

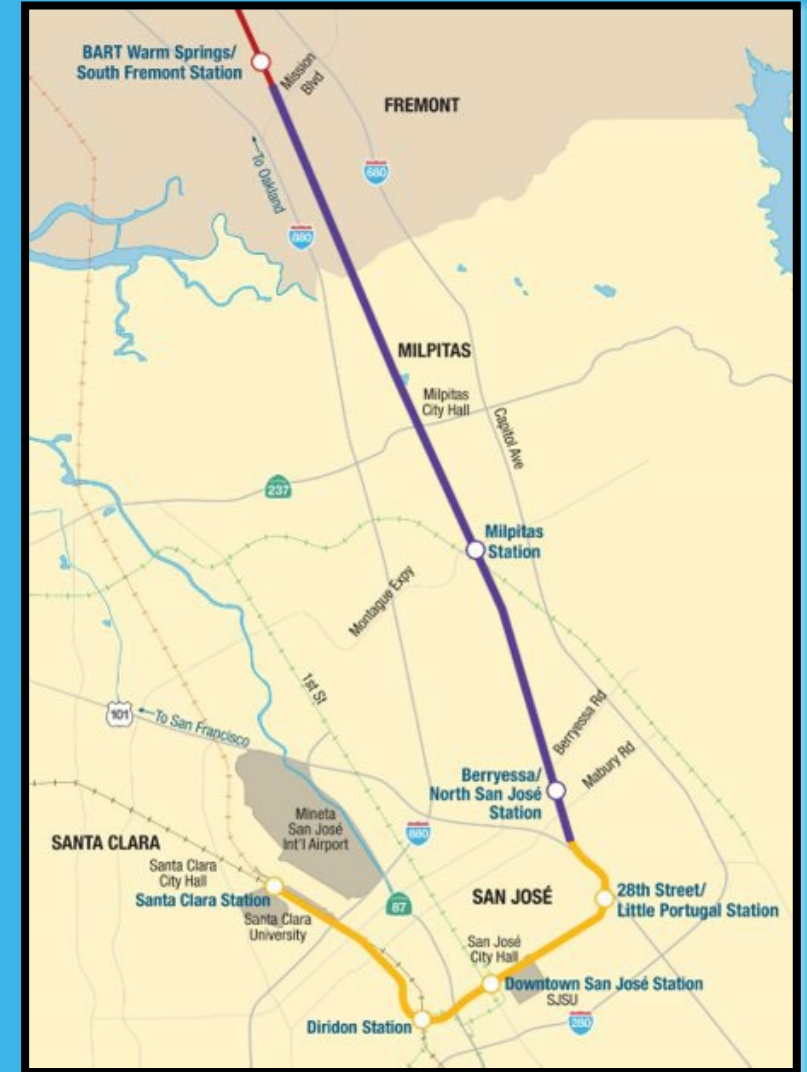
# VTA's BART Silicon Valley Phase II Extension



Joint VTA/BART Working Committee  
May 2, 2025

# Agenda

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







# VTA's BART Silicon Valley Phase II Update




# VTA & BART Partnership

*Santa Clara County is not part of the BART district. A Comprehensive Agreement and an Operations and Maintenance Agreement provide a framework for the partnership.*

## Santa Clara Valley Transportation Authority (VTA) Responsibilities

-  Pay all costs (capital, operations, and maintenance) associated with the extension
-  Contracting/Procurement/Design/Construction
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

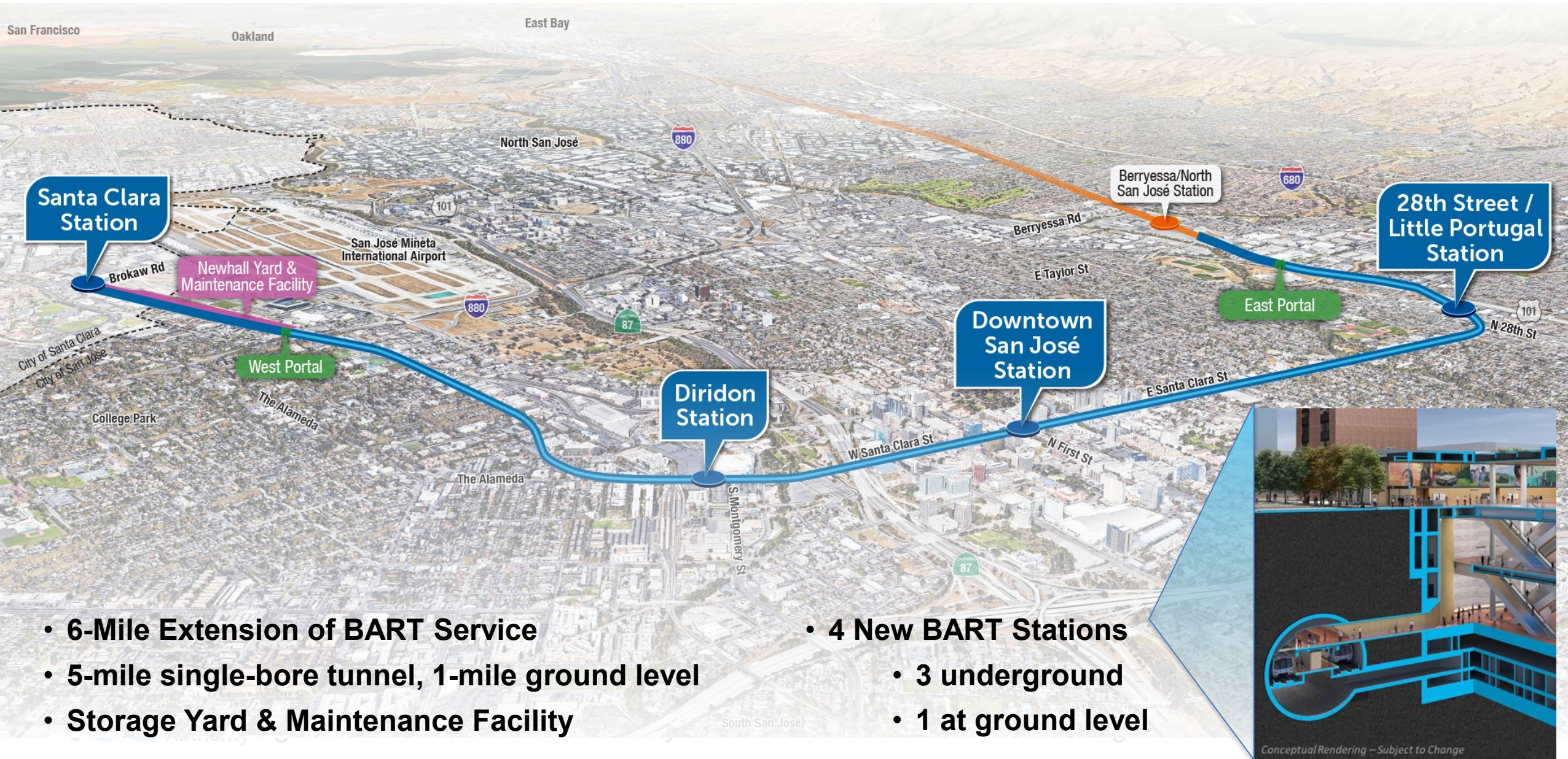
## Bay Area Rapid Transit (BART) Responsibilities

-  Technical assistance
-  Operations
-  Maintenance
-  Service Planning

*VTA is also responsible for to pay an allocable portion of BART core system operating costs.*



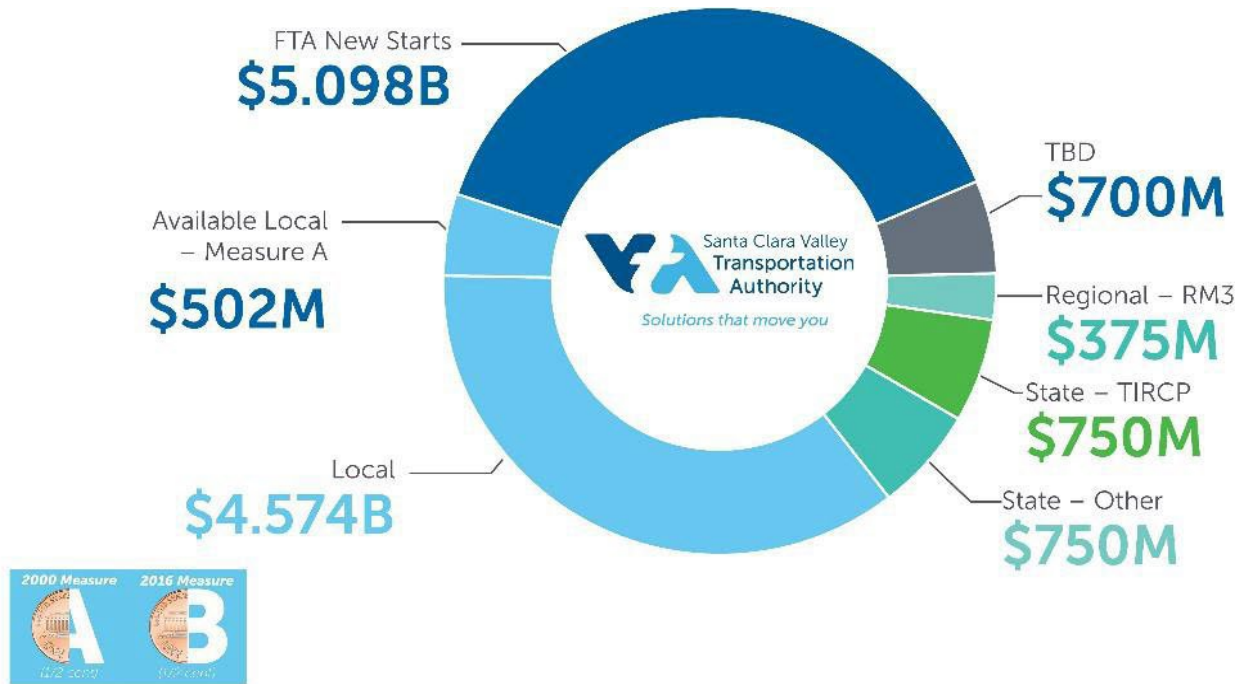
# VTA's BART Silicon Valley Phase II Extension Project





# Funding Status

- Currently in New Starts Engineering (NSE) Phase of FTA's Capital Investment Grant Program
- Cost saving effort underway
- Exploring up to **\$100M** non- local funding sources including:
  - Solutions for Congested Corridors Program (SCCP)
  - SB1 Local Assistance Program



# Program Considerations



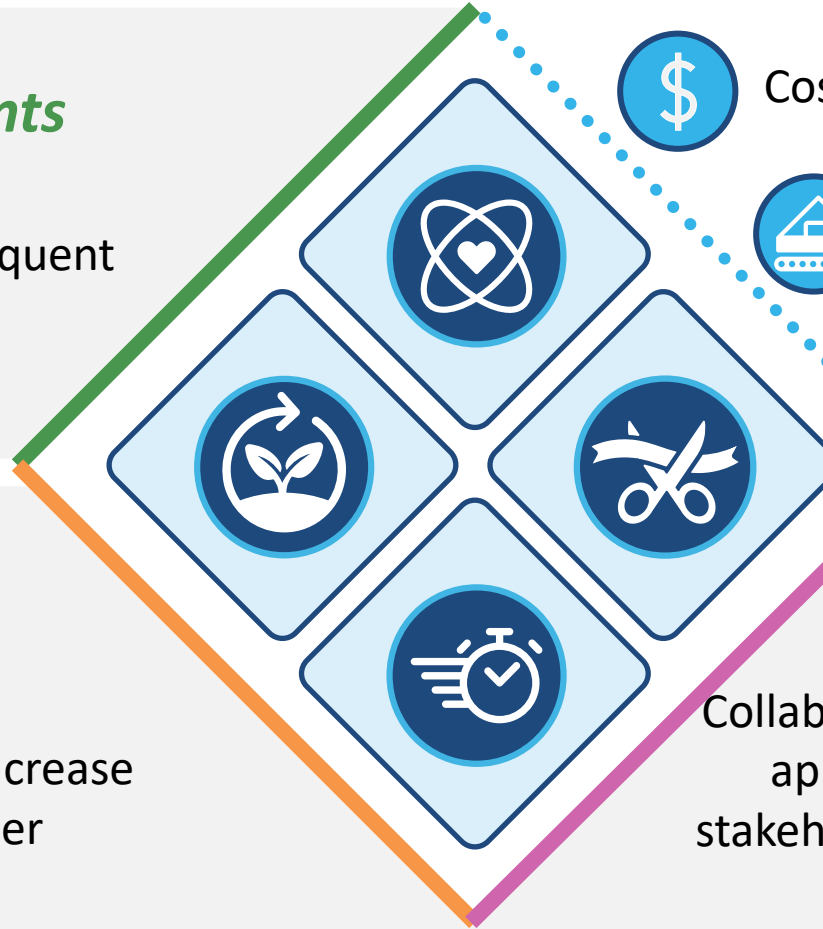
## *Federal Requirements*

No new Supplemental EIS/ Subsequent EIR needed



## *Risk Profile*

Prevent significant new risks to construction or design that will increase costs while considering stakeholder impacts



Cost Savings (between \$700M to \$1.2B)



Contractor/Industry confidence to build BSVII within budget



Path to signing FFGA, before award of CP2 Stage 2

## *Stakeholder & Agency Collaboration*



Collaborate and incorporate feedback, where applicable, from VTA Board, BART and key stakeholders include the Community Working Groups

# Cost Saving Efforts

*Identify and screen cost saving candidates within the framework and guardrails*







# Cost Saving Efforts – Level 1

**Level 1:**

- Within the framework and guardrails
- Focus on station refinement and criteria/requirements with BART
- Resulted in concepts with minimal project element interdependencies

August 2024 – December 2024

Level 1

• Approx. \$350M

Level 1 Concepts	Projected Cost Savings (as of 3/13/2025)
Criteria / Requirements Assessment with BART <sup>(1)</sup>	\$187M
Convert 28th Street/Little Portugal Parking Structure Spaces to Surface Parking	\$77M
Refine Station Design (28th Street/Little Portugal, Downtown San José, and Diridon)	\$68M
Owner Supplied Materials	\$20M

Notes: Draft ROM costs in YOE dollars based on conceptual designs and subject to change.

(1) Contingent on approvals for design variances.

# Cost Saving Efforts – Level 2

## Level 2:

- Cross-disciplinary and interdependent cost saving concepts
- Pushed the guardrails slightly
- Developed task forces to dive deeper in Level 1 concepts that required additional evaluation and costing with subject matter experts

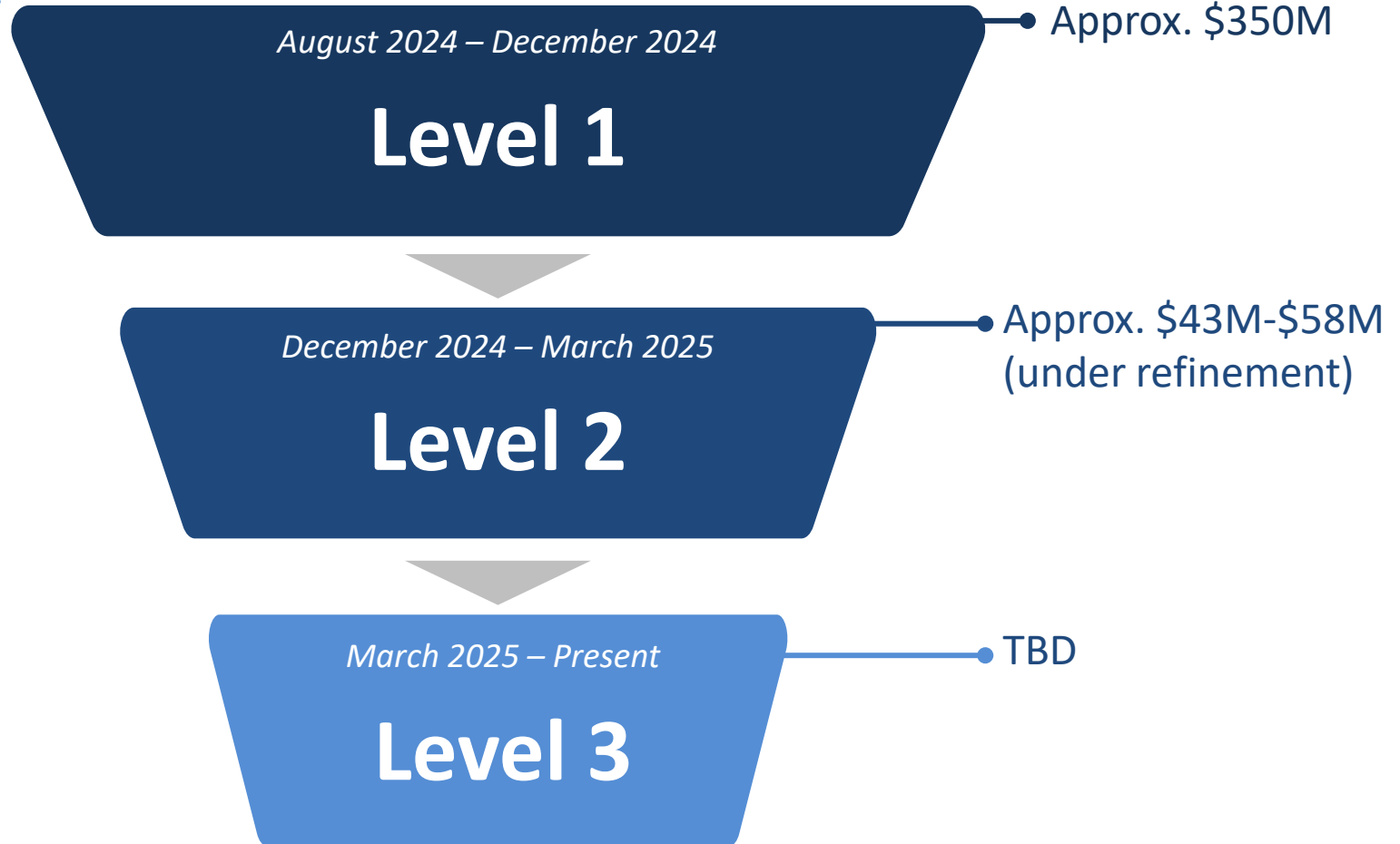


Task Force	Level 2 Concepts	Projected Cost Savings (as of 4/4/2025)
A	Concurrent Tunneling from the East	Advancing under Level 3
B	Newhall Yard Facility / Santa Clara Station <sup>(1)</sup>	>\$40M
C	Tunnel Interior Reconfiguration	TBD
D	Various Alternative Structural Concepts	\$3M - \$8M
E	Muck Off-Haul Options	\$5M - \$10M

# Cost Saving Efforts – Level 3

## Level 3:

- Challenging previous design requirements & assumptions
- Focusing on tunnel and construction methods
- Pushing the guardrails
- Refine Level 2 concepts that have a ripple effect throughout the project
- Evaluate concepts from FTA-PMOC December 2024 workshop
- Establish a Tunnel Task Force including BSVII Oversight Committee Subject Matter Expert Gall Zeidler





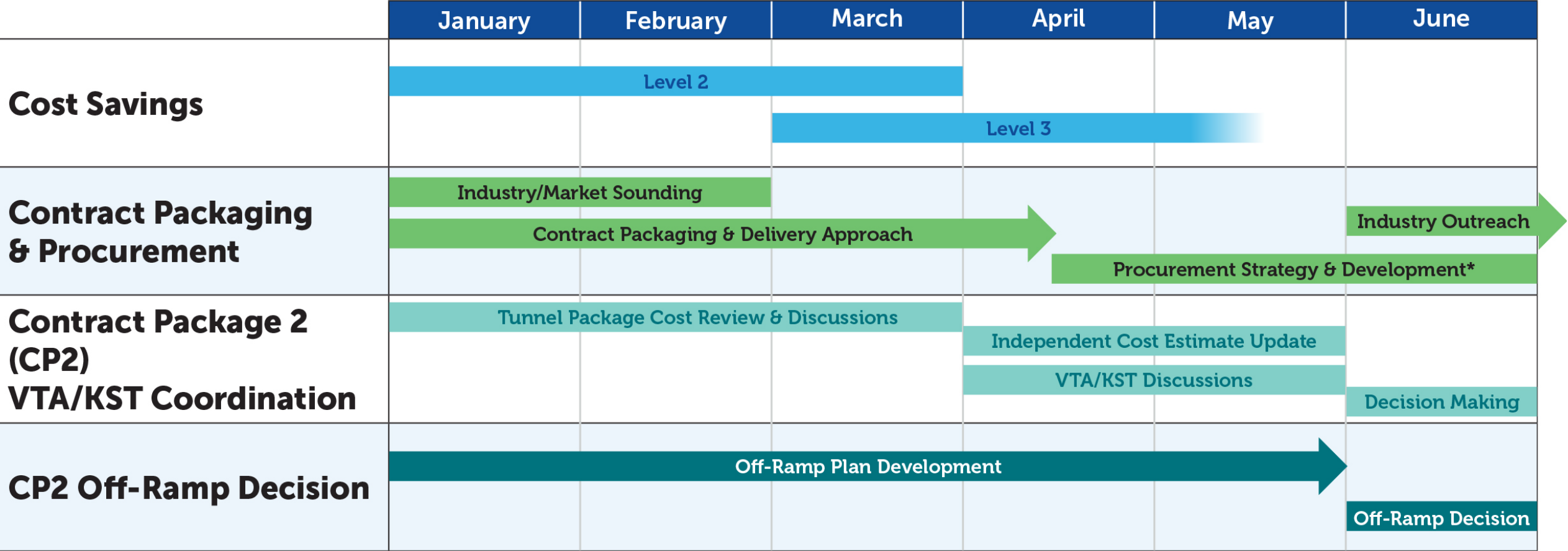


# BSVII Contracting Task Force

- Includes VTA's General Counsel's Office, BSVII Project Staff, VTA's Procurement Department, and VTA BSVII Oversight Committee Subject Matter Expert Gall Zeidler
- Primary efforts include:
  - CP2 Scope Resolution (Off-Ramp Decision)
  - Contract Packaging & Procurement Approach
  - Industry Outreach & Market Sounding
- Discussions covering contract scope and size, delivery methods, contractual terms, and future procurements
- Preliminary recommendations from Task Force anticipated in June 2025



# BSVII Contracting Task Force Timeline



*\*being developed for various off-ramp decision scenarios*



# FTA Update

- Ongoing coordination with FTA/PMOC with regular monthly progress meetings and reviews
- Evaluating cost saving ideas from December 2024 FTA/PMOC workshop under Level 3
- Check-ins with FTA HQ regarding cost saving efforts and FFGA



# Construction Progress



Excavation of detention basin



Preparation for concrete pours



# Construction Progress



Trench and electrical conduit installation works



Concrete pour for the excavated materials bin



# Construction Progress



Final decking and handrails  
outside VTA on-site office

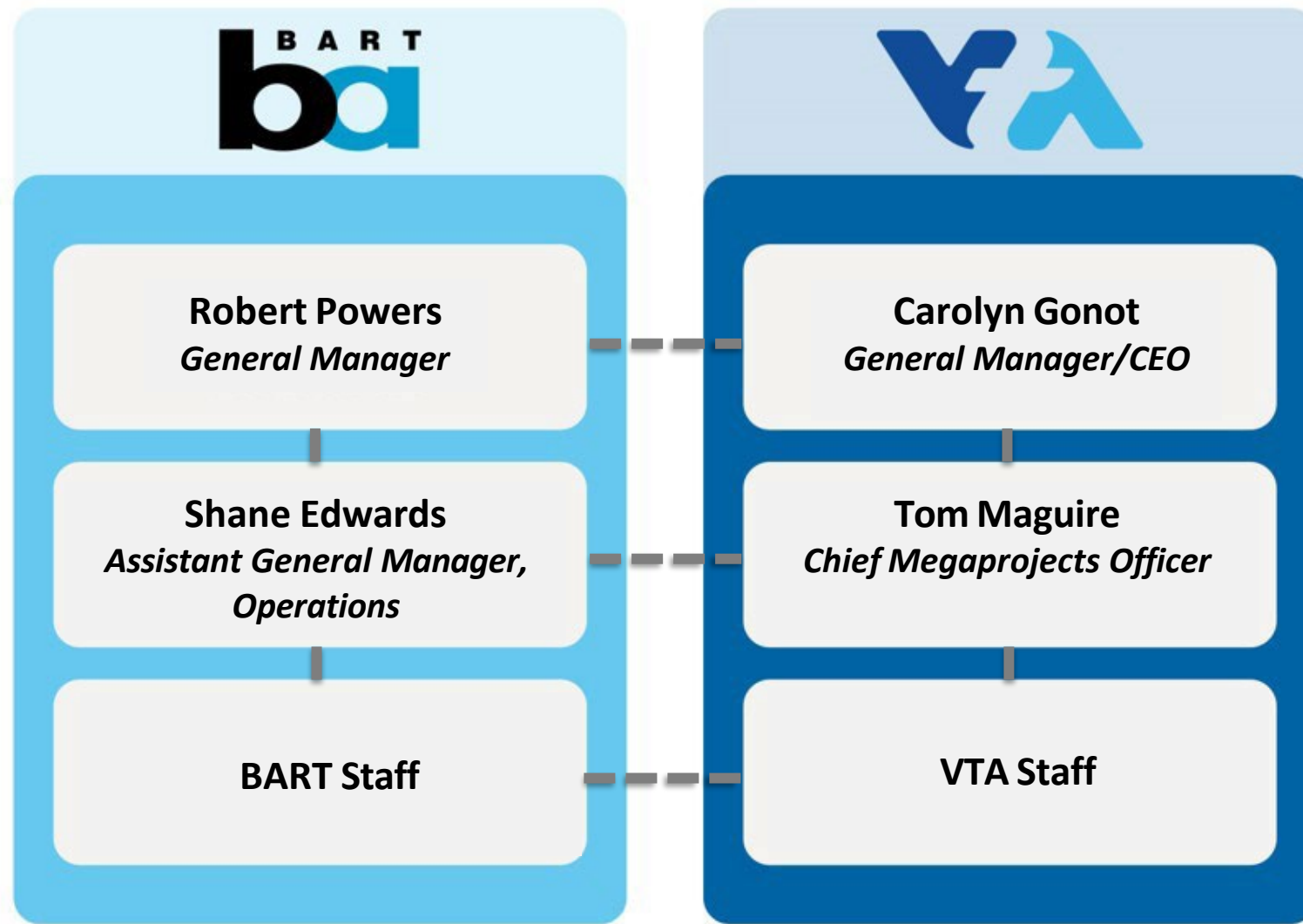


Striping for Staff Parking Area



# BART/VTA Focused Subjects

# BART/VTA Coordination



# Design Criteria Variance



## FIRE DEPARTMENT

Workshop with Fire Services to secure approval.



## FLSSC

Presented to FLSSC for approval.



## Risk Assessment

Risk assessment conducted and documented.



## SSRC

Approval by SSRC and issuance of the Record of Decision (ROD).



## Request for Variance

DCM Request for Variance (RFV) is issued for signature.



# BART/VRTA Joint Efforts

BART personnel participating in KST's safety orientation.



BART/VRTA personnel hosting the Equity in Infrastructure Pledge.



BART personnel touring the site of the future TBM launch structure.



# BART/VRTA Exchanges

BART hosting substation tours for the project staff.



BART hosting a tour of the S-Line for the project staff.

# Questions?