

VTA's BART Silicon Valley Phase II Extension

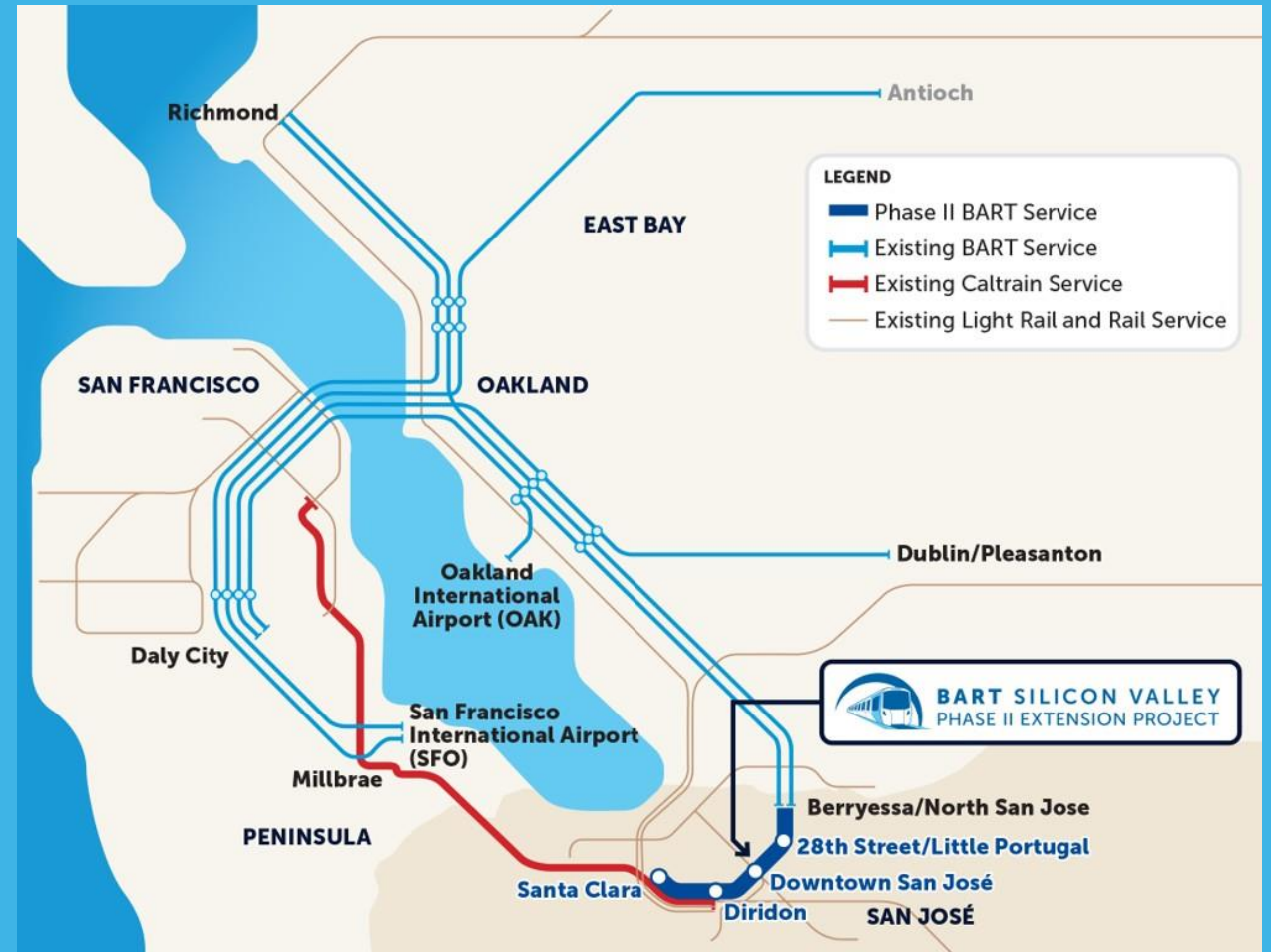


Joint VTA/BART Working Committee
May 22, 2026

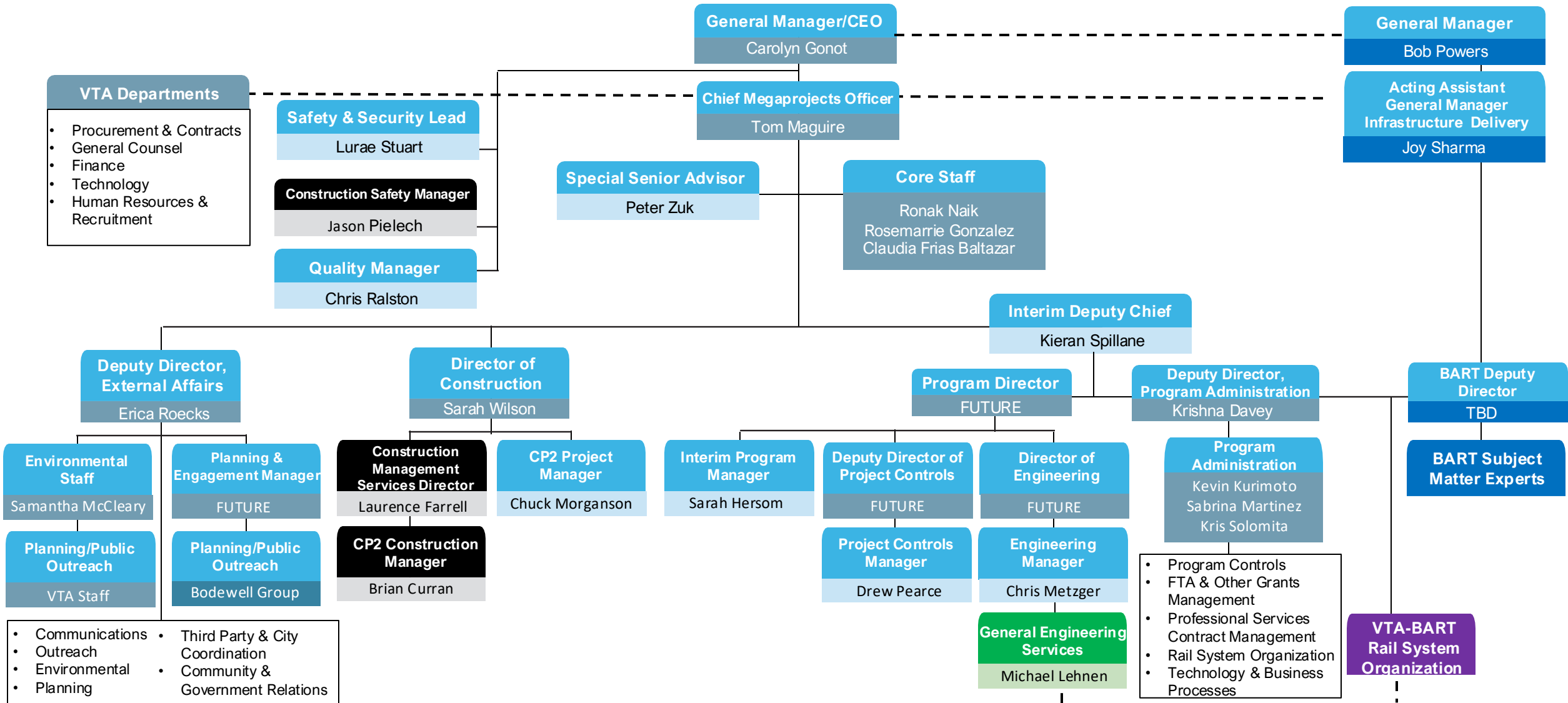


Agenda

1. Project Organization
2. Construction Progress
3. Project Update
4. BART-VTA Technical Coordination



Program Organization



LEGEND

- VTA
- BART
- Program Management Team HNTB/WSP
- Construction Management Services (Bechtel)
- Stakeholder Engagement & Community Relations Support (Bodewell Group)
- General Engineering Services (Mott MacDonald/PGH Wong)

TBM Launch Structure (EWP 3C): Cost & Schedule Reporting as of March 31, 2026

Original Budget (A)	Current Budget (B)	Approved Scope Change (B-A)	Trends ¹ (D)	Current Budget + Trends (B+D)
\$398.083	\$411.895	\$13.812	\$8.504	\$420.399 (+2.1%)

Notes:

- Cost in \$Millions ; Current Budget incorporates executed Change Orders including confinement walls.

¹Trends include Change Orders currently under discussion including ones related to delayed execution related to UPRR Mitigation and Reimbursement Agreement

Contract Milestone	Original Baseline	Draft Re-Baseline (Feb 2026)	Mar 2026 Forecast
Launch Structure Substantial Completion	31-Mar-27	16-May-27	20-Apr-27
Variance to Original Baseline	0	-46	-20

Notes:

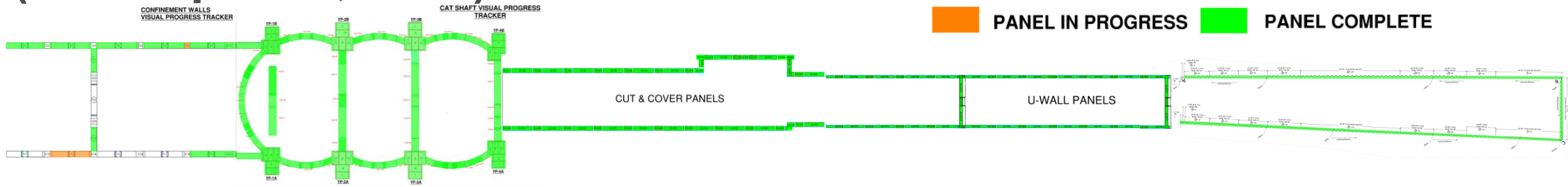
- EW3C Substantial Completion includes Contractor owned contingency (85 days)

- Draft Rebaseline (currently under review) incorporates 46 days Time Impact Evaluation Change Order (time only, no time related overhead costs), executed in February.

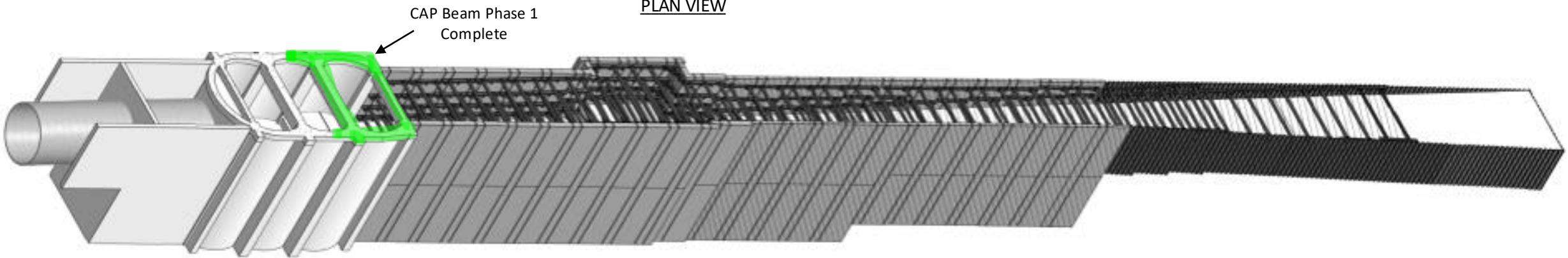
Source: Bechtel – BSVII Construction Management Services (CMS) Team

TBM Launch Structure Progress Visual Tracker

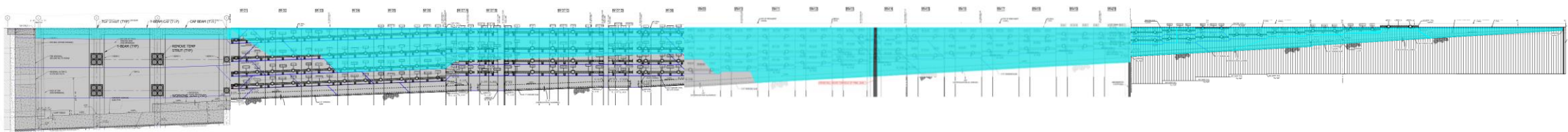
(as of April 24, 2026)



PLAN VIEW



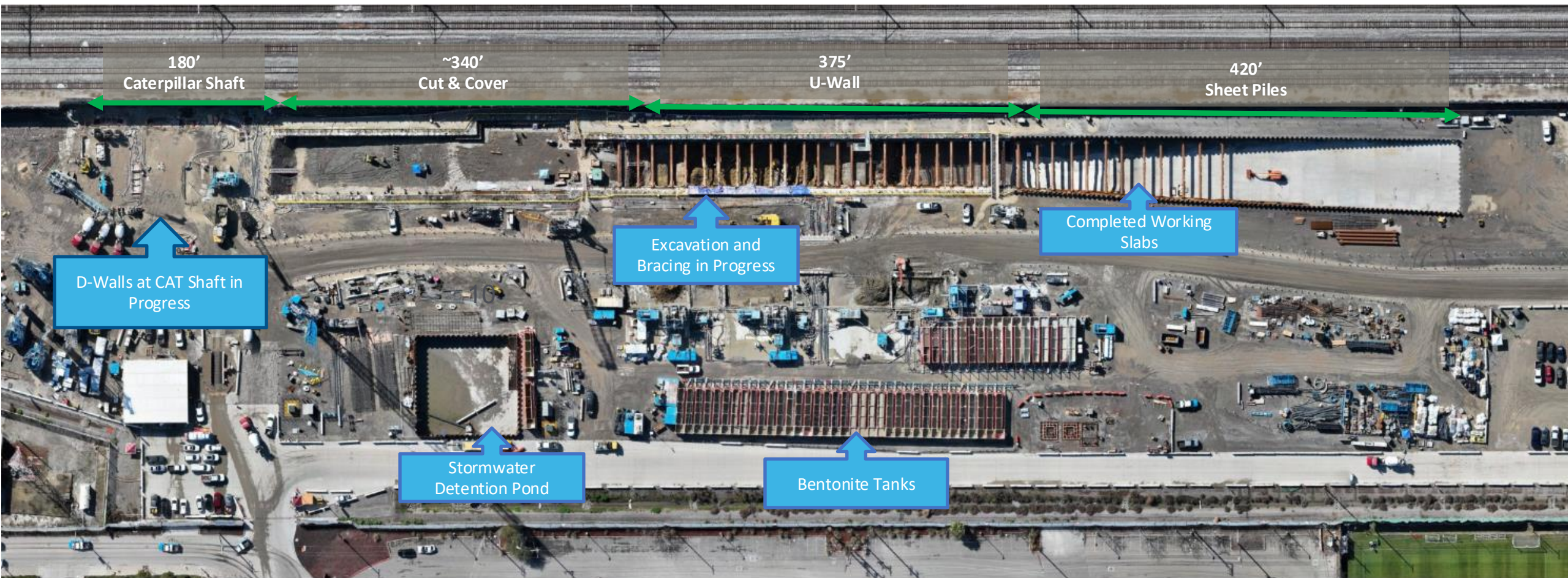
ISOMETRIC VIEW



ELEVATION VIEW

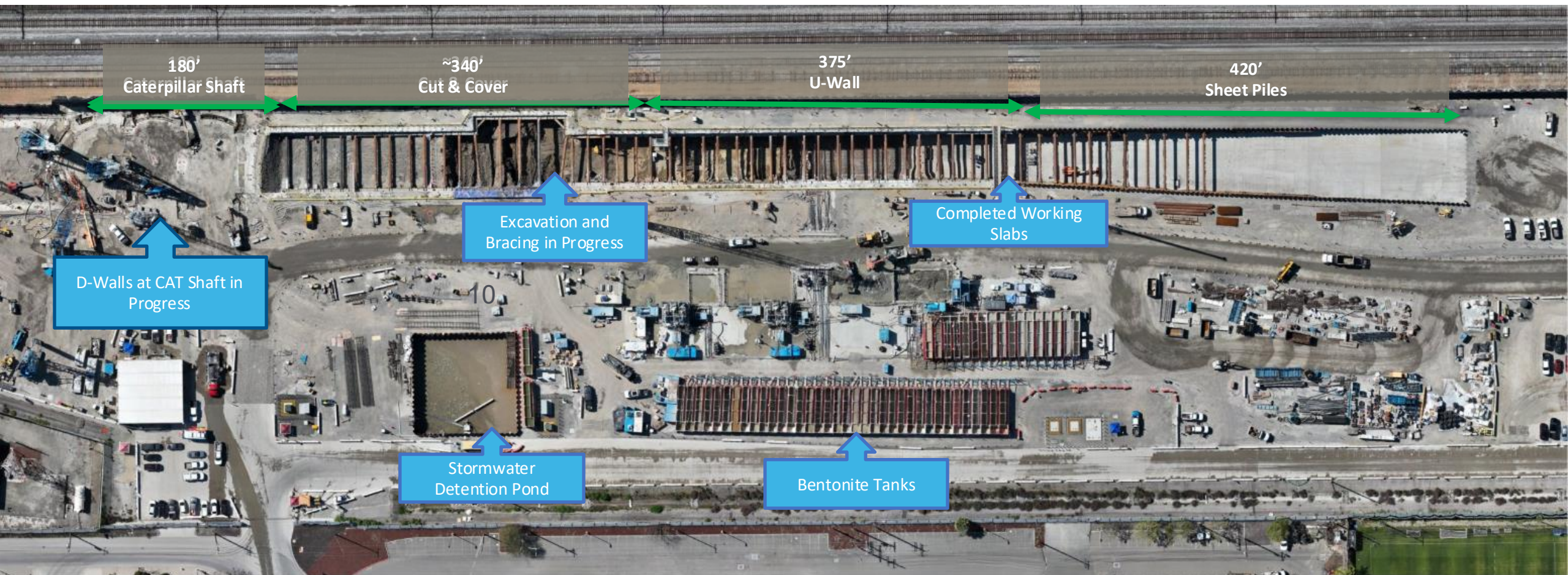
CURRENT EXCAVATION PROGRESS

Aerial View of Tunnel Launch Structure



As of: February 12, 2026

Aerial View of Tunnel Launch Structure



As of: March 11, 2026

Aerial View of Tunnel Launch Structure



As of: April 21, 2026

Construction Progress



Caterpillar Shaft Top Strut Rebar Cage
Lifting Operation

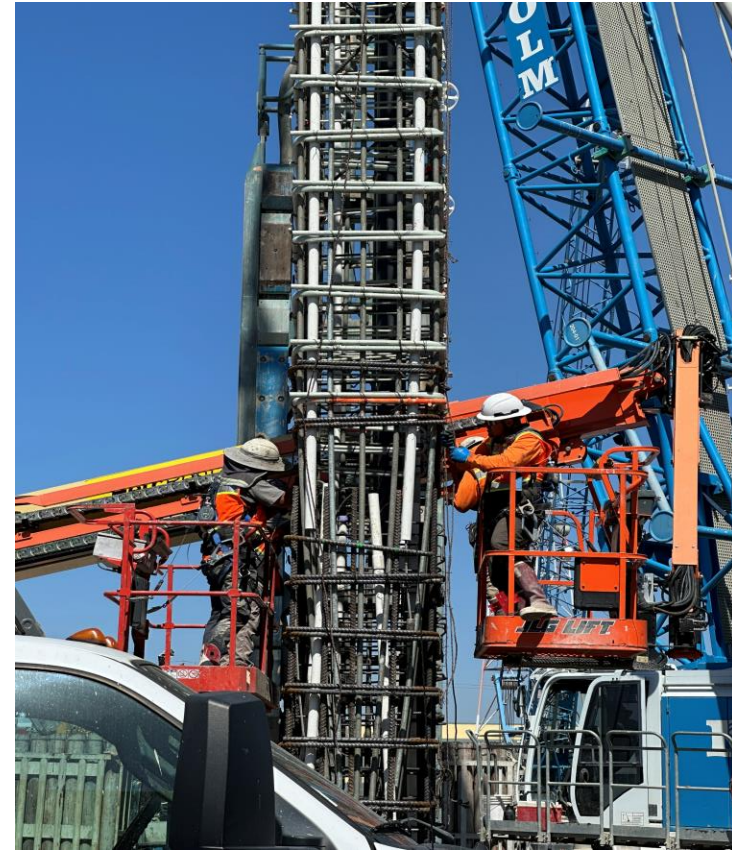


Medium Voltage Substation Conduit Excavation
and Installation

Construction Progress

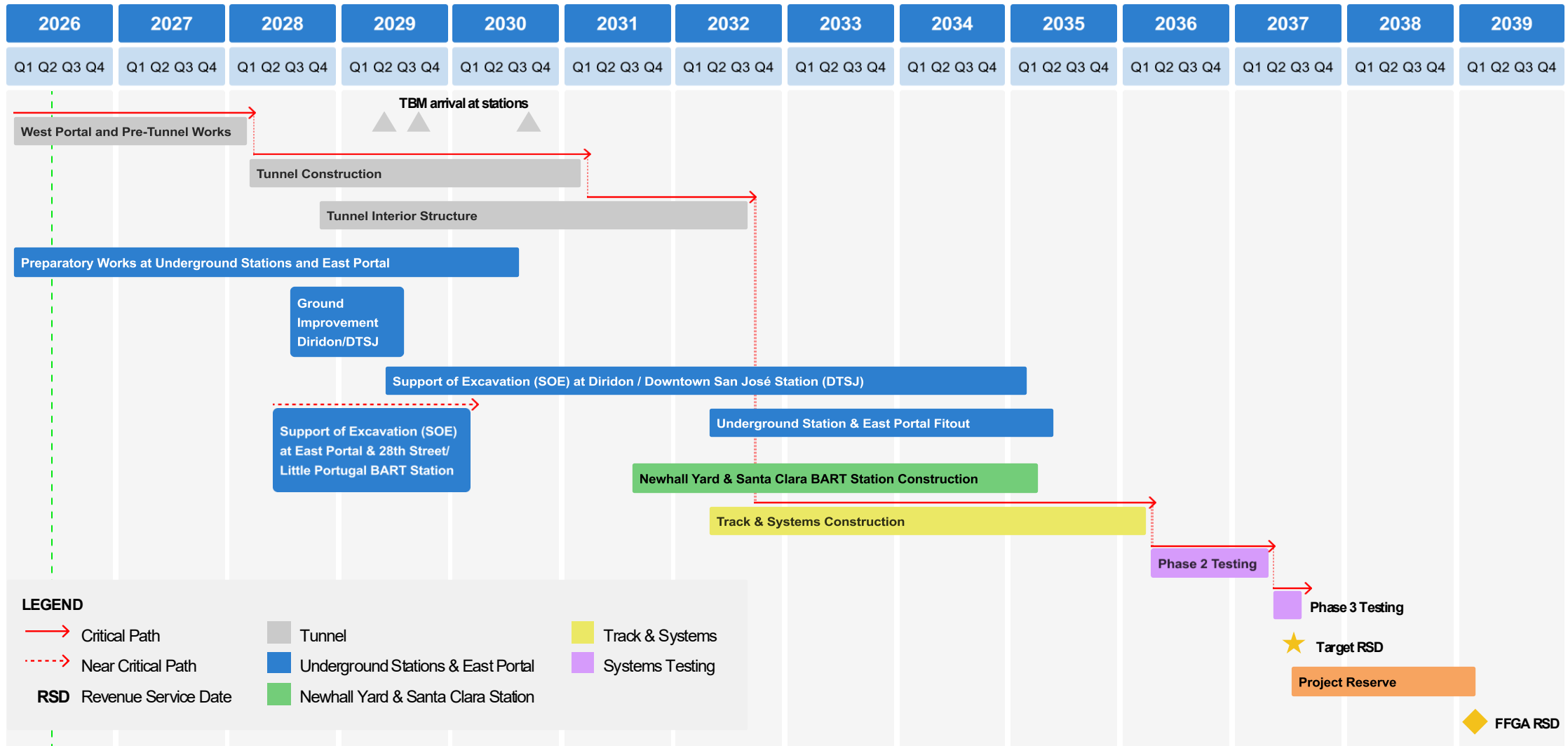


Caterpillar Shaft Cap Beam Rebar and Formwork Operations

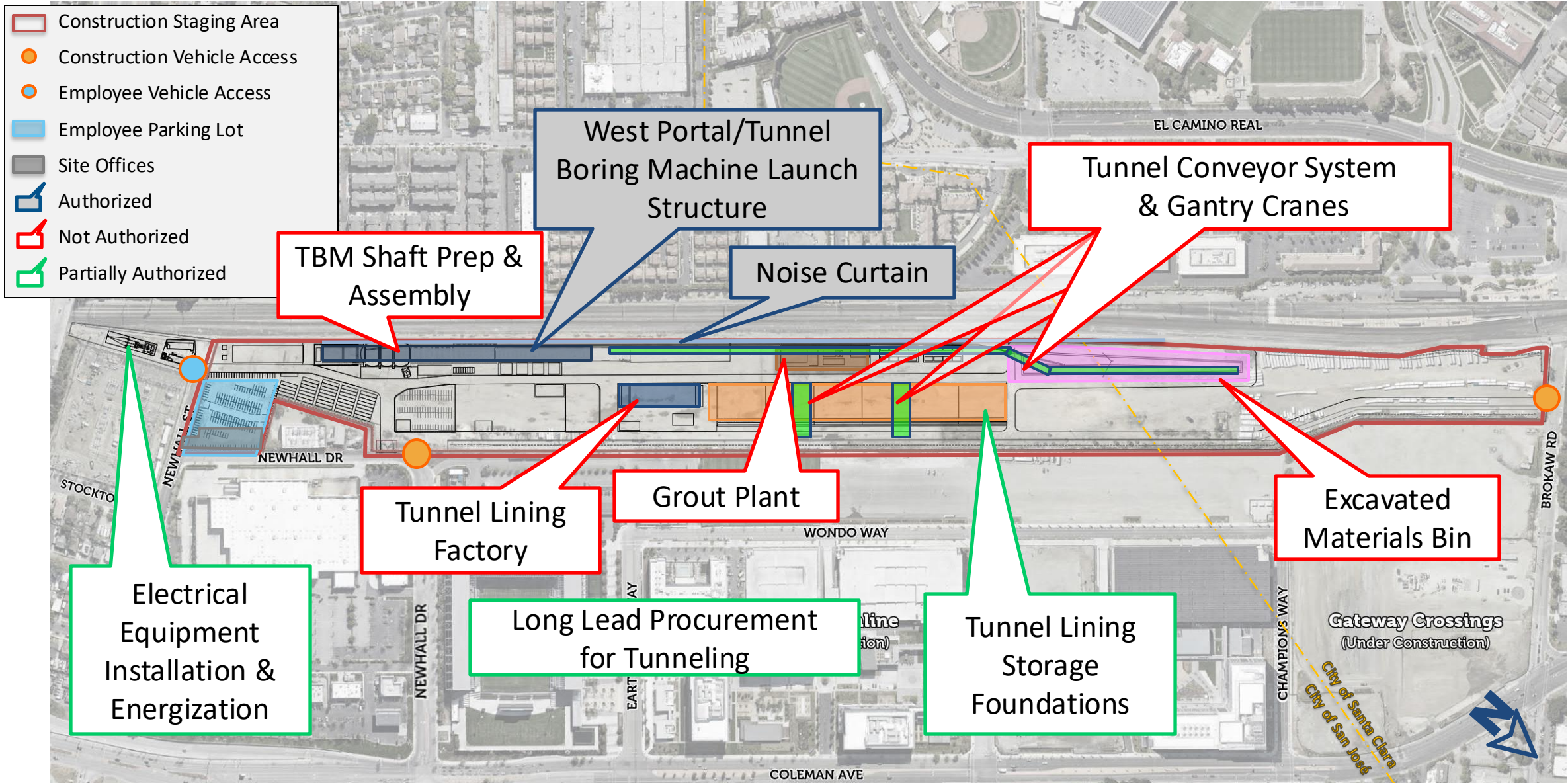


Caterpillar Shaft D-Walls Rebar Cage Splicing Operation

Construction Schedule Overview (Best Case with 2028 Start of Tunneling)



West Portal & Pre-Tunnel Works



Next Steps on Tunnel Package & Early Works

- Update at June 4 VTA Board of Directors Meeting
- Action at June 11 BSVII 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

Nationwide Construction Cost Trends

- Presentation by Peter Rogoff, Former FTA Administrator, to the April BSVII Oversight Committee
- Provided update on construction industry cost trends including impacts due to labor shortages, material costs, interest rates, and tariffs
- Highlighted importance of contractor engagement, appropriate delivery methods, and risk sharing opportunities
- Full presentation: [Update on Nationwide Construction and Industry Cost Trends](#)

Re-baselining Update

- Cost estimate to reflect advanced stage of design and current market conditions including inflation experienced since 2024
- Schedule to include construction underway, changes in assumptions to contract packaging, and time taken to evaluate cost savings and incorporate into design
- Update of allocated and unallocated contingency levels, including updated risk register
- Target completion Q3 2026

Project Funding Stack – 2026

Currently spending	Amount available	Spent to date	Cash on hand	Escalates w/ inflation?
VTA Measure A	\$2,564M	\$967M	\$27M	Yes
VTA Measure B	\$2,512M	\$680M	\$855M	Yes
TIRCP Cycle 2	\$258M	\$258M	\$0	No
SB1 (SCC, LPP)	\$100M	\$0	\$100M	No

Would like to spend	Amount available	Spent to date	Cash on hand	Escalates w/ inflation?
RM3	\$375M	\$0	N/A	No
TIRCP SB125	\$375M	\$0	N/A	No
TIRCP Cycle 3, 6	\$867M *	\$0	N/A	No
FTA CIG	\$5,098M	\$0	N/A	No

BART-VTA Technical Collaboration – Variances

- 34 Variances have been approved to date
 - Requests for Variances (RFVs) approved by BART, VTA and Safety committees, starting in 2024. Not all RFVs result in approvals.
- Range of items approved:
 - Tunnel Infrastructure
 - Station details
 - Systems
- Examples of Variances:
 - RFVs 17 and 18: Communications loads
 - RFVs 22: Raised walkways at crossovers
 - RFV 26: Alternative sump in tunnel
 - RFV 52: Platform lighting

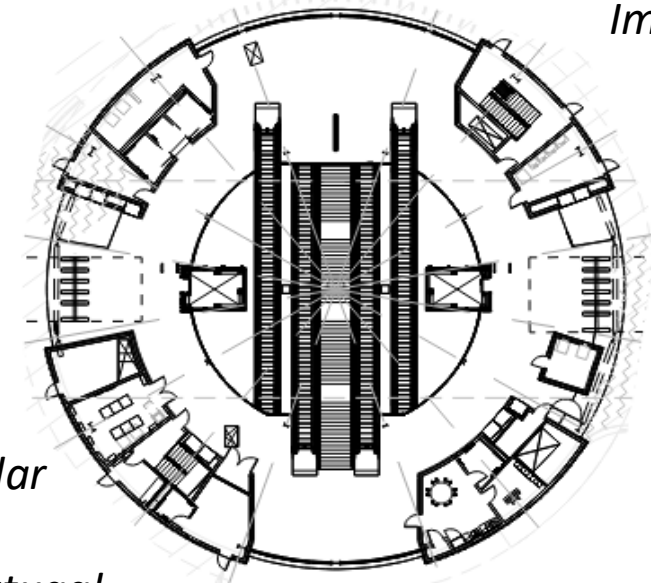
BART-VTA Technical Collaboration

Station Design Optimization

- Fare Gate Array updates – Next Gen
- Communication and systems spacing
- Back of House (Station Infrastructure Facilities)
 - BART PD
 - Staff offices
 - Communications and systems
- Potential options to tie-in to Diridon Station



Image: BART

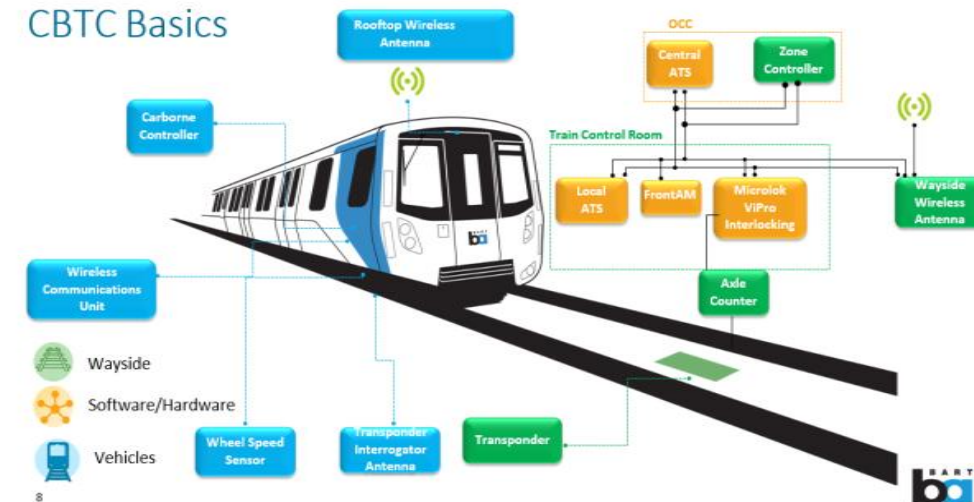


Optimized circular design of 28th Street/Little Portugal

BART-VTA Technical Collaboration

Communication Based Train Control (CBTC)

- Consensus decision to proceed with "CBTC only" - no legacy signal infrastructure on Phase II extension
- Exploring options for packaging and delivery of CBTC:
 - Level of design by BSVII
 - Procurement of equipment
 - Installation



Santa Clara BART Station



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 05/12/26

Diridon BART Station



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 05/12/26

Downtown San José BART Station



CONCEPTUAL RENDERING FOR DISCUSSION ONLY – SUBJECT TO CHANGE – CURRENT AS OF 05/12/26

28th Street/Little Portugal BART Station



Questions?