

VTA's BART Silicon Valley Phase II Extension Project



BART Board of Directors Meeting
March 13, 2025



Introductions

Program Overview

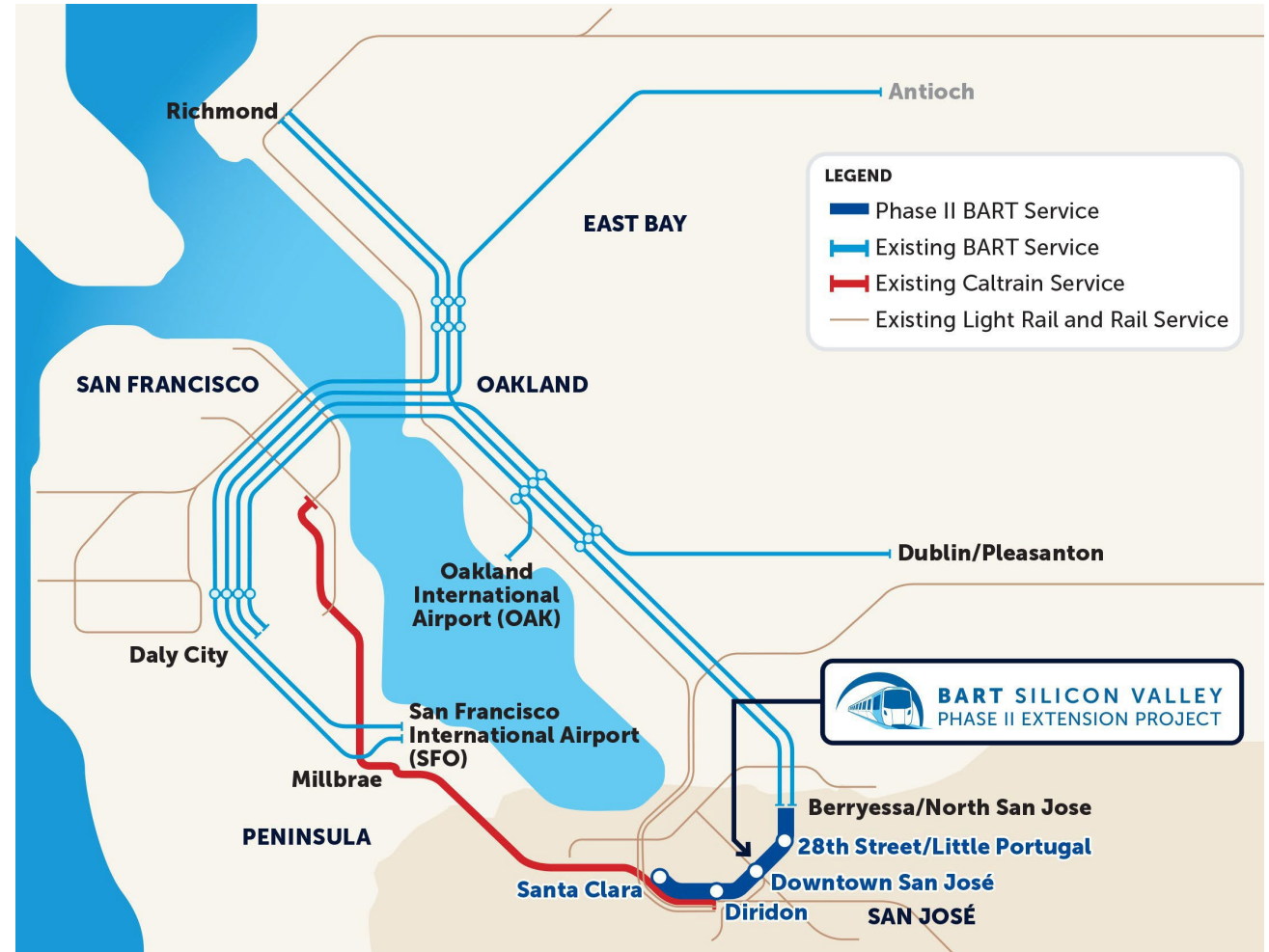
VTA's BART Silicon Valley Program

Phase I Extension

- 10-mile extension.
- Two stations.
- BART service started in 2020.

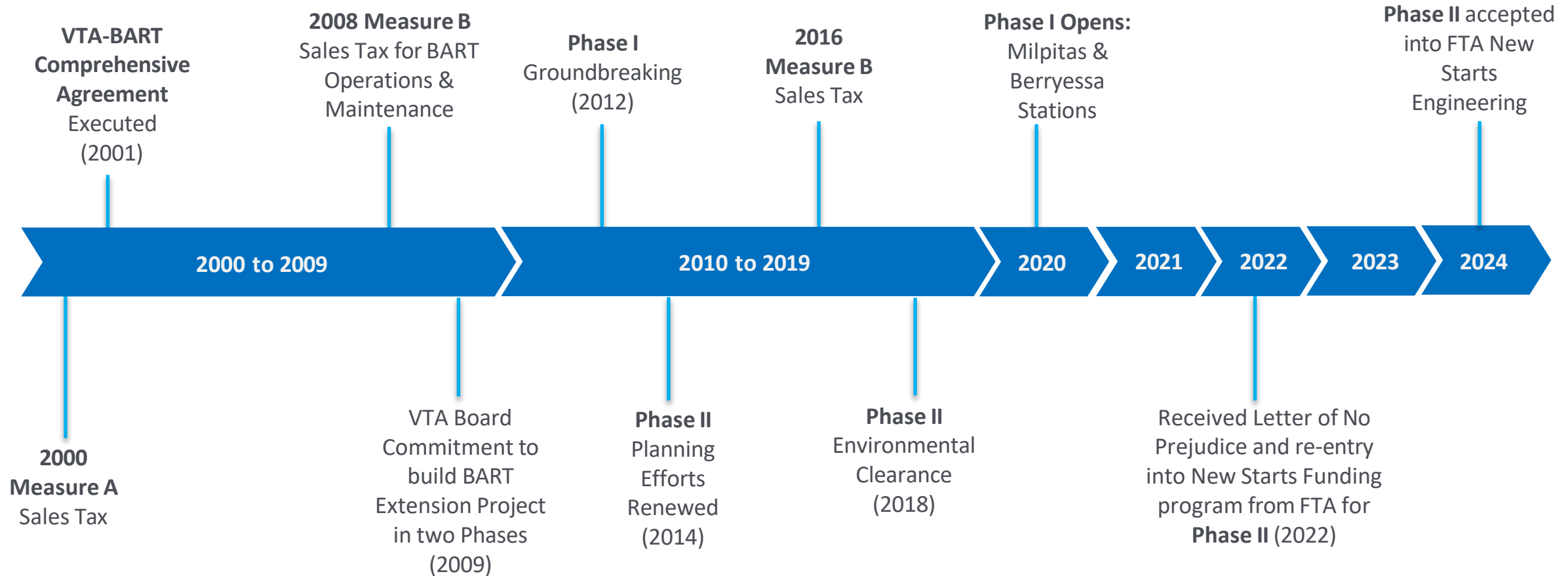
Phase II Extension

- 6-mile extension (5-mile subway).
- Four stations.
- Newhall Yard & Maintenance Facility.



BART Silicon Valley Extension Program History

Approved Locally
Preferred Alternative
16-Mile BART Extension



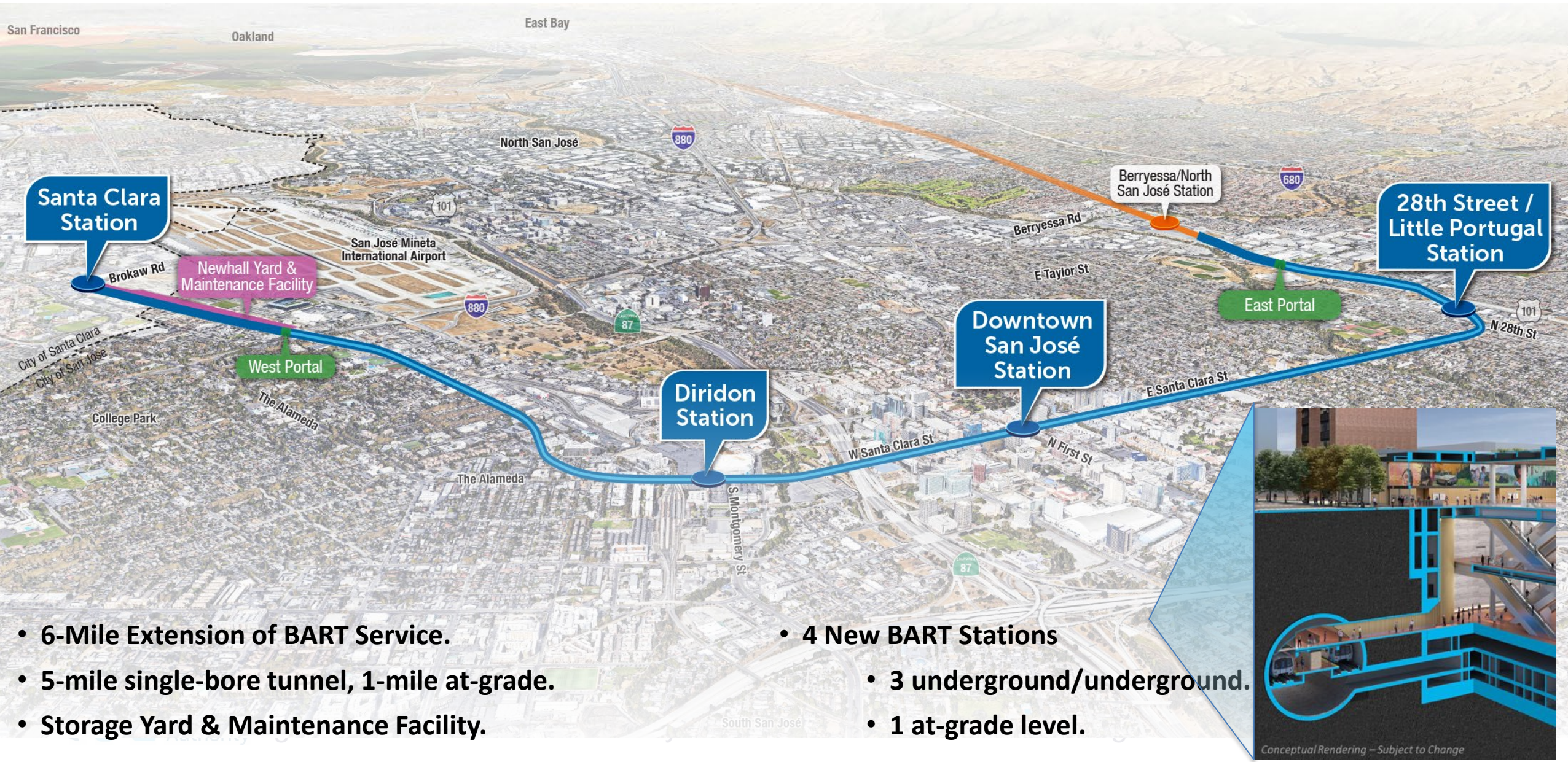
VTA's BART Silicon Valley Phase I Extension

- Two new VTA transit centers with BART stations in Milpitas and Berryessa/North San José
 - Bus transit centers.
 - Secure bicycle parking.
 - Paid vehicle parking.
 - Taxi/TNC/shuttle drop-off/pick-up space.
- Opened in 2020

Funding	Source	Amount
Federal	FTA New Starts	\$900M
Local	2000 Measure A	\$1,070M
State	Traffic Congestion Relief Program (TCRP)	\$361M
Total		\$2,331M



VTA's BART Silicon Valley Phase II Extension Project



- 6-Mile Extension of BART Service.
- 5-mile single-bore tunnel, 1-mile at-grade.
- Storage Yard & Maintenance Facility.





- 4 New BART Stations
 - 3 underground/underground.
 - 1 at-grade level.

Conceptual Rendering – Subject to Change




BART & VTA 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

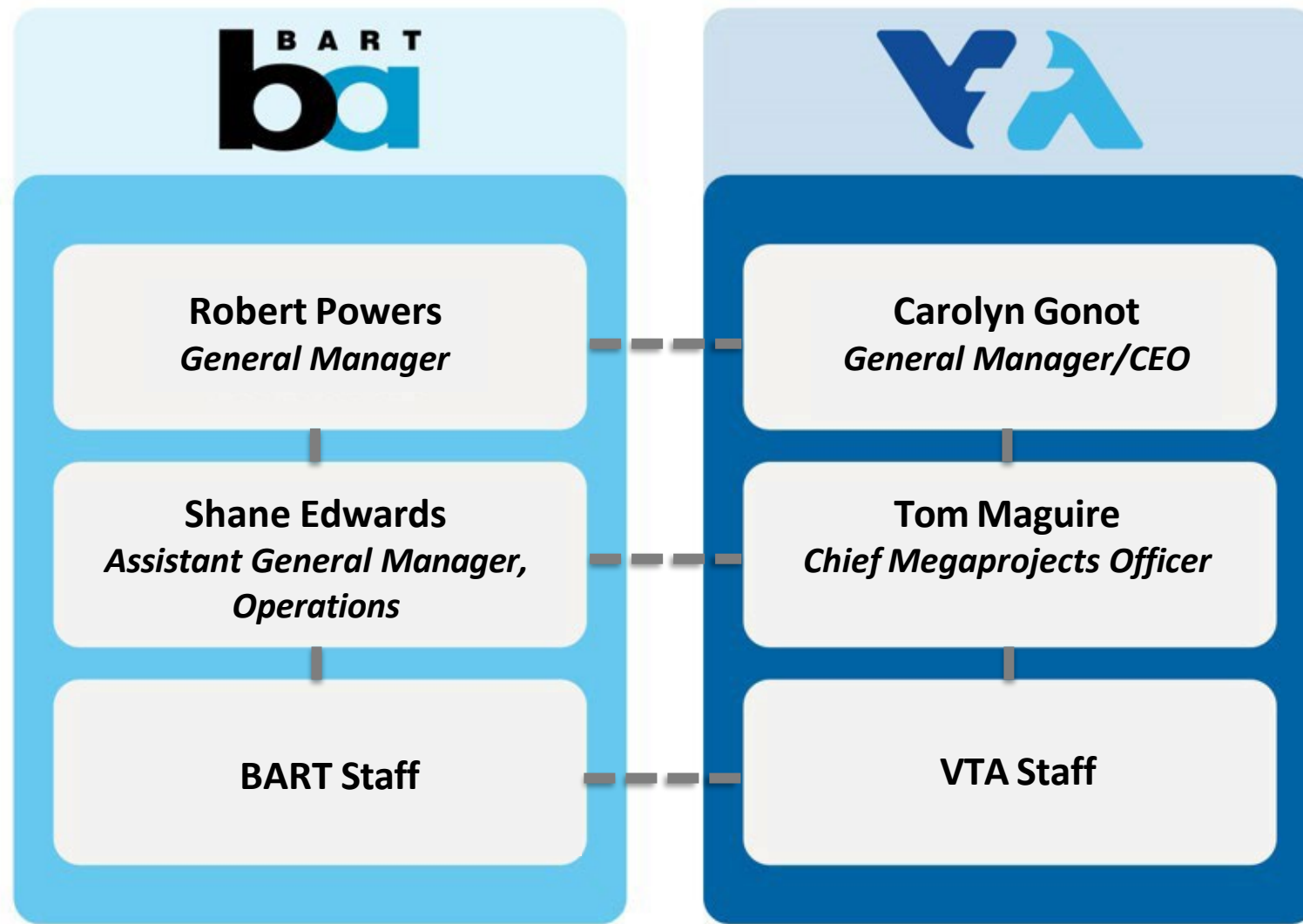
-  Pay all costs (capital, operations, and maintenance) associated with the extension.
-  Contracting/Procurement/Design/Construction.
-  Construct to applicable BART/industry standards, codes, and regulations.
-  Retain ownership of infrastructure.

Bay Area Rapid Transit (BART) Responsibilities

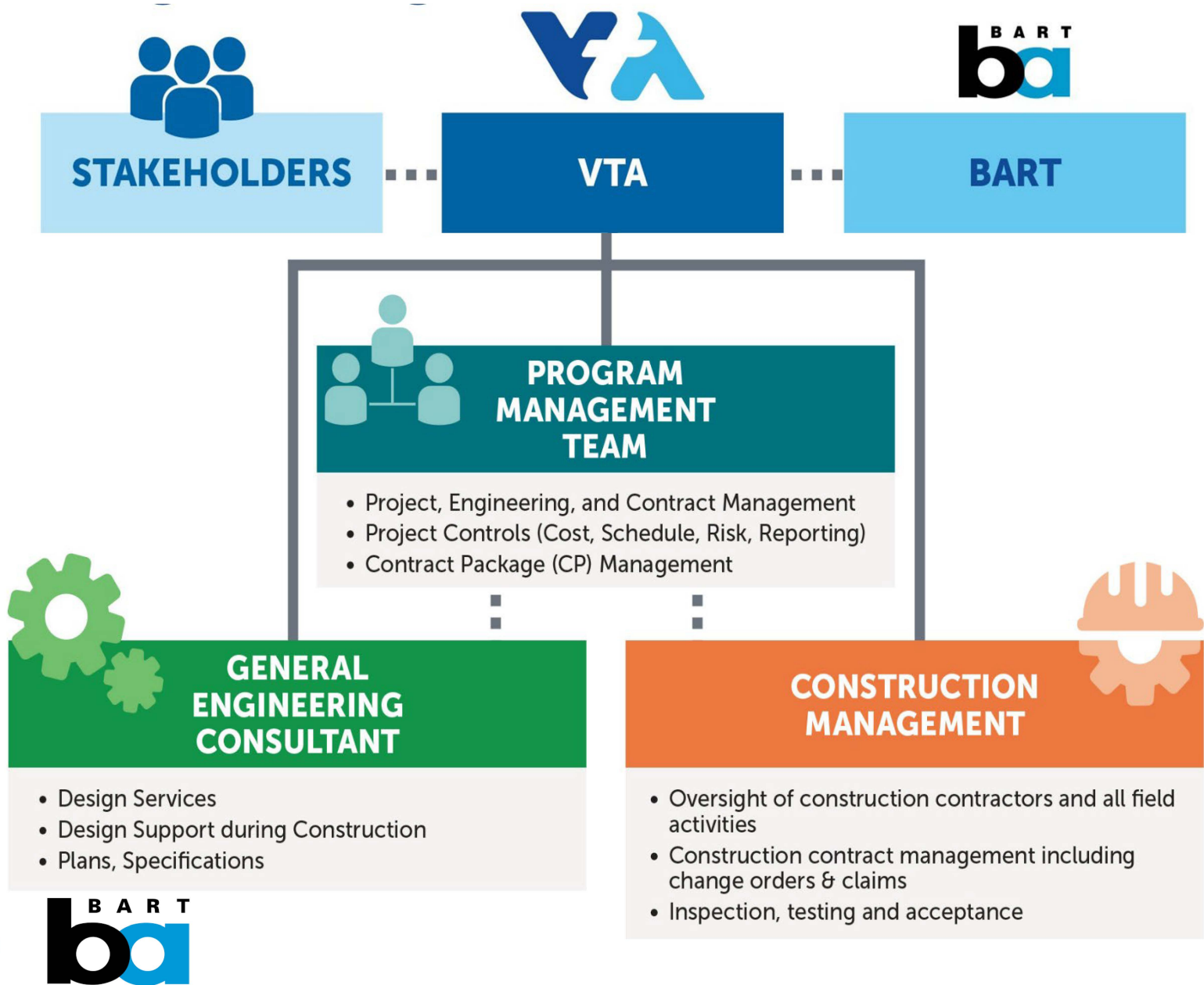
-  Technical Assistance.
-  Operations.
-  Maintenance.
-  Service Planning.

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

BART & VTA Coordination

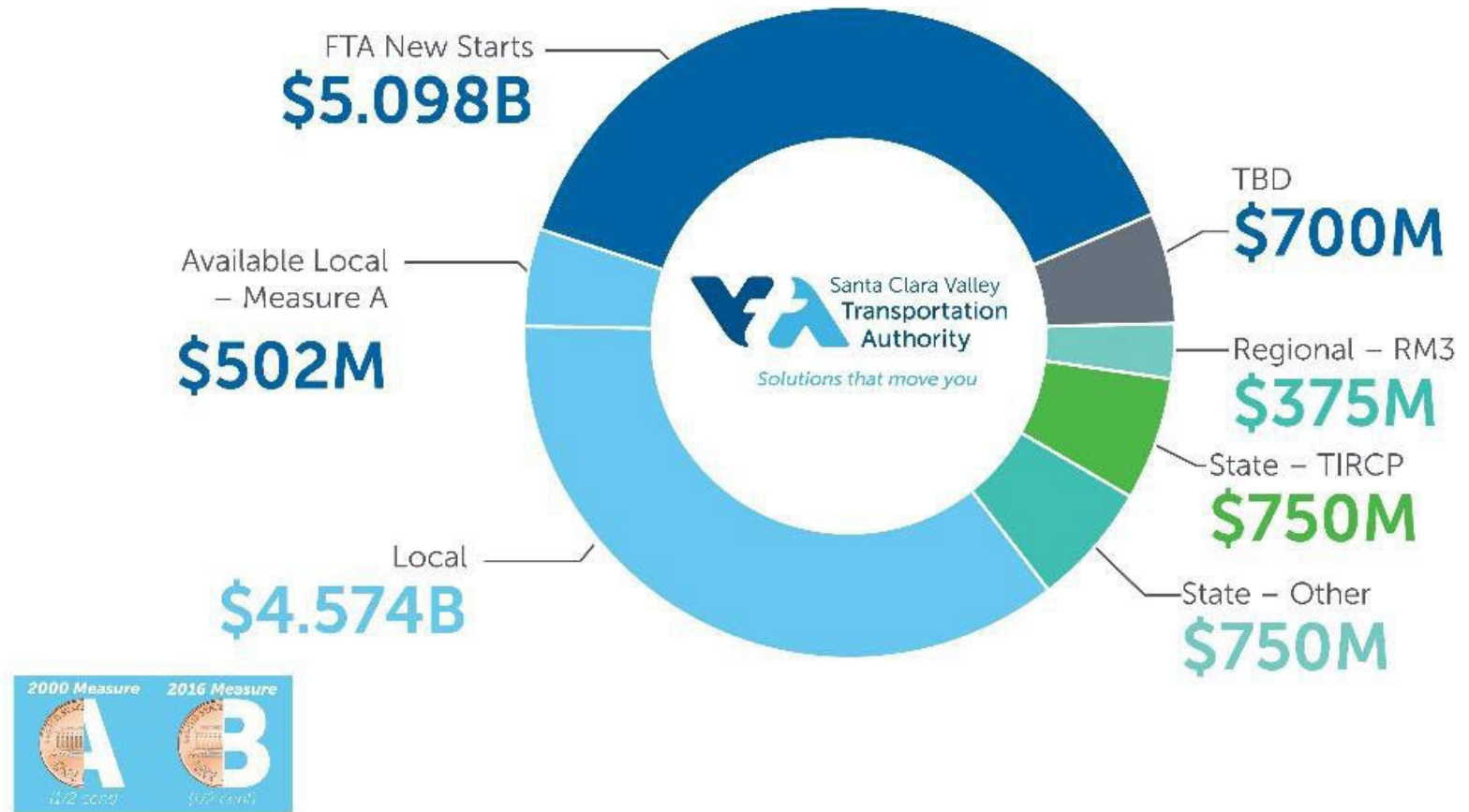


BSVII Program Organization

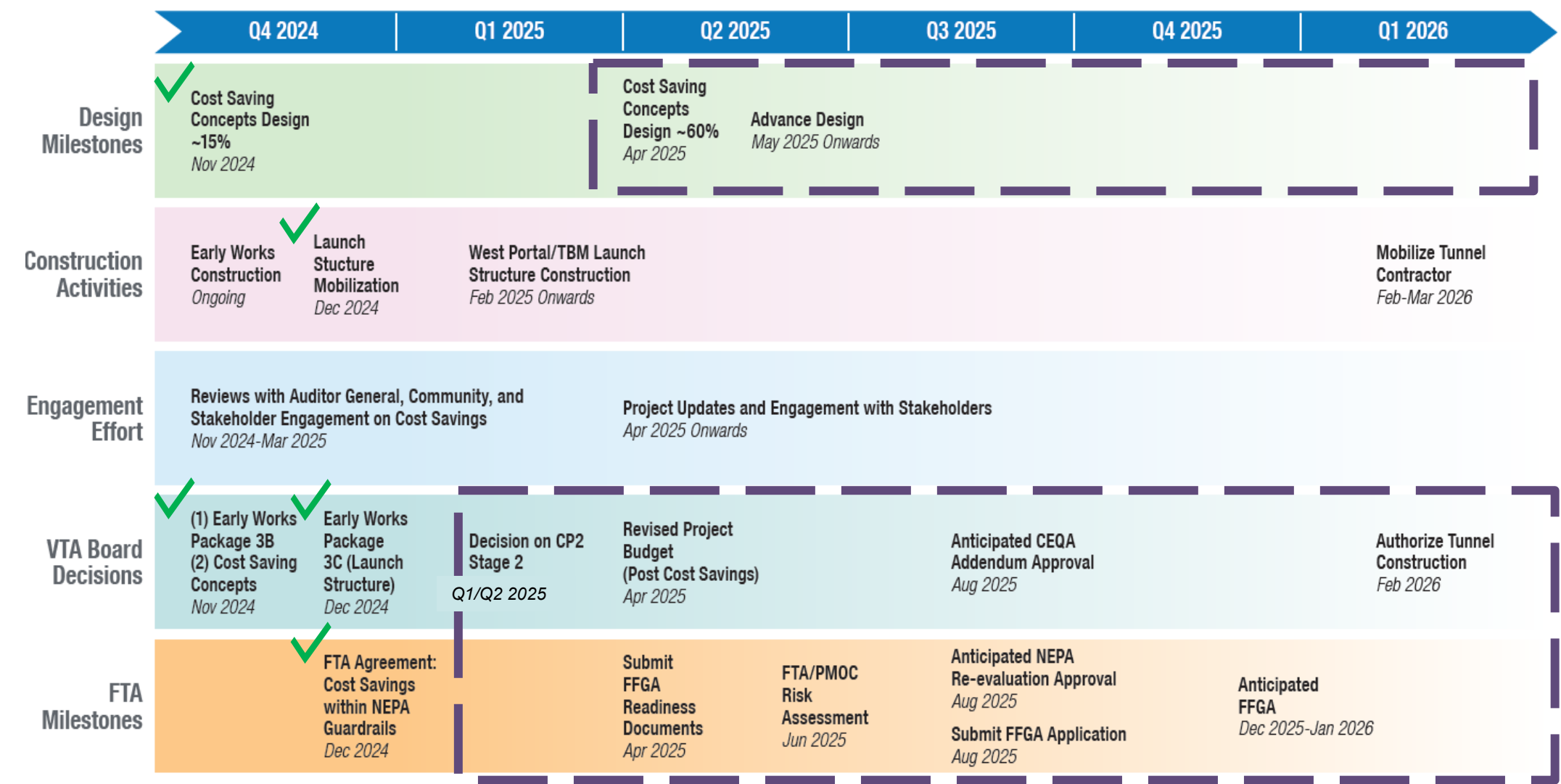


Funding Status

- 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.



Path to FTA Full Funding Grant Agreement (FFGA)



Current Efforts

VTA's Cost Saving Concepts



**Tunnel Interior
Reconfiguration**

**Concurrent Tunneling
from the East**

**Newhall Yard
Reconfiguration**

Muck Off-Haul Options

**Various Alternative
Structural Concepts**

Construction Progress



Installed courtesy screen for SJ
Earthquakes Practice Field.



Preparing and installing sheet
piling for detention pond.

Construction Progress



Set up and connection of
office trailers on site.



Installing lateral utility connections.

Construction Progress



Survey checks for instrumentation
and monitoring.



Grading complete for top
of launch structure.

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

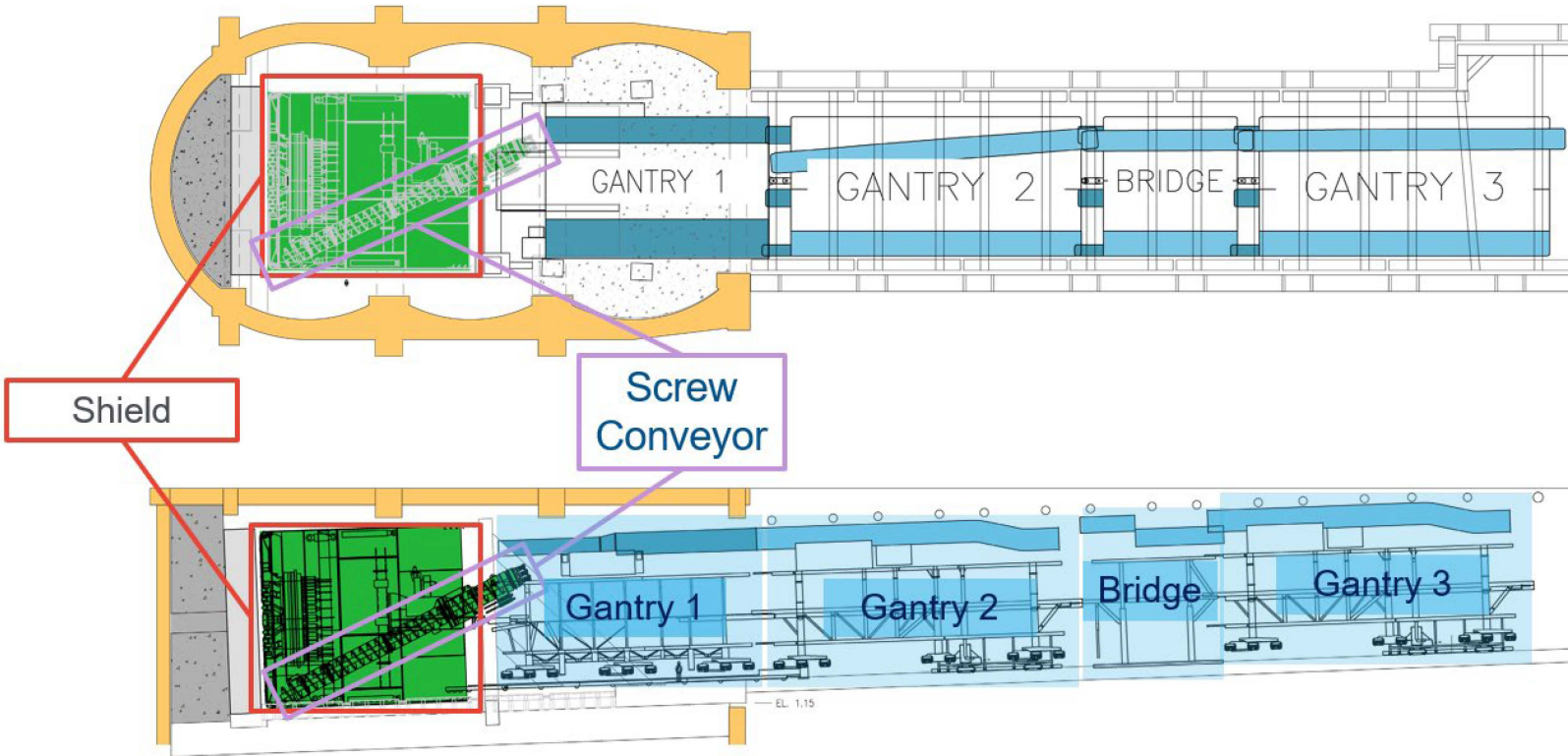
Approval by SSRC and issuance of the Record of Decision (ROD).



Request for Variance

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

Tunnel Boring Machine Launch Structure



Hampton Roads-Tunnel Expansion



Questions?