 - Sound Transit – Seattle, WA
 - LA Metro – Los Angeles, CA
- Attendees included VTA Project Team, FTA, PMOC, BART, and VTA BSVII Oversight Committee Subject Matter Expert Gall Zeidler



LA Metro's Purple Line TBMs

Peer Review Recap

- Presentation by staff on project background, baseline, and two scenarios (incorporating cost savings)
- Tour of project alignment and west portal construction site
- Focus on **feasibility, constructability, contract packaging** and **delivery methods**
- Peer Review follow-up meetings on **September 8th & 24th** to discuss draft report



Peer Review Summary

- Evaluation of Scenarios
 - **Scenario 1 is optimal path forward** from a constructability and feasibility perspective and offers fewer risks
 - Scenario 1a introduces **additional costs**, a cut-and-cover box in downtown San Jose, **impacting to the community**, and **increases risk and complexity**
- Cost Estimates and Risk Adjustments
 - Recommends cost estimates be updated to reflect **evolving market conditions**
- Contract Packaging
 - Breaking up large contracts into **smaller packages** will improve bidder interest and **reduce integration risk**—if managed effectively
 - Repackaged tunnel contract must include clear provisions for **system integration** and **TBM-related risk mitigation**

Peer Review Summary

- VTA/BART Partnership
 - A **strong working relationship between VTA and BART is critical** to the **success** of the project.
 - Encourages VTA and BART to continue efforts to **maintain this relationship** given the challenges of such a long and complex project
- Newhall Yard Refinements
 - **Achieving concurrence** between BART and VTA on Newhall Yard refinements needs to be a **priority** for the project to proceed successfully
- **Continue the Project momentum** with early construction underway



Peer Review Findings & Recommendations:

Design/Configuration

Finding/Recommendation	VTA Proposed Action
Project is experiencing positive momentum with the significant amount of work being performed at the West Portal that must be sustained (p. 3)	VTA will recommend Scenario 1 as go-forward project configuration in October to allow advancement of 60% design, packaging and procurement document development, and ongoing early works construction activities to meet critical path schedule.
Scenario 1 is optimal path forward from a constructability and feasibility perspective and offers fewer risks (p. 4)	
Scenario 1a introduces additional costs, a cut-and-cover box in downtown San Jose, impacting to the community, and increases risk and complexity (p. 7)	
Achieving concurrence between BART and VTA on Newhall Yard refinements needs to be a priority for the project to proceed successfully (p. 4)	BART and VTA leadership have committed to reestablishing regular touchpoints and improving communication between the agencies. Through this, there is commitment to find a workable solution that meets the needs of both agencies.

Peer Review Findings & Recommendations:

Tunnel/Construction

Finding/Recommendation	VTA Proposed Action
Maximize TBM production by shifting to 7-day/3-shift schedule, with additional support from Herrenknecht (p. 5)	VTA to discuss with Herrenknecht.
Confer with key staff from SR 99 Alaska Way Viaduct to identify lessons learned to optimize TBM performance and minimize risk (p. 5)	VTA will continue to engage Tunnel Advisory Panel and PMT Subject Matter Experts which include key staff from SR 99 and apply findings to future tunnel procurement (CP5).
VTA should consider whether it has any means of negotiating a contract with one or more of the existing KST JV members before embarking on an open procurement. (p. 6)	VTA will explore what options exist.
Consider transferring some of the tunnel contractors from KST to VTA to mitigate risk (p. 14)	
Critical to obtain top-tier world class TBM operation and management team (p. 14)	VTA will refine industry outreach approach to focus on this importance.

Peer Review Findings & Recommendations:

Contract Packaging & Delivery Methods

Finding/Recommendation	VTA Proposed Action
Carefully consider contract language to minimize TBM reassignment risk from KST to CP-5 contractor (p. 6)	VTA will consider incentives as part of the tunnel contracting approach.
Consider incentives for TBM performance (p. 11)	
Consider risk sharing for items such as commodities/material pricing inflation and unforeseen ground conditions (p. 11)	Evaluate as part of tunnel/ follow-on procurement contract development.
Consider “cost of delay” in certain contracts (p. 11)	
Consider one Systems contract – either DBB or CM/GC instead of DB (p. 13)	VTA will conduct a contract packaging assessment to confirm packaging/delivery methods for remaining scope and consider these inputs as part of this process.
If systems contracts are separate, consider a high-level System Manager to provide overall coordination (p. 13)	

Peer Review Findings & Recommendations:

Contract Packaging & Delivery Methods

Finding/Recommendation	VTA Proposed Action
Separating out the stations contract to encourage vertical contractors to bid (p. 15)	VTA will integrate this feedback into our industry outreach for future stations, systems and trackwork contracts. VTA will conduct a contract packaging assessment to confirm packaging/delivery methods for remaining scope and consider these inputs as part of this process. VTA will hold industry events to gather industry feedback prior to writing RFPs, building on the market engagement facilitated through the 2025 Contract Task Force.
If CM/GC is chosen for stations, incorporate their input prior to achieving 90% design to ensure optimal scope breakout (p. 15)	
Consider separating Trackwork into its own contract package to reduce mark up (p. 17)	
Break up large contracts into smaller packages to improve bidder interest and reduce integration risk (p. 17)	
Meet with potential contractors to gauge industry interest (p. 19)	

Peer Review Findings/Recommendations:

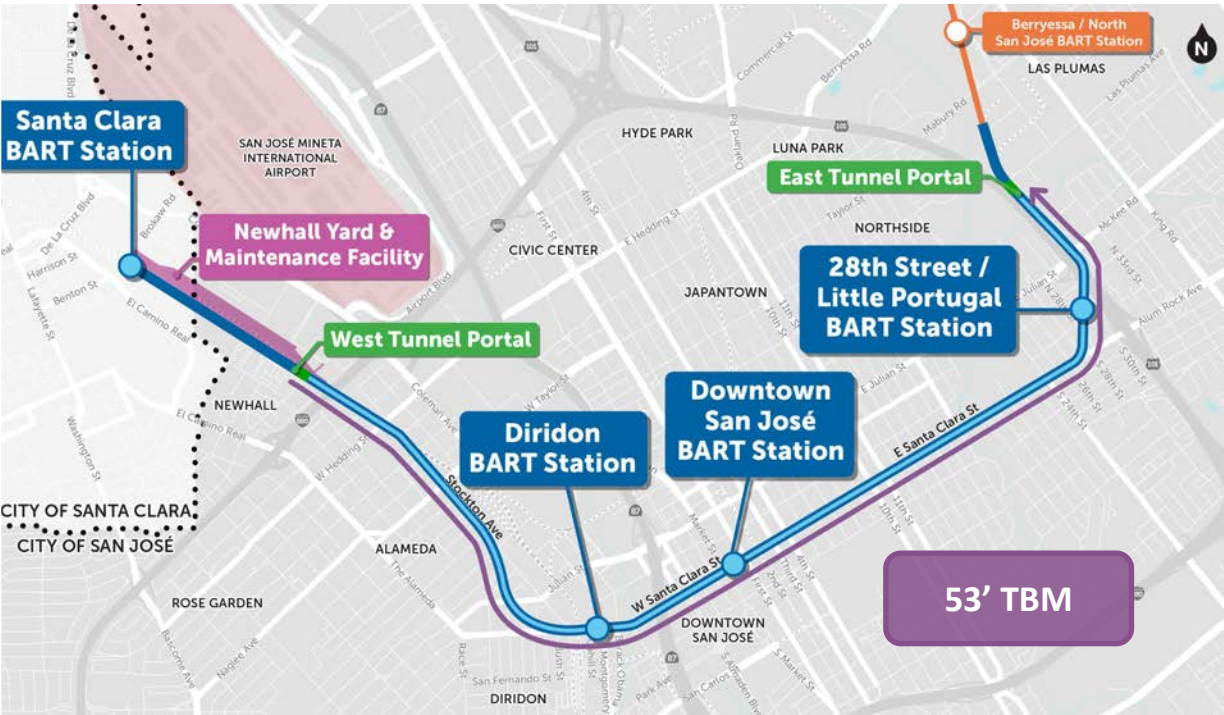
Cost & Schedule

Finding/Recommendation	VTA Proposed Action
Assure bidders that VE items are formally approved by BART prior to bidding (p. 10)	VTA will formalize RFVs and include in procurement documents. Per the Comp. Agreement, BART will approve construction contract documents.
Add “owner controlled” float to the Project’s baseline schedule (p. 11)	VTA will update baseline cost and schedule estimate after project configuration is selected and evaluate/incorporate these recommendations as part of this effort.
Use Phase 1 of Berryessa extension project as a baseline comparison for reviewing profession service cost estimate and burn rate (p. 12)	
Recommends cost estimates be updated to reflect evolving market conditions (p. 18)	
Review areas of major cost difference with KST to understand cost drivers and potential mitigations prior to future procurement (p. 18)	VTA to conduct a thorough review of the cost estimate / cost crosswalk in context of new procurement development and evaluate potential approaches that could be taken in commercial documents and/or risk sharing to mitigate.

Peer Review Findings/Recommendations: Other & Miscellaneous

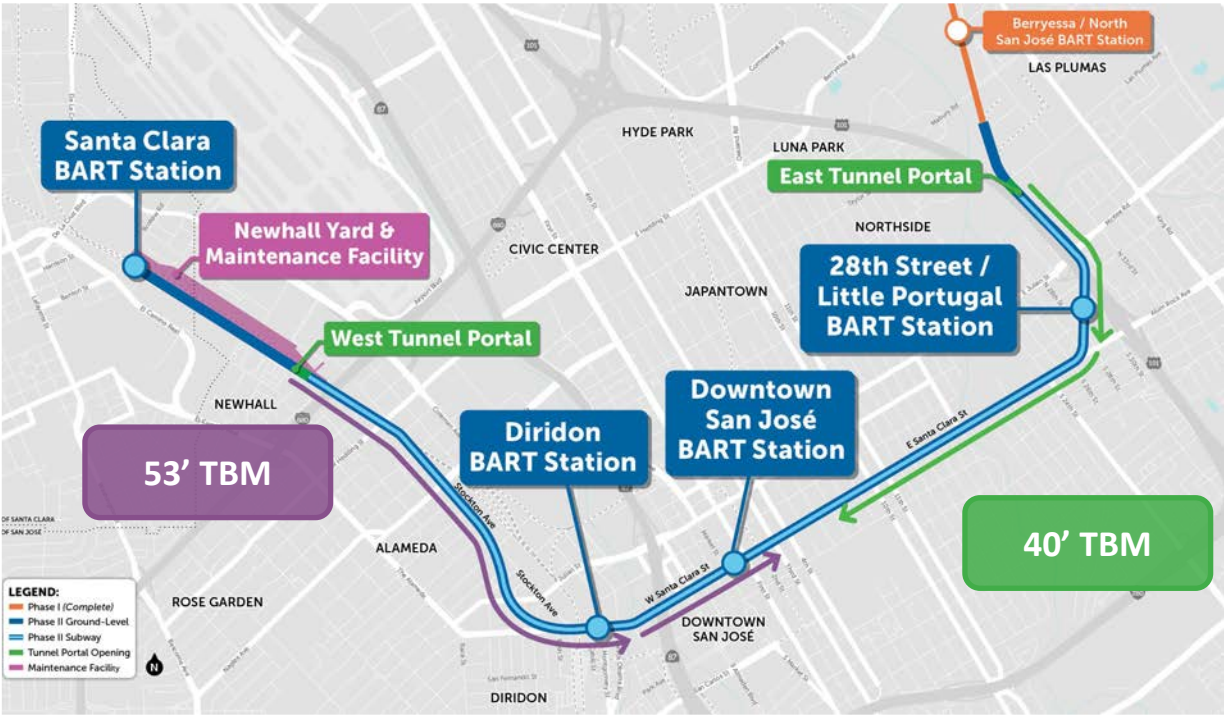
Finding/Recommendation	VTA Proposed Action
Strong working relationship between VTA and BART is critical to the success of the project (p. 10)	The work ahead will require continued collaboration, patience, and mutual respect, but both BART and VTA are aligned in the goal to deliver a transformative project that will benefit the entire Bay Area.
Suggest that given the importance of safety, that VTA verify the station calculations (p. 18)	Verify NFPA 130 compliance analysis at upcoming 60% design milestone, with oversight by Fire and Life Safety Committee.

Configuration: Scenario 1 & 1a



Scenario 1

Scenario 1a – Concurrent Tunneling



Cost Walk Through

	Scenario 1	Scenario 1a
New Starts Engineering Estimate	\$12.7B	
Systems/Criteria	-\$400M	
Underground Stations	-\$300M	
Santa Clara Station/Newhall Yard	-\$450M to \$0	
Parking Garages	-\$200M	
Miscellaneous	-\$150M	
Net Additional Cost Increases (Cost of time, escalation, contingency)	+\$900M	
Additional Costs for Scenario 1a	N/A	+\$800M
Uncertainty Range	N/A	-\$200M to +\$500M
Total	\$12.1B to \$12.5B	\$12.7B to \$13.8B

Scenario 1a Additional Costs

Item	Scenario 1a Additional Costs
East Portal	\$50M
28 th Street/Little Portugal Station	\$175M
Ventilation	\$50M
Meet Up/TBM Extraction	\$50M
TBM & Temporary Power	\$200M
Savings from Smaller Tunnel	-\$150M
Constructability Challenges	\$75M
ROW, Design, Contingency, and Escalation	\$350M
Total:	\$800M

Note:

Green = reductions/savings

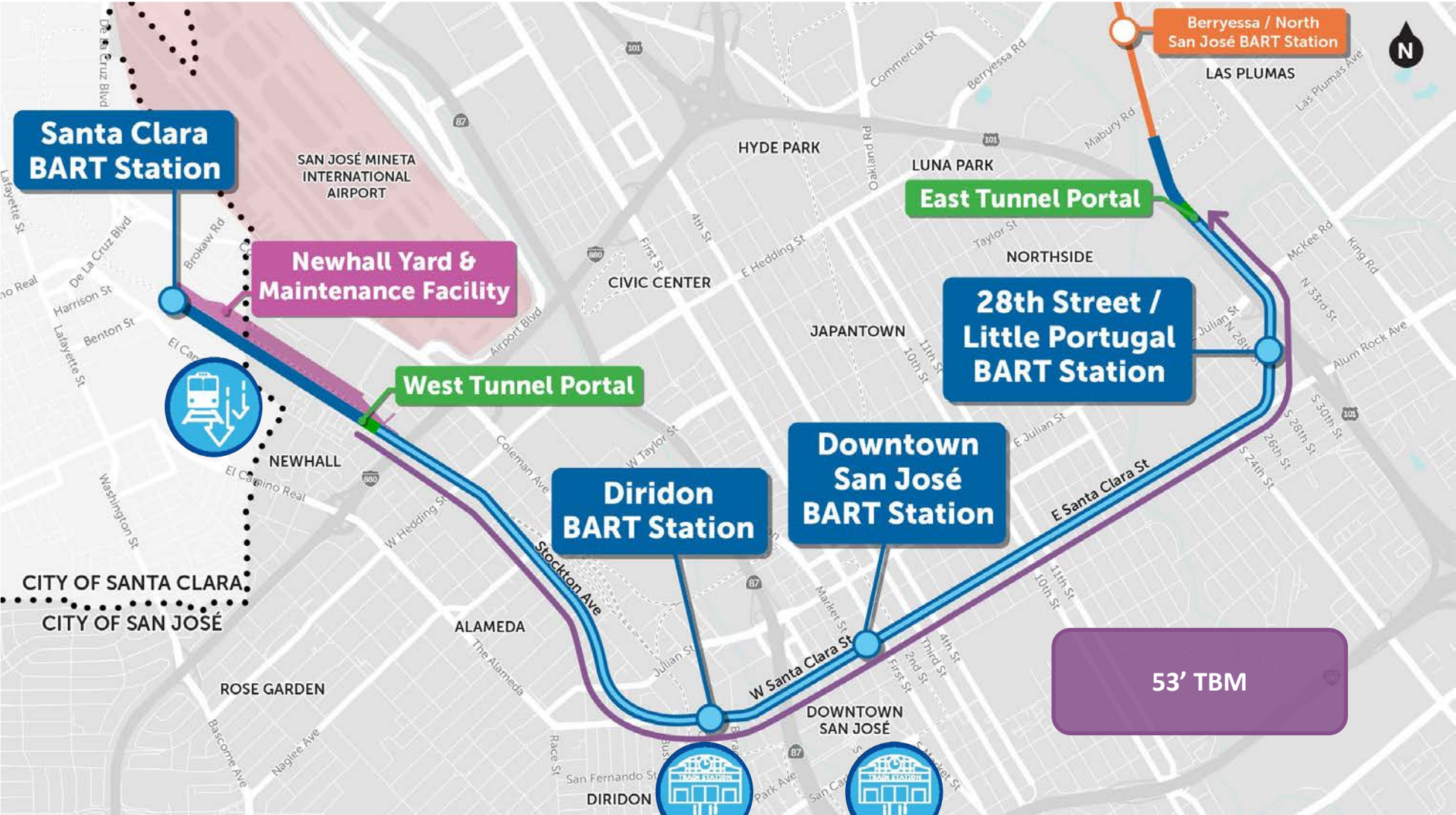
Red = additions

* Rough Order of Magnitude (ROM) Values rounded to nearest \$50M

VTA Board Approval on October 17, 2025

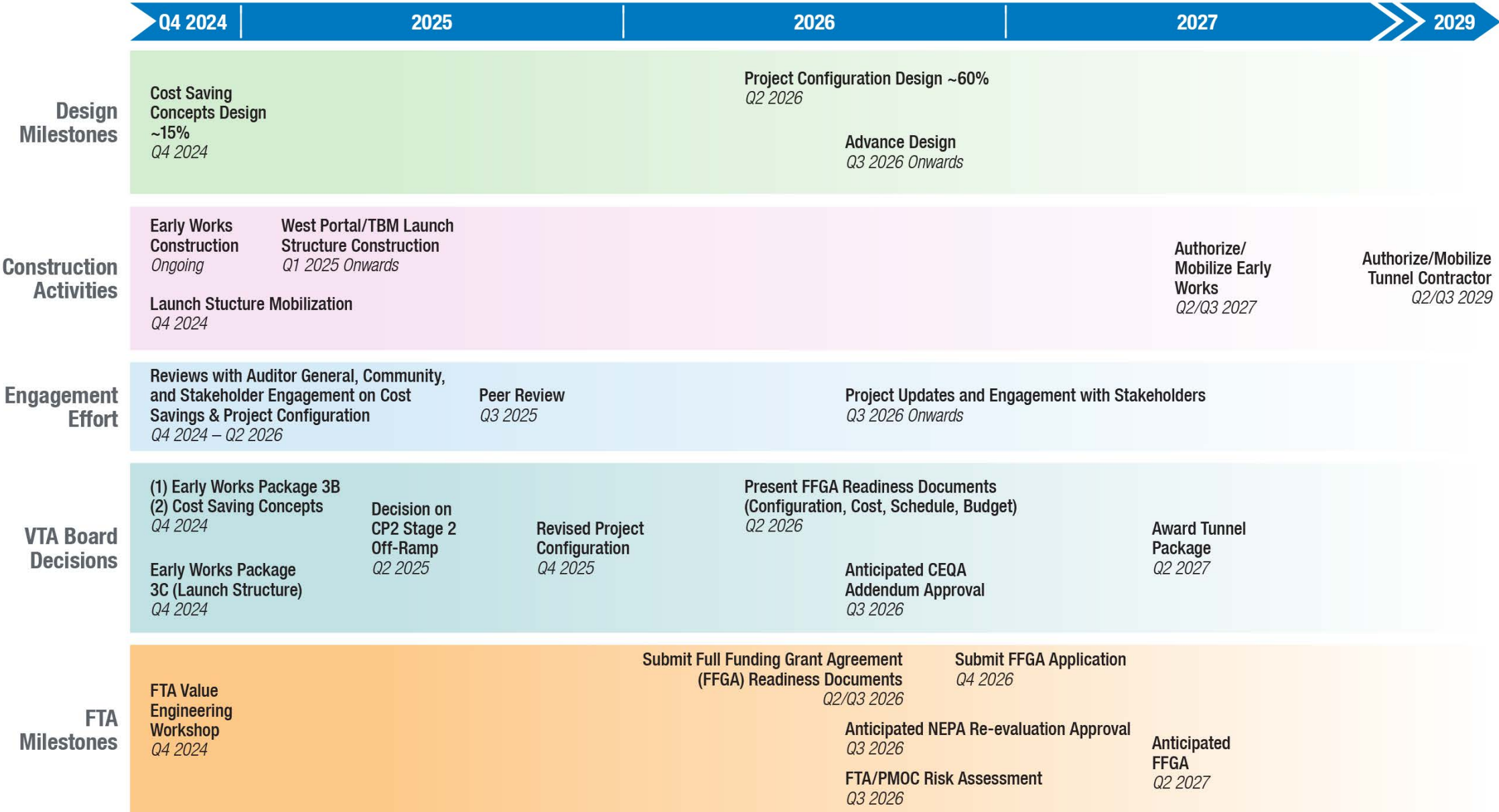
Approve the advancement of the Scenario 1 Project Configuration for VTA's BART Silicon Valley Phase II Extension (BSVII) Project including further design development, contract packaging, project delivery, financial planning, and pursuit of funding strategies including the Federal Transit Administration (FTA)'s Full Funding Grant Agreement (FFGA).

Scenario 1 Configuration

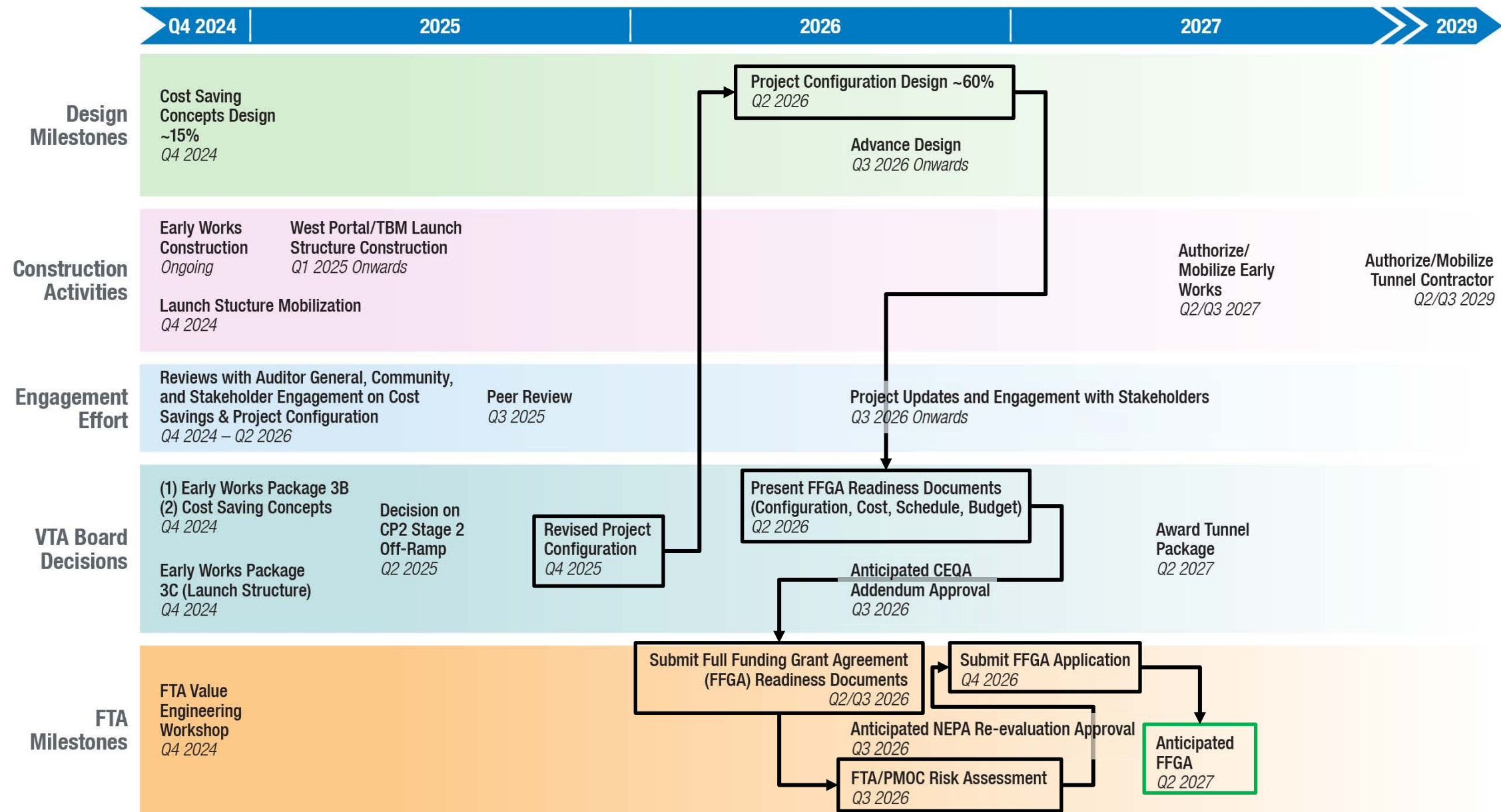


-  Levels 1 and 2 Cost Savings
-  Downtown San José Station Refinements
-  Diridon Station Refinements
-  Newhall Yard Refinements

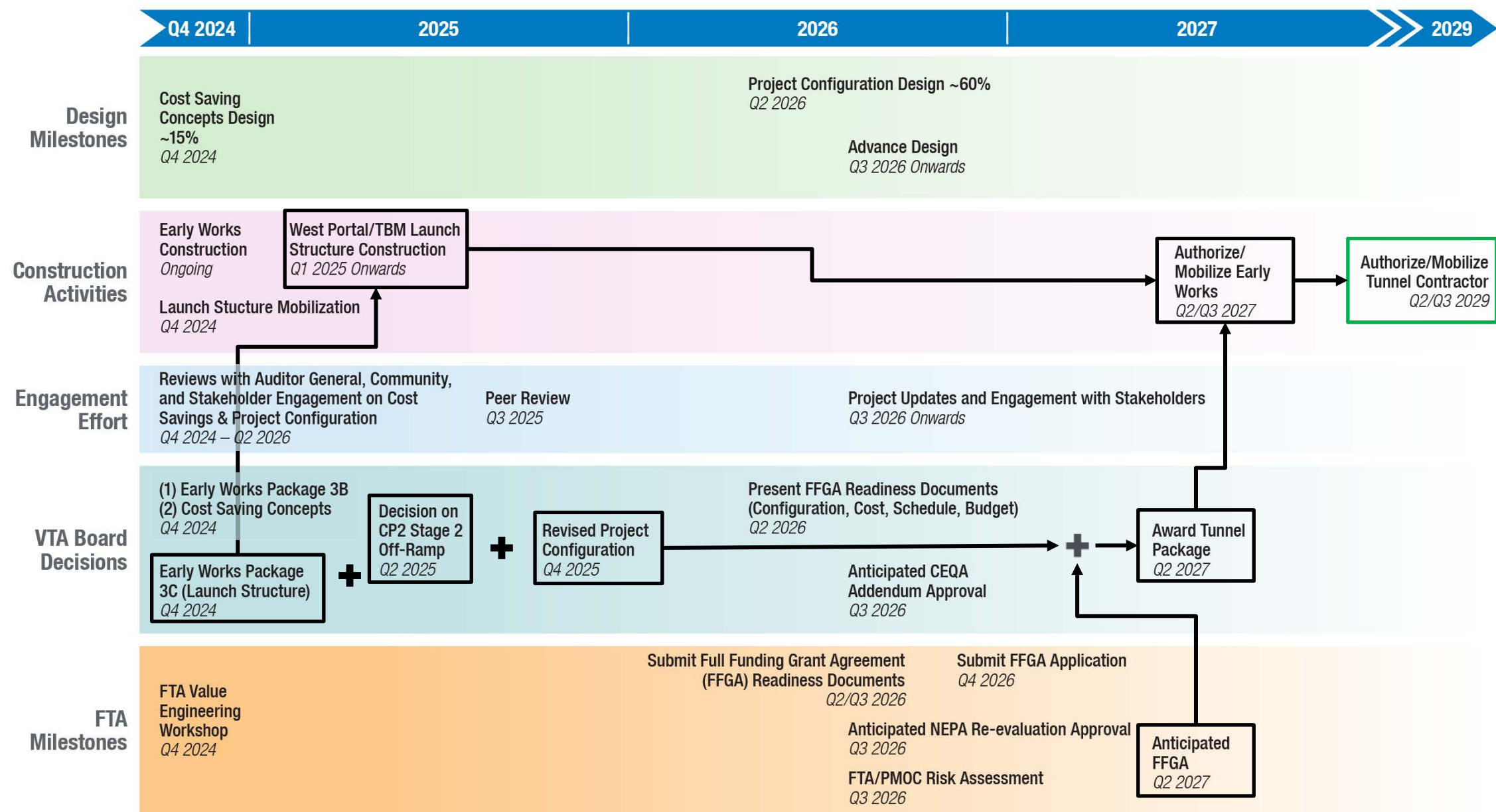
Path to Full Funding Grant Agreement (FFGA)



Path to Full Funding Grant Agreement (FFGA)



Critical Activities to Tunnel Construction



VTA/BART Collaboration

Design Ramp-Up Planning

Assessment

Evaluate Status and Resolve Discrepancies.



Organize

Core Team to Support Design and Value Engineering.



Develop

Finalize Design Review Scope and Standardize Review Procedure.



Reengage

Reestablish Previous Momentum and Reinforce Collaboration Channels.

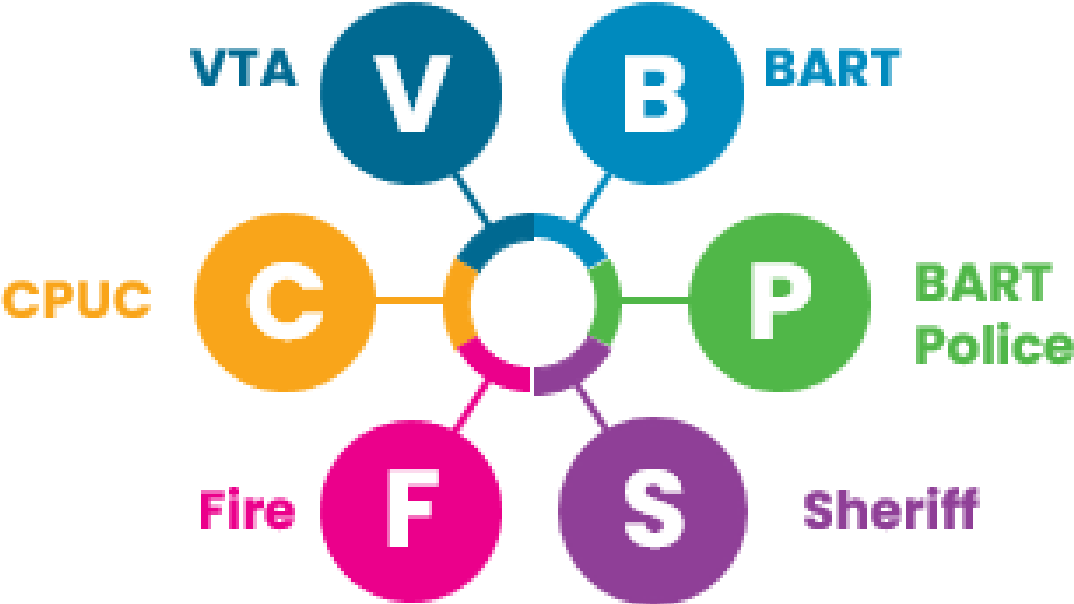


Design Development/Review Communication Plan

Stakeholder	Communication Goal	Communication Method	Frequency	Owner
Joint BART/VTA Board Working Committee	Transparency, Alignment, Governance	Joint Committee Meeting	Quarterly / As Needed	BART AGM VTA Chief
BART/VTA Executive Steering Committee	Alignment, Resolution, Direction	Executive Briefing	Quarterly	BART/VTA Deputy Project Directors
Joint Design Review Committee	Coordination, Tracking, Resolution	Coordination Meeting	Weekly	BART/VTA Deputy Project Directors
BART SME	Information, Alignment, Resolution	Technical Working Session	As Needed	BSVII Project Team

Safety and Security Governance

Safety and Security Review Committee



Fire Life Safety and Security Committee

Questions?