

August 2026 Recommended RM3 Allocations – Project Summaries

Project 6 – BART to Silicon Valley Phase II Project (\$192.5 million)

VTAs BART to Silicon Valley Phase II (BSVII) Extension is a major fixed-guideway transit capital project that will extend BART service from the existing Berryessa/North San José Station to Downtown San José and Santa Clara. The approximately six-mile extension includes a five-mile subway tunnel, three underground stations (28th Street/Little Portugal, Downtown San José, and Diridon), one at-grade station (Santa Clara), and a maintenance facility at Newhall Yard.

Given its scale, complexity, and multi-billion-dollar cost, the BSVII Project is being delivered in multiple stages and funded through a combination of local, regional, state, and federal sources, including 2000 Measure A, 2016 Measure B, Regional Measure 3 (RM3), the Transit and Intercity Rail Capital Program (TIRCP), SB 125, and Federal New Starts.

Project delivery is being implemented through multiple contract packages. Tunneling work is being done through a Progressive Design-Build contract and consists of the following stages:

- **Stage 1** includes contractor mobilization, programming services, design services, early construction activities, and procurement of the tunnel boring machine. Initially authorized by the VTA Board in May 2022, the total estimated cost is \$1.1 billion, including an additional \$22.5 million authorized in June 2026.
- **Reduced Stage 2** will utilize a Target Price/Incentive-Based delivery¹ approach and is focused on advancing critical tunneling-related work. The scope, authorized by the VTA Board in June 2026, includes Early Work Packages at the West Portal, additional pre-tunneling construction activities, and bored tunnel construction. The total estimated cost is \$2.257 billion.

The total project cost is estimated at \$12.7 billion. Future stages will deliver the remaining project elements, including stations, systems, trackwork, and other infrastructure necessary to complete the extension. These stages are expected to be funded through a combination of local

¹ The Target Price/Incentive-Based Commercial Delivery Model allows VTA to reimburse the contractor for actual, allowable, and allocable costs incurred, plus an agreed-upon fee and incentive structure, rather than through a hard-bid fixed-price contract. The model incorporates risk-sharing mechanisms and extensive owner oversight to manage cost forecasts and track actual costs against the target price.

sales tax measures (2000 Measure A, 2016 Measure B), state funding programs, and federal discretionary grants as those funds become available. VTA is working toward a federal New Starts grant agreement for approximately \$5.1 billion and has a state Transit and Intercity Rail Capital Program (TIRCP) award, of which \$867 million remains unallocated and is contingent on securing the New Starts award.

This initial RM3 allocation of **\$192.5 million** will support tunnel readiness activities and instrumentation and monitoring of utilities and public and private structures before tunneling begins. The initial FY 2026-27 authorized work under Contract Package 2 Restated Phase 1 (CP2R-1) totals approximately **\$325.9 million** and will be funded through a combination of RM3 funds (\$192.5 million) and local funds (\$133.4 million) from Measure A and Measure B sources.

Although portions of this work will continue beyond the initial FY 2026-27 authorization, VTA has committed sufficient funding to complete the CP2R-1 scope, currently estimated at \$325.9 million. As a discrete and independently deliverable segment of the BSVII Project, these activities, anticipated to be completed in 2027, are essential to preparing the corridor for safe and efficient tunnel construction and represent a critical enabling component of future bored tunnel work. This funding recommendation is consistent with the project's phased funding strategy, which leverages local, regional, and state funds to advance key construction activities while positioning the project for a future FTA Full Funding Grant Agreement. See Table 1 for additional details.

Table 1: BSVII CP2R-1 Deliverable Segment (Estimated Cost: \$325.9 million)

Project Element	Description
Tunnel Readiness	Installation of support plant facilities and equipment required for the tunneling operation. This includes but is not limited to the assembly and testing of equipment such as the Pre-Cast Segment Tunnel Liner Plant, the muck bin and overland muck conveyor system, controls and plants for tunnel additives, tunnel ventilation fans and ducting and cooling towers. Casting of pre-cast tunnel liner segments for the first 1000 ft of tunnel.
Instrumentation and Monitoring	Instrumentation and Monitoring of utilities, private and public structures to establish baseline before tunneling and any impacts during and after tunnel operations.

A subsequent VTA Board action will be required to authorize additional funding and issue the Notice to Proceed for the remainder of the Reduced Stage 2 construction scope, currently estimated at up to \$2.44 billion. An additional authorization request is anticipated as early as Summer 2027. Following this allocation, approximately \$182.5 million in RM3 funds will remain available for the project.

Project 13 – Transbay Corridor Core Capacity Program (\$50 million)

The Transbay Corridor Core Capacity Program (TCCCP) will provide additional rail capacity via running longer trains more frequently through the Transbay Tube and will increase reliability and improve resiliency as a result of a new, modern train control system in addition to additional rail car storage and additional traction power substations. The RM3 expenditure plan already contains \$500 million toward TCCCP expansion railcars (RM3 Project #1; fully allocated and with railcar delivery nearly complete). The recommended allocation of \$50 million will be eligible to fund the remaining TCCCP elements: the communications-based train control system, expansion of the Hayward Maintenance Complex, and additional traction power substations. The estimated total cost is approximately \$4.39 billion, with construction anticipated to be completed by the end of 2035.

A breakdown of the four TCCCP elements, including current status, is as follows. RM3 funds will help deliver construction elements over the next three years:

- **Additional Fleet of the Future Rail Cars**
 - Delivery of 306 expansion cars nearly complete to enable longer trains
 - Includes \$500M RM3 allocation (RM3 Project #1)
- **Traction Power Substations**
 - 5 new substations to meet power requirements for more frequent service
 - 2 completed in San Francisco
 - 3 more to come through 2031 (Oakland, Concord, Richmond)
- **Communications-Based Train Control**
 - Modernized and upgraded train control to allow shorter headways in peak service
 - Installation progressing in phases
 - Substantial completion target of 2033

- **Rail Car Storage (Hayward Maintenance Complex Phase 2)**
 - Additional storage for 250 vehicles
 - BART is currently optimizing plan to deliver this element with FTA
 - Planned construction notice to proceed in 2027 and substantial completion in 2031

Project 33 – Vasco Road Safety Improvements Project (\$15 million)

The Contra Costa Transportation Authority (CCTA) is listed as the project sponsor for RM3 Project 33 and has designated the State Route 4 Bypass Authority as the implementing agency for RM3 Project 33, the Vasco Road Safety Improvements project. This project will construct the final phase of the Vasco Road Safety Improvements project, completing a continuous 2.5-mile concrete median barrier along Vasco Road beginning approximately 4 miles north of the Contra Costa/Alameda County line. Improvements include widening the existing roadway to accommodate the median barrier while maintaining the current travel lanes, along with associated signing, striping, turn pockets, retaining walls, bridge widening, drainage improvements, wildlife-mitigation crossing systems, and barrier end treatments. The State Route 4 Bypass Authority requests allocation of \$15 million for the construction phase, with construction anticipated to be completed by the end of 2028. Note that the State Route 4 Bypass Authority has adopted the RM3 Implementing Agency resolution, consistent with RM3 Policies where the implementing agency is different than the sponsoring agency listed in legislation.