BART SILICON VALLEY PHASE II EXTENSION PROJECT

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

CITIES OF SAN JOSÉ AND SANTA CLARA, CA

FTA Region IX

Status as of May 31, 2025

PROJECT MONITORING REPORT

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Executive Summary

Project Description

Bay Area Rapid Transit (BART) Silicon Valley Phase II (BSVII) is an approximately 6.0-mile extension of the BART system, from the existing terminus of the BART ten Mile Phase I extension (BSVI), at the Berryessa / North San José BART Station through downtown San José to the proposed Santa Clara Terminal Station in the City of Santa Clara (Figure 1).

BSVII includes four stations (three located in San José and one in Santa Clara) along with a maintenance facility at Newhall Yard. The project's easternmost station, 28th Street/Little Portugal, will be located underground near Santa Clara Street and U.S. 101. Two stations, also underground, are planned for downtown San José: Downtown San José Station at Santa Clara Street near Market Street; and Diridon Station at the Diridon Intermodal Transit Center. The westernmost station in the City of Santa Clara is planned to be at-grade adjacent to the Santa Clara Caltrain Station. The Newhall Yard and Maintenance Facility is planned to be located at the end of the alignment directly adjacent to Santa Clara Station. Forty-eight vehicles will be paid for with project funds but are included in the procurement for BART Federal Transit Administration (FTA) Core Capacity grant program for fleet upgrades.

VTA's BART Silicon Valley Phase II Extension Project includes the construction of a deep underground mega tunnel that will be approximately five-miles long. Tunnel construction will begin south of the Santa Clara Station within Newhall Yard and run underneath I-880 and the Caltrain tracks. It will be launched from the West Portal. From there, the tunnel will continue southeast and cross under the western side of the Caltrain tracks at Emory Street and then continue under Stockton Avenue and curve east before reaching Diridon Station. From Diridon Station, the tunnel will continue under Santa Clara Street for approximately one mile to the future Downtown San José Station. It will then curve northeast near 27th Street and Santa Clara Street to the future 28th Street/Little Portugal Station. From there, the tunnel will continue northeast under US 101 to McKee Road where it will run parallel to the highway until it surfaces at the East Portal, near Las Plumas Avenue and Marburg Way.

The project is being designed and constructed by consultants of the Santa Clara Valley Transportation Authority (VTA). It will be owned by VTA and operated and maintained by BART. Service is planned to operate in the opening year from 4:00 AM to 1:00 AM on weekdays and from 6:00 AM to 1:00 AM on weekends, with trains every 7.5 minutes during the weekday peak period, every 7.5-15 minutes off-peak during the weekday, and every 20 minutes on evenings and weekends.

Tunneling Construction

Construction of the subway tunnel is within the Tunnel and Trackwork contract (Contract Package 2). The tunnel will be built deep underground, as a single, large-diameter tunnel, approximately 54 feet in diameter, commonly called Single-Bore mega Tunnel, and will contain two independent track ways, one for each direction of travel. These tracks will be built on elevated structures inside the tunnel consisting of segmental bridge post tensioned guideways.

These structures will be separated by a vertical wall in the middle. The tunnel will be excavated by a very large Tunnel Boring Machine (TBM). The TBM is an electrically powered machine that excavates the underground soil and rock formations to create the underground tunnel. It features a cutter-head, which rotates to dig or cut through the soil and rock. Excavated material is removed through a conveyor system within the machine. The station platform, mezzanine, and related facilities will be built within the tunnel space and will be connected to the surface through a station headhouse and entrance.

Project Status

BSVII is in the New Starts Project Development phase.

VTA selected the locally preferred alternative (LPA) in November 2001. The project originally entered the Capital Investment Grants (CIG) program Project Development phase in March 2016. The locally preferred alternative (LPA) was adopted into the Metropolitan Transportation Commission's financially constrained Long-Range Plan July 26, 2017.

VTA began pursuing FTA's Expedited Project Delivery (EPD) Pilot Program in early 2018. In April 2018, FTA agreed to extend CIG Project Development while VTA pursued funding through the EPD Pilot Program and stated the Project would be allowed to return to CIG Project Development without penalty should the EPD Pilot Program be determined to no longer be a good fit. Per the National Environmental Policy Act of 1969 (NEPA), BSVII received a Record of Decision (ROD) from FTA on June 18, 2018. In April 2021, VTA submitted an EPD Pilot Program application to FTA. In October 2021, FTA issued a Letter of Intent (LOI) indicating it would obligate funds under the EPD Pilot Program on the condition that VTA demonstrates local funding commitment and readiness to receive a grant within two years.

In October 2022, VTA submitted a letter to FTA requesting that the BSVII project be allowed to re-enter the New Starts Project Development phase of the Capital Investment Grants (CIG) program and seeking a Letter of No Prejudice (LONP). On December 1, 2022, FTA agreed to move the project from the (EPD) Pilot Program back into the Project Development phase as a New Starts project. FTA also approved a LONP covering expenses VTA incurred when it started in New Starts Project Development in March 2016, through the Project's migration to the EPD Pilot Program, thereby matching the pre-award authority VTA had been given while it was in the EPD Pilot Program for the 2022 New Starts Basis total project cost of $9.318 Billion.

On October 11, 2023, VTA transmitted to FTA/PMOC the BSVII cost and schedule new baselines including a total project cost of $12.237B and Revenue Service Date in October of 2036. FTA/PMOC held a Risk Workshop with VTA on January 16-18, 2024. Risk review results advised an increase in costs to $12.746B and a recommended RSD of February 2039 based on the use of 125% of the remaining critical path Stripped and Adjusted Base Schedule (SABS) duration.

VTA formally requested FTA's approval to enter Engineering Phase in a letter dated March 29, 2024, with a total project cost of $12.746B in year-of-expenditure dollars and a Revenue Service Date (RSD) of February 2039. VTA requested $6.296B (49.4 percent) in CIG program funds. On August 1, 2024, FTA informed VTA of the approval of BSVII to enter the New Starts Engineering phase of the FTA CIG Program. Although VTA requested a 49.4 percent CIG share, FTA notified VTA that $5.1B (40 percent) represents the maximum amount of CIG funds that

will be provided by FTA for the Project should a Full Funding Grant Agreement (FFGA) be approved. The FTA approval to enter engineering letter is attached.

Since the FTA approval to enter engineering, BSVII staff have initiated a cost-saving effort to align the project with the funding available along with the pursuit of additional non-local funding sources. In late 2024, a BSVII Contracting Task Force was also established to evaluate various approaches to CP2 contract delivery including partial and full off ramping of the current contractor KST, re-packaging of construction contracts to expedite schedule and reduce delays, and industry outreach.

The project implementation plan had previously been that BSVII would be delivered through four major design-build construction contract packages: Systems Construction Package 1 (CP1); Tunnel and Trackwork Construction Package 2 (CP2); Newhall Yard and Maintenance Facility and Santa Clara Station Construction Package 3 (CP3); and Underground Stations Construction Package 4 (CP4).

CP2 has progressed based on its original procurement. The VTA Board of Directors approved the award of the CP2 Progressive Design Build contract on May 5, 2022, to *Kiewit Shea Traylor (KST) Joint Venture*. A CP2 Limited Notice to Proceed (LNTP) for a 90-day innovations phase was issued on June 9, 2022; NTP1 was issued for Programming Services on September 7, 2022; and NTP1A was issued for Stage 1 Design Professional Services on February 21, 2023. Early Works Packages are progressing through design, pricing, and negotiations to support the launch of the Tunnel Boring Machine (TBM) that was ordered on October 31, 2023. Stage 2 is for all remaining work, including the balance of design services and construction scope.

VTA conducted an extensive all-day Value Engineering brainstorming workshop in partnership with the FTA and the PMOC on December 18, 2024. Many alternatives and cost savings measures were discussed and examined to reduce costs and bring the project in line with the available funding. All modifications are within the evaluated and approved FEIS/FEIR. The environmental revisions that may be required could be accomplished within a four-to-six-month time span. The objective of the value engineering brainstorming workshop was to explore cost savings to eliminate the current shortfall ($700 million to $1.2 billion). A draft Value Engineering brainstorming workshop report is being prepared to document the proceedings of the workshop.

On June 12, 2025, VTA staff reported at the VTA BSVII Oversight Committee meeting that they have spent nearly a year negotiating and collaborating with KST and were unable to come to an agreement on the cost and schedule for Stage 2 construction. VTA staff are planning to recommend on June 27, 2025, that the VTA Board of Directors authorizes the General Manager/CEO to initiate the contractual off-ramp with KST for CP2 and take such additional steps as necessary to implement the off-ramp in accordance with the terms of the CP2 Contract.

On June 12, 2025, VTA staff presented to the VTA BSVII Oversight Committee a preliminary contract re-packaging approach for delivering BSVII through six construction contract packages: Systems Construction Package 1 (CP1); Early Works Construction Package 2 (CP2); Newhall Yard and Maintenance Facility, Santa Clara Station and Mainline Trackwork Construction Package 3 (CP3); Downtown San Jose and Diridon Underground Stations Construction Package 4 (CP4); Tunneling Construction Package 5 (CP5); and 28th Street / Little Portugal Station and East Portal Construction Package 6 (CP6).

The BSVII Program Core Accountability is summarized in (Figure 2).

Major Issues and/or Concerns

Below are PMOC's issues, concerns, and observations with VTA's updates.

- The PMOC is concerned that the order of magnitude cost saving ideas VTA is considering is not adequate to address the BSVII program funding gap, which could further delay application for the FFGA. *The VTA is including tunnel configuration and Sequential Excavation Method construction ideas for stations from the VE workshop in Level 3 of the cost savings process.*
- The PMOC is concerned with the potential of CP2 off-ramp requiring new procurement with insufficient bidding competition with impacts on CP2 contract scope, increased interface risk, design completion delays, construction escalation costs, etc. The *VTA continues to negotiate with KST. The VTA is also exploring off-ramp steps, including reaching out to the industry for recommendations on off-ramping, contract packaging, project delivery, procurement, etc.*
- The PMOC is concerned with the continuous high level burn rate for Professional Services fees while the construction activities are limited to West Portal, design is paused, and there is limited progress in the cost savings efforts.
- The PMOC is concerned that the VTA is continuing to take more time to refine the cost savings estimates from the identified design options and this extra time may result in losing any savings due to potential inflationary and market condition increases in the overall project costs.
- *The PMOC is concerned that the additional cost saving ideas to be evaluated under Level 4 have not been identified and narrowed down to viable options and this extra time may result in losing any savings due to potential inflationary and market condition increases in the overall project costs.*
- *The PMOC is concerned that in case of CP2 off-ramping, and the pending reconfiguration of the project, the VTA is not considering the immediate stoppage of the construction of the TBM shaft that is directly related to the CP2 construction.*
- *The PMOC is concerned that no information is provided to show why the cost of CP2 being demanded by KST is double the agency Independent Cost Estimate (ICE). There is also no information provided to show that breaking CP2 into several smaller contracts will result in achieving costs less than what is currently asked by KST.*

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1.0 PMOC Observations and Findings

1.1 Summary of Monitoring Activities

- Monitoring Activities Undertaken During the Reporting Period
    - PMOC attended the VTA Board of Directors Meeting held on May 1, 2025. (virtual)
    - PMOC attended the VTA Board Oversight Committee Meeting held on May 8, 2025. (virtual)
    - PMOC conducted Management and Capacity Interview of Key BSVII Staff on May 15, 2025. Staff interviewed included:
        - BSVII General Engineer Consultant Project Manager
        - BSVII Project Control Manager
        - BSVII Interim Director of External Affairs
    - Review of April 2025 Monthly Progress Report received from VTA on June 6, 2025, that includes the following:
        - Monthly Report
        - BSVII Risk Register
        - Third Party Agreement Tracker
        - Trend Register and Cost Report
        - Master Project Schedule
    - PMOC Oversight Call was conducted on June 12, 2025. (virtual)
    - Numerous calls, emails and discussions were held this month between VTA staff and PMOC.
- The project is currently in the New Starts Engineering phase of the FTA CIG Program.
- Ongoing Activities to Advance to the Next Phase
    - VTA established a BSVII Contracting Task Force to evaluate various approaches to CP2 contract delivery including partial and full off-ramp, re-packaging of construction contracts to expedite schedule and reduce delays, and industry outreach. A comprehensive risk assessment will be conducted after those options have been evaluated and a path forward determined.
    - VTA will be completing the necessary steps to implement the contractual off-ramp with KST for CP2. This will require VTA Board approval.
    - VTA is working on a preliminary contract re-packaging approach for delivering BSVII through six construction contract packages: Systems Construction Package 1 (CP1); Early Works Construction Package 2 (CP2); Newhall Yard and Maintenance Facility, Santa Clara Station and Mainline Trackwork Construction Package 3 (CP3); Downtown San Jose and Diridon Underground Stations Construction Package 4 (CP4); Tunneling Construction Package 5 (CP5); and 28th Street / Little Portugal Station and East Portal Construction Package 6 (CP6).

- VTA is currently evaluating various levels of cost savings to bring the project within budget.

- VTA is tentatively looking to advance to the next phase of the project and submit the Full Funding Grant Agreement (FFGA) application by 3rd Quarter of 2025, with an FFGA execution by 4th Quarter of 2025.

1.2 Project Management Plan (PMP) and Sub-Plans

The PMOC reviewed ten PMP and Sub-Plan documents shown in Figure 3 for BSVII program EPD readiness.

On December 1, 2022, FTA agreed to allow the BSVII program to re-enter the New Starts Project Development phase of the Capital Investment Grants (CIG) program. Around the same time as the change in federal funding source and the update of the project budget, VTA also re-evaluated the project delivery scheme. Looking ahead to the New Starts Entry to Engineering request, VTA submitted 39 documents on May 26, 2023, including the updates shown in Figure 4 to the PMP and sub-Plans to FTA to be reviewed by the PMOC:

PMOC recommendations and comments from the EPD readiness review as related to OP20, OP22, OP23, and OP24 were provided to VTA informally to help VTA prepare for the submissions needed for Entry to Engineering readiness. PMOC reviewed the new submissions in support of the Entry to Engineering risk assessment and readiness review and provided preliminary summary comments about inconsistencies and incomplete elements to VTA on June 27, 2023.

VTA submitted 37 documents in November 2023 and 11 additional documents in December 2023. Updates to the PMP sub-Plans are shown in Figure 5**.**

PMOC reviewed the submissions from November 2023 and December 2023 and provided input to PMOC's risk assessment and Oversight Procedure (OP) 51 Readiness to Enter Engineering review. PMOC's OP51 report will be one input to FTA's determination regarding Santa Clara Valley Transportation Authority's (VTA's) Capital Investment Grants (CIG) Program application. On March 29, 2024, along with the application to enter the New Starts Engineering Phase, VTA submitted revised PMPs and sub-Plans. The PMOC current assessment of the PMP and sub-Plans is based on the PMP and Sub-Plans submissions from November 2023 and December 2023 and only includes significant changes from the revised PMPs and sub-Plans that were submitted on March 29, 2024.

On July 2, 2024, FTA transmitted to VTA the final PMP and sub-Plans PMOC review reports. Over-the-shoulder review sessions with VTA PMOC and FTA were held in July to clarify and review VTA's responses to FTA/PMOC comments on PMP and sub-plans. VTA submitted responses to FTA/PMOC comments on PMP and Sub-plan on July 31, 2024.

At the June 12, 2025, monthly meeting, VTA did not provide an update to the following PMP and sub-plans status, the last update was provided at the September 12, 2024, monthly meeting:

- PMP and sub-plans have been updated to reflect Q3 2024.
- All previous FTA/PMOC comments on PMP and sub-plans comments have been addressed; and

- Additional updates to the PMP and sub-plans will be made prior to FFGA Readiness submittal.

1.3 Management Capacity and Capability

VTA has several professional services contracts awarded by which consultants have been supporting VTA in the project development phase. VTA consultants are managed under the HNTB/WSP joint venture Project Management Team (PMT), the Mott MacDonald / PGH Wong Engineering JV (MMW) joint venture General Engineering Consultant (GEC) and the Bechtel Infrastructure Corporation Construction Management Services (CMS). The PMT, the GEC, and the CMS include professional resources providing program management and multiple specialized engineering and construction management services.

In consultation with the FTA Staff, the PMOC assessed BSVII Management Capacity and Capability by conducting interviews of key BSVII staff on January 9, 2024, August 27 and 29, 2024, and October 17, 2024. The PMOC reviewed resumes of key BSVII staff and prepared interview questionnaires that were tailored specifically for the BSVII project needs and requirements. The experience requirement was divided into three categories: sufficient experience (5-7 years), considerable experience (7-12 years), and significant experience (12-20+ years). It was suggested that to meet the MCC requirements, VTA consider introducing additional resources that would strengthen the capabilities for several positions where the requirements are not fully met.

At the June 12, 2025, monthly meeting, VTA presented the BSVII Organization Chart as shown in Figure 6*.*

- Reporting to the Deputy Chief / Program Director:
  - The addition of a future Director of Engineering to be staffed by a VTA employee. The General Engineering Services will report directly to the future Director of Engineering.
  - The addition of a future Deputy Director of Program Controls to be staffed by a VTA employee. The Project Controls Manager will report directly to the future Director of Program Controls.
  - *The Contract Package 2 (CP2) Project Manager will report directly to the VTA Construction Director.*
  - *The PMOC requested that VTA provide the resume for the new Manager of Construction Management Services who will be reporting to VTA's Construction Director.*
- *Request for Proposal (RFP) for Program Management*
  - *The RFP was issued on 9/24/2024.*
  - *The current Program Management contract was extended until October 31, 2025.*
  - *The pre-proposal conference was held on 10/8/2024.*
  - *Proposals were received by February 19, 2025, due date.*
  - *Interviews were held mid-May 2025.*
  - *Expect award in the Fall 2025.*

1.4 National Environmental Policy Act (NEPA) Process and Environmental Mitigation

Since FTA issued the ROD in 2018, VTA has closely coordinated with FTA to determine when and if additional analysis was needed to maintain compliance with NEPA. FTA determined that a NEPA Re-evaluation was required for project changes at the EPD stage and again for project changes introduced by the Progressive Design Builder Innovations and Value Engineering initiatives adopted for the Entry to Engineering design. Both Re-evaluations confirmed the conclusions in the 2018 ROD are still valid. FTA approved the Re-evaluation associated with the Entry to Engineering preliminary design baseline in March of 2024. BSVII project staff converted the Mitigation Monitoring and Reporting Program (MMRP) from the ROD into a new format for tracking called the Environmental Commitments Record (ECR). Applicable environmental mitigation requirements were integrated into each of the contract packages via the ECR and the Design Requirements and Best Management Practices matrix.

At the June 12, 2025, monthly meeting, VTA provided the following NEPA / Environmental Mitigations Status updates:

- *1st Quarter 2025 ECR has been posted;*
- *Supporting the cost savings measures;*
- *Reviewing submittals for conformance with environmental requirements; and*
- *Efforts for the Archaeological Testing Program are ongoing.*

1.5 Project Delivery Method and Procurement.

VTA's plan for project delivery has evolved over recent years. VTA developed a Project Delivery and Procurement Plan (Revision 0.F dated April 16, 2021) which referenced the Project Implementation Plan. Those documents reflected the BSVII project baseline contracting plan which consisted of four distinct Design-Build contract packages for Systems (CP1), Tunnel and Trackwork (CP2), Newhall Yard and Santa Clara Station (CP3), and Underground Stations (CP4) *as shown in* Figure 7.

In November 2022, VTA held the Contract Packaging and Delivery Peer Review to receive feedback on the delivery approaches to be used for all contract packages other than CP2 (Tunnel and Trackwork). The RFPs for CP1 (Systems) and CP3 (Newhall Yard and Santa Clara Station) were cancelled pending reevaluation of contract packaging and delivery methods.

On March 2, 2023, VTA transmitted to FTA and the PMOC the "Contract Packaging and Project Delivery Draft Report" dated February 28, 2023. Taking the Contract Packaging and Project Delivery Peer Review panel feedback into account, VTA concluded that Design Bid Build will be used to procure the Systems (CP1), Newhall Yard and Santa Clara Station (CP3), and Underground Stations (CP4) Figure 8.

Between fall 2020 and 2022, VTA initiated a three-step procurement process for the BSVII contract packages, including Requests for Industry Feedback (RFIF), Requests for Qualifications (RFQ), and Requests for Proposals (RFP). Historic data documenting dates for select procurement activities are reported in Figure 9 for the four contract packages included in the

baseline contracting plan.

Requests For Qualifications were issued for all 4 packages. The RFQ of CP4 (Stations) was cancelled on March 1, 2022. The Statements of Qualifications (SOQs) for CP1 (Systems), CP2 (Tunnel and Trackwork), and CP3 (Newhall Yard and Santa Clara Station) were evaluated and resulted in the following:

- CP1 (Systems) – 2 Prime contractors shortlisted.
- CP2 (Tunnel and Trackwork) – 3 Prime contractors shortlisted.
- CP3 (Newhall Yard and Santa Clara Station) – 3 Prime contractors shortlisted.

The Final Tunnel and Trackwork (CP2) RFP was released on September 24, 2021, with the final addendum to this RFP released on November 24, 2021. BART Silicon Valley Phase II Tunnel Partners (B2TP) and Kiewit Shea Traylor (KST) Joint Venture submitted proposals on December 10, 2021. VTA completed negotiations with the highest ranked team and issued a Notice of Recommended Award to KST. The Contract award was approved by the VTA Board of Directors on May 5, 2022. Limited Notice to Proceed (NTP) was issued June 9, 2022, NTP1 was issued for Programming Services on September 7, 2022, and subsequently increased the lump sum not to exceed with Letter #12, dated November 10, 2022, authorizing KST to proceed with Early Works Packages design and estimating. VTA issued KST NTP1A for Stage 1 Design Professional Services on February 21, 2023.

The Construction Management Services (CMS) Request for Proposal (RFP) was released on September 25, 2023. The VTA Board authorized the award of the CMS contract to Bechtel Infrastructure Corporation on April 4, 2024. The CMS contract was executed on April 11, 2024. The scope of the CM Services contract is for the first ten years of the project.

In response to a request from the VTA Board of Directors, VTA established a BSVII Contracting Task Force in late 2024 to evaluate the various approaches for contract delivery including partial and full off ramp for the CP2 Contract, re-packaging of the construction contracts with considerations of contract package sizes, procurement types, construction interfaces, and contracts biddability. *BSVII staff has provided updates to FTA, the BSVII Oversight Committee, and VTA Board of Directors including the latest BSVII Contracting Task Force timeline as shown in* Figure 10.

On June 12, 2025, VTA staff reported at the VTA BSVII Oversight Committee meeting that they have spent nearly a year negotiating and collaborating with the CP2 Contractor Kiewit Shea Traylor (KST) Joint Venture and were unable to come to an agreement with KST on the cost and schedule for Stage 2 construction. As such, VTA staff are planning to recommend on June 27, 2025, that the VTA Board of Directors authorizes the General Manager/CEO to initiate the contractual off-ramp with KST for CP2 and take such additional steps as necessary to implement the off-ramp in accordance with the terms of the CP2 Contract.

On June 12, 2025, VTA staff presented to the VTA BSVII Oversight Committee a preliminary contract re-packaging approach for delivering BSVII through six construction contract packages: Systems Construction Package 1 (CP1); Early Works Construction Package 2 (CP2); Newhall Yard and Maintenance Facility, Santa Clara Station and Mainline Trackwork Construction Package 3 (CP3); Downtown San Jose and Diridon Underground Stations

Construction Package 4 (CP4); Tunneling Construction Package 5 (CP5); and 28th Street / Little Portugal Station and East Portal Construction Package 6 (CP6) as shown in Figure 11.

With CP2 off-ramp discussion underway, VTA is conducting a comprehensive review of project delivery. At the June 12, 2025, monthly meeting, VTA did not provide a Project Delivery Method and Procurement status.

At the June 12, 2025, monthly meeting, VTA staff provided the following Railcar Procurement Update:

- Procurement of 48 vehicles for BSVII.
- This is in addition to the 60 vehicles for the Silicon Valley Berryessa Extension (SVBX).
- 965 Fleet of The Future (FOTF) railcars delivered to BART.
- Alstom will begin delivering 48 vehicles for BSVII in 2025.

At the June 12, 2025, monthly meeting, VTA did not provide any update to the following May 8, 2025, BSVII Contracting Task Force status update:

- A Task Force has been established to evaluate various approaches for contract delivery including partial and full off-ramp of CP2, re-packaging of construction contracts, and industry outreach.
    - Includes VTA General Counsel Office, BSVII Project Staff, VTA Procurement Department, and Oversight Committee Subject Matter Expert Gall Zeidler;
    - Primary efforts include discussions on CP2 partial or full off-ramp, contract packaging & procurement approach;
    - Internal workshops conducted on topics including design level, engineer of record, contract package size, biddability, and delivery methods;
    - Recommendations from Task Force are anticipated to be presented to the VTA Board in June 2025.
    - At the May 8, 2025, monthly meeting, PMOC requested VTA set up a meeting with FTA and PMOC to discuss preliminary recommendations of the BSVII Contracting Task Force prior to the presentation to the VTA Board in June 2025.

At the June 12, 2025, monthly meeting, VTA did not provide any update to the following March 13, 2025, Industry and Market Sounding status update:

- The purpose is to seek Contractor/Industry confidence to build BSVII within budget;
- BSVII staff conducted industry outreach at two major tunnel and construction conferences in New York and Los Angeles in January 2025;
- Follow-up meetings were held with 8 heavy civil and tunnel construction firms in February 2025. Discussions included BSVII project and considerations for:
    - Contract package scope and size;
    - Contract delivery model;
    - Risk sharing opportunities; and
    - Commercial terms and conditions.

1.6 Design

CP2 Tunnel and Trackwork

At the June 12, 2025, monthly meeting, VTA did not report any update to the Advance Partial Design Units (APDU) status presented at the February 20, 2025, monthly meeting:

- APDU 2 Pre-Cast tunnel liner 100% complete design – In VTA review.
- APDU 3C - West Portal U-Wall Support of Excavation (SOE) Rev. 2 –Approved for Construction (AFC) complete – Approved by VTA Board 12/5/2024.
- APDU 3D – West Portal Caterpillar SOE Final Design Rev. 2–AFC complete – Approved by VTA Board 12/5/2024.
- APDU 3E – West Portal Ground Improvement Design Rev. 2 - AFC complete – Approved by VTA Board 12/5/2024.
- APDU 5A – Downtown San Jose Station (DTSJ) Enabling Work (Civil & Maintenance of Traffic (MOT)) – 100% Rev. 1 design in VTA/Stakeholder review.
- APDU 8B – East Portal Enabling Works - Over the Shoulder (OTS) review of 85% complete; comment resolution in progress.
- APDU 11B – West portal Temporary Power High Voltage Substation - 85% design review complete, VTA/Stakeholder review in progress.
- APDU 12A – Diridon Station Enabling Works and Utilities – APDU 12A Rev. 1 pending.
- APDU 14 – 28th Street Station Enabling Works – APDU 14 Rev. 1 pending.
- APDU 20 – Track and Tunnel Alignment– Comment resolution 100% complete.

At the June 12, 2025, monthly meeting, VTA did not report any update to the following KST Design statuses presented at the March 13, 2025, monthly meeting:

- D05 – Program-wide Specifications – 85% review complete; resubmittal required, design not paused.
- D10 – Bored Tunnel Design – KST is advancing 100% design. Addressing and responding to VTA 85% comments, design not paused.
- D15 – Tunnel Internal Structures – 85% design review complete; VTA is reviewing KST comment responses; design paused.
- D20 – Track and Tunnel – 85% design review complete; VTA is reviewing KST comment responses; design paused.
- D25 – Diridon Station Design –85% design paused.
- D30 – Downtown San José Station –85% design paused.
- D35 – 28th Street / Little Portugal Station – 85% design paused.
- D40 – East Portal Design - 85% design review complete; VTA is reviewing KST comment responses, 85% design paused.
- D45 – West Portal Design –85% design paused.

Program-wide, Facilities and Systems Engineering

At the June 12, 2025, monthly meeting, VTA provided the following Program-wide design status:

- Conducting technical working group meetings with BART stakeholders relating to the proposed Requests for Variances (RFV)s. Processing DocuSign of RFVs;
- *Developing design concepts and evaluating cost/schedule impacts associated with Level 3 proposals;*
- *Documenting project configurations and Basis of Configuration Memo for Newhall Yard Maintenance Facility; and*
- *Producing cost estimates for the different level 3 proposals.*

1.7 Value Engineering and Constructability Reviews

VTA conducted a Value Engineering (VE) workshop in 2021 based upon the 10% design (submitted December 2019) which consisted of a revised design of a 53-foot diameter single bore tunnel with center platform stations with the addition of station mezzanines for platform access. The VE workshop was facilitated by a third-party consultant, and the resulting report remains in draft status. The workshop was "a shortened version of a formal Value Engineering Study" required by FTA for Capital Investment Grants (CIG) projects. However, several of the recommended VE elements were applicable and incorporated into the EPD configuration. Stage 1 initial innovations vetting, as well as iterative design and cost estimating exercises, will accomplish further value engineering under the CP2 PDB procurement.

The DRAFT Constructability Review Report was written in August 2020 addressing the biddability and buildability of the EPD configuration.

A three-day facilitated Value Engineering (VE) workshop was held the week of June 19, 2023, and the Value Engineering Workshop Report was submitted to FTA/PMOC, documenting VE efforts from June 2023 through September 2023.

Constructability reviews were held on July 20 and 21, 2023. and the Draft Constructability Review Report was submitted to FTA/PMOC in December 2023.

To address the BSVII program funding gap and to allow adequate cost and schedule contingencies, VTA is evaluating cost savings candidates. On December 18, 2024, the FTA/PMOC and the VTA held an all-day informal Value Engineering workshop to review cost saving ideas along with a discussion on environmental, technical, and stakeholder considerations. The participants conducted brainstorming sessions and discussed several cost savings ideas.

At the June 12, 2025, monthly meeting, VTA provided the cost savings progress update shown in Figure 12.

At the April 10, 2025, monthly meeting, PMOC suggested to VTA that inflationary cost increases and professional services costs required for researching and evaluating the cost savings need to be accounted for in the identified Rough Order of Magnitude (ROM) cost estimates. *At*

the June 12, 2025, monthly meeting, PMOC reiterated their request from the April 10, 2025, monthly meeting for a focus meeting with VTA to go over the ROM cost estimates.

1.8 Real Estate Acquisition and Relocation

Refer to Section B above for revision and submittal status of the Real Estate Acquisition Management Plan (RAMP) and other PMP Subplans to support VTA's New Starts request to enter Engineering.

VTA's implementation of the acquisition program is in progress. VTA has identified 77 total parcels with acquisitions needed, including full and partial acquisitions, subsurface tunnel easements, temporary construction easements (construction staging areas), and permanent easements.

During the June 12, 2025, monthly meeting, VTA reported Project Acquisition Status as of April 2025 shown in Figure 13*.*

The changes identified for April 2025 include:

- *Legals/Plats Approved: 81%*
- *Appraisals completed: 78%*
- *Offers made: 78%*
- *Purchase Agreements Signed: 47%*

1.9 Public Involvement/Outreach/Communications

At the June 12, 2025, monthly meeting, VTA provided the following Public Involvement / Outreach / Communications updates:

- ***Public and Stakeholder Meetings and Presentations***
  - *5/27/2025 - Santa Clara University ASCE Lunch & Learn*
  - *6/8/2025 - Viva Callé Pop Up Event*
  - *Eighteen Community Working Groups (CWG) Member Meet-and-Greets*
  - *5/12/2025 - 5/15/2025 Community Working Groups (CWG) Meetings*
  - *6/12/2025 Golden Gate Branch ASCE Presentation*
  - *6/26/2025 San José Arena Authority Board Presentation*
  - *6/26/2025 San José Chamber of Commerce Board Presentation*
  - *Project Stakeholder Briefings*
  - *West Portal Residential Stakeholder Construction Briefings (Encanto & Orlo)*
- ***Communications and Public Relations***
  - *Monthly Construction eBlast (5/22/2025 distribution)*
  - *Thriving Business Program Surveying (Summer/Fall 2025)*
  - *Delegation Briefings – Washington DC in May2025*
  - *Blogs, Social Media, Website, Hotline*

1.10 Third-Party Agreements and Utilities

The Third-Party agreement tracking matrix is updated and submitted to the FTA/PMOC monthly. The third-party agreement tracking matrix provides detailed information including a listing of all critical and non-critical agreements and permits, and their anticipated or actual execution dates. Per OP39, "critical third-party agreements are required before Construction, or Operations can begin, the absence of which may significantly change the cost, scope, and schedule."

At the June 12, 2025, monthly meeting, VTA provided the following Third-Party Agreement updates. A summary of utility relocation design and construction progress is provided in Figure 14.

- *Upon resolution of comments with UPRR, the UPRR Mitigation and Reimbursement Agreement for the West Portal Early Works was executed on May 22, 2025.*
- *The total number of Third-Party Agreements is now 43.*
- *Critical Agreements prior to FFGA: 31*
  - *30 Executed, and 1 Open.*
  - *The open critical agreement (UPRR Mitigation and Reimbursement Agreement for West Portal Early Works) is anticipated to be executed in May 2025 upon the resolution of comments with UPRR.*
- *Critical Agreements post FFGA (Construction): 4 (BART IL, UPRR C&M, and SJWC (2))*
- *Critical Agreements post FFGA (Operations): 5 (BART, JPB, CT, CSJ, CSC)*

At the June 12, 2025, monthly meeting, VTA reported the following:

- *West Portal:*
  - *Pacific Gas & Electric (PG&E) 115kV interconnection – PG&E remobilization pending advancement of KST work.*
  - *Cogent/Sprint final design package pending construction agreement & easement acquisition.*
- *Diridon Station and West Vent Shaft:*
  - *AT&T/Comcast Construction in-progress.*
  - *Upcoming PG&E Electric relocation Construction Notice to Owner (NTO) - pending PG&E estimate letter*
- *Downtown Station:*
  - *Upcoming AT&T relocation construction expected to begin Q4 2025 work. PG&E Electric relocation (DSJS-E-32) - Property Owner's electrician is coordinating with PG&E, work is progressing.*
- *East Portal:*
  - *Comcast designs submitted for final review. AT&T, and San Jose Water Company (SJWC) design at 90% - pending easement acquisition.*
  - *Upcoming Design coordination for temporary Verizon cell tower relocation.*

1.11 Construction

At the June 12, 2025, monthly meeting, VTA reported the following early works procurement / negotiations activities and status of progress:

- Early Works Projects – Procurement / Negotiations:
  - *EWP 1A – TBM Procurement and Delivery, Factory Acceptance Testing scheduled for June 2025.*
  - EWP 2A – Precast Final lining, Material & Plant Procurement: *Negotiations/Procurement on hold*.
  - EWP 3A – West Portal Initial Sitework: Construction ongoing.
  - *EWP 3B – West Portal Sitework (Phase 2): Construction ongoing.*
  - *EWP 3C.1 – Preparation for West Portal Enabling Works: Complete.*
  - *EWP 3C.2 – Launch Structure: Construction ongoing.*
  - *EWP 7A – West Portal Instrumentation & Monitoring: Ongoing monitoring.*
  - EWP 9A – TBM Tunnel Support Equipment: *Negotiations/Procurement on hold*.
  - *EWP 11A - West Portal TBM and Plant Power: KST completed technical clarifications with vendors for electrical equipment; coordination meetings ongoing.*
  - *EWP 11B - West Portal TBM and Plant Power Phase 2: KST completed technical clarifications with vendors for electrical equipment; coordination meetings ongoing.*
- *At the June 12, 2025, monthly meeting, PMOC reiterated previous month recommendations that VTA evaluate the progress of the work on EWP 3C.2 - Launch Structure considering the Level 3 cost savings measures that could potentially require a significant reduction in the size of the Tunnel Boring Machine (TBM).*
- *The following Tunnel Boring Machine (TBM) activities and status of progress were reported by VTA at the June 12, 2025, monthly meeting:*
  - *Construction – Tunnel Boring Machine:*
    - *Factory Acceptance Test (FAT) commenced on June 2, 2025.*
    - *Attendance at FAT by representatives from VTA, KST, GEC, PMT, & CMS.*
    - *TBM Storage + warranty extension: 18 months*
- *The following Construction – West Portal activities and status of progress were reported by VTA at the June 12, 2025, monthly meeting:*
- Construction – West Portal Activities for Current Month:

The KST Contractor has continued mobilization efforts and commenced early activities ahead of the West Portal main construction works including the following:

- *Commissioning of depressurization wells and initial groundwater draw down efforts*
- *Mobilization of various plant and equipment for the D-Wall/Slurry Wall process*
- *Construction of guide walls for the D-Walls*
- *Commenced installation of the noise barrier adjacent to the UPRR right of way*
- *Water treatment plant assembly and commissioning*

- *Rebar delivery and cage assembly*
- *Commissioning of the online data management system for Instrumentation and Monitoring devices*
- *Mobilization of plant and equipment for the Cutter Soil Mixing (CSM) scope and completion of the CSM test panels*

- *The Mitigation & Reimbursement agreement was executed between VTA and UPRR on May 22nd. Detailed coordination with both Union Pacific Railroad (UPRR) and the Peninsula Corridor Joint Powers Board (JPB) continues a weekly basis.*
- Construction – West Portal Upcoming Activities:

The Contractor has now completed the mobilization phase, and the project is ready to transition into full production, including working night shifts

- *Completion of the Noise Barrier adjacent to the UPRR right of way*
- *Commencement of Cutter Soil Mixing scope at the Caterpillar Shaft*
- *Commencement of D-Wall/Slurry Wall construction*
- *Completion of remaining guide walls*
- *Continuation of Depressurization draw down and Instrumentation and Monitoring review*
- *Continuation of rebar fabrication*

- *Construction – Project-wide (No update was provided at the June 12, 2025, monthly meeting).*

1.12 Vehicle Technology and Procurement

Expansion of BART's existing fleet to serve the BSVII service to Santa Clara is included in BART's Rail Fleet Management Plan (RFMP). Forty-eight vehicles have been identified in the BSVII budget. However, all vehicles will be procured under BART's vehicle procurement contracts not through separate VTA procurement.

On May 2, 2024, the VTA Board of Directors authorized the General Manager/CEO to enter into an agreement with the San Francisco Bay Area Rapid Transit (BART) for the purchase of 48 revenue vehicles for the BSVII Extension Project through BART's existing contract with Alstom (formerly Bombardier). The costs related to these revenue vehicles are estimated to total $172,600,000.

At the April 10, 2024, monthly meeting, VTA reported that Alstom will begin delivering 48 vehicles for BSVII in 2025.

1.13 Project Cost

VTA transmitted to FTA/PMOC on October 11, 2023, their new baseline cost estimate included a total project budget of $12.237B. The new baseline cost, with a status date of June 30, 2023, was developed reflecting the CP2 Stage 1 baseline, and the updated design-bid-build (DBB) contract packaging strategy for CP1, CP3, and CP4.

This new baseline cost estimate was reviewed in accordance with FTA's OP33 Project Cost Review in coordination with the January 2024 Entry to Engineering risk assessment. The risk review resulted in P65 Forecast cost of $12.746B that was accepted and adopted by VTA. VTA formally requested FTA's approval to enter Engineering Phase in a letter dated March 29, 2024, with a total project cost of $12.746B and a Revenue Service Date (RSD) of February 2039.

The BSVII project budget of $12.746B supporting VTA's March 29, 2024, request for FTA's approval to enter Engineering and the Cost and Expenditures Update through January 31, 2024, are summarized in Figure 15.

The PMOC requested BSVII staff verify the $26.4M expenditure for SCC 80 – Professional Services in March 2025 given that VTA reported in earlier months that the Professional Services are expected to be reduced.

The VTA has reported expenditure through April 30, 2025, including accruals, which total $1,438.6M. Project costs have been expended in SCC 10, SCC 40, SCC 60, SCC 70, and SCC 80. Project commitments include SCC 10, SCC 40, SCC 60, SCC 70, and SCC 80 and total $2,096.6M through March 31, 2025.

At the June 12, 2025, monthly meeting, VTA reported the following Budget/Cost updates for the April 2025 reporting period:

- *No changes/updates this period*
- *There was no contingency drawdown during this period*
- *As of April 30, 2025, VTA drew down a net $55.2M allocated contingency and $291.0M unallocated contingency to date.*
- *A graph of the Cost Contingency Draw Down Curve can be found in* Figure 16.

1.14 Project Schedule

VTA provided an April schedule update with a data date of May 1, 2025. A full analysis was completed on this schedule.

The new VTA baseline schedule has a target Revenue Service Date (RSD) of Q2-2037. The preliminary risk assessment by PMOC indicated a projected RSD of February 2039, inclusive of FTA-assessed schedule contingency. VTA is adopting the FTA-recommended schedule contingency that indicates a Q1-2039 RSD while managing to the target RSD of Q2-2037.

The activities for "VTA Target RSD" with a date of May 12, 2037, and "FFGA RSD" with a date of February 28, 2039, have remained the same as Systems Substantial Completion with a date of August 04, 2036.

At the June 12, 2025, monthly meeting, VTA noted that the critical path excluding contingency and reserve remains the same as the previous months and reported the following Project Schedule updates for the April 2025 reporting period:

1. West Portal Enabling work and Launch Structure (CP2)
2. TBM Procurement: Assembly and Testing (CP2)
3. Tunnel mining from West Portal to East Portal (CP2)
4. West Portal: Final concrete work and finishes (CP2)

5. West Portal: Train Control Building (CP2)
6. Newhall Yard: Systems installation (CP1)
7. Phase 2 testing by CP1 with BART oversite
8. BART OCC Validation / Testing

The Master Project Schedule (MPS) is comprised of a summary schedule plus the following twelve individual schedules

1. Program Management and Administration
2. Right-of-Way Acquisition
3. Design
4. Advertise, Bid, and Award
5. Utilities
6. Third Party
7. Vehicles & Parking
8. Testing and Commissioning
9. Systems
10. Contract Package 2
11. Yard/SC Station
12. Underground

As of previous reporting periods, a total of 8.5 months of schedule contingency was drawn down to accommodate delays in the award and NTP of West Portal launch early works scope to the CP2 contractor. No additional schedule contingency was drawn down during this reporting period. As the remaining contingency has fallen below the minimum contingency levels, VTA is working on the following to address this:

- ***Identify opportunities to accelerate EWP 3C construction activities:*** *Following the planned February 2025 NTP for the EWP 3C heavy construction, the project team will collaborate with the contractor to identify opportunities to accelerate construction activities and minimize the actual use of contingency wherever possible. The VTA also included incentive clauses and liquidated damages clauses in Amendment #8.*
- ***Plan for a comprehensive risk assessment following the outcome of VTA Task Force:*** *To mitigate the contingency usage and delays occurred to date for future work, VTA has set up a task force to evaluate CP2 contract options including evaluating other potential contract packaging solutions to expedite schedule and reduce delays. A comprehensive risk assessment will be conducted after those options have been evaluated and a path forward determined.*

The longest path on the schedule has a total float anywhere from 0 to 451 working days. It is starting with three activities, Cons.772680: CP2 PCTL Lining Molds Design Extension, CCS.7280: CP2 Stage 2 - Remaining Lump Sum Cost Proposal – Preparation and ST.8710: CP2 West Portal SOE & Caterpillar Structure. All parts of the CP2 schedule.

The critical path is starting with activity ST.8710: CP2 West Portal SOE & Caterpillar Structure in CP2. This activity has an actual start date of 03MAR25 and indicates 7.66% complete with a finish date of 01APR26

There is only one task activity remaining in the Program Management and Administration that has not started or finished and that is "FFGA Approvals (FTA/OST, OMB, Congress)" however this activity's Original Duration has been reduced by 10 working days. The two activities which could have started have been pushed out using Constraints. There are three activities, on the critical/longest path, the same as last month.

On the Right of Way schedule: One activity RoW.86670: Relocation (Granite Company) had a change to its Original Durations. It increased from 274 to 443 working days. There was one activity RoW.86670: Relocation (Granite Company) this period with no progress and diminishing progress. One (1) milestone RoW.81920: Construction Need By Date has been adjusted. Both activities were part of Parcel B3110. There are no activities on the longest path.

On the Design schedule: The portions of the Design schedule have been moved out up to 59 working days. This is due to the Contract Wide Review Cycles. One (1) activity, FD.B1205: Revised 60% based on CSC & Optimizations has made no progress this period and its remaining duration was increased and its end date has gone from Apr 2025 to July 2025. Five milestone dates have moved out anywhere from 2 to 90 working days.

Five (5) activities are without Finish Relationships. There are no design activities on the longest path.

On the Utility schedule: The finish dates for construction at CP2 Diridon and CP2 Downtown San Jose have been adjusted out by 22 to 158 working days. There are 24 activities without finish relationships. There are no activities on the longest path this month.

The Systems, Underground and Yard/SC Station schedules had no changes.

The CP2 schedule: Under the Major Events WBS both CP2 Base Design Services and CP2 Stage 2 Cost Proposal have moved out. By 73 and 54 working days CP2 28th Street Station Enabling Works Site Security has been pushed out along with everything that follows it for CP2 28th Street Station Enabling Works and CP2 28th Street Station. CP2 DTSJ Station East Vent Enabling Works Site Security has also been pushed out by 75 working days. The two Site Security activities made no progress during this period.

One Milestone, EN.1870: CP2 28th Street Station Enabling Works NTP was pushed out 63 working days. There are activities without finish relationships. There are forty-two (42) activities on the longest path.

This month there was also submittals for the Baseline Schedule of the TBM

Launch Structure, with a data date of 01DEC24 and the April 2025 update, data dated 01MAY25, of the TBM Launch Structure schedule. The baseline schedule has many technical flaws that should be corrected before being accepted as the baseline schedule. However, a review was performed of the update compared to the baseline. A narrative was not submitted with the schedule.

The overall completion date on the update has shifted outwards by 27 working days. But many activities within the schedule have been adjusted anywhere from positive 705 to negative 208 working days.

One hundred ninety-eight (198) activities were added to the schedule since the baseline while only two (2) were deleted from the schedule but there are two hundred eighty-five activities that have had their duration zeroed out and have had "DELETED" added to the Activity Name.

There are activities with Physical Percent Complete assigned that need to have the percent manually adjusted, and it doesn't appear this is being done.

There were 400 activities that could have started, over 100 activities that could have finished, over 100 that finished late, and over one hundred milestone dates with variances. There were also a large number of relationship changes.

Without a narrative, there is no indication that the TBM schedule aligns with the timelines in the Master Program Schedule (MPS).

At the June 12, 2025, monthly meeting, VTA reported the following Project Schedule updates for the April 2025 reporting period:

- *Major critical path elements include the TBM Launch Structure, TBM Mining, Tunnel Interior, and completion of the West Portal structure; followed by Systems Construction / Testing.*
- *No major changes to schedule critical path this period.*

The schedule contingency draw down curve for this period can be seen in Figure 17.

1.15 Project Risk

Overall Status

The PMOC reviewed various versions of the Risk and Contingency Management Plan (RCMP) leading up to VTA's EPD selection. On May 26, 2023, VTA submitted an updated RCMP (Rev. 0.D dated May 22, 2023) with the above-noted PMP Subplans to support VTA's New Starts request to enter Engineering. On October 11, 2023, VTA submitted another revision of the RCMP (Rev. B dated September 14, 2023) associated with the new baseline cost and schedule.

The VTA reported having continued their risk review meetings with project and discipline teams, updating risk response plans and risk register.

The VTA has indicated that, as per CP2 contract requirements, the KST team is expected to include a risk register after the review of the Configuration Design submittal. The BSVII team will review KST's identified risks with BSVII disciplines, revise the Program Risk Register as appropriate, and establish a joint VTA/KST CP2 Project Risk Register that will be reviewed with the KST team regularly. Since the risk workshop was held in January 2024, this register has not been provided to PMOC.

The project risk profile has changed since the EPD submission and is further impacted as the project has moved back into the New Starts program. *The PMOC has completed a risk assessment given the new baseline cost and schedule by VTA that reflects their planned delivery and updated packaging strategy, along with awarded CP2 contractor (KST's) approved innovations. The Entry to Engineering risk workshop for the project was conducted in January 2024 with the FTA, the project sponsor, and PMOC. The PMOC has proposed additional new risks related to geotechnical conditions, Buy America requirements, interface requirements associated with changing scope, Real Estate management plan, TBM productivity assumptions,*

agency capacity, timely decision with BART and external stakeholder impacts including potential delays from Board of Directors. The VTA has incorporated the FTA/PMOC risk assessment results into their new baseline and request to Enter Engineering.

Based on VTA's period ending April 30, 2025, monthly report, the following capture the key risk updates:

New Risks: None for the period

Increased Risk Score:

**The PMOC has noted the following risk scores have increased period over period (although not reflected in the VTA reporting data) and would be included under the VTA top Ten Risks (Threats).*

BSV-154 - UPRR extended coordination delays EWP construction. The VTA r*isk score increased from 12 to 15. The UPRR Agreement was negotiated and executed on May 22, 2025.*

***BSV-196 - Failure to secure a lump-sum price with KST resulting in off-ramp. The** VTA risk score increased from 20 to 25. The VTA staff informed the VTA Board Oversight Committee on June 12, 2025, that they have unable to reach an agreement with KST and that they are recommending to exercise the CP2 off-ramp.*

Reduced Risk Score: None for the period

Retired Risk: None for the period

Other Risk Updates:

***BSV-196 - Failure to secure a lump-sum price with KST resulting in off-ramp:** This item originally captured the potential for KST's unwillingness to accept reasonable risk strategies/sharing to lead to an off-ramp with CP2 contract scope. As this is a high impact item, VTA has been holding various meetings with KST to review assumptions related to their TBM mining rates, subcontractor costs, etc. An executive partnering session will be scheduled to discuss contracting terms.*

***BSV-209 - CP2 Early Works schedule uncertainty:** This item originally captured potential schedule impacts due to uncertainty with the PDB contract regarding a) Early Works scope changes resulting in schedule delays, b) Time to obtain competitive price for early works, c) Negotiation challenges for scope in/out from PDB contract. The VTA has met with KST on schedule overview and further meetings are scheduled with KST to obtain cost estimates for remaining EWPs.*

***BSV-213 - Additional CP2 redesign costs and CP2 design time to address optimizations and cost saving measures:** This item originally captured the potential additional design time and costs to implement various cost savings measures to address proposed optimizations. The VTA has executed Change Order #4 that authorizes KST to implement design changes related to value engineering and several optimizations approved to date. As some of the likely optimizations will require redesign, probability and cost impacts have increased. Although additional design time and cost may be needed to address these optimizations and cost saving candidates (CSC), this additional redesign cost would help achieve significantly larger construction cost savings and support VTA's goal of reducing the program budget to meet available funding constraints.*

BSV-230 - CP2 Off-ramp requiring re-procurement resulting in potential lack of competitive bidders: *This item originally captured potential cost increases due to a CP2 off-ramp requiring procurement of additional contract packages. This could cause a limited marketplace for tunnel contractors' availability, lack of competitive bidders, insufficient competition, or contractors including a premium on bids which would result in higher contract costs. Industry outreach sessions kicked off in February 2025 and are currently ongoing.*

Listed below are the top ten risks (Threats) according to VTA's BSVII Monthly Progress Report for the period ending April 2025. Please refer to Attachment E for additional details regarding VTA's top ten risks (Threats). Note, the table in Figure 18 *and data in Attachment E do not capture the increased risk scores noted above (*) by the PMOC.*

At the June 12, 2025, monthly meeting, VTA provided the following progress updates:

- *Ongoing internal risk review meetings with Program, Project, Discipline Leads and key stakeholders*
- *Continue to work with risk champions to monitor progress of risk response actions for key program risks*
- *Key changes to the Program Risk Register summarized below: None reported*

1.16 Quality Assurance/Quality Control

PMOC reviewed various versions of the Quality Management Plan (QMP) leading up to VTA's EPD selection. On May 26, 2023, VTA submitted an updated QMP (Rev. 2 dated May 1, 2023) with the above-noted PMP Subplans to support VTA's New Starts request to enter Engineering. PMOC reviewed the revised QMP and provided preliminary summary comments to VTA on June 27, 2023. The QMP (Rev. 2 dated November 1, 2023) was submitted to the PMOC on November 22, 2023. On July 2, 2024, FTA transmitted to VTA the final QMP PMOC review report.

At the June 12, 2025, monthly meeting, VTA reported the following:

- Quality Assurance Activities for current month:
  - *VTA/Program Management Team (PMT) Oversight*
    - *Completed document review associated with audit of Rail System Organization. Draft report in progress.*
  - *Construction Management Services (CMS) Oversight*
    - *Completed review of CMS edits to BSVII QMP. Reviews of Construction Administration Procedure, Construction Management Plan, Management Capacity and Capability Plan, and Project Management Plan continue.*
  - *CP2 Design and Construction Oversight – Kiewit Shea Traylor JV (KST)*
    - *Completed review of KST Project Wide Procurement Procedure, Rev. 2.*
  - *CP1, CP3, CP4 Design Oversight – Mott MacDonald / PGH Wong Engineering JV (MMW)*

        - *Continued GEC Design Quality Program Audit. Document review and evidence gathering in progress.*
    - *Planned Quality Assurance Activities for next month*
        - *Initiate Audit of VTA Independent Testing Laboratory*
        - *Initiate review of KST proposed progressive turnover procedure*
        - *Initiate review of KST update to NCR workflow associated with SOP-011 – Control of Non-Conforming Work*

1.17 Safety and Security

VTA and BART previously indicated an intent to conduct joint Fire Life Safety and Security Committee (FLSSC) and Safety and Security Review Committee (SSRC) meetings for the early phase of the BSVII program.

The monthly SSRC meetings commenced in January 2021. On August 30, 2023, VTA issued the SSRC charter. The SSRC is chaired by VTA Deputy Director, Program Administrator and includes VTA (Security Specialist, Chief of System Safety & Security, System Safety & Security Lead, and project managers), BART (engineering, operations, system safety, and police), BSVII Program Management Team, Federal Transit Administration, and the Project Management Oversight Contractor.

The first FLSSC meeting was conducted on October 7, 2021. FLS (Fire Life Safety) continues to monitor project progress. On August 30, 2023, VTA issued the FLSSC charter. The FLSSC charter is co-chaired by VTA Chief Megaprojects Officer and BART Assistant General Manager of Operations. It includes committee members from the Cities of San José and Santa Clara fire and police departments, Santa Clara Sheriff, California Public Utilities Commission (CPUC), BART (engineering, system safety, and police), and VTA (System Safety & Security, and project managers). The CPUC is the State Safety Oversight Agency (SSOA) as certified by FTA.

At the June 12, 2025, monthly meeting, VTA reported the following System Safety and Security Risk Management / Certification activities:

- *The Safety and Security team continued to support risk and potential changes to certifiable items related to cost-saving measures.*
- Safety and Security Review Committee (SSRC)
    - *The SSRC meetings are tentative while decisions are in process but anticipate a meeting soon to address changes to certifiable items that are unlikely to be impacted by cost saving measures.*
- *Fire Life Safety and Security (FLSS) Activities*
    - *Working to resolve comments with the SJFD on previous submittals.*
- *Activities anticipated in the next month:*
    - *Finalize risk assessments that are unlikely to be impacted by configuration changes*
    - *Review of Certifiable Item List (CIL) to identify changes to date in preparation for future decisions*
    - *Support FLSS activities*

1.18 Americans with Disabilities Act (ADA)

VTA produced an Accessibility Report to meet the EPD application requirements specified in the NOFO (Notice of Funding Opportunity).

1.19 Buy America

VTA has committed to meeting the Buy America requirements in their PMP documentation. Additional details regarding how they intend to meet the 70-percent content threshold, and their management of contractor requirements have yet to be made available to the PMOC for review.

VTA is including a notification in the RFQ to all prospective bidders that Buy America requirements will be part of each contract. VTA sets the expectation that each supplier and subcontractor must research and present findings for verification. Additional work is needed to coordinate the requirements and compliance at a program level. VTA indicated that their contract technical teams will provide input regarding program coordination.

No update was provided at the June 12, 2025, monthly meeting. PMOC recommends that VTA revisit their plan for Buy America implementation and management regarding Buy America Build America changes and the program's adjusted delivery plan.

1.20 Start-Up, Commissioning, Testing

VTA and their contractors will be responsible for Phase 1 and 2 system integration testing. Upon successful completion of Phase 2 system integration testing, the system will be turned over to BART to complete Phase 3 system integration and pre-revenue testing. As noted above, VTA has established a Rail Systems Organization (RSO) teaming with BART to manage systems and operations input to project development and address related issues. The RSO is developing the System Integration Testing Program Plan. The testing plan will define BART Phase 3 System Integration Testing (SIT) to be Operations Control Center (OCC) validation of tests previously performed. The intent of Phase 3 SIT is not to introduce new tests to be performed. However, if there are system validation failures during SIT Phase 3, BART will have the right to perform new tests until all testing discrepancies are cleared.

As previously noted, VTA has determined that Communication Based Train Control (CBTC) design will be progressed for implementation on the BSVII extension. To accommodate the technology, BART CBTC implementation from Warm Springs to Berryessa needs to be completed. VTA provided the following milestones related to this phase/segment of BART's project:

- Migration design from Q3 2025 to Q4 2029
- Procurement from Q4 2025 to Q3 2028
- Installation from Q1 2029 to Q4 2029
- Testing and Commissioning from Q3 2029 to Q4 2030
- Revenue service expected at the end of 2030

No update was provided at the June 12, 2025, monthly meeting.

The action items table for this report can be found in Appendix 3.

Appendix 1. Project Monitoring Report Attachments

Project Monitoring Report Attachments

Attachment A. List of Acronyms

Attachment B. Monthly Meeting Agenda

Attachment C. Monthly Meeting Attendees

Attachment D. List of Documents Received

Attachment E. VTA Top 10 Project Risks

Attachment F. Project Milestones/Key Events Attachment G. Project Map

Attachment H. FTA Grant approval letter dated August 1, 2024.

List of Acronyms

ADA	Americans with Disabilities Act
BART	Bay Area Rapid Transit
BSVII	BART Silicon Valley Phase II
CBTC	Communications Based Train Control
CIG	Capital Investment Grants
CMS	Construction Management Services
CPUC	California Public Utilities Commission
CSC	City of Santa Clara
CSJ	City of San José
DCM	Design Criteria Manual
EVS	Emergency Ventilation Structure
EPD	Expedited Project Delivery
FAT	Factory Acceptance Testing
FLSS	Fire, Life, Safety and Security
FTA	Federal Transit Administration
FOTF	Fleet of the Future
GEC	General Engineering Consultant
HK	Herrenknecht
KST	Kiewit Shea Traylor
LS	Lump Sum
MCCP	Management Capacity and Capability Plan
NDA	Non-disclosure Agreement
NEPA	National Environmental Policy Act
NOFO	Notice of Funding Opportunity
OP	Oversight Procedure
PDB	Progressive Design Build
PMOC	Project Management Oversight Contractor
PMP	Project Management Plan
PMT	Program Management Team
QMP	Quality Management Plan
RAMP	Real Estate Acquisition Plan
RCMP	Risk and Contingency Management Plan
RFIF	Request for Industry Feedback
RFMP	Rail Fleet Management Plan
RFP	Request for Proposal
RFQ	Request for Qualifications
ROW	Right of Way
RSO	Rail Systems Organization
RVTM	Requirements Verification Traceability Matrix
SCC	Standard Cost Categories
SOQ	Statement of Qualifications
SSMP	Safety and Security Management Plan
SSOA	State Safety Oversight Agency
SSRC	Safety and Security Review Committee
STOPS	Simplified Trips-On-Project Software

SVBX	Silicon Valley Berryessa Extension
SVTC	Silicon Valley Transit Consultants
TBM	Tunnel Boring Machine
TAP	Tunnel Advisory Panel
UPRR	Union Pacific Railroad
VE	Value Engineering
VTA	Santa Clara Valley Transportation Authority

Monthly Meeting Agenda

Monthly Coordination Meeting/Teleconference
VTA BART Silicon Valley Extension Phase II
Thursday, June 12, 2025 – 9:30am (Pacific)
Conference Connection: MS Teams

1. Introductions/Roll Call
2. Key Agency-level updates (organization, financial, legal, safety, etc.)
3. Action Items from latest Monthly Call
4. Issues and Concerns from latest Monthly Meeting
5. Project Status
   a. Project Management Organization Updates
      i. PMP and sub-plans
      ii. Management Capacity and Capability
   b. Project Summary Description
   c. Key Project Issues
      i. Key Personnel staffing update including the following:
         - *Org Chart: Show relationship between Director of Construction and CP2.*
         - *Org Chart: Needs to reflect the latest personnel changes (i.e. CMS staff & others).*
      ii. Program Management Services Procurement update
      iii. Status of Cost Reduction from the $12.76B Entry to Engineering budget
         1. RFVs: Transmit executed Requests for Variances
      iv. Update on Peer Review – Cost Savings
      v. Budget vs. Funding Report including the following:
         - *SCC Table: Provide details of SCC 60 and 80 expenditures incurred in March*
      vi. Contracts Re-Packaging / Procurement / Delivery including the following:
         - *BSVII Off-Ramp: Schedule a focus meeting, preferably before June 12, 2025, to review/discuss VTA's proposed plan for CP2 partial or full off-ramp*
         - *BSVII Contract Packaging: Schedule a focus meeting, preferably before June 12, 2025, to review/discuss VTA's proposed plan for contract packaging.*
      vii. BSVII Project Progress:
         - TBM Inspection / Delivery Update
         - Schedule critical path
         - Early Works including the following:
            ✓ *Progress Schedule in P-6 format – Providing basis for TBM Launch structure (EWP- 3C) and TBM procurement*
   d. NEPA / CEQA - Environmental Mitigations
   e. Project Delivery Method and Procurement Status
      i. Project-Wide
      ii. Systems Delivery Method / Procurement
      iii. CP2 Delivery Method / Procurement
      iv. Facilities Delivery Method / Procurement
      v. Stations Delivery Method / Procurement
      vi. Railcar Procurement

f. Design Status
    i. Project-Wide
    ii. Systems
    iii. CP2 – Tunnel & Trackwork
    iv. Facilities
    v. Stations
g. Real Estate Acquisition/Relocation Status
h. Public Involvement/Outreach
i. Third-Party Agreements
j. Utilities
k. Construction
l. Project Controls
    i. Schedule Updates
    ii. Cost and Expenditures Updates
    iii. Change Order Status
    iv. Contingency Status
m. Project Risk Management
n. Quality Assurance / Quality Control
o. System Safety and Security

6. New Action Items
7. Upcoming Monthly Coordination Meetings:
    a. July 10, 2025, 9:30am (Pacific)
    b. August 14, 2025, 9:30am (Pacific)

Monthly Meeting Attendees

Organization	Name	E mail
FTA	Melissa McGill	melissa.mcgill@dot.gov
FTA	Chris Nutakor	chris.nutakor@dot.gov
FTA	Trina Reese	gertrina.reese@dot.gov
FTA	Wei Chu	chu.wei@dot.gov
VTA	Khair Mohammad Amini	khairmohammad.amini@vta.org
VTA	Monica Born	monica.born@vta.org
VTA	Krishna Davey	krishna.davey@vta.org
VTA	Claudia Frias Baltazar	claudia.friasbaltazar@vta.org
VTA	Rosemarrie Gonzalez	rosemarrie.gonzalez@vta.org
VTA	Zulfia Imtiaz	zimtiaz@vtabsv.com
VTA	Kevin Kurimoto	kevin.kurimoto@vta.org
VTA	Tom Maguire	tom.maguire@vta.org
VTA	Samantha Mccleary	samantha.mccleary@vta.org
VTA	Nellie Moussa	nmoussa@vtabsv.com
VTA	Ronak Naik	ronak.naik@vta.org
VTA	Eric Olson	eolson@hntb.com
VTA	Drew Pearce	dpearce@vtabsv.com
VTA	Erica Roecks	erica.roecks@vta.org
VTA	Sarah Wilson	swilson@vtabsv.com
BART	Scott Smith	ssmith2@bart.gov
CPUC	Matthew Ames	matthew.ames@cpuc.ca.gov
CPUC	Daniel Kwok	daniel.kwok@cpuc.ca.gov
CPUC	Rupa Shitole	rupa.shitole@cpuc.ca.gov
PMT	Craig Constant	cconstant@vtabsv.com
CMS	Brian Curran	bcurran@vtabsv.com
PMT	John Engstrom	jvengstr@bechtel.com
PMT	Suresh Kataria	skataria@hntb.com
PMT	Chuck Morganson	cmorganson@hntb.com
PMT	Tony Murphy	tony.murphy@wsp.com
PMT	Chris Ralston	cralston@vtabsv.com
PMT	Lurae Stuart	lurae.stuart@wsp.com
CMS	Blair Titcomb	btitcomb@vtabsv.com
PMOC	Laurel Espenlaub	laurel.espenlaub@atkinsrealis.com
PMOC	Jessica Fulton	jessica.fulton@atkinsrealis.com
PMOC	Emile Jilwan	emile.jilwan@atkinsrealis.com
PMOC	Beth Sprague	beth.sprague@atkinsrealis.com
PMOC	Nadeem Tahir	nadeem.tahir@atkinsrealis.com

List of Documents Received

Document	Received
BSVII RFV Status 250513.pdf	5/13/2025
BSVII_Monthly_Progress_Report_March_2025.pdf	5/1/2025
BSII-ProjectRiskRegister MAR-2025 Clean Draft 04-01-2025.xlsx	5/1/2025
Third party agreement tracking 04.30.25.xlsx	5/1/2025
Trends Register and cost report_March 2025_Draft.pdf	5/1/2025
VTA BSVII Detailed Schedule_March 2025 update.pdf	5/1/2025
VTA BSVII MPS March	5/1/2025

VTA Top 10 Project Risks (Threats)

Risk ID	Risk Title	Risk Description	Risk Score	Action Items Description
BSV-196	Failure to secure a lump-sum price with KST resulting in Off-ramp.	Cause: KST's unwillingness to accept reasonable risk strategies/sharing within VTA budget. Risk: Failure to agree on lump-sum and come to terms with KST. Impact: Off-ramp with CP2 contract scope, increased interface risk, design completion delays, construction escalation costs, etc.	20	1. Implement schedule critical scopes as early construction item during Stage 1 to lessen the impacts/delays of implementing an off-ramp. 6. VTA Task Force to evaluate Stage 2 options (including off-ramp) for KST contract and update VTA Board on current status of CP2 Stage 2 scope and ongoing negotiations.
BSV-213	Additional CP2 redesign costs and CP2 design time to address optimizations and cost saving measures	Cause: Various cost savings measures required need for optimizations. Risk: Implementing optimizations will be a redo of 85% design and, in some cases, potentially going back to 60% design. Impact: Additional design time and costs to address proposed optimizations.	15	1. Expedite DCM/TR/3rd Party clearance for contract compliance of the design proposed as part of optimizations and cost saving measures. 4. Work with contract and project control teams to develop redesign cost estimate and schedule impact to prepare negotiation with KST for GO items. 6. Once budget is approved as part of future amendment, provide direction to KST to perform optimization scopes.
BSV-215	FFGA execution delays	**Cause:** FTA's approval of BSVII's NSEE application resulted in significant funding shortfall **Risk:** Longer time to address funding gap and resulting FFGA execution delay **Impact:** Delay in execution of near-term critical path schedule milestones and associated increase in overall program cost.	12	1. Identify additional local funding sources to address funding shortfall. 3. Incorporate approved optimizations/cost savings measures in design and update program cost forecast. 4. Update financial plan to support FFGA execution by Fall 2025.
BSV-005	Unanticipated damage to historic buildings & other structures	Cause: Vibration and/or settlement during construction. Risk: Unanticipated or inadvertent damage to buildings (especially historic buildings) and structures. Impact: Added cost to mitigate; along Santa Clara St, but extending to the area encompassed by settlement trough.	12	9. Contractor to prepare mitigation design following findings of PPS.
BSV-029	VTA financial capacity / funding plan to finance potential future project cost increases	Cause: Changes in cost may result from further design development and coordination with stakeholders. Risk: Future cost estimates may exceed current available funding and/or local funds may expire, necessitating the identification of additional funding sources and/or debt financing. Impact: a) delays in progressing the project, b) changes to scope in order to align with identified funding and project cost.	12	3. Identify secondary mitigation and review with BART if additional cost pressures arise as applicable. 4. VTA CFO continues to perform stress tests of the financial plan to address potential cost increases
BSV-036	General construction labor shortage / labor premiums resulting in delays or increased cost	With so many on-going concurrent projects in the state, and the potential for more projects ramping up due to Federal /State stimulus to create jobs, there may be a shortage of skilled labor to support aggressive project milestones. In addition, competition of resources for skilled labor (operators, electricians, tunnel moles, etc.) and equipment may create the need to pay a premium.	12	2. Continue to monitor economic trends. 3. Continue project public outreach efforts.
BSV-096	Testing and Commissioning delays due to various factors	Testing and commissioning delays due to: - Insufficient time allocated to the schedule for testing activities. - Unanticipated systems integration/interface issues. - Inadequate installation verification and QA/QC processes implemented. - Failed testing of equipment and/or testing parts requiring major rework. - Improper handoff from other CPs to systems contractor.	12	2. Develop detailed resources loaded schedule for system's testing, commissioning and training activities. 3. Rigorous implementation of lessons learned including integrating BART's Operations (Maintenance and Engineering) team into the design, construction and testing phases of the program. 4. PMT to work with GEC to ensure a clear definition of the inspection and test conditions to be included in the CP1/3/4 contract documents as they constitute SOW definition. Also, PMT works with the CP 2 Management Team to ensure KST technical deliverables clearly specify equivalent requirements for their contracted SOW. As part of the review process with BART and other stakeholders the intent is to give reviewers the opportunity to comment on the stated installation and test conditions specified. 5. Introduce the Rail Acceptance Officer early on during the testing phase.

Risk ID	Risk Title	Risk Description	Risk Score	Action Items Description
				6. Establish a joint testing and commissioning organization, under an experienced systems integration manager. Ensure Project key personnel include Interface/Integration Manager (Facilities Design), Systems Design Integration and Systems Testing/Start-Up Manager. 7. VTA, BART and other stakeholders jointly develop all technical, operational and maintenance requirements for the rail systems, and fixed facility systems.
BSV-138	Design interfaces between GEC and KST lead to integration issues, errors and disputes.	Interdependence of CP2 PDB design with VTA GEC design with complex analysis/design interfaces has the potential for misalignment of design expectations, confusion over roles/ responsibilities, errors and omissions, poor integration of the various designs at contract interface points, and resultant impacts to construction cost/schedule including increased risk of claims.	12	2. Coordinate with GEC and KST design teams to work within one consolidated model and properly integrating/ managing design and contract interfaces. 5. Conduct additional coordination with CP teams to address changed interfaces and minimize interface issues.
BSV-152	Truck traffic volume for disposal of muck from the tunnel resulting in additional costs	Cause: Muck disposal constrained by number of trucks per day (revised NSEE cost estimate already includes cost of muck disposal via traditional haul/disposal (i.e., at disposal sites with added cost) via trucks at market rate.) Risk: Muck disposal limited by number of trucks per day, impact to public traffic requiring additional work constraints or limitations. Impact: Eventual disposal taking longer than anticipated resulting in additional cost may be higher than currently estimated due to the actual volume of trucks at West Portal.	12	4. Investigate the market capacity of trucks and establish potential overflow location(s) on-site. 5. Continue to progress Salt Ponds as alternative muck disposal option independent of BSVII program. Three options have been looked at to get the material to the ponds (Rail, Truck and Pipeline). All of these have cost impacts and require environmental clearance. 6. Further explore Local Quarries option - at least 2 local quarries have been contacted and are interested in taking all the material for use in reclamation projects. Both options could be handled with trucks. One of the sites has an abandoned rail spur that might be an option but would require additional environmental approval. 7. Further explore Dirt Broker(s) option that focuses on finding a broker who could connect developers/ project site(s) that needs material. 8. Continue to explore muck disposal via UPRR corridor from the project site to locations (near and far). This could eliminate the use of trucks but also requires additional environmental clearance.
BSV-154	UPRR extended coordination delays PDB contractor during design and construction.	UPRR operates within the railroad easement on VTA property adjacent to the proposed Santa Clara station, West Portal, and Newhall Yard. Applicable UPRR requirements for work adjacent to their facilities will be included in the contract documents. Risk is associated if UPRR is non-responsive or otherwise delays the design builder completion of design/ construction activities.	12	3. Coordinate with UPRR Engineering on various items including joint use maintenance road, drainage system to accommodate surface runoff from UPRR easement at Newhall yard and flagging and construction work zones. 4. Execute Mitigation and Cost Reimbursement Agreement for the West Portal Early Works (aka Final Engineering Agreement) with UPRR. 5. Escalate to UPRR Executive Team if UPRR is non-responsive in the identified timeframe.

Source: BSVII Monthly Progress Report April 2025

Project Milestones/Key Events

Milestone	Planned Date
General Key Milestones	
Contract Package 1_Systems Design Bid Ready & Review	9-Mar-28
Contract Package 3_Newhall Yard and Santa Clara Station Design Bid Ready & Review	22-Jan-27
Contract Package 4_Stations and Support Facilities Design Bid Ready & Review	5-Oct-27
VTA Target Start of Revenue Service	12-May-37
FTA Target Start of Revenue Service	28-Feb-39
Construction Contracts Key Milestones	
Contract Package 1_Systems	
Contract Package 1 NTP Systems	18-Apr-29
Track Testing Completion	16-Oct-34
Systems Testing Completion Turn Over to BART	9-Nov-35
Contract Package 2_Tunnel and Trackwork	
Order TBM	**31-Oct-23**
Contract Package 2 NTP2 Tunnel & Trackwork	6-Jan-25
Deliver TBM	21-May-26
Start of Tunneling	6-Nov-26
Start of Trackwork	1-Nov-29
Contract Package 3_Newhall Yard and Santa Clara Station	
Contract Package 3 NTP Newhall Yard and Santa Clara Station and Parking Garage	3-Feb-28
Santa Clara Station Fit-Out Completion	4-Feb-32
Santa Clara Station Parking Garage Construction Completion	18-Dec-31
Newhall Yard Trackwork Completion	22-Jul-33
Contract Package 4_Stations	
Contract Package 4 NTP Stations and Support Facilities	18-Dec-28
Diridon Station Fit-Out Completion	12-Dec-33
DTSJ Station Fit-Out Completion	19-Aug-33
28th Street Station Fit-Out Completion	26-Aug-33
28th Street Station Parking Garage Construction Completion	5-Dec-33

Source: VTA's BART Silicon Valley Phase II Extension Project Basis of Schedule, New Starts Entry to Engineering Revision 0, March 25, 2024

Project Map


101
880
680
BERRYESSA/
NORTH SAN JOSÉ
STATION
Mineta
San José
International Airport
N 1st St
101
McKee Rd
SANTA CLARA
STATION
Newhall
Maintenance
Facility
E Hedding St
E Taylor St
87
28TH STREET/
LITTLE PORTUGAL
STATION
Coleman Ave
13th St
19th St
E Santa Clara St
24th St
680
W Santa Clara St
DOWNTOWN
SAN JOSÉ STATION
280
DIRIDON STATION
1st St
Market St
4th St
7th St
10th St
880
N
NOT TO SCALE
LEGEND
Phase I Alignment
Phase II Ground-Level Alignment
Phase II Single-Bore Tunnel Alignment

H. FTA Enter the New Starts Engineering Phase Approval – August 1, 2024

U.S. Department of Transportation
Federal Transit Administration

Region IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

Ms. Carolyn Gonot
General Manager and Chief Executive Officer
3331 North First Street
San Jose, CA 94134

Dear Ms. Gonot:

The Federal Transit Administration (FTA) is pleased to inform you that the Santa Clara Valley Transportation Authority's (VTA) request for the Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (the Project) to enter the New Starts Engineering phase of the FTA Capital Investment Grants (CIG) Program is approved. This approval to initiate Engineering is a requirement of Federal transit law [49 U.S.C. 5309(g)] governing the Program.

The FTA is required by law to evaluate proposed projects against a number of criteria and ensure that prospective grant recipients demonstrate the technical, legal, and financial capability to implement the project. As a result of FTA's evaluation of the Project, an overall project rating of Medium-High was assigned.

Please note that the VTA undertakes Engineering work at its own risk, and that the Project must still progress through further steps in the CIG program to be eligible for consideration to receive CIG funding.

FTA approved a Letter of No Prejudice covering expenses VTA incurred when it started in New Starts Project Development in March 2016, through the Project's migration to the Expedited Project Development (EPD) Pilot Program, as well as for all remaining work on the project, thereby matching the pre-award authority VTA had been given while it was in the EPD Pilot Program for the estimated total project cost of $9.318 billion.

With this Engineering approval, the VTA can continue automatic pre-award authority to incur costs for engineering activities, utility relocation, real estate acquisition, construction and other non-construction activities such as the procurement of rails, ties, commodities, and other specialized equipment. The VTA should consult with the FTA Region IX office for a determination of whether any other non-construction activity falls within the automatic pre-award authority granted with the Engineering approval of the Project.

Under this extended pre-awarded authority, FTA reminds VTA that the procurement of vehicles must comply with all Federal requirements including, but not limited to, competitive procurement practices, the Americans with Disabilities Act, and the Buy America Act

requirements. The FTA encourages the VTA to discuss the procurement of vehicles with FTA prior to exercising the pre-award authority.

This pre-award authority does not constitute any FTA commitment that future Federal funds will be approved for the Project or for any element of the Project. As with all pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility for future FTA grant assistance. Additional guidance regarding pre-award authority for the CIG Program is provided in the FTA Fiscal Year 2024 Apportionments, Allocations, and Program Information Notice, that was published in the Federal Register Notice on May 31, 2024.

Local Financial Commitment

The capital cost of the Project is estimated to be $12,745,606,428 in year-of-expenditure dollars. The VTA is seeking $6,296,329,575 (49.4 percent) in CIG program funds. The FTA determined that approximately 84 percent of the non-CIG capital funds are committed or budgeted.

Please be advised that the amount of CIG funding for the Project is fixed at the time of entry into Engineering. The FTA considers multiple factors when deciding on the CIG funding level that can be provided to an individual project. These factors include the size of the project and the CIG dollar amount being requested, the demand for CIG funding from other projects in the program, and the availability of funds from Congress. Although the VTA requested a 49.4 percent CIG share, FTA is notifying VTA that $5,098,242,571 (40 percent) represents the maximum amount of CIG funds that will be provided by FTA for the Project should a Full Funding Grant Agreement (FFGA) be approved. The FTA will work with VTA during Engineering to identify appropriate annual CIG funding amounts to assume.

Prior to the Project's consideration for an FFGA, VTA must submit a revised financial plan. VTA is required by statute to secure and document all commitments of the non-CIG funding for the Project to be able to receive an FFGA. VTA must secure explicit board approval to commit 2000 Measure A and 2016 Measure B in sales tax funds to the Project beyond the timeline of the current biennial budget. In addition, without an extension in the Measure A and Measure B sales taxes, the Project runs the risk of a system-wide deficit in cash reserves shortly after the revenue service date in February 2039, therefore VTA must account for this possibility in its financial plan. Additionally, the Metropolitan Transportation Commission (MTC) needs an administrative action to release $375 million in state TIRCP funding to VTA. The VTA and MTC must also execute an agreement regarding use of the State Transportation funds. FTA wants to bring to your attention the opportunity for Federal loans. The Build America Bureau offers several customizable credit instruments that can reduce project costs and increase flexibility.

Scope, Schedule, Cost, and Technical Capacity

The FTA and its Project Management Oversight Contractor (PMOC) conducted a readiness review of the Project's scope, schedule, cost, and project risks as well as VTA's technical capacity and capability to manage the project. The PMOC provided a final Readiness to Enter Engineering Review Report in May 2024. The report indicated the current cost estimate and project schedule are acceptable for a project at this phase of development. The risk and contingency review indicated the current contingency is within the acceptable range at this phase of the Project. Therefore, FTA and the PMOC found that the current cost estimate is reasonable and acceptable for a project at this phase of development.

The VTA's Project Schedule reflects a Revenue Service Date (RSD) of February 28, 2039. The FTA and PMOC's schedule review found the project schedule is sufficient for entry into Engineering. The FTA has determined that the VTA has the management capacity and capability to effectively manage the Engineering phase of the Project. However, during Engineering, the VTA must address all recommendations noted in the FTA's Readiness to Enter Engineering Review Report, which represent risks to the project cost and schedule, including the key items listed below:

- Update the Project Management Plan to reflect project advancement.
- Update the Risk and Contingency Management Plan, the Management Capacity and Capability Plan, the Real Estate Acquisition and Management Plan, the Quality Assurance/Quality Control Plan, the Operations and Maintenance Plan, the Fleet Management Plan, the Safety and Security Management Plan, and Scope documents to address PMOC comments/ recommendations.
- Execute all critical third-party agreements.

Civil Rights

Pursuant to the Civil Rights Act of 1964 and its implementing regulations, as well as FTA Circular 4702.1 (Title VI Program Guidelines for FTA Recipients, Part II, Section 114), VTA submitted an updated Title VI program on November 15, 2022. The current program remains effective through January 31, 2026.

VTA's Equal Employment Opportunity Plan was submitted on February 24, 2022. The current program remains effective through April 30, 2026.

VTA's Disadvantaged Business Enterprise program was submitted on March 18, 2021, and was approved by FTA on May 3, 2021. VTA's Project goal was submitted on August 1, 2022, and was approved by FTA on October 18, 2022.

The VTA is required to ensure that the vehicles, stations, and facilities are designed and engineered to ensure compliance with current standards for accessibility under U.S. Department of Transportation regulations implementing the transportation provisions of the

Americans with Disabilities Act of 1990 (ADA). VTA is advised to independently verify manufacturers' claims of ADA compliance, and to consult with FTA's Office of Civil Rights concerning ADA requirements as project construction and implementation progresses.

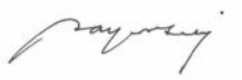
Information Collection and Analysis Plan

Within four months of entry into Engineering, VTA should complete the milestone activities required for the Information Collection and Analysis Plan of the Project, namely the documentation, analysis, and archiving of the predicted physical scope, capital cost, transit service levels, operating and maintenance costs, and ridership. The VTA should coordinate this work, as it is underway, with the FTA Office of Planning and Environment.

The FTA looks forward to working with VTA on the BART Silicon Valley Phase II Extension Project. For any questions, please contact Ms. Jean Mazur, Transportation Program Specialist, at jean.mazur@dot.gov or by phone at (415) 734-9456.

Sincerely,

7/31/2024

X 

Ray Tellis

Signed by: RAYMOND SELVIN TELLIS

Regional Administrator

Appendix 2. Visual Data: Related Pictures, Graphs and Charts

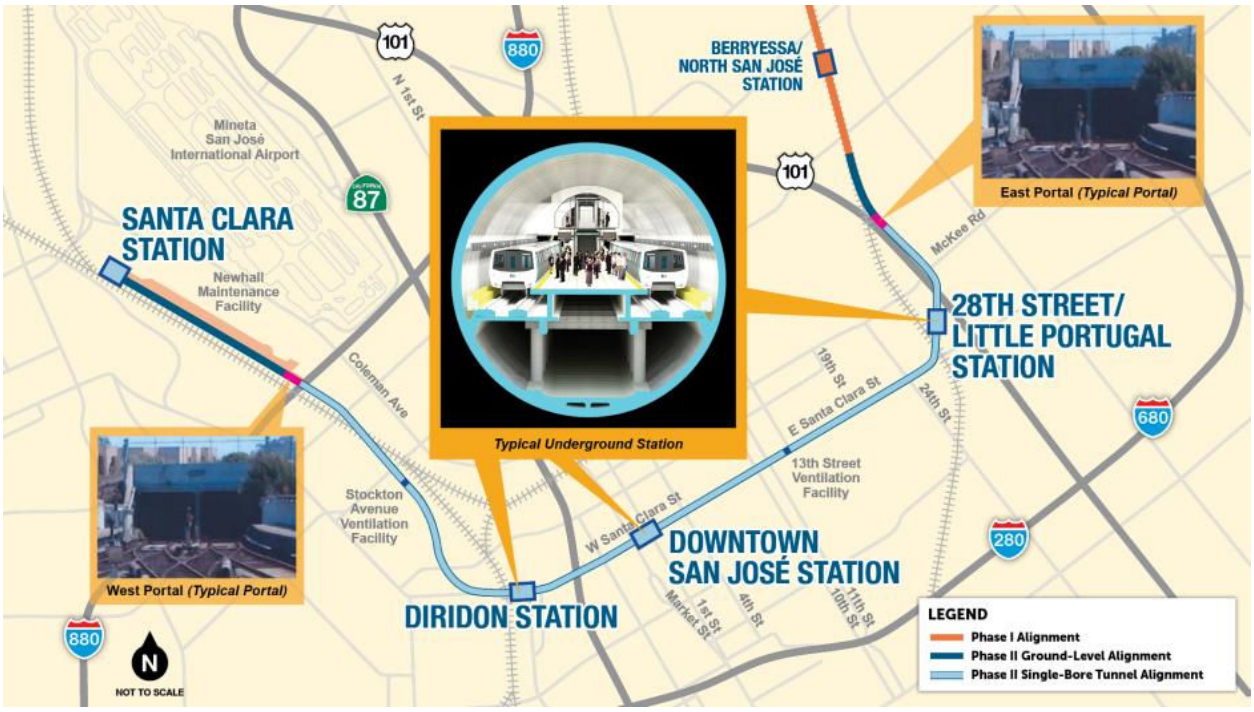


Figure 1. Proposed Alignment of the BSVII Extension

		FTA P65 Forecast (EPD Letter of Intent) (Oct 2021)	VTA New Starts Basis (Sept 2022)	New Baseline New Starts – Entry to Engineering (Oct 2023)	FTA P65 Forecast - Entry to Engineering (Mar 2024)
Cost	Capital Cost Estimate	$9.148B	$9.318B	$12.237B	$12.746B
Contingency	Allocated and Unallocated Contingency	$2.653B	$1.729B	$2.878B	$3.119B[1]
Schedule	Revenue Service Date	June 21, 2034	March 1, 2033	October 22, 2036	February 28, 2039[2]

Project Progress		**Amount ($M)**	**Percent of Total**
Total Expenditures	Actual cost of all eligible expenditures completed to date[3]	$*1,438.6*	*11.20%*
Planned Value to Date	Estimated value of work planned to date	N/A	N/A
Actual Value to Date	Actual value of work completed to date	N/A	N/A
Contract Status		**Amount ($M)**	**Percent**
Total Contracts Awarded	Value of all contracts (design, support, construction, equipment) awarded: % of total value to be awarded	$2,096.6	N/A
Construction Contracts Awarded	Value of construction contracts awarded: % of total construction value to be awarded	0	0
Physical Construction Completed	Value of physical construction (infrastructure) completed: % of total construction value completed	0	0
Rolling Stock Vehicle Status	**Date Awarded**	**No. Ordered**	**No. Delivered**
Heavy Rail Vehicles	May 2024	48 (planned)	0

[1] *Includes $1.657B of Unallocated Contingency.*
[2] *Recommended Revenue Service Date of February 28, 2039, based on the use of 125% of the remaining critical path Stripped and Adjusted Base Schedule (SABS) duration.*
[3] *Includes standard cost categories (SCC) 10, 40, 60, 70 and 80 expenditures in Project Development, reported through April 30, 2025, based on accruals.*
[4] *The PMOC assessment of the current forecast will be deferred until VTA completes their cost savings activity and adopts a project configuration.*
[5] *The PMOC will provide a breakdown of unallocated, allocated and total contingency in future reports.*

Figure 2. Core Accountability Items

Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	0.C	April 9, 2021
Management Capacity and Capability Plan (MCCP)	0.E	April 16, 2021
Risk and Contingency Management Plan (RCMP)	0.C	April 16, 2021
Quality Management Plan (QMP)	0.D	April 19, 2021
Real Estate Acquisition Management Plan (RAMP)	0.B	September 30, 2020
Safety and Security Management Plan (SSMP)	0.B	April 20, 2021
BART Rail Fleet Management Plan (RFMP) FY2020 to FY2036	D	September 2019
Third Party Agreement Management Plan	0.C	April 18, 2021
Project Delivery and Procurement Plan	0.F	April 16, 2021
Project Implementation Plan	C	September 30, 2020

Figure 3. BSVII Project Management Plan and Sub-Plan Documents for program EPD readiness

Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	1	May 1, 2023
Management Capacity and Capability Plan (MCCP)	1.A	May 1, 2023
Risk and Contingency Management Plan (RCMP)	0.D	May 22, 2023
Quality Management Plan (QMP)	2	May 1, 2023
Real Estate Acquisition Management Plan (RAMP)	0.C	May 1, 2023
Safety and Security Management Plan (SSMP)	0.C	May 1, 2023
BART Rail Fleet Management Plan (RFMP) FY2020 to FY2034	F	February 2023
Third Party Agreement Management Plan	1	May 1, 2023
Project Delivery and Procurement Plan	0.G	May 1, 2023
VTA Bus Fleet Management Plan	1	May 2023
VTA LRT Fleet Management Plan	1	April 2023

Figure 4. Updated PMP and Sub-Plans submitted to FTA, May 26, 2023

Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	2	December 15, 2023
Management Capacity and Capability Plan (MCCP)	2	December 15, 2023
Risk and Contingency Management Plan (RCMP)	B	September 14, 2023
Safety and Security Management Plan (SSMP)	0.D	December 8, 2023
Real Estate Acquisition Management Plan (RAMP)	0.C	December 8, 2023
Quality Management Plan (QMP)	2	November 1, 2023
VTA 2023 Bus Fleet Management Plan (BFMP)	1.0	November 2023
VTA 2023 Light Rail Fleet Management Plan (LRFMP)	1.0	April 2023
BART Rail Fleet Management Plan	F	February 2023
Third-Party Agreement Management Plan	1.0	November 1, 2023
Project Delivery and Procurement Plan	0.G	November 1, 2023

Figure 5. Updates to PMP and Sub-Plans submitted to FTA, November 2023

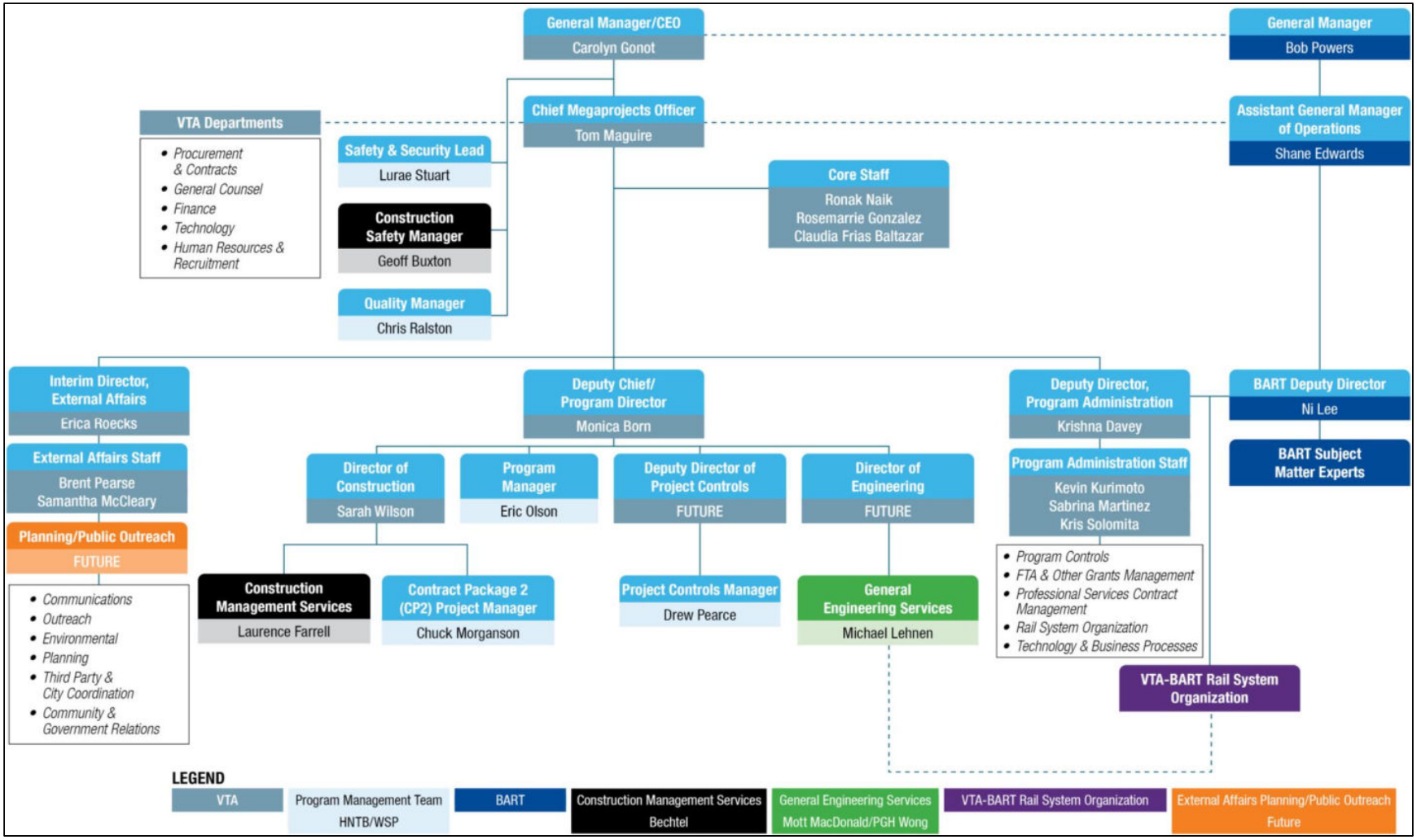


Figure 6. BSVII Organizational Structure Chart

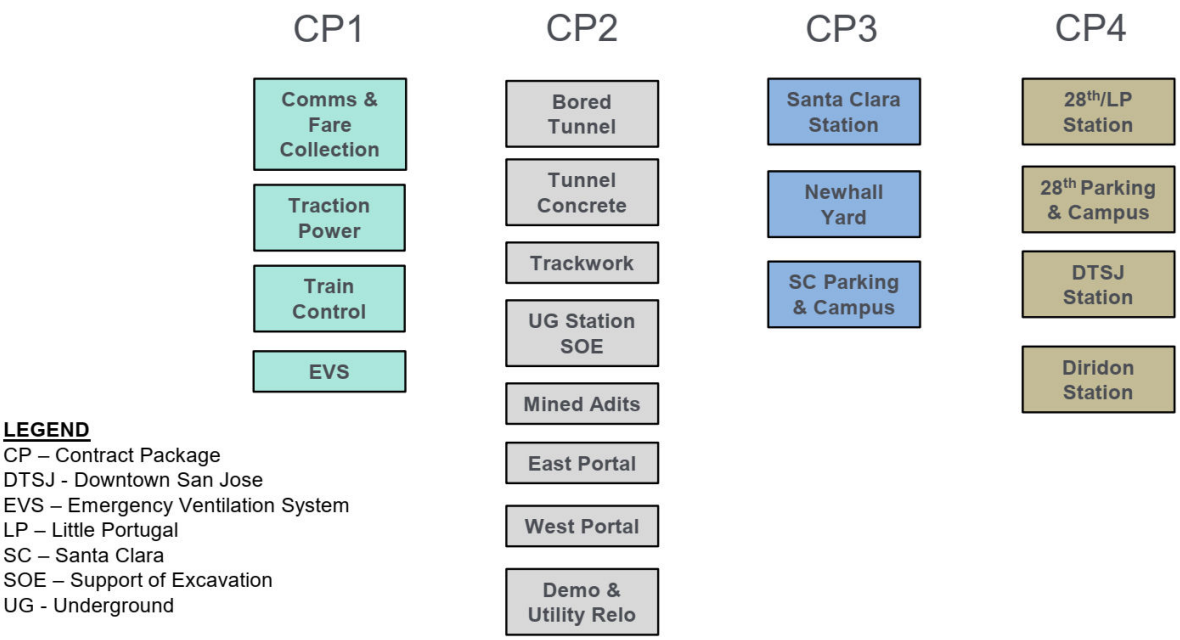


Figure 7. BSVII Contract Packages

Package Number	Construction Contract Package Name	2022 Delivery Method	2023 Delivery Method
CP1	Systems	Design Build	Design-Bid-Build
CP2	Tunnel and Trackwork	Progressive Design Build	Progressive Design Build
CP3	Newhall Yard, Santa Clara Station, and Parking Garage	Design Build	Design-Bid-Build
CP4	Underground Stations	Design Build	Design-Bid-Build

Figure 8. Construction Contract Packaging and Delivery Methods

Milestones		Contract Packages			
		CP1	CP2	CP3	CP4
Request for Qualifications	RFQ Release	2/26/2021	12/29/2020	9/13/2021	6/29/2021
	SOQ Response	5/18/2021	3/19/2021	11/30/2021	9/23/2021
	Shortlist	6/30/2021	5/11/2021	2/3/2022	RFQ was cancelled 3/1/2022
Request for Proposals	Pre-Final	4/15/2022	7/19/2021	5/20/2022	
	Final	RFP was cancelled 12/31/2022	9/24/2021	RFP was cancelled 12/31/2022	
	RFP Response		12/10/2021		

Figure 9. BSVII Procurement Activity Dates

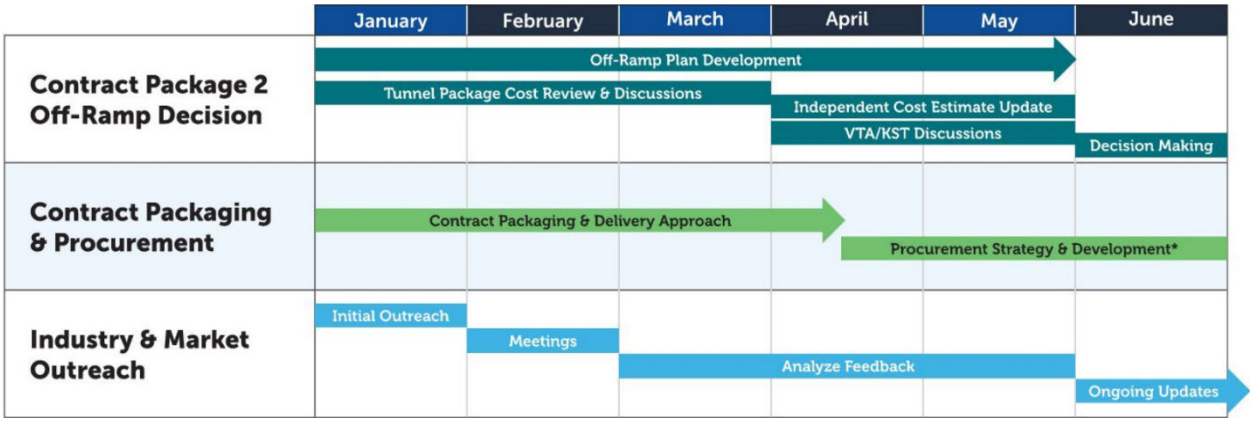
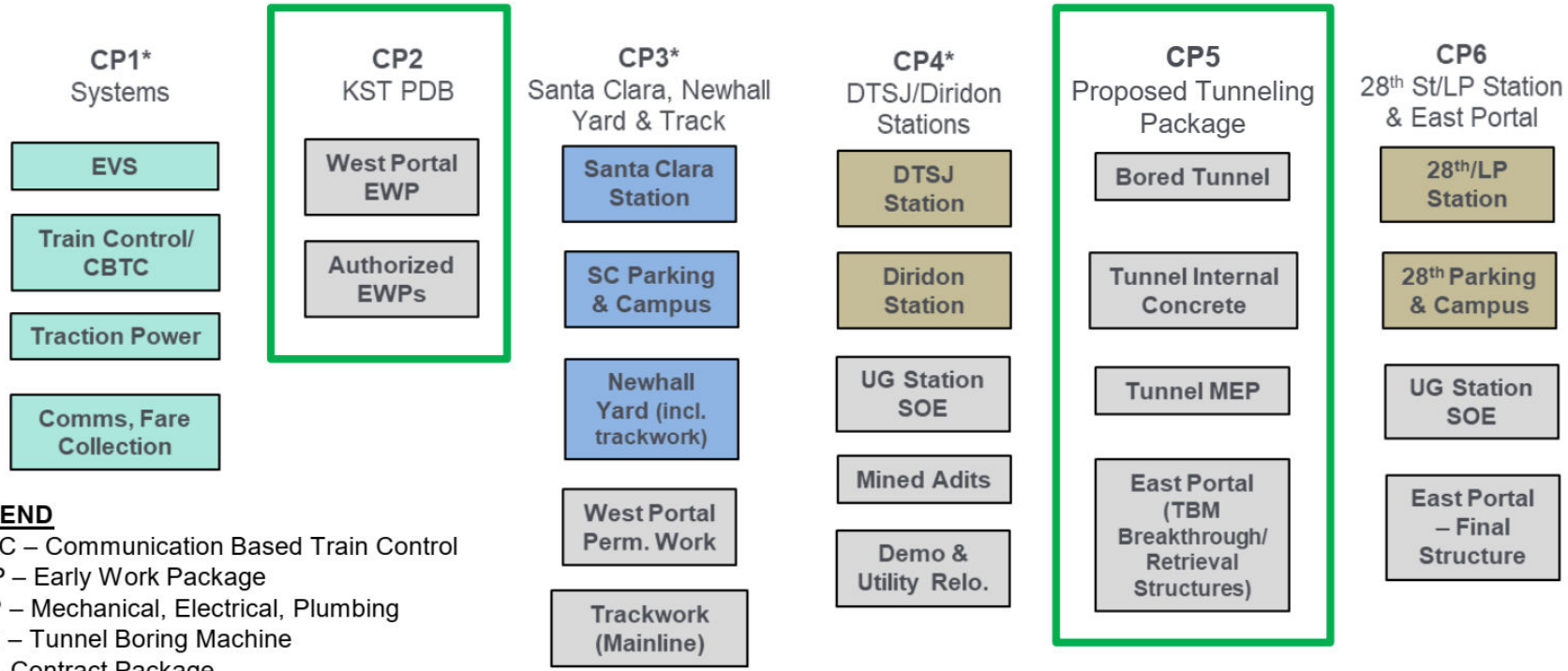


Figure 10. BSVII Contracting Task Force Timeline



LEGEND
CBTC – Communication Based Train Control
EWP – Early Work Package
MEP – Mechanical, Electrical, Plumbing
TBM – Tunnel Boring Machine
CP – Contract Package
DTSJ - Downtown San Jose
EVS – Emergency Ventilation System
LP – Little Portugal
SC – Santa Clara
SOE – Support of Excavation
UG - Underground

Figure 11. Preliminary BSVII Re-Packaging Approach

Level	Cost Savings Advancing	Cost Savings (ROM) (as of 2/3/2025) [1] [2]
1	Criteria / Requirements variances [3]	$187M
1	Refine Station Design	$68M
1	Conversion of 28th Street station parking structure to surface	$77M
1	Owner Supplied Materials	$20M
2	Newhall Yard Facility / Santa Clara Station	*>$40M*
2	Tunnel Interior Reconfiguration	*TBD*
2	Various Alternative Structural Concepts	*<$5M*
2	Muck off-haul options	<$10M to TBD
3	Muck off-haul: Disposal Site with Credit for Tipping Fees	
3	Use Cut & Cover Construction for Adits at Downtown and Diridon Stations	
Various Tunnel and Station Construction Means / Methods from the FTA/PMOC Dec. 18, 2024, Value Engineering Workshop		
3	Shifting station / alignment to off-street vs. Cut & Cover (28th Street / Little Portugal and Diridon Stations	
3	Grout improvements / surface grouting and utility relocation	
3	Jet grouting for SEM construction vs. cut and cover (Downtown Station)	
3	Cut and cover compared with station / alignment to off-street (28th Street & Diridon) and SEM vs cut and cover (Downtown)	
3	Smaller (30 to 40 feet) diameter single bore tunnel to 13th Street vs additional cut and cover; moving fans from 28th Street to 13th Street	
3	Reviewing the viability of SEM (and ground water containment) while mitigating impacts to surface streets	
3	Concurrent tunneling from east with smaller single bore in conjunction with the entire alignment as smaller single bore	
3	Twin-Bore with open cut 28th Street / Little Portugal Station, Sequential Excavation Method (SEM) Downtown and Diridon Stations	
3	Smaller (30 to 40 feet) diameter single bore tunnel with open cut 28th Street / Little Portugal Station, off street open cut Diridon Station, and Sequential Excavation Method (SEM) Downtown Station	
3	Smaller (30 to 40 feet) diameter single bore tunnel with open cut 28th Street / Little Portugal Station, Sequential Excavation Method (SEM) Downtown and Diridon Stations	

[1] Draft ROM costs in YOE dollars based on conceptual designs and subject to change
[2] ROM estimates are yet to be mapped to the baseline established at entry into NSE phase
[3] Contingent on approvals of design variances

Figure 12. Costs Savings Progress Update presented at June 2025 meeting

PROJECT ACQUISITION STATUS										Report Period: Apr 2025	
				Status of "Parcels in Acquisition Process"						Relocation ****	
Description	Total	Possession Obtained	In Acquisition Process	Eminent Domain Actions Filed ***	Board Adoption of RON	Offers Made	Appraisal Process Completed	Legals and Plats Approved	Pending Legals and Plats	Required	Completed
SUMMARY OF REQUIRED TAKES											
Total Parcels: *	*77*	*36*	*41*	*16*	*2*	*6*	*0*	*2*	*15*	*37*	*22*
Type of Take: Quantity											
BPE ** & Other Takes:	*4*		*4*	*1*		*2*			*1*	*3*	
Full Fee:	*9*	*7*	*2*	*1*					*1*	*15*	*10*
Other Multiple Takes (Easement/Fee):	*3*	*1*	*2*			*1*			*1*	*15*	*12*
Tunnel Easement:	*47*	*24*	*23*	*14*	*1*	*1*		*2*	*5*		
Roadway Easement:	*3*		*3*						*3*		
Utility Easement:	*4*		*4*						*4*		
Temporary Construction Easement:	*7*	*4*	*3*		*1*	*2*				*4*	

* Six Building Protective Easements were removed due to elimination of DTSJ Secondary HH; pending Property Protection Study report
** BPE: Building Protective Easements – Parcels have additional acquisitions, such as Tieback Easement
*** Total includes two parcels removed from the elimination of DTSJ Secondary HH
**** Represents total tenants not parcels

Figure 13. Project Acquisition Status as of May 2025

UTILITIES RELOCATION STATUS		Report Period: Apr - 2025
Location	Relocations Design	Relocations In Construction
OWNER LED RELOCATIONS		
West Portal / NHY / SCS	7	4
Diridon Station	8	6
Downtown San José Station	4	4
28th Street / Little Portugal Station	7	0
East Portal	5	0
Sub Total	**31**	**14**
CONTRACTOR LED RELOCATIONS		
West Portal / NHY / SCS	3	0
Diridon Station	3	0
Downtown San José Station	0	0
28th Street / Little Portugal Station	3	0
East Portal	2	0
Sub Total	**11**	**0**
Total	**42**	**14**

Figure 14. Summary of Utility Relocation Design and Construction Progress

VTA BART Silicon Valley Program, Phase II						Report Period	Apr-2025
Cost Report by Standard Cost Category *($ in millions)*						Report Date	15-May-25
Standard Cost Category Description		**Estimate [1] (A)**	**Forecast @ Completion (B)**	**Variance (C)=(B)-(A)**	**Incurred To Date [2] (D)**	**Incurred This Period [3] (E)**	
10	Guideway and Track Elements	$ 2,899.8	$ 3,033.9	$ 134.1	$ 136.6	$ 22.7	
20	Stations, Stops, Terminals, Intermodal	$ 2,037.2	$ 2,037.2	$ -	$ -	$ -	
30	Support Facilities, Yards, Shops, Admin. Bldgs.	$ 352.2	$ 352.2	$ -	$ -	$ -	
40	Sitework and Special Conditions	$ 582.5	$ 711.9	$ 129.4	$ 119.2	$ 9.1	
50	Systems	$ 1,409.0	$ 1,409.0	$ -	$ -	$ -	
60	ROW, Land and Existing Improvements	$ 240.5	$ 240.5	$ -	$ 122.5	$ 0.3	
70	Vehicles	$ 204.8	$ 173.7	$ (31.1)	$ 13.2	$ 1.1	
80	Professional Services	$ 2,972.5	$ 3,000.1	$ 27.6	$ 1,000.1	$ 13.7	
90	Unallocated Contingency	$ 1,657.1	$ 1,366.1	$ (291.0)	$ -	$ -	
100	Finance charges	$ 390.0	$ 390.0	$ -	$ -	$ -	
Total		**$ 12,745.6**	**$ 12,714.5**	**$ (31.1)**	**$ 1,391.7**	**$ 46.9**	

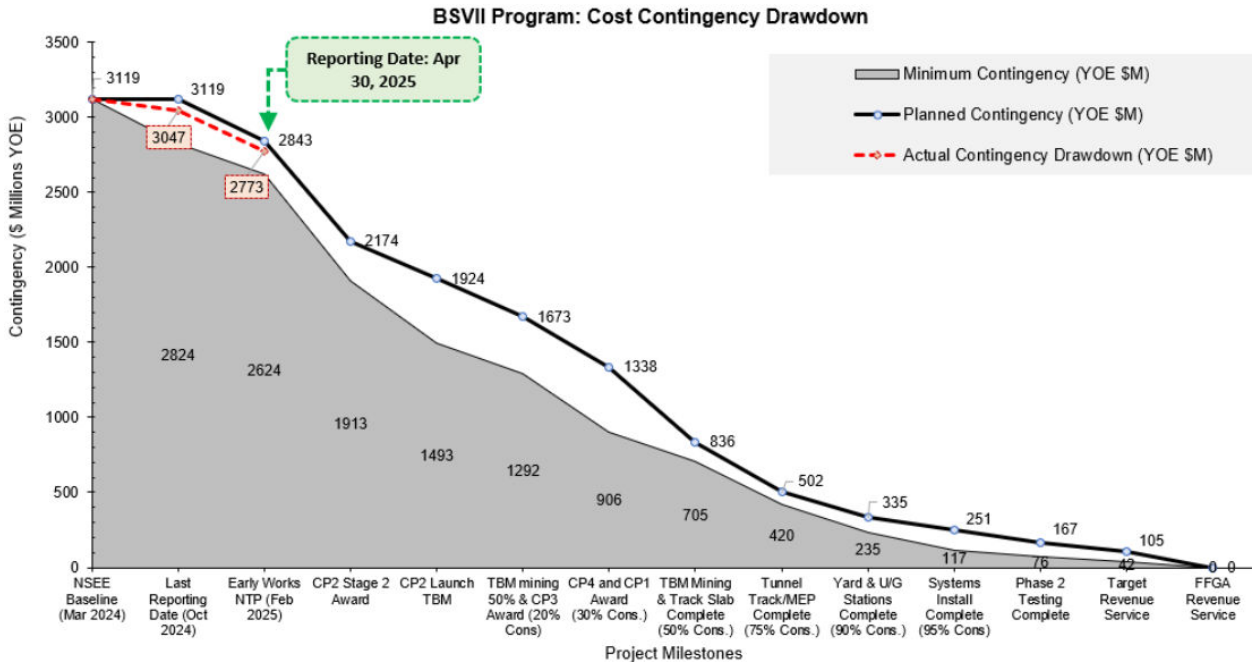
Notes:

1 Baseline estimate established at entry into New Starts Engineering

2 Incurred total (D) and (E) may vary from VTA's accounting system due to rounding

3 Incurred this period excludes accruals (invoices under review or in process)

Figure 15. Cost and Expenditures



** No additional contingency drawdown this April 2025 period*

Figure 16. Cost Contingency Drawdown Curve

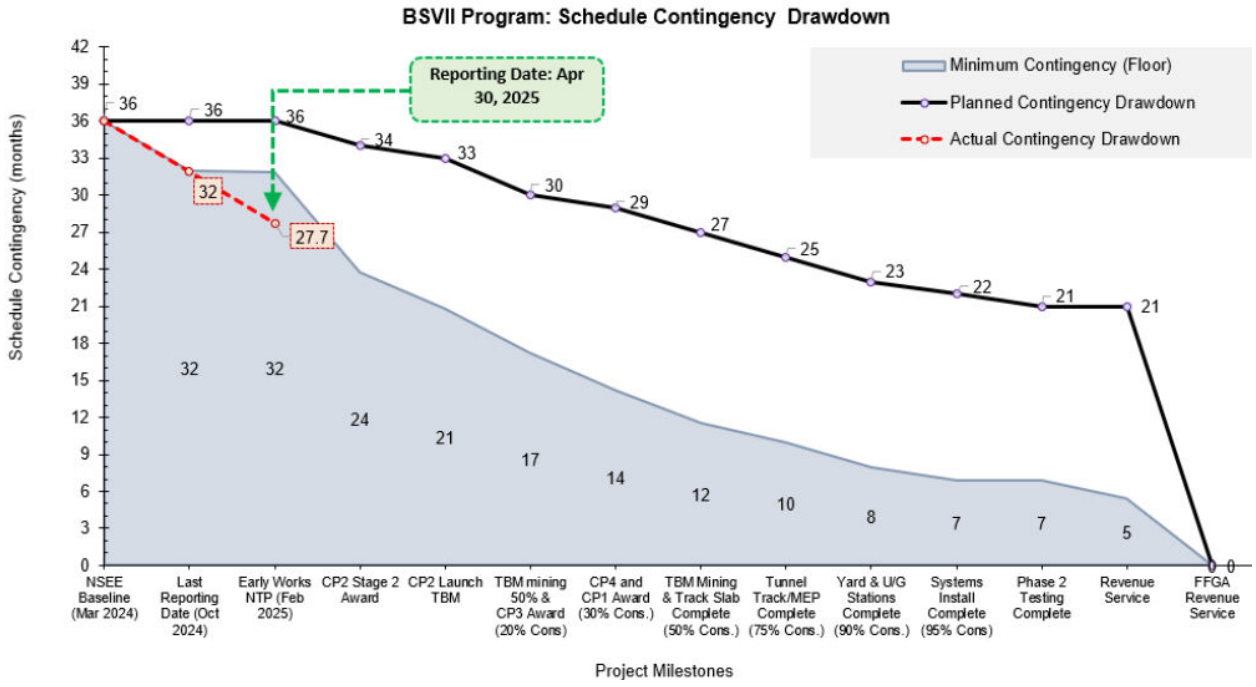


Figure 17. Schedule Contingency Drawdown Curve

VTA April, 2025 Risk Register (Threats) Top 10		
Risk ID	Risk Title	VTA Risk Score
BSV-196	Failure to secure a lump-sum price with KST resulting in Off-ramp.	20
BSV-213	Additional CP2 redesign costs and CP2 design time to address optimizations and cost saving measures.	15
BSV-215	FFGA execution delays.	12
BSV-005	Unanticipated damage to historic buildings & other structures.	12
BSV-029	VTA financial capacity/funding plan to finance potential future project cost increases.	12
BSV-036	General construction labor shortage/labor premiums resulting in delays or increased cost.	12
BSV-096	Testing and Commissioning delays due to various factors.	12
BSV-138	Design interfaces between GEC and KST leads to integration issues, errors and disputes.	12
BSV-152	Truck traffic volume for disposal of muck from the tunnel resulting in additional costs.	12
BSV-154	UPRR extended coordination delays PDB contractor during design and construction.	12

Threat | Opportunity

Figure 18. VTA Top Ten Project Risks

Appendix 3. Action Items for this reporting period

Item		Responsible Party	Date			Status / Action Required
No.	Description		Identified	Due	Complete	
155	Notify PMOC when EWPs are executed	VTA	2/8/2024	*7/10/2025*		***In-Progress*** *6/12/2025 – VTA updated PMOC about latest status of EWPs*
175	*Provide a list of Request for Variances pertaining to system safety and security*	*VTA*	*10/10/2024*	*7/10/2025*		***In-Progress*** *VTA to provide as the RFVs are approved*
180	*Set up a meeting to revisit the risk register in light of the cost savings, contracts re-packaging, etc.*	*VTA*	*2/20/2025*	*7/10/2025*		***Open***
184	*Set up a meeting with FTA and PMOC to review and discuss the Rough Order of Magnitude (ROM) estimates for Levels 1 and 2 cost saving candidates.*	*VTA*	*4/10/2025*	*7/10/2025*		***Open***
185	*Set up a meeting with FTA and PMOC to discuss preliminary recommendations of the BSVII Contracting Task Force*	*VTA*	*5/8/2025*	*7/10/2025*		***Open***
187	*Set up a meeting with FTA and PMOC to discuss and review VTA's proposed contract packaging*	*VTA*	*5/8/2025*	*7/10/2025*		***Open***
190	*Set up a focus meeting to discuss and review the schedule for EWP 3B – West Portal Launch Structure and fabrication / delivery of TBM*	*VTA*	*6/12/2025*	*7/10/2025*		***Open***
191	*Set up a meeting with FTA and PMOC to review and discuss the Rough Order of Magnitude (ROM) estimates for Level 3 cost saving candidates.*	*VTA*	*6/12/2025*	*7/10/2025*		***Open***
192	*Set up a meeting with PMOC to discuss Program Management Procurement.*	*VTA*	*6/12/2025*	*7/10/2025*		***Open***
193	*Provide detailed organization charts for BSVII.*	*VTA*	*6/12/2025*	*7/10/2025*		***Open***
194	*Share RFVs with the CPUC*	*VTA*	*6/12/2025*	*7/10/2025*		***Open***