

San Francisco Bay Area Rapid Transit District

2150 Webster Street, P. O. Box 12688, Oakland, CA 94604-2688



COMMITTEE MEETING AGENDA

Friday, October 10, 2025

10:00 AM

**The Meeting will be held in person in the BART Board Room,
2150 Webster Street, 1st Floor, Oakland, CA 94612 with an option
for public participation via teleconference.
BART Board Room, 2150 Webster Street, 1st Floor, Oakland, CA
94612. Zoom Link: <https://us06web.zoom.us/j/83098518609>**

**Santa Clara Valley Transportation Authority
Partnership Special Committee**

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P. O. Box 12688, Oakland, CA 94604-2688

NOTICE AND AGENDA
JOINT MEETING OF THE SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY PARTNERSHIP SPECIAL COMMITTEE AND
JOINT SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)/
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (BART)
WORKING COMMITTEE

October 10, 2025
10:00 a.m.

BART COMMITTEE MEMBERS: Directors Ames, Flores (Alternate), Li, Raburn, and Wright
VTA COMMITTEE MEMBERS: Directors Duong, Jain, Lopez, and Mahan

A Meeting of the Santa Clara Valley Transportation Authority Partnership Special Committee has been called for Friday, October 10, 2025, at 10:00 a.m. in the BART Board Room, 2150 Webster Street, 1st Floor, Oakland, California 94612 with an option for public participation via teleconference. This Meeting will be a Joint Meeting with the Joint Santa Clara Valley Transportation Authority (VTA)/San Francisco Bay Area Rapid Transit District (BART) Working Committee.

Please note that this meeting will be held in person in the BART Board Room, 2150 Webster Street, 1st Floor, Oakland, California 94612 with an option for public participation via teleconference.

Presentation and agenda materials will be available via Legistar at <https://bart.legistar.com>

You may attend the Joint Committee Meeting in person or join the Joint Committee Meeting via Zoom by calling 833-548-0282 (Toll Free) and entering access code 830 9851 8609; logging in to Zoom.com and entering access code 830 9851 8609; or typing the following Zoom link into your web browser:

<https://us06web.zoom.us/j/83098518609>

If you wish to make a public comment:

1) Submit written comments via email to board.meeting@bart.gov, using “public comment” as the subject line. Your comment will be provided to the Committees and will become a permanent part of the file. Please submit your comments as far in advance as possible. Emailed comments must be received before 4:00 p.m. on October 9, 2025, in order to be included in the record.

2) Appear in person and request to make a public comment.

3) Call 833-548-0282 (Toll Free) , enter access code 830 9851 8609, dial *9 to raise your hand when you wish to speak, and dial *6 to unmute when you are requested to speak; log in to Zoom.com, enter access code 830 9851 8609, and use the raise hand feature; or join the Joint Committee Meeting via the Zoom link (<https://us06web.zoom.us/j/83098518609>) and use the raise hand feature.

Public comment is limited to two (2) minutes per person.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address Committee matters. A request must be made within one and five days in advance of Board/Committee meetings, depending on the service requested. Please contact the Office of the District Secretary at (510) 464-6083 for information.

AGENDA

1. Call to Order.
 - A. Roll Call.
 - i. San Francisco Bay Area Rapid Transit District (BART) Board Members.
 - ii. Santa Clara Valley Transportation Authority (VTA) Board Members.
 - B. Pledge of Allegiance.
2. Public Comment.
(An opportunity for members of the public to address the Committees on matters under their jurisdiction and not on the agenda. Limited to two (2) minutes per speaker.)
3. [25-305](#) Update on VTA's BART Silicon Valley Phase II Extension Project (Verbal Report). For Information.
4. Next Meeting: Date and Future Agenda Items. For Discussion.
5. Announcements. For Information.
6. Adjournment.

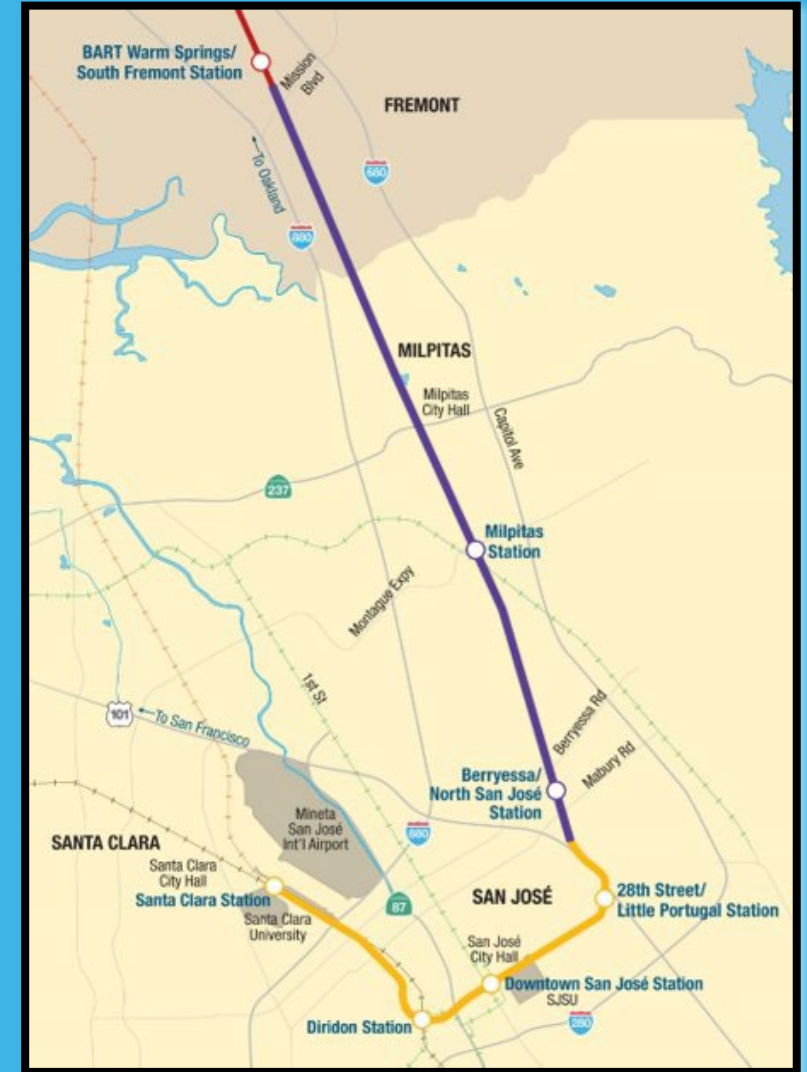
VTA's BART Silicon Valley Phase II Extension



Joint VTA/BART Working Committee
October 10, 2025

Agenda

1. VTA/BART Partnership
2. VTA's BART Silicon Valley Phase II Project - Cost Savings Update
3. West Portal Construction Update
4. VTA/BART Collaboration



VTA/BART Partnership

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

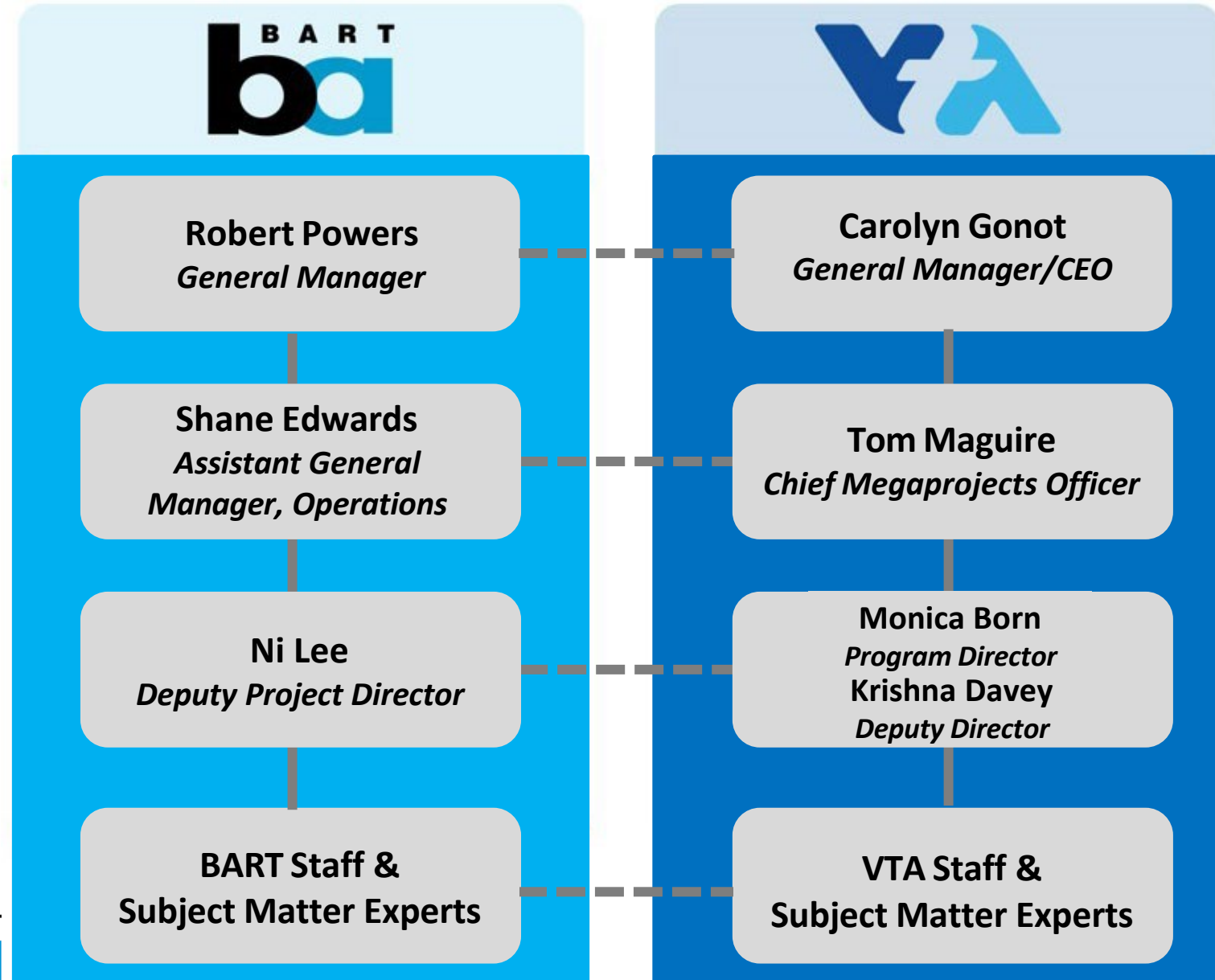
-  Pay all costs (capital, operations, and maintenance) associated with the extension
-  Contracting/Procurement/Design/Construction
-  Construct to applicable BART/industry standards, codes, and regulations
-  Retain ownership of infrastructure

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 & BART Escalation Ladder



VTA's BART Silicon Valley Phase II - Cost Savings Update

Program Considerations



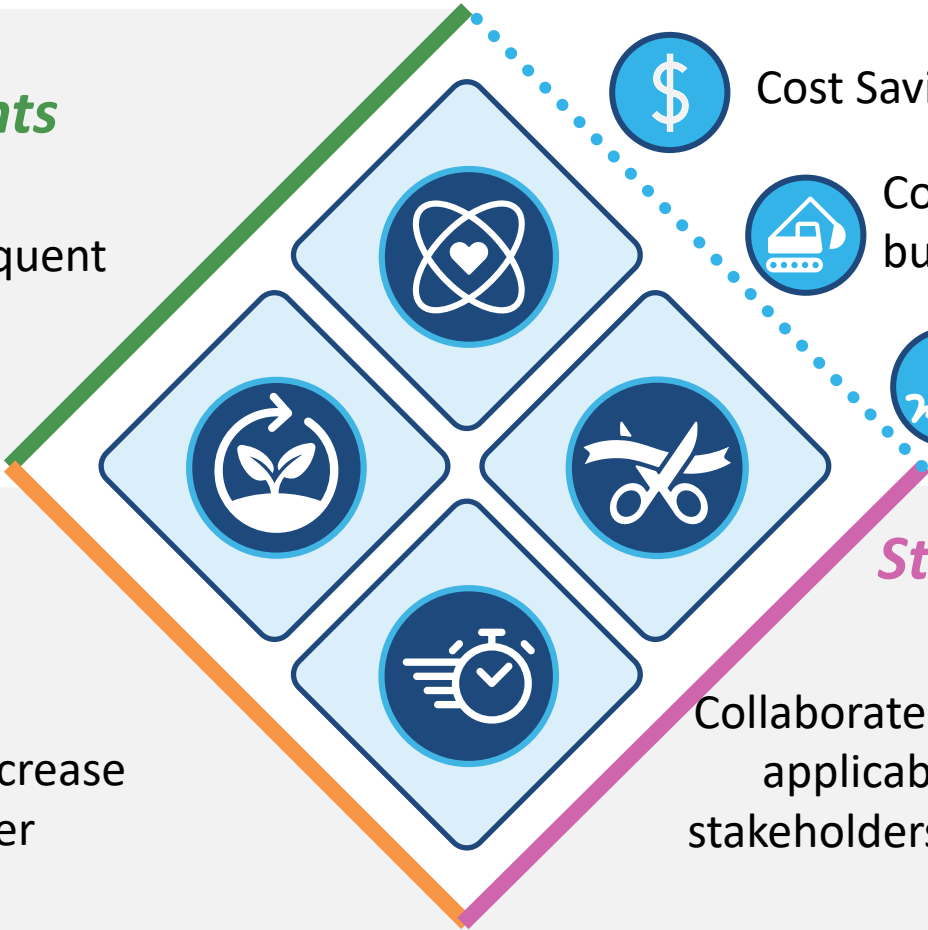
Federal Requirements

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 Savings Efforts Overview

August 2024 – December 2024

Level 1

Focus	Key Concepts Explored
Refinement within existing framework and guardrails	Design criteria assessed, station design refinements, surface parking at 28th Street, owner-supplied materials

December 2024 – March 2025

Level 2

Focus	Key Concepts Explored
Explored complex, interdependent concepts requiring deeper evaluation	Newhall Yard/Santa Clara redesign, tunnel interior adjustments, muck off-haul options

March 2025 – August 2025

Level 3

Focus	Key Concepts Explored
Foundational assumptions & tunnel methodologies, leveraged national tunnel expertise	Tunnel configuration, construction methods, ripple-effect changes, FTA-PMOC feedback, Tunnel Task Force

Level 3 Tunnel Task Force Overview

Task Force Members:

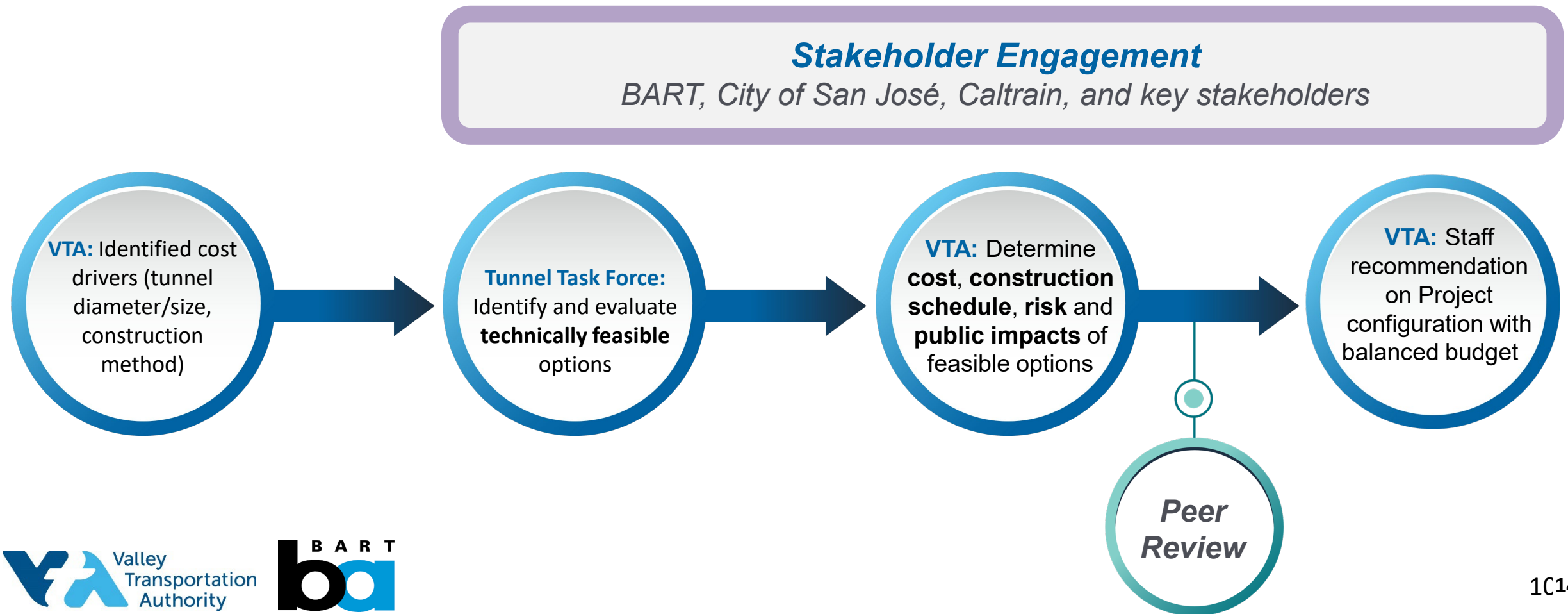
- VTA
- Subject Matter Experts from Program Management Team (PMT), Construction Management Services (CMS) and General Engineering Consultant (GEC) with experience in local ground conditions, tunneling, and construction
- BSVII Oversight Committee Subject Matter Expert Gall Zeidler

Topics Discussed for Technical Feasibility:

- Design assumptions and criteria
- Single-bore tunnel and station configurations
- Construction methodologies
- Project alignment

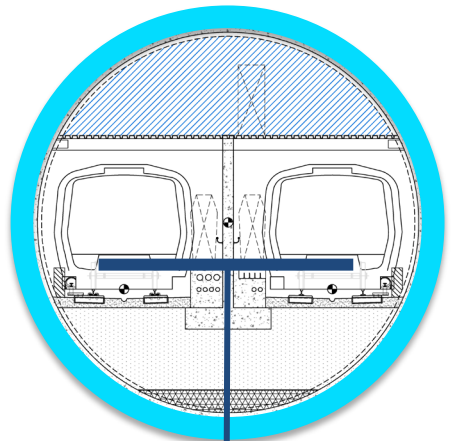
Level 3 Tunnel Task Force Process

As part of the Level 3 Costs Savings Effort, VTA assembled a Tunnel Task Force to identify and evaluate technically feasible options.



Smaller Tunnel Diameter Analysis

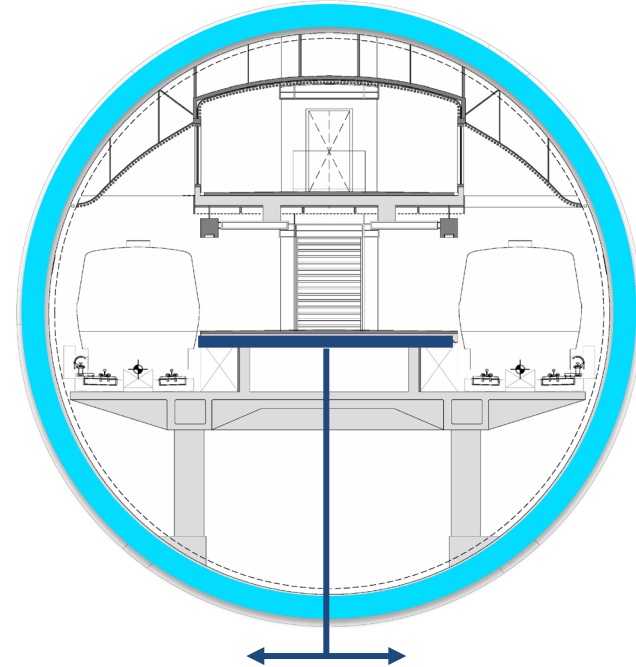
Tentative "Smallest Possible" Single-Bore Tunnel



~40' TBM Diameter

One 22' Wide Center Platform
Cannot Fit Within Tunnel

Larger Single-Bore Tunnel



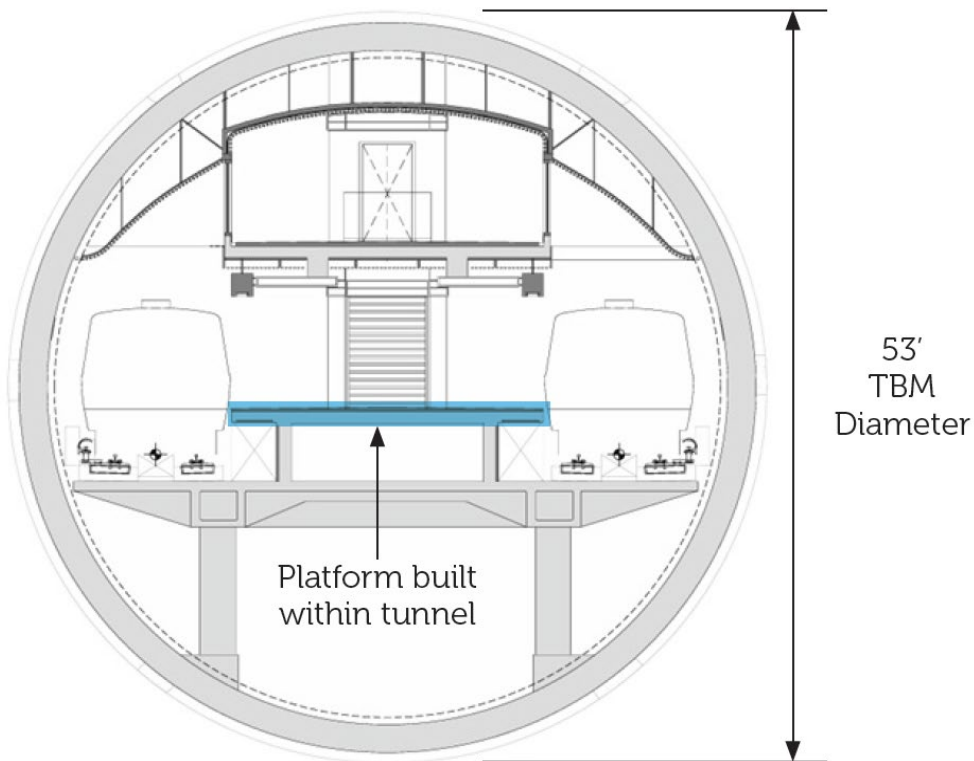
~53' TBM Diameter

22' Wide Center Platform

Conceptual layout – being refined

Level 3 Cost Saving Ideas Summary

Large 53' Diameter Single Bore Tunnel



Rough Order of Magnitude (ROM) Construction Cost* Variance to Large Single Bore

Project Element	Cut-and-Cover Stations	Mined Station at Downtown San José	Stacked Stations	Concurrent Tunneling
Smaller Single-Bore Tunnel, TBM, Equipment, Other	-\$300M		-\$60M	+\$250M
28th Street/Little Portugal Station	+\$220M		+\$65M	+\$220M
Downtown San José Station	+\$330M	+\$250 to +\$400M	+\$70M	-
Diridon Station	+\$200M		+\$50M	-

Cut-and-Cover Stations with Smaller 40' Diameter Single Bore Tunnel

Traditional trench style method for building underground stations

How it works:

Stations cannot be constructed within the 40' diameter single-bore tunnel, so stations are constructed by excavating a large, 800' long, trench then building "bottom up" to surface level, including Santa Clara Street at the Downtown San José Station

Stations Affected:

28th Street/Little Portugal, Downtown San José, and Diridon

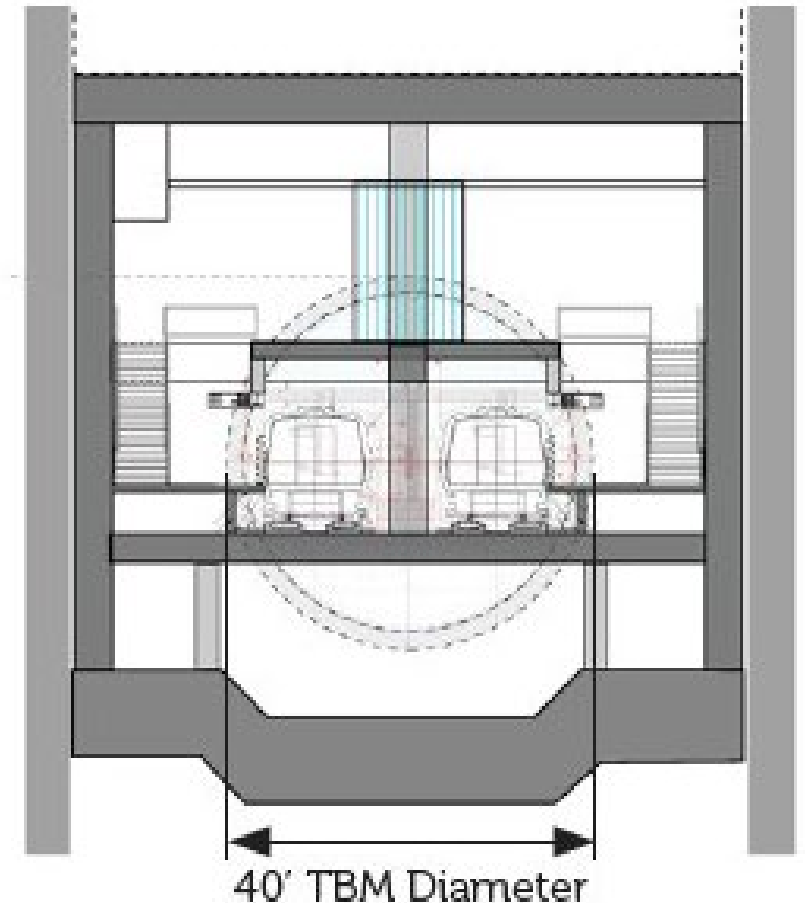
Benefits:

- Shorter tunneling time
- Shallower stations

Challenges:

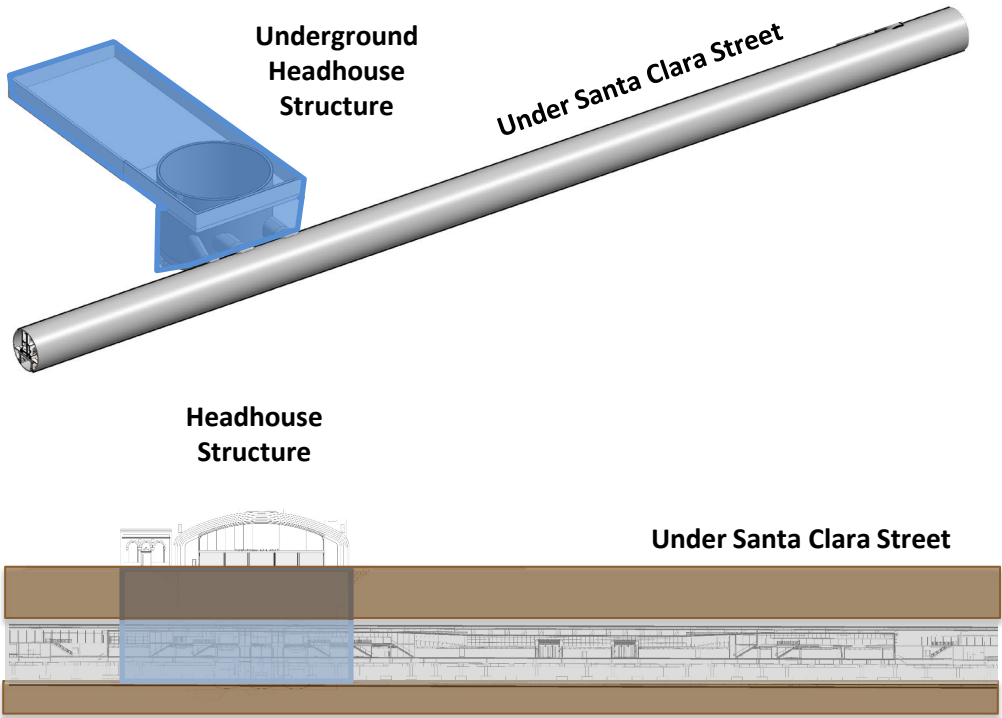
- Major street and business disruptions during the length of construction
- Multiple Phases of construction
- Extensive utility relocations

Idea reviewed but not advancing

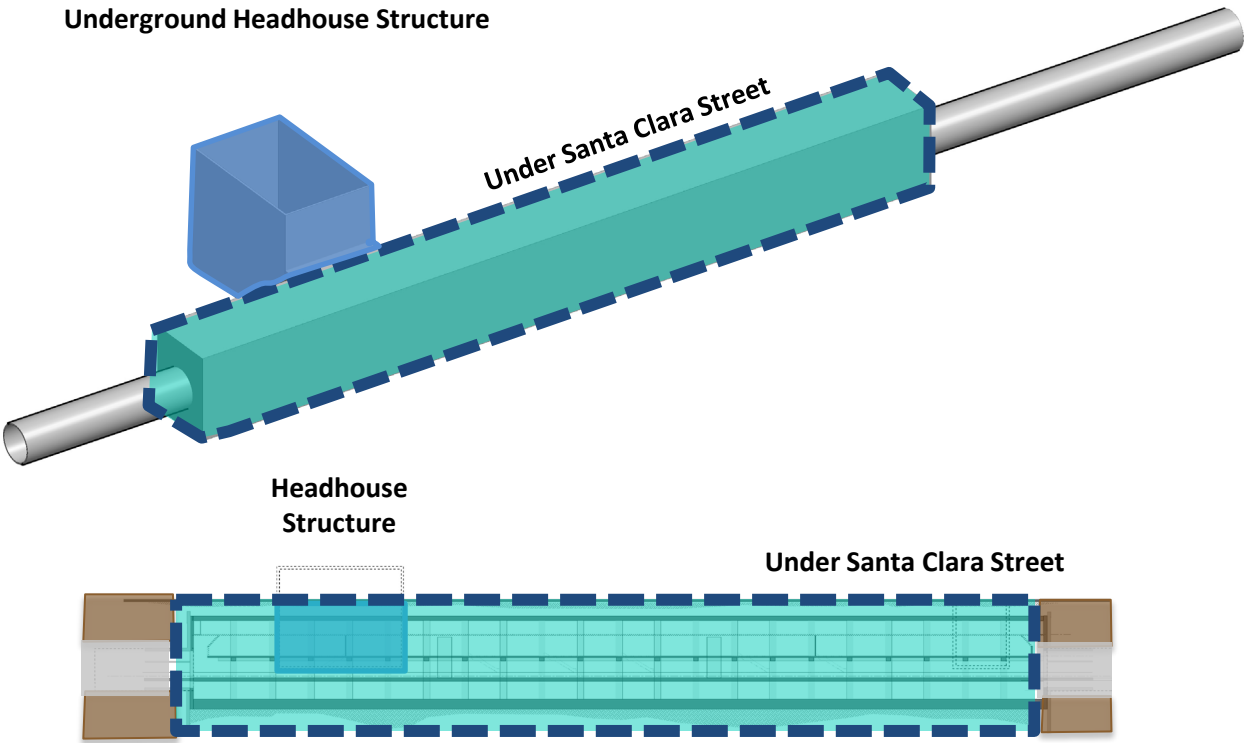


Smaller Tunnel Diameter Analysis

Larger Tunnel: In-Tunnel Station Platform



Smaller Tunnel: Fully Cut-and-Cover Station



- Legend**
- Station Headhouse Excavation
 - Tunnel Shaft
 - Extent of Open Cut-and-Cover Excavation

Conceptual layout – being refined

Mined Station at Downtown San José Station with Smaller 40' Diameter Single Bore Tunnel

Underground construction method typically used where minimal surface disruption is needed however may require ground improvement from street-level

How it works:

Downtown San José Station constructed by excavating underground section by section. Requires extensive ground improvement, potentially from street.

Stations Affected:

Downtown San José

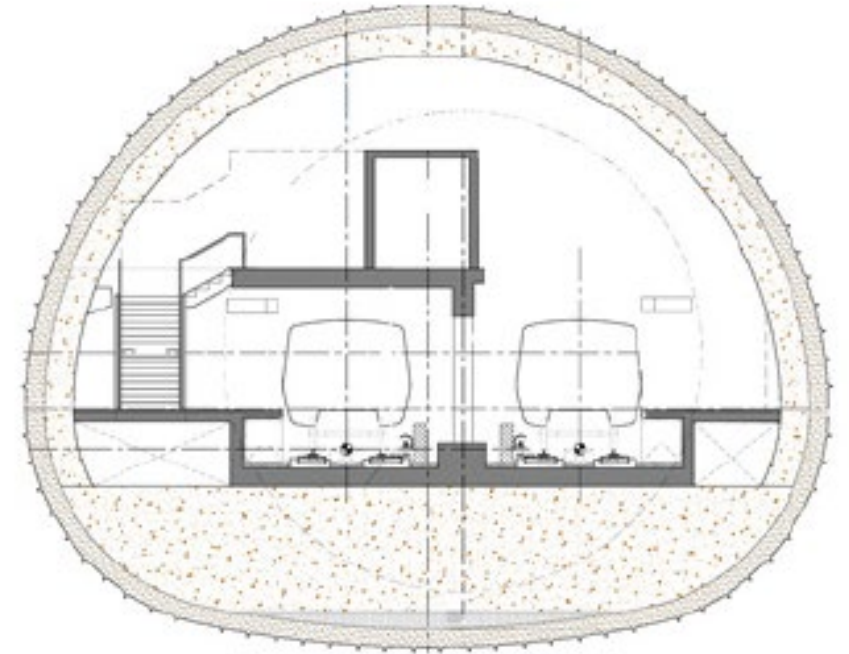
Benefits:

- Shorter tunneling time

Challenges:

- Significant risk based on challenging local ground conditions
- Fewer contractors and workers have experience in this specialized work

Idea reviewed but not advancing



Downtown San José Station Mined Station Risks

Risk Topic	Discussion
Excavation Method (SEM)	Requires stable ground during excavation. San Jose’s challenging soil and high-water table demand extensive, often costly, ground improvement. Cheaper methods heighten risk.
Soil Instability Risks	Possible ground loss, settlement, sinkholes, infrastructure (building and utility) damage.
Procurement	Highly specialized work, fewer qualified bidders, higher bid prices.
Work Force	Specialized methods complicate finding skilled labor, potential workmanship quality issues.

Challenges when evaluated at previous points during the project:

- Requires extensive ground improvement in challenging local ground conditions
- Determined risk would be greater than cut-and-cover

Stacked Stations and Tunnel Configuration with Smaller 48' Diameter Single Bore Tunnel

Using smaller diameter tunnel while still providing stacked platforms within the tunnel

How it works:

48' diameter tunnel that keeps tracks stacked throughout the entire underground alignment, including stacked platforms at the stations

Stations Affected:

28th Street/Little Portugal, Downtown San José, and Diridon

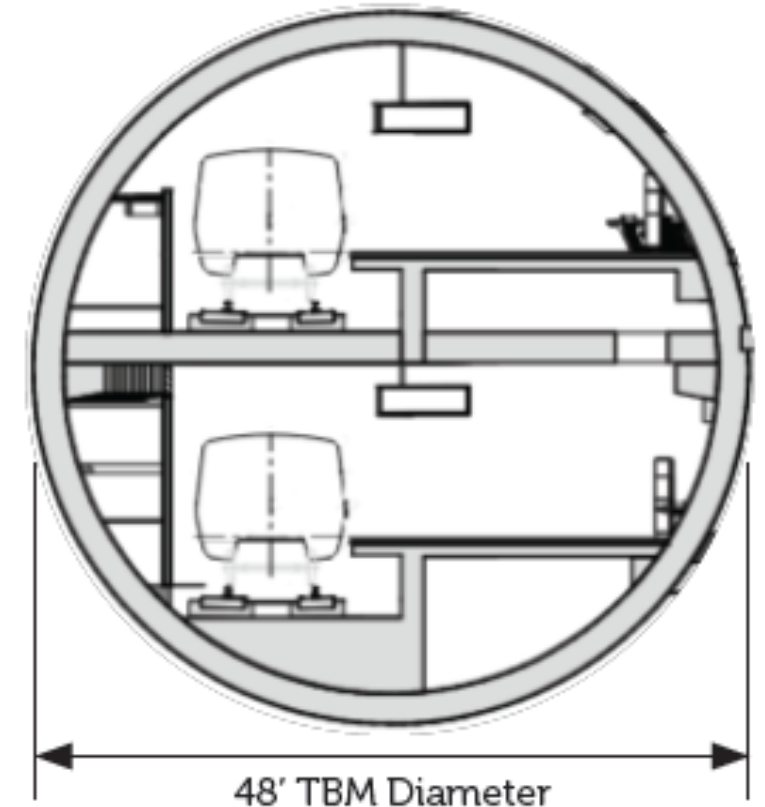
Benefits:

- Some reduction in tunneling duration

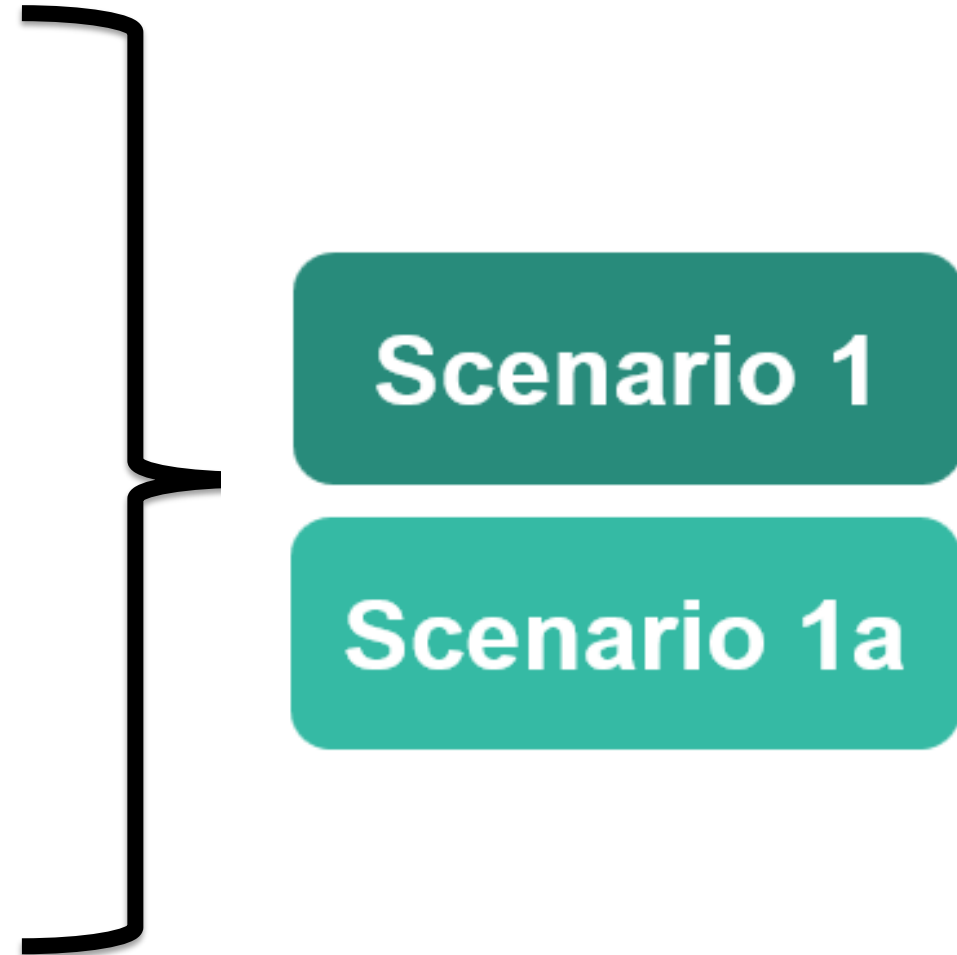
Challenges:

- Additional time for complex tunnel interior construction
- Overall net increase in construction duration
- Coordination of operation and maintenance practices
- Non-typical emergency egress

Idea reviewed but not advancing



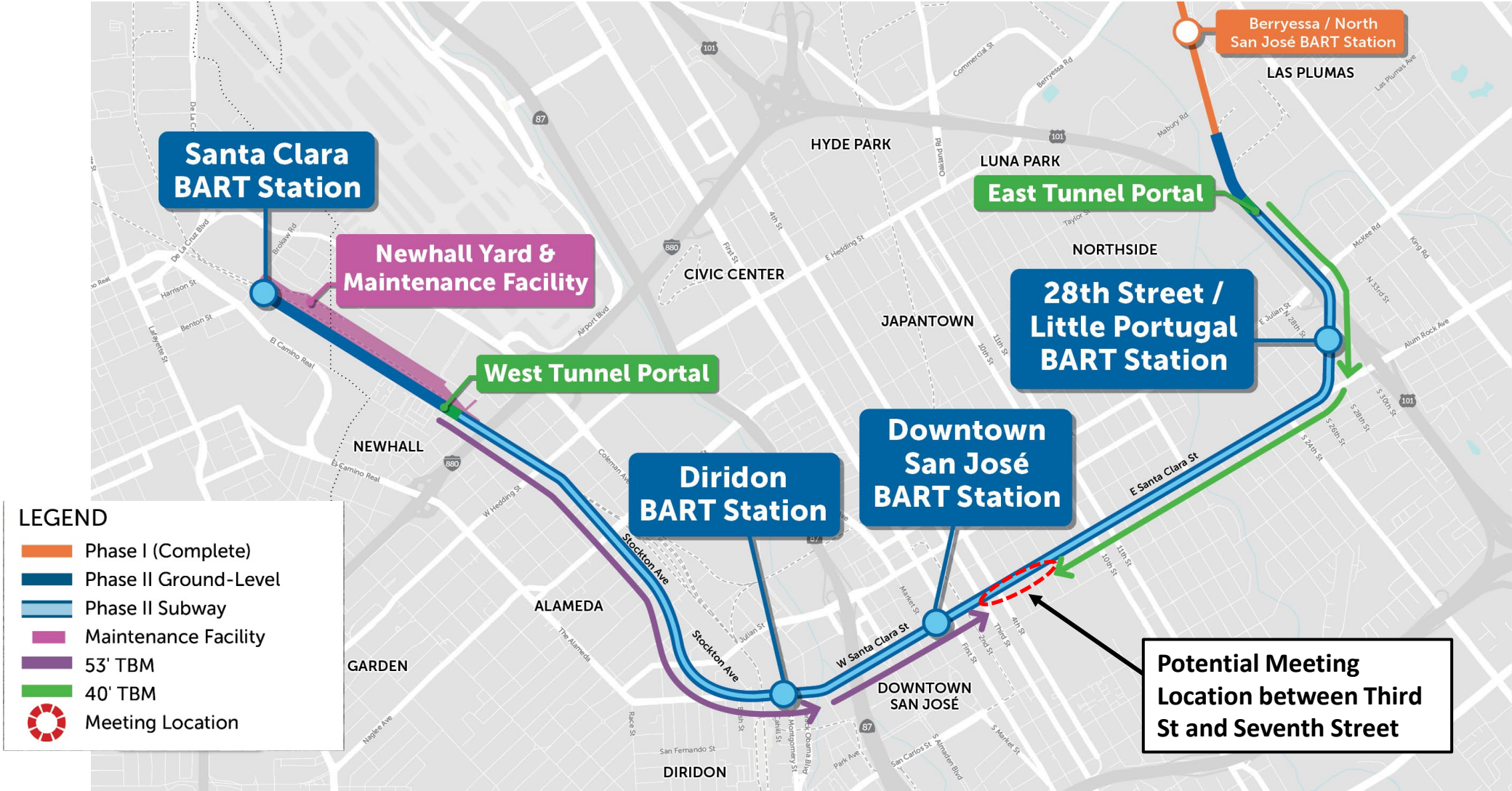
Cost Savings Effort



Scenario Overview

	Scenario 1	Scenario 1a
Level 1 Cost Savings	✓	✓
Level 2 Cost Savings	✓	✓
Level 3 Cost Savings	Large Single Bore Tunnel	Concurrent Tunneling
New Level 3 Cost Saving Candidates		
Downtown San Jose & Diridon Stations Additional Refinement	✓	✓
Newhall Yard Refinement	✓	✓

Scenario 1a - Concurrent Tunneling



Concurrent Tunneling with Larger 53' Diameter and Smaller 40' Diameter Single Bore Tunnels

Concurrent Tunneling:

Two TBMs concurrently tunneling from the west and east portals respectively to a meeting point in Downtown San José

How it works:

Larger 53' diameter TBM launched from West Portal and smaller 40' diameter TBM starts from East Portal

Stations Affected:

28th Street/Little Portugal

Benefits:

- Smaller tunnel size for approximately half of the alignment

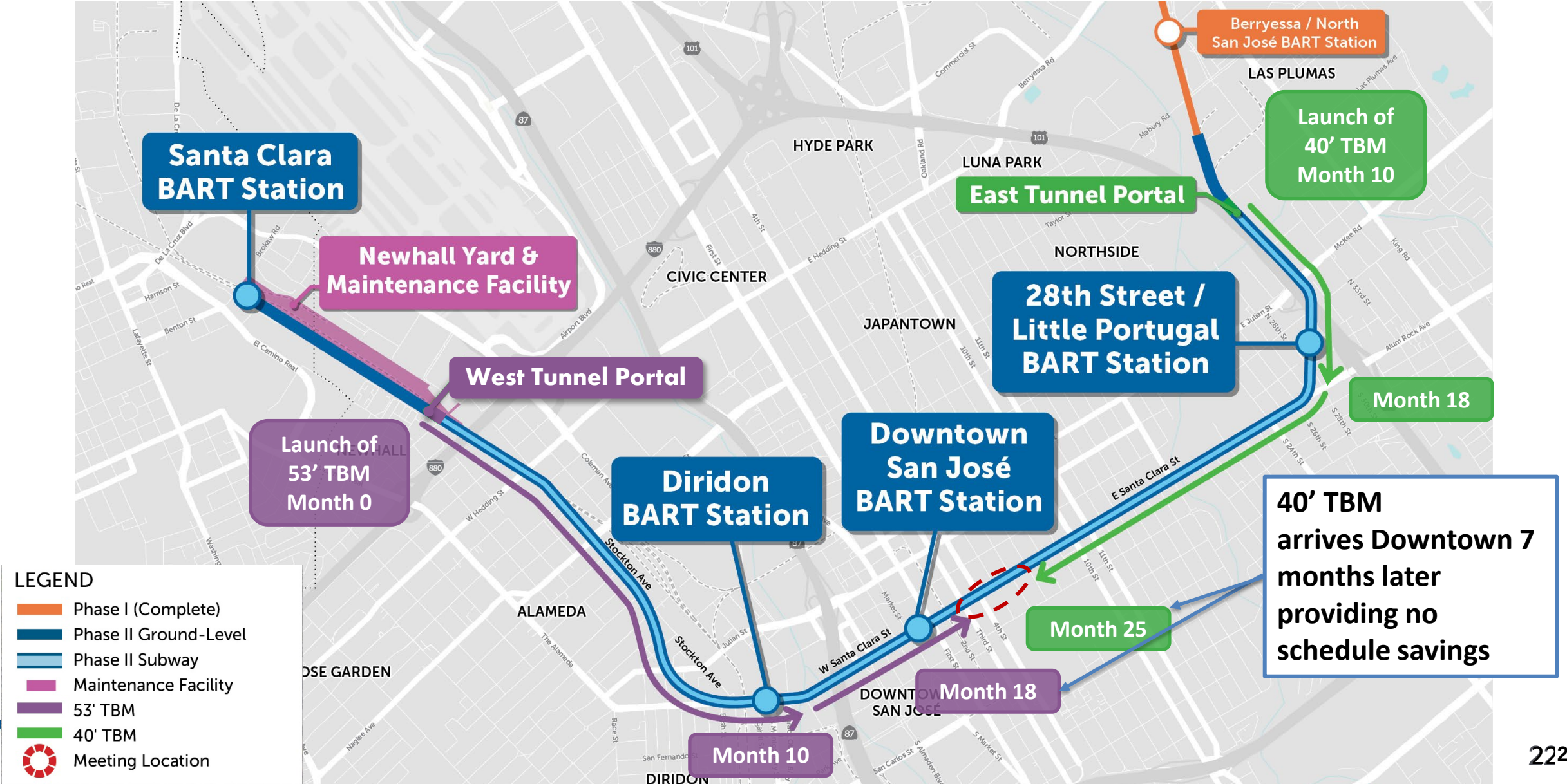
Challenges:

- Street level impacts at meet-up location
- Additional effort for construction of East Portal launch site & 28th Street/Little Portugal station
- **40' TBM arrives Downtown 7 months later than 53' TBM providing no schedule savings**

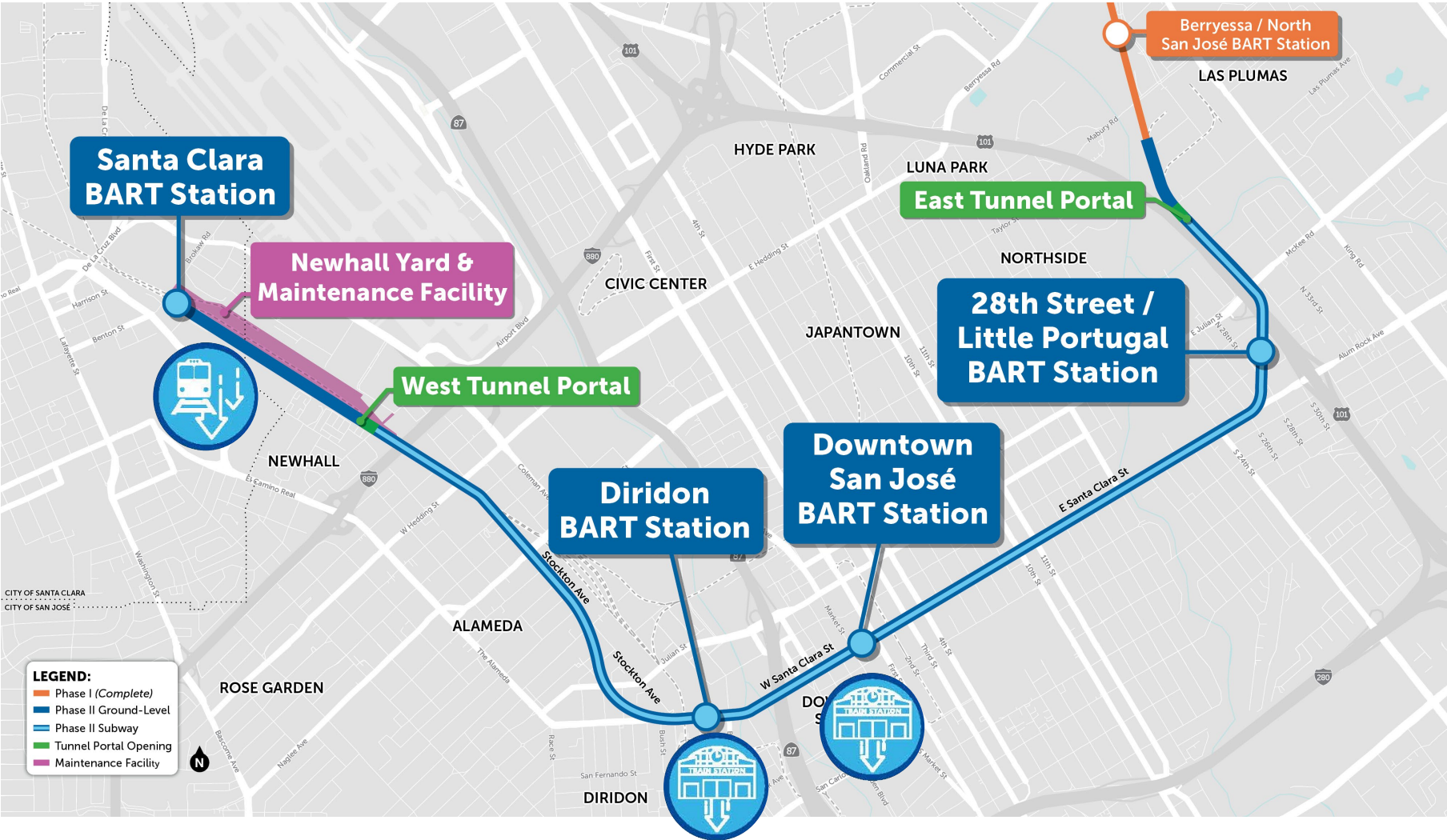
Idea under review



Concurrent Tunneling Schedule (Scenario 1a)



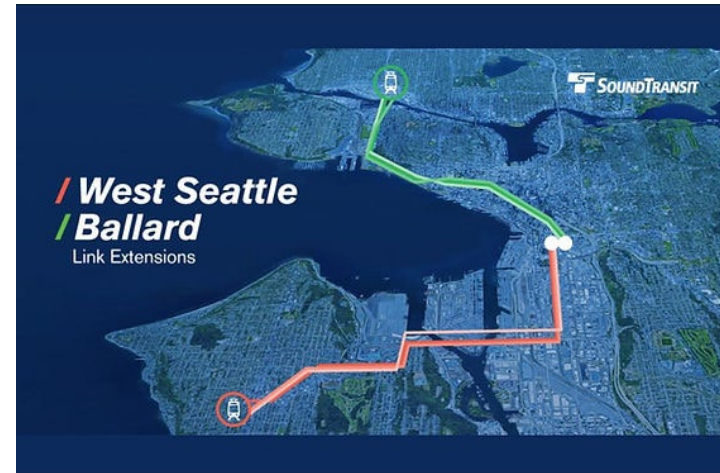
Scenario 1 Overview



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

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 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
- Final report to VTA by end of September



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



Construction Progress at West Portal

Construction Progress



Ongoing Operations at West Portal Site



**Mass Excavation Progress within
Sheet Pile Area**

Construction Progress



**Placement of
Rebar Cage for
Structural
Support Wall**



**Crane Performs Lift Test for Rebar
Cage Tripping Frame**

Construction Progress



**Crane Lift of Tripping Frame with
the Y-Panel Rebar Cage inside**



Pressure Washing of Y-Panel

Construction Progress



**Installing Struts for Bracing on
Sheet Pile Wall**



**Ongoing Welding of Bracing
Elements on the Sheet Pile Wall**

VTA/BART Collaboration

VTA/BART Coordination & Collaboration on BSVII

- Joint sign-off on key documents including:
 - Project Design Criteria Manual
 - Design criteria variances
 - Major construction RFPs
- Updates to Joint VTA/BART Working Committee

BART/VTA Exchanges - West Portal Site Visit



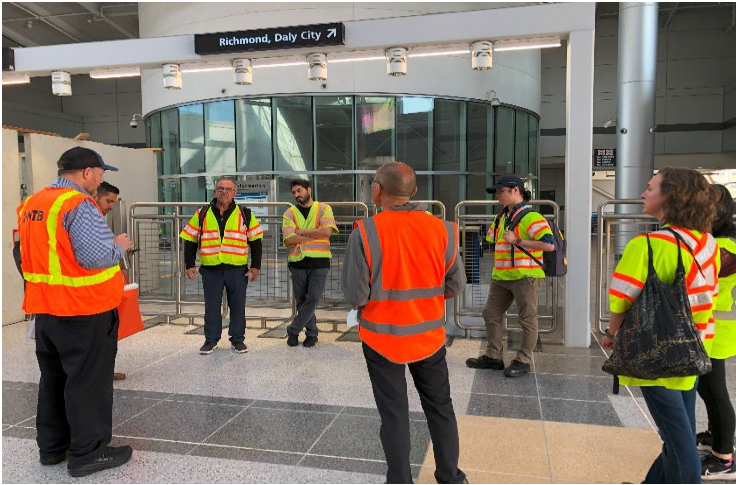
BART/VTA Joint Efforts - Substations



BART and VTA personnel touring San Leandro ASL Substation

BART and VTA personnel touring Civic Center MCC Substation

BART/VTA Joint Efforts – Next Generation Fare Gates



BART hosted a tour of the Next Generation Fare Gates at Berryessa Station and Milpitas Station.

Questions ?