



VTA BSVII Executive Monthly Progress Report
August 1, 2025 – August 31, 2025

Revision 0
September 29, 2025

Issued for October 09, 2025, VTA BSVII Oversight Committee

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

1	VTA BSVII EXECUTIVE SUMMARY	1
1.1	BSVII Highlights	1
1.2	Key Issues	5
1.3	Key Decisions	7
1.4	BSVII Overview / Summary	8
2	SCHEDULE SUMMARY	11
2.1	BSVII Summary Schedule	12
2.2	Milestone Summary.....	13
2.3	Summary narrative	14
2.4	Schedule Contingency Drawdown	14
3	COST SUMMARY	16
3.1	Summary Cost Report.....	16
3.2	Budget transfers and Contingency updates.....	18
3.3	Active Contracts	19
3.4	Funding Summary	21
4	CHANGE SUMMARY	22
4.1	Configuration Changes	22
4.2	CP2 Contract Amendments.....	22
5	RISK SUMMARY	24
6	OTHER UPDATES	26
6.1	KST (CP2 PDB) Contract Summary.....	26
6.2	Right of Way (ROW).....	26
6.3	Utilities	27
6.4	Third Party and Permits.....	27
6.5	PMT Contract Summary	28
6.6	GEC Contract Summary.....	29
6.7	CMS Contract Summary.....	31

Tables

TABLE 1 – RFV ASSESSMENTS TRACKING SUMMARY	3
TABLE 2 – KEY OPEN ISSUES AND ACTIONS.....	5
TABLE 3 – FTA-PMOC'S ISSUES/CONCERNS AND VTA RESPONSES	5
TABLE 4 – CLOSED ISSUES AND ACTIONS	7
TABLE 5 – KEY OPEN DECISIONS.....	7
TABLE 6 – KEY CLOSED DECISIONS.....	8
TABLE 7 – MILESTONE SUMMARY	13
TABLE 8 – AUGUST 2025 MONTHLY SCHEDULE UPDATE SUMMARY	14
TABLE 9 – SUMMARY COST REPORT (IN \$M) ¹	16
TABLE 10 – SCC 80 BREAKDOWN (IN \$M) *	17
TABLE 11 – MAJOR CONTRACTOR SCC 80 CALENDAR YEAR 2025 BASELINE BUDGET BREAKDOWN (IN \$M).....	17
TABLE 12 – CONTINGENCY SUMMARY (IN \$M).....	18
TABLE 13 – MAJOR ACTIVE CONTRACTS.....	19
TABLE 14 – OTHER ACTIVE CONTRACTS.....	19
TABLE 15 – FUNDING SUMMARY (IN \$M).....	21
TABLE 16 – CONFIGURATION CHANGES.....	22
TABLE 17 – CP2 CONTRACT AMENDMENTS	22
TABLE 18 – QUALITATIVE RISK SUMMARY.....	24
TABLE 19 – TOP RISKS – THREATS ONLY	24
TABLE 20 – CP2 (KST) COST SUMMARY THROUGH AUGUST 2025	26
TABLE 21 – REAL ESTATE STATUS SUMMARY	26
TABLE 22 – UTILITIES RELOCATIONS SUMMARY	27
TABLE 23 – THIRD PARTY AGREEMENTS CATEGORIZATION.....	27
TABLE 24 – PROGRAM MANAGEMENT TEAM CONTRACT SUMMARY	28
TABLE 25 – GENERAL ENGINEERING CONSULTANT CONTRACT SUMMARY.....	29
TABLE 26 – CONSTRUCTION MANAGEMENT SERVICES CONTRACT SUMMARY.....	31

Figures

FIGURE 1 – VTA BSVII ORGANIZATION CHART	4
FIGURE 2 – SUMMARY PROGRAM SCHEDULE	12
FIGURE 3 – SCHEDULE CONTINGENCY DRAWDOWN.....	15
FIGURE 4 –CURRENT ESTIMATE AND EXPENDITURES BY CALENDAR YEAR*	17
FIGURE 5 – COST CONTINGENCY DRAWDOWN	19
FIGURE 6 – RISK HEAT MAP – THREATS ONLY	24
FIGURE 7 – UTILITIES SUMMARY	27

Appendices

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST

1 VTA BSVII EXECUTIVE SUMMARY

Note: The monthly report reflects Budget terminology based on current BSVII plans and procedures. Until FFGA is executed, the term "budget" in this report is synonymous with "estimate". For reporting purposes, Table 7 and Figure 3 have been revised to reflect the "estimate" terminology.

1.1 BSVII HIGHLIGHTS

1. VTA continues to focus the cost saving exercise on all project elements in a structured way, ensuring the outcome meets all technical requirements, stakeholder expectations, and can seamlessly transition to the design phase immediately upon approval by the VTA Board. VTA continues to optimize the project configuration with the main goal being capping the project at a total cost not exceeding \$12B. The actions being taken are reported on a regular basis to all stakeholders including FTA, PMOC, and the VTA Board. VTA presented the Level 3 cost saving findings to the BSVII Oversight Committee and VTA Board meetings in August 2025.

VTA invited industry expert peers recommended by FTA, and FTA's Project Management Oversight Consultant (PMOC), to a Peer Review to review and evaluate feasibility, constructability, contract packaging, and delivery approaches, related to specific project scenarios. These scenarios incorporate the multiple cost saving ideas developed over the last year and reflect updates to contract packaging approaches, including work related to tunnel construction. The panel consisted of project delivery executives from peer public agencies, including LA Metro and Sound Transit who provided their input and feedback based on their respective experiences delivering transportation infrastructure projects.

Update as of September 29, 2025 : The Peer Review panel issued a Peer Review report on September 25, 2025 summarizing their observations, findings, and recommendations.

VTA also presented an overview of the Twin Bore Update at the VTA BSVII Oversight Committee meeting in September 2025 that indicated potential cost increases, impactful cut and cover stations, and additional risks that could potentially delay the project.

VTA has paused advancing design further until the cost saving efforts are finalized. VTA continues to reduce professional services costs and maintain a spending level sufficient to meet the current project demands, such as cost savings and contract repackaging. The average monthly burn rate for GEC reduced from \$5.4 million (Sept to Nov 2024) to less than \$1 million (Jun to Aug 2025) and for PMT reduced from \$2.8 million (Sept to Nov 2024) to \$1.7 million (Jun to Aug 2025). VTA continues to monitor professional service expenditures with the staffing levels for PMT and GEC collectively reduced by approximately 74% since August 2024.

2. **FTA Coordination:** The project team continues to actively work to align the project cost to the available funding in addition to pursuing additional funding sources. Efforts on cost saving measures continue. (*no major changes since last month*)
3. **BSVII Contracting Task Force:** As reported in the prior months, VTA established a BSVII Contracting Task Force comprising of various entities (including VTA's BSVII Oversight Committee Subject Matter Expert) to evaluate various approaches for contract delivery including partial and full off-ramp of current CP2 contractor (KST), re-packaging of construction contracts, and feedback from the industry sounding meetings. On June 27, 2025, VTA Board approved the staff recommendation to off-ramp KST. KST will continue to work on the executed EWPs. Staff also discussed potential future contract packaging approaches and feedback received from this year's industry outreach efforts. As a follow up to the June 27th Board action, VTA initiated the off-ramp process with KST. Additionally, VTA has initiated development of Contract Package 5 (CP5), for the new tunnel procurement. An updated contract packaging plan in preparation for final design phase incorporating feedback received from the peer review panel.
4. **Funding Updates:** VTA continues to pursue other potential funding sources.

5. **Contract Package 2 updates:**

- a. EWP 1A (TBM Procurement): TBM factory acceptance testing completed in July 2025. VTA has evaluated extension of TBM storage and warranty provisions.
- b. EWP 3A/3B (West Portal (WP) Site Preparation Key progress for this period includes QC Acceptance Walks completed for Power Drops #1 and #2, concrete pads installed per PG&E requirements, and Power Drop #1 inspected on August 19, 2025. The Conveyor Yard and Air Compressor Plant underwent an Acceptance Walk on August 28, 2025 while electrical connections to VTA and KST site offices remain ongoing.
- c. EWP 3C (WP Launch Structure): Progress continues across key components of the TBM Launch Structure. Settlement trends were observed on UPRR Tracks 14 and 15. UPRR is being kept informed and are inspecting the tracks on a weekly basis. Piezometric head is being maintained below design specifications for Trench Stability. No movements of in-ground inclinometers were reported. Depressurization efforts using 9 of 11 wells have successfully stabilized groundwater levels, while three dewatering wells and one standpipe have been installed ahead of excavation, with a trial planned. D-Wall construction is advancing, with 22 panels completed in the Cut & Cover section and 21 in the U-Wall section. Sheet pile installation was completed, with two temporarily removed for D-Wall interface work. Ground improvement via soil mixing at all 8 Y-Panels is complete, and guide walls were finalized in August. Rebar cage assembly is underway for Y-Panel 1B. At the Tunnel Breakout/Headwall, 16 of 20 ground replacement panels have been completed.
- d. EWP 7A (Instrumentation and Monitoring at WP tracks) – Monitoring is completed for EWP 7A. Monitoring will continue under EWP 3C. This EWP is being closed and will not be reported from upcoming month.
- e. EWP 11A/11B (West Portal TBM and Plant Power) – Coordination is ongoing including equipment delivery schedule and coordinated storage plan for LV and MVSS equipment.
- f. BSVII Management team continued to collaborate with the CP2 Contractor (KST) on various activities including optimizations, early works package (EWP) reviews, relief requests, change orders, submittals, payment requests, RFIs, etc.
- g. As reported in prior months, except for Advance Partial Design Units (APDUs), Basis of Design Report and D10 – Bored Tunnel Design, all other design units design progression has been paused to evaluate proposed optimizations and cost saving candidates.

6. **Schedule Updates:** Schedule is updated to September 1, 2025, data date. No contingency drawdown occurred, and no major milestones changed during this reporting period. The current schedule shown still reflects the original schedule assumption of the CP2 off-ramp not being implemented and KST performing Stage 2 work. Staff continue to evaluate opportunities to optimize the schedule, including review of contract packaging approaches, issuing earlier procurements, and construction activities. As part of the FTA Peer Review, staff presented scenarios incorporating the off ramping of KST and shared initial schedule projections at the August BSVII Oversight Committee meeting in August 2025. *(no major changes since last month)*

7. **Budget Updates:** VTA executed one change order (#13) with KST that resulted in contingency drawdowns as reflected in Section 3.2.

8. **Third Party / Utilities / Agency Coordination:**

- a. Utility Relocation work continues to progress. Coordination with owners agencies continue.
- b. VTA continues to perform stakeholder engagement and community communication activities. VTA, City of Santa Clara, and City of San Jose participated in August 8, 2025 joint coordination meeting regarding early construction activities at the West Portal. VTA and City of San Jose participated in August 11, 2025 Project-Wide Meeting regarding Cost Savings updates and August 29, 2025 regarding design of Downtown San José BART Station.

- c. VTA, UPRR & JPB participated in bi-weekly coordination meetings on August 5, 2025 and August 19, 2025. Meetings covered design/construction submittal updates, construction status, and train locations on UPRR and Caltrain tracks.

9. **Professional Services Procurements:**

- a. The procurement process for the new Program Management Services contract is underway. The Program Management Service proposals were received in February 2025 and are under VTA evaluation. *(No major changes since last period).*
- b. VTA initiated a new procurement for Stakeholder engagement and Community Relations Support Services contract. VTA is evaluating the proposals and anticipates making a recommendation for Contract award later this year.

- 10. **Risks:** During this reporting period, one threat and 12 opportunities were retired, and no new risks were added resulting in number of active risks reduced to 98 during this reporting period. Resulting summary is outlined in Section 5.

- 11. **Right of Way (ROW):** Right-of-Way work continues to progress. One Tunnel Easement possession obtained on August 12, 2025. Refer to Section 6.2 for high level summary.

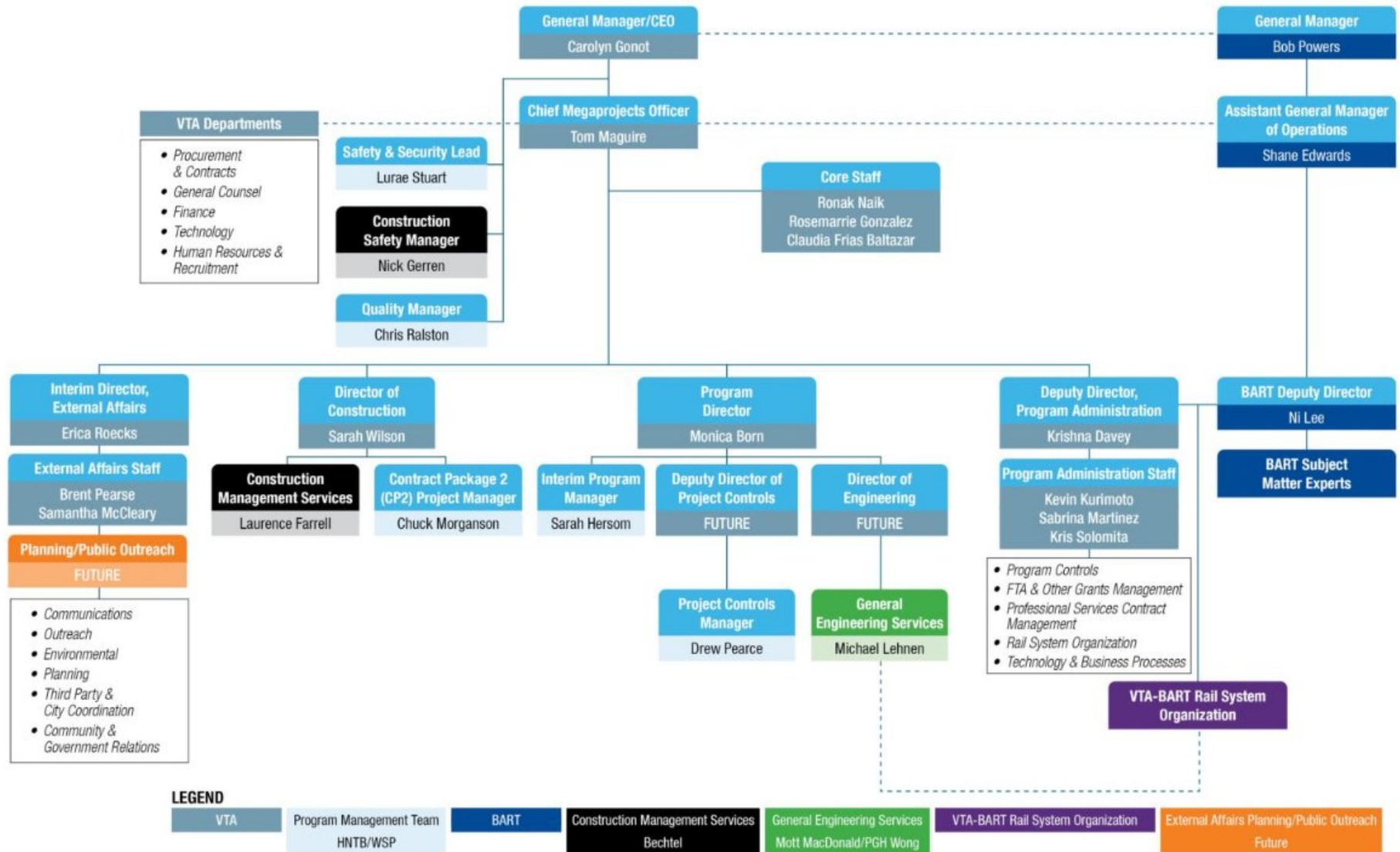
- 12. **CP1, CP3, CP4 and Outreach updates:** Design and technical specifications for Systems, Stations, and Yard facilities are progressing with the current General Engineering Consultant (GEC) team. VTA continues to engage other key stakeholders.

- a. Design resources have pivoted to evaluating optimization and cost savings candidates' proposals. VTA is reviewing the program designs to identify cost saving candidates and evaluate their feasibility along with establishing ROM values for potential cost reductions.
- b. Developing concepts and evaluating cost/schedule impacts associated with level 2 and level 3 cost saving candidates.
- c. Conducted joint Community Working Group (CWG) meeting on August 12, 2025, to collect input on cost saving proposals presented to BSVII Oversight Committee on August 14, 2025.
- d. The Safety / Security team continues to support costs saving activities by participating in reviews of cost saving recommendations that impact safety or security certifiable items identified through the DCM or risk assessments.
- e. Conducting technical working group meetings with BART stakeholders relating to the proposed Request for Variances (RFVs) pertaining to the cost savings. Table 1 reflects a summary tracking of these RFVs assessments:

Table 1 – RFV Assessments Tracking Summary

Tracking Status	# of RFVs
Executed	30
Under VTA Assessment	8
Under BART/External Review	2
Rejected	5
Assessed and withdrawn	6
Total	51

- f. VTA BSVII's latest project organization chart is shown in Figure 1 – VTA BSVII Organization Chart.



LEGEND

VTA	Program Management Team HNTB/WSP	BART	Construction Management Services Bechtel	General Engineering Services Mott MacDonald/PGH Wong	VTA-BART Rail System Organization	External Affairs Planning/Public Outreach Future
-----	-------------------------------------	------	---	---	-----------------------------------	---

Figure 1 – VTA BSVII Organization Chart

1.2 KEY ISSUES

Table 2 outlines the key open Issues with actions as of this reporting period.

Table 2 – Key Open Issues and Actions

Issue Description	Actions
FTA NSEE acceptance resulted in a maximum federal contribution of \$5.1B, resulting in a BSVII funding shortfall.	VTA is working on various cost saving candidates to reduce the project costs while also working to identify other non-local funding sources.
Current forecast for FFGA execution	<p>FFGA execution and associated milestones have been revised in prior months based on the forecasted plan and summarized in Section 2. VTA is assessing the availability of local funding based on the current FFGA target to support ongoing project activities.</p> <p>VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.</p>

Table 3 outlines the FTA-PMOC issues and concerns noted in their June 2025 Monthly PMOC Project Monitoring Report and VTA's responses.

Table 3 – FTA-PMOC's Issues/Concerns and VTA responses

FTA-PMOC's Issue/Concern	VTA Response
While 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 FTA/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 (September 2024).	VTA's presented two scenarios for overall project configuration encompassing cost savings concepts at the August 19-20, 2025 Peer Review. These scenarios aim to define a project configuration within the agency's current funding capacity of \$12.1 billion so that contract packaging/delivery method efforts can continue and design can resume. The program continues to seek additional non-federal funding, which when combined with the cost savings and delivery efforts, will keep VTA on schedule to execute an FFGA in mid-2027.
We understand VTA is reaching out to the industry for recommendations on off-ramping, contract packaging, project delivery, procurement, etc., nonetheless, FTA/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. (January 2025).	On June 27, 2025, the VTA Board of Directors authorized the VTA General Manager/CEO to initiate the contractual off-ramp with Kiewit Shea Traylor (KST) Joint Venture, for Contract Package 2 (CP2) – Tunnel and Trackwork. VTA has also developed a repackaging strategy, based on extensive industry feedback, which complements potential reconfigurations being studied as part of the cost savings efforts. The strategy also considers biddability of contract packages, construction interfaces, schedule improvements, timing of procurements, and risk profiles. Industry sounding will continue through 2025 and 2026 so that subsequent tunneling contracts are attuned to the reality of the current construction market.

FTA-PMOC's Issue/Concern	VTA Response
<p>FTA/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 (March 2025).</p>	<p>VTA continues to reduce professional services costs and maintain a spending level sufficient to meet the current project demands, such as cost savings and contract repackaging. However, these needs are being monitored and adjusted based on near-term outlooks of internal and external facing efforts.</p> <p><i>Update as of September 29, 2025: Please refer to item #1 under Section 1.1 of this report for more details</i></p>
<p>FTA/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 (April 2025).</p>	<p>VTA continued to focus the cost savings exercise in a structured manner, ensuring the outcomes meet all technical requirements and stakeholder expectations while enabling a viable configuration. VTA's aim is to confirm a project configuration within two months of the August Peer Review and to quickly resume design development.</p>
<p>FTA/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 (June 2025).</p>	<p>VTA will continue to explore cost savings opportunities as the project ramps up development of design for the adopted configuration. These cost savings could include direct costs (scope) and risk reduction strategies related to contract packaging and delivery. Concurrent with this, the project will compile documents for FFQA readiness submittal that is currently projected for mid-2026. The timing of all these efforts will ensure that no additional time is lost while additional cost savings opportunities are explored.</p>
<p>FTA/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 (June 2025).</p>	<p>Scenarios for reconfiguring the project have narrowed to two (Scenarios 1 and 1a), which were presented to the VTA Board and the Peer Review in August. Both scenarios involve driving the recently-completed 53-foot diameter TBM from the West Portal TBM Shaft. This means that completion of the West Portal is currently the critical path activity for all project reconfiguration options.</p>
<p>FTA/PMOC is concerned that no information is provided to show why the cost of CP2 identified by KST is twice the VTA's 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 (June 2025).</p>	<p>VTA suggests a focused workshop with FTA/PMOC to review and discuss KST's proposed Contract Package #2 (CP2) "mine and line" cost and VTA's ICE. VTA's analysis of direct and indirect costs, markups, and risk allocation shows the areas of alignment and misalignment between VTA and KST.</p>

Table 4 outlines the issues that were closed during this reporting period.

Table 4 – Closed Issues and Actions

Issue Description	Actions
None to report this period	

1.3 KEY DECISIONS

Table 5 outlines the key open decisions as of this reporting period.

Table 5 – Key Open Decisions

Description	Notes
Evaluation and Approval of Optimizations/Cost saving candidates (CSC)	<p>VTA concluded the Level 3 cost saving ideas and continues to optimize the project configuration with the main goal being capping the project at a total cost not exceeding \$12B. The actions being taken are reported on a regular basis to all the stakeholders including FTA, PMOC, and the VTA Board.</p> <p><i>Update as of September 29, 2025: Please refer to item #1 under Section 1.1 of this report for more details</i></p>
EWP 3C Optimizations	<p>VTA and KST continue to collaborate on confinement wall optimization with anticipated decision to occur no later than October 1, 2025, to not impact the EWP 3C completion milestone.</p> <p><i>Update as of September 29, 2025: VTA negotiated the confinement wall optimization with KST and is currently in the routing process for approval.</i></p>
Contract Packaging Plan	<p>As outlined previously, VTA established a BSVII Contracting Task Force to evaluate various approaches for contract delivery including partial and full off-ramp of CP2, re-packaging of four currently planned construction contracts, and development of an industry sounding strategy. VTA Board approved the staff recommendation to off-ramp KST. KST will continue to work on the executed EWPs. Staff also discussed potential future contract packaging approaches and feedback received from this year's industry outreach efforts. As a follow up to the June 27th Board action, VTA initiated the off-ramp process with KST. Additionally, VTA has initiated development of Contract Package 5 (CP5), for the new tunnel procurement. An updated contract packaging plan in preparation for final design phase incorporating feedback received from the peer review panel.</p>

Description	Notes
Timing of potential additional Early Works Packages (EWPs)	VTA is currently assessing the need and timing of additional EWP awards to KST to support the tunneling mining operations. This decision is related to and will be informed by the Contract Packaging Plan development.
Configuration for Design Progression	As outlined above, VTA is working on various cost saving candidates that will result in reconfiguration of the BSVII and re-initiate progression of design. This item has been added to the decision matrix and is anticipated to reach a resolution once VTA develops sufficient ROM cost savings to address the identified funding shortfall.
FFGA readiness submission to FTA	Given the above-listed key decisions and the factors extraneous to the project, VTA is actively assessing the potential path to the FFGA schedule. VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.

Table 6 outlines the decisions that were closed during this reporting period.

Table 6 – Key Closed Decisions

Description	Notes
None to report this period	

1.4 BSVII OVERVIEW / SUMMARY

VTA's BART Silicon Valley Phase II (BSVII or Program) is an approximately six-mile extension of BART service from the Berryessa/North San José Station through Downtown San José and terminating near the Santa Clara Caltrain Station. BSVII is planned to include three below-ground stations (28th Street/Little Portugal Station, Downtown San José Station, and Diridon Station) and one at-grade station (Santa Clara Station), and a maintenance facility at Newhall Yard.

VTA and BART are active partners in the decision-making process for BSVII. The division of responsibilities between VTA and BART with respect to BSVII is governed by the VTA/BART Comprehensive Agreement executed on November 19, 2001.

BSVII will be implemented within, and serve, the City of San José, the City of Santa Clara, and the County of Santa Clara. The Program requires public works coordination, work in city ROW, traffic control, environmental compliance, and various other points of interface.

In February 2018, FTA and VTA issued the Final SEIS/SEIR. On April 5, 2018, VTA's Board of Directors certified the Final SEIR and approved BSVII. On April 26, 2018, the BART Board of Directors accepted the SEIR and, pursuant to the Cooperative Agreement, approved BSVII. FTA issued a ROD on BSVII on June 4, 2018.

VTA's Consultant Team provides program management, engineering services and engineering support to VTA and is comprised of a Program Management Team (PMT) and a General Engineering Consultant (GEC).

Currently, both the contracts are active. VTA concluded the negotiations of the Construction Management Services Procurement that, after Board approval and VTA contract award, will become part of VTA's Consultant Team. VTA's Consultant Team will support VTA through annual work programs that set the level of support and responsibilities based on Program development requirements for each contract. Summary scope of services is outlined in Section 6.

BSVII comprises of four major construction contract packages (CPs) that are being planned with different delivery methods. CP1 (Systems), CP3 (Newhall Yard and Santa Clara Station), CP4 (Underground Stations) are currently being in Design by the GEC. Construction delivery will be through Design-Bid-Build delivery method. CP2 (Tunnel and Trackwork) is also currently in design phase and being designed by KST. CP2 is being delivered through Progressive Design Build delivery method.

In June 2022, Kiewit Shea Traylor – A Joint Venture (KST) was selected as PDB contractor for CP2 and initiated design services. KST scope includes the design and construction of a single bore tunnel with side-by-side trackways, internal concrete structures, portals, adits, support of excavation for underground stations, trackwork, procurement of a tunnel boring machine, demolition, utility relocations and other enabling works. The CP2 contract interfaces with the three underground station facilities along the alignment and the CP2 contractor will be responsible for constructing the support of excavation and any required adits connecting the underground stations with the tunnel.

BSVII is a federally funded project in conjunction with the Federal Transit Administration (FTA). VTA initially entered New Starts Project Development with FTA in 2016. As of 2018, VTA advanced the BSVII project under FTA's Expedited Project Delivery (EPD) Pilot Program. The project was conditionally approved for an EPD grant and FTA issued a Letter of Intent (LOI) on September 21, 2021, that granted pre-award authority to incur costs for engineering activities, utility relocation, real estate acquisition, and construction. In mid-2022, VTA began exploring alternative funding strategies, including re-entering the New Starts Program. On October 18, 2022, through letters to the FTA Associate Administrator for Planning and Environment and Region IX Administrator, respectively, VTA simultaneously requested re-entry into New Starts Project Development (NSPD) and a Letter of No Prejudice (LONP) that would preserve elements of the pre-award authority for project activities provided for by the EPD LOI. FTA approved both requests on December 1, 2022.

As part of the re-entry to the New Starts Program, updated preliminary baseline data (scope, cost, schedule, and risk) was developed that incorporated the CP2 Innovations, CP2 Contractor Stage 1 Baseline schedule, and the updated design-bid-build (DBB) contract packaging approach for CP1, CP3 and CP4. This BSVII preliminary baseline schedule (data date of August 1, 2023) was submitted to FTA to support the FTA risk workshop. FTA, PMOC, and the BSV team, comprised of VTA, BART, PMT and GEC staff, participated in this three-day Risk Workshop on January 16-18, 2024.

VTA developed the new baseline schedule with a target Revenue Service Date (RSD) of Q2-2037. The risk assessment by FTA indicated a projected RSD of February 2039, inclusive of FTA-assessed schedule contingency. To support the ongoing application for New Starts CIG federal funding, VTA adopted the FTA-recommended schedule contingency that indicates a Q1-2039 RSD while managing to the aforementioned target RSD of Q2-2037.

Based on the risk assessment shared by the FTA/PMOC, FTA/PMOC proposed a total cost increase (excluding financing cost) of \$599M (approx.) of which \$524M (approx.) was attributed primarily to FTA's recommendation of a higher escalation rate for the remaining duration of the Project. VTA adopted this recommendation. VTA developed an updated financial plan for the NSEE application resulting in a slight reduction in finance charges. Overall, the update resulted in a net program budget increase of \$509M. The new FTA eligible baseline budget totals \$12,746M.

On August 1, 2024, FTA informed VTA of the approval of BSVII to enter the New Starts Engineering (NSE) phase as part of the Capital Improvement Grant (CIG) program. The approval to NSE phase also indicated a \$5.1B Federal share to the Project post Full Funding Grant Agreement (FFGA). The \$5.1B federal share is a significant contribution and demonstrates FTA's belief in this project and is ready to take the next step. Project



team is actively working to bridging the funding gap between the Project budget and currently forecasted available sources. FFGA execution and associated milestones have been revised in prior months based on the forecasted plan and summarized in Section 2. VTA and FTA continue to coordinate regarding the timing of FFGA execution. VTA is assessing the impact on local funding requirements based on the current FFGA target. VTA is also working on the cost saving candidates. VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.

As reported in the prior months, VTA established a BSVII Contracting Task Force comprising of various entities (including VTA's BSVII Oversight Committee Subject Matter Expert) to evaluate various approaches for contract delivery including partial and full off-ramp of current CP2 contractor (KST), re-packaging of construction contracts, and feedback from the industry sounding meetings. On June 27, 2025, VTA Board Meeting. Update as of June 27, 2025: The VTA Board approved staff's recommendation to authorize the General Manager to initiate the contractual off-ramp KST. KST will continue to work on the executed EWPs. Staff also discussed potential future contract packaging approaches and feedback received from this year's industry outreach efforts.

2 SCHEDULE SUMMARY

Effective February 2024 reporting period, BSVII adopted the Baseline schedule. This baseline schedule (data date of March 1, 2024) was submitted to FTA as part of VTA's application to enter the New Starts Engineering Phase in March 2024. VTA completed the August 2025 schedule update (data date of September 1, 2025) and the summary can be found in Sections 2.1, 2.2 and 2.3.

- a. Section 2.1 summarizes the overall Program schedule.
- b. Section 2.2 depicts the key milestones for the program captured in the Master Program Schedule.
- c. Section 2.3 outlines the summary narrative related to the August 2025 schedule update.
- d. Section 2.4 outline the schedule contingency drawdown status as of this reporting period.

2.1 BSVII SUMMARY SCHEDULE

Figure 2 summarizes the overall Program schedule based on baseline assumption that KST is performing the CP2 scope as originally envisioned.

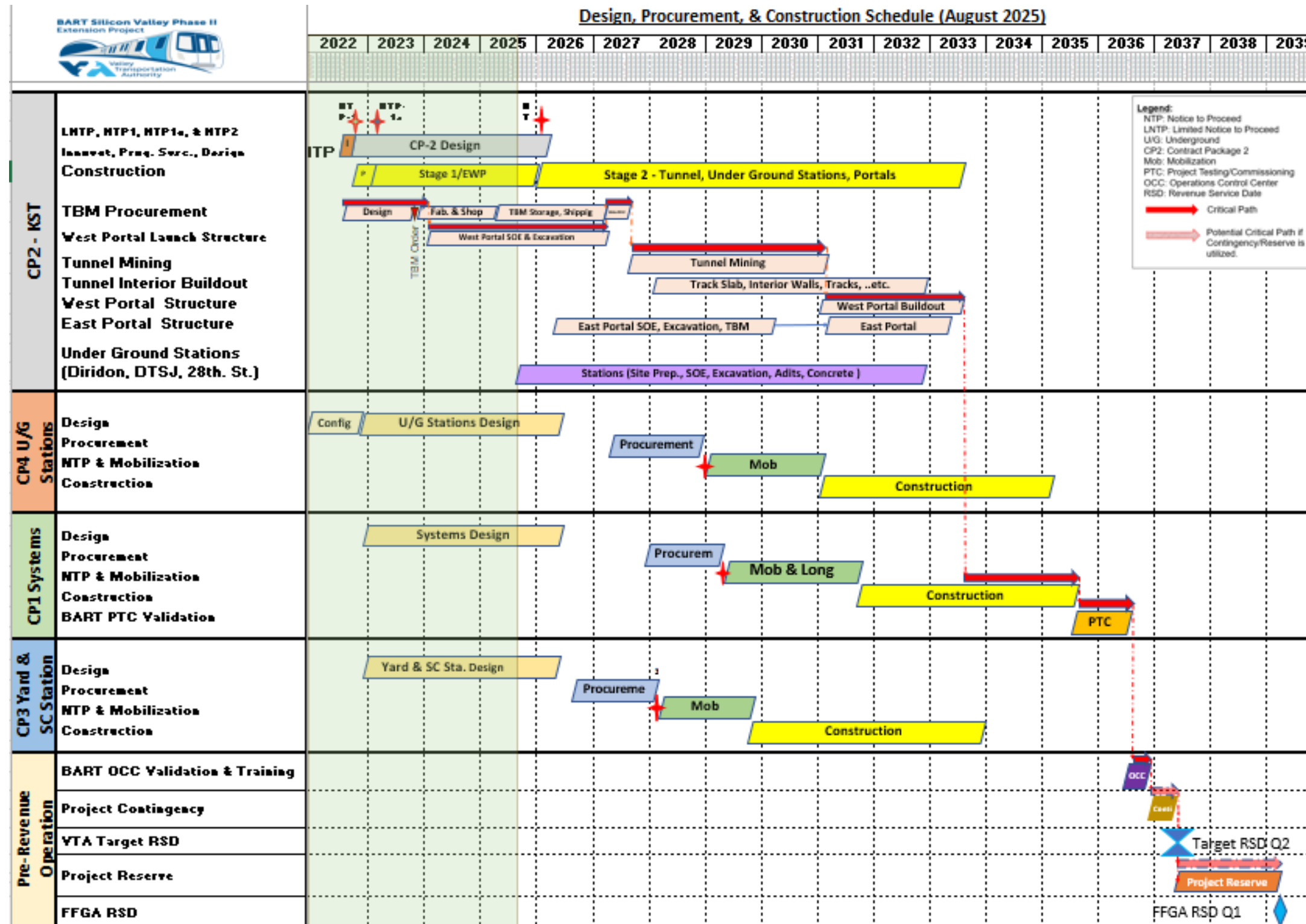


Figure 2 – Summary Program Schedule

2.2 MILESTONE SUMMARY

Table 7 provides the key milestone dates based on the August 2025 schedule update in comparison to the baseline schedule and prior month update. To mitigate the contingency usage and delays occurred to date for future work, VTA has set up a BSVII Contracting Task Force to evaluate 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.

Table 7 – Milestone Summary

Milestone Name (Bolded Underlined Dates = Actuals Red text = Changes from past month)	Current Baseline (Per NSEE application)	Past Month Forecast (July 2025)	Current Month Forecast (August 2025)
Program wide			
BSVII Project start (FTA's NSPD approval)	<u>Q1 2016</u>	<u>Q1 2016</u>	<u>Q1 2016</u>
VTA Board approval of BSVII	<u>Q2 2018</u>	<u>Q2 2018</u>	<u>Q2 2018</u>
BART Board approval of BSVII	<u>Q2 2018</u>	<u>Q2 2018</u>	<u>Q2 2018</u>
FTA Issued ROD	<u>Q2 2018</u>	<u>Q2 2018</u>	<u>Q2 2018</u>
Submit EPD grant request	<u>Q2 2021</u>	<u>Q2 2021</u>	<u>Q2 2021</u>
VTA received EPD LOI	<u>Q4 2021</u>	<u>Q4 2021</u>	<u>Q4 2021</u>
VTA request to leave EPD, Enter NSPD	<u>Q4 2022</u>	<u>Q4 2022</u>	<u>Q4 2022</u>
FTA Issuance of LONP to NSPD	<u>Q4 2022</u>	<u>Q4 2022</u>	<u>Q4 2022</u>
VTA Request to enter NSEE	<u>Q1 2024</u>	<u>Q1 2024</u>	<u>Q1 2024</u>
FTA Issue Entry into NSEE	Q2 2024	<u>Q3 2024</u>	<u>Q3 2024</u>
VTA Request to Execute FFGA	Q3 2024	**	Q2/Q3 2026***
FFGA Execution	Q4 2024	**	Q2 2027***
Start of BART OCC Validation	Q4 2035	Q3 2036	Q3 2036*
VTA Target Revenue Service Date	Q2 2037	Q2 2037	Q2 2037*
FFGA Revenue Service Date	Q1 2039	Q1 2039	Q1 2039
CP2 - Tunnel and Trackwork			
CP2 LNTP	<u>Q2 2022</u>	<u>Q2 2022</u>	<u>Q2 2022</u>
CP2 NTP1	<u>Q3 2022</u>	<u>Q3 2022</u>	<u>Q3 2022</u>
CP2 NTP1A	<u>Q1 2023</u>	<u>Q1 2023</u>	<u>Q1 2023</u>
CP2 Tunnel Work Package NTP	N/A	Q1 2026	Q1 2026*
CP2 NTP2	Q4 2024	Q1 2026	Q1 2026*
CP1 – Systems			
CP1 RFP Issue	Q1 2028	Q1 2028	Q1 2028*
CP1 NTP	Q2 2029	Q2 2029	Q2 2029*
CP3 - Newhall Yard and Santa Clara Station			
CP3 RFP Issue	Q1 2027	Q1 2027	Q1 2027*
CP3 NTP	Q1 2028	Q1 2028	Q1 2028*
CP4 - Underground Stations			
CP4 RFP Issue	Q4 2027	Q4 2027	Q4 2027*
CP4 NTP	Q4 2028	Q4 2028	Q4 2028*

*Subject to change based on ongoing assessments

** VTA shared an initial updated roadmap to FFGA

***Reflects current proposed plan for FFGA and is yet to be reflected in the Master Program Schedule.

2.3 SUMMARY NARRATIVE

Table 8 provides the summary narrative based on the August 2025 monthly schedule update.

Table 8 – August 2025 Monthly Schedule Update Summary

<p>Summary</p> <p>The baseline schedule has been updated to reflect progress through August 2025. The August 2025 progress schedule has a data date of September 1, 2025. The target Revenue Service Date (RSD) and FFGA RSD did not change this month.</p>
<p>Major changes to the schedule</p> <ol style="list-style-type: none"> 1. Right of Way: Updates to various ROW activities. Effective Possession dates caused slippage in the schedule. The changes in ROW dates did not affect the critical path. 2. Utilities: Updates to various utility owners' activities dates caused slippage in the schedule but did not impact the critical path. 3. CP2 Construction: No major changes to the CP2 construction schedule this month, Early work construction is ongoing.
<p>Critical path summary</p> <p>The critical path was not impacted this month. The following items below are on critical path as of this update:</p> <ol style="list-style-type: none"> 1. West Portal: Enabling work and Launch Structure (CP2) 2. TBM Assembly and testing on site (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 Contractor with BART oversight 8. BART OCC Validation / Testing
<p>Schedule Contingency drawdown</p> <p>None to report</p>
<p>Major milestones missed this period</p> <p>None to report</p>
<p>Major events forecasted for the next reporting period</p> <p>None to report</p>

2.4 SCHEDULE CONTINGENCY DRAWDOWN

VTA has developed a risk and contingency management plan that follows the industry standard practice and outline the recommended contingency amounts to be used for managing project risks. VTA has also setup process for management of contingencies to ensure adequate contingency amounts are drawn down as the program progresses and the planned milestones are achieved.

Figure 3 provides a snapshot of the BSVII Program Schedule Contingency drawdown that occurred to date. The grey portion in Figure 3 represents the minimum contingency threshold VTA identified for each major program milestone as minimum contingency to be preserved to account for future risks. If the actual remaining contingency falls into the grey zone, VTA would initiate a risk assessment to evaluate if the remaining contingency level is adequate for remaining program risks or additional contingency is required.

As of November 2024 reporting period, 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. Between December 1, 2024 and current report period (August 31, 2025), no additional schedule contingency was drawn down. As the remaining contingency fell below the minimum contingency levels, VTA is working on the following to address this:

- Identify opportunities to accelerate EWP 3C construction activities:** Following the February 2025 NTP for the EWP 3C heavy construction, the project team is working with the contractor to identify opportunities to accelerate construction activities and minimize the actual use of contingency wherever possible. VTA has also included incentive clauses and liquidated damages clauses in Amendment #8.
- Plan for a comprehensive risk assessment following 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.

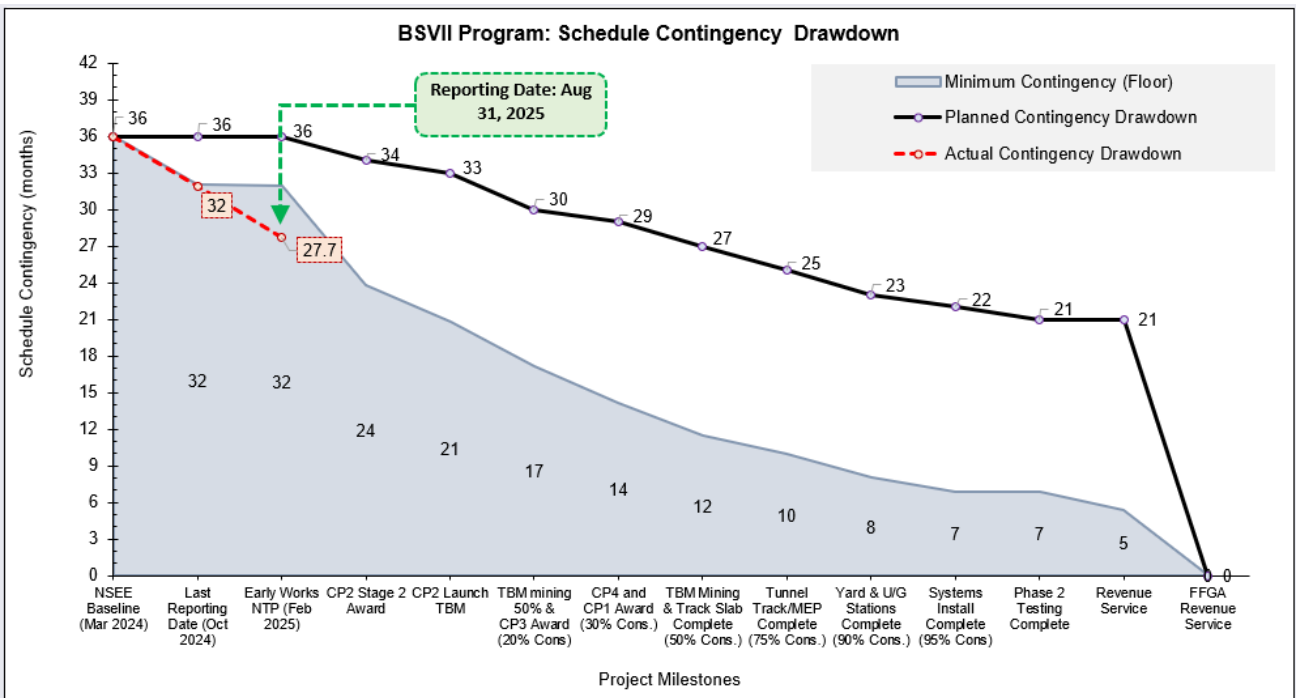


Figure 3 – Schedule Contingency Drawdown

3 COST SUMMARY

Effective February 2024 reporting period, BSVII adopted the Baseline Budget as submitted to FTA in Q1-2024 as part of VTA's application to enter the New Starts Engineering Phase. Section 3.1, 3.2, 3.3 and 3.4 reflect the baseline budget information and relevant cost information through this reporting period.

3.1 SUMMARY COST REPORT

This section provides the summary cost report by Standard Cost Code (SCC) through this reporting period. Table 9 outlines the baseline budget by SCC, commitments in VTA's financial system (SAP) and forecasted expenditures as of this reporting period.

Table 9 – Summary Cost Report (in \$M) ¹

SCC - Description	Baseline Estimate	Approved Changes	Current Estimate	Commit – ments	Actuals Paid	Actuals this period ²	Accruals ³	Forecast	Forecast Variance to Current Estimate
10 – Guideway & Track	\$2,899.8	\$134.1	\$3,033.9	\$508.6	\$245.1	\$74.2	\$28.1	\$3,033.9	\$0.0
20 – Stations	\$2,037.2	\$0.0	\$2,037.2	\$0.0	\$0.0	\$0.0	\$0.0	\$2,037.2	\$0.0
30 – Yard, Shops, Yard Track	\$352.2	\$0.0	\$352.2	\$0.0	\$0.0	\$0.0	\$0.0	\$352.2	\$0.0
40 – Sitework, Spl Conditions	\$582.5	\$130.7	\$713.2	\$227.7	\$149.3	\$3.2	\$4.6	\$713.2	\$0.0
50 – Systems	\$1,409.0	\$0.0	\$1,409.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,409.0	\$0.0
60 – Right of Way	\$240.5	\$0.0	\$240.5	\$133.5	\$126.8	\$2.4	\$0.2	\$240.5	\$0.0
70 – Vehicles	\$204.8	(\$31.1)	\$173.7	\$105.9	\$33.7	\$0.0	\$0.0	\$173.7	\$0.0
80 – Professional Services	\$2,972.5	\$71.2	\$3,043.7	\$1,227.7	\$1,072.1	\$16.5	\$14.4	\$3,043.7	\$0.0
90 – Unallocated Contingency	\$1,657.1	(\$336.0)	\$1,321.1	\$0.0	\$0.0	\$0.0	\$0.0	\$1,321.1	\$0.0
100 – Finance Charges	\$390.0	\$0.0	\$390.0	\$0.0	\$0.0	\$0.0	\$0.0	\$390.0	\$0.0
TOTAL	\$12,745.6	(\$31.1)	\$12,714.5	\$2,203.4	\$1,627.0	\$96.3	\$47.4	\$12,714.5	\$0.0

Cost is rounded to hundredth thousands of million

¹*Data excludes FTA ineligible/ revised cashflow projections*

²*Actuals this period reflects paid amount from SAP during this reporting period and may include multiple invoices for an entity*

³*Accruals include invoices received that are under review and/or forecasts of work performed as of this period but not yet invoiced*

See Section 3.2 for budget transfer details.

Figure 4 outlines the time-phased current estimate based on information submitted as part of NSEE application incorporating vehicles contract reduction; and expenditures including actual paid and projected accruals as of the reporting period. The cash flow is subject to change in the upcoming months.

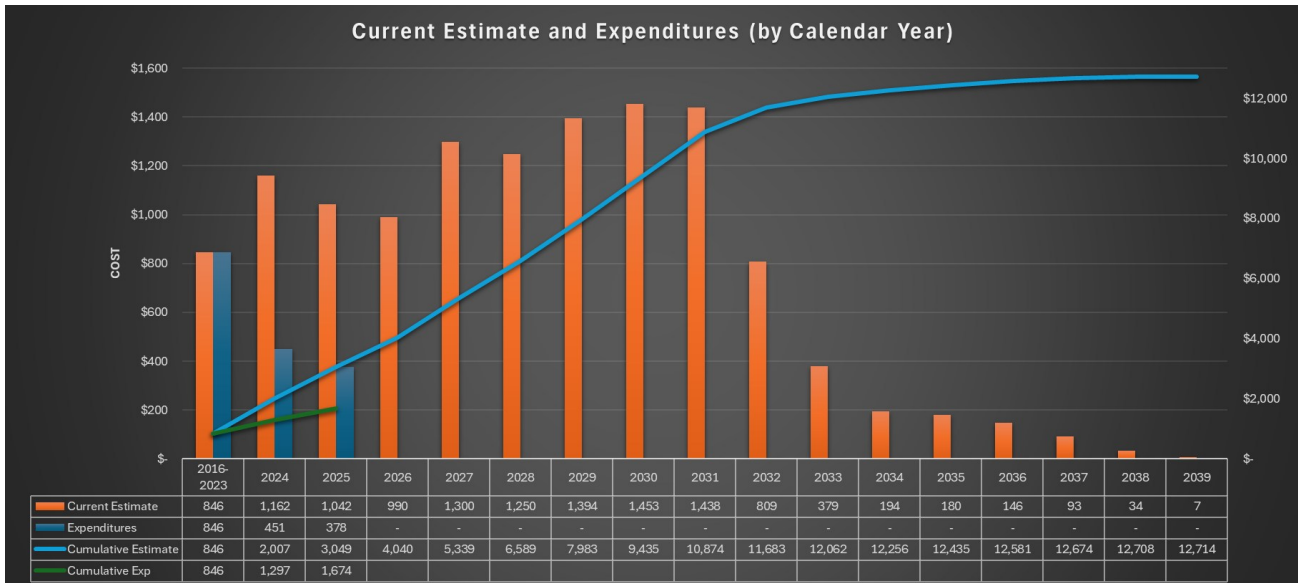


Figure 4 –Current Estimate and Expenditures by Calendar Year*

As requested by the Board, Table 10 provides SCC 80 Baseline Budget breakdown rounded to closest million.

Table 10 – SCC 80 breakdown (in \$M) *

SCC 80 Category breakdown	Baseline Budget (in \$M)
Project Development, Engineering, and Final Design <i>(includes VTA, BART, Consultants, CP2 Design (by KST), Utility Owners Design)</i>	\$774
Project Management for Design and Construction; Design Support During Construction. Construction Administration and Management <i>(includes VTA, BART, Consultants, Office costs, IT, Supporting costs)</i>	\$1,593
Professional Liability Insurance and OCIP	\$435
Legal; Permits; Review Fees by other agencies, cities, Third Parties, etc.	\$78
Surveys, Testing, Investigation, Inspection <i>(includes VTA, BART, Consultants)</i>	\$27
Start up <i>(includes VTA, BART, Consultants)</i>	\$66
TOTAL	\$2,973

VTA and consultant expenditures against the 2024 SCC 80 budget supported design progression and evaluation of various cost saving candidates and optimizations. Expenditures for these activities did not fully consume the originally allocated 2024 SCC 80 budget. The remaining balance from 2024 is now included as a part of the Calendar Year 2025 budget in Table 11.

Table 11 – Major Contractor SCC 80 Calendar Year 2025 Baseline Budget breakdown (in \$M)

SCC 80 – Major Contractor/Consultant	Category	Calendar Year 2025 Baseline Budget ²
CP2 (KST JV) ¹	Engineering/Final Design	\$90
Program Management Team (HNTB-WSP JV)	Project Management for Design and Construction	\$58
General Engineering Consultant (MMD-PGH Wong JV)	Engineering/Final Design. Design Support During Construction	\$38

SCC 80 – Major Contractor/Consultant	Category	Calendar Year 2025 Baseline Budget ²
Construction Management Consultant (Bechtel)	Construction Administration and Management	\$15
TOTAL		\$201

¹KST JV has other forecasted costs in other SCCs.

²Baseline Budget is rounded to the closest millions. Task Orders/Commitments may not yet be authorized for the entire calendar year and includes budget not spent in the prior year.

3.2 BUDGET TRANSFERS AND CONTINGENCY UPDATES

This section outlines the work in progress and executed budget transfers to date against the baseline budget.

Executed this period

- a. None to report.

Under development or under final review:

- b. Budget transfer for CP2 change orders 9-13.
- c. Budget transfers to reflect scope transfers between CPs is under development.

Contingency Summary:

Table 12 outlines the BSVII allocated and unallocated contingency summary. Contingency changes and Current contingency columns were updated to reflect the budget transfer for CP2 change order 13. During this reporting period, an unallocated contingency amount of \$29.8M was drawn down to fund the CP2 contract change order 13.

Table 12 – Contingency Summary (in \$M)

SCC - Description	Baseline Contingency	Contingency changes	Current Contingency
Total	\$3,119.5	(\$395.2)	\$2,724.3
SCC 10-80 Summary (Allocated Contingency)	\$1,462.4	(\$59.2)	\$1,403.2
SCC 90 – Unallocated Contingency	\$1,657.1	(\$336.0)	\$1,321.1
Total	\$3,119.5	(\$395.2)	\$2,724.3

Contingency Drawdown:

VTA has developed a risk and contingency management plan that follows the industry standard practice and outline the recommended contingency amounts to be used for managing project risks. VTA has also setup process for management of contingencies to ensure adequate contingency amounts are drawn down as the program progresses and the planned milestones are achieved.

Figure 5 provides a snapshot of the BSVII Program Cost Contingency drawdown that occurred to date. The grey portion in Figure 5 represents the minimum contingency threshold VTA identified for each major program milestone as minimum contingency to be preserved to account for future risks. If the actual remaining contingency falls into the grey zone, VTA would initiate a risk assessment to evaluate if the remaining contingency level is adequate for remaining program risks or additional contingency is required.

During this reporting period, an unallocated contingency amount of \$29.8M was drawn down to fund the CP2 contract change order 13.

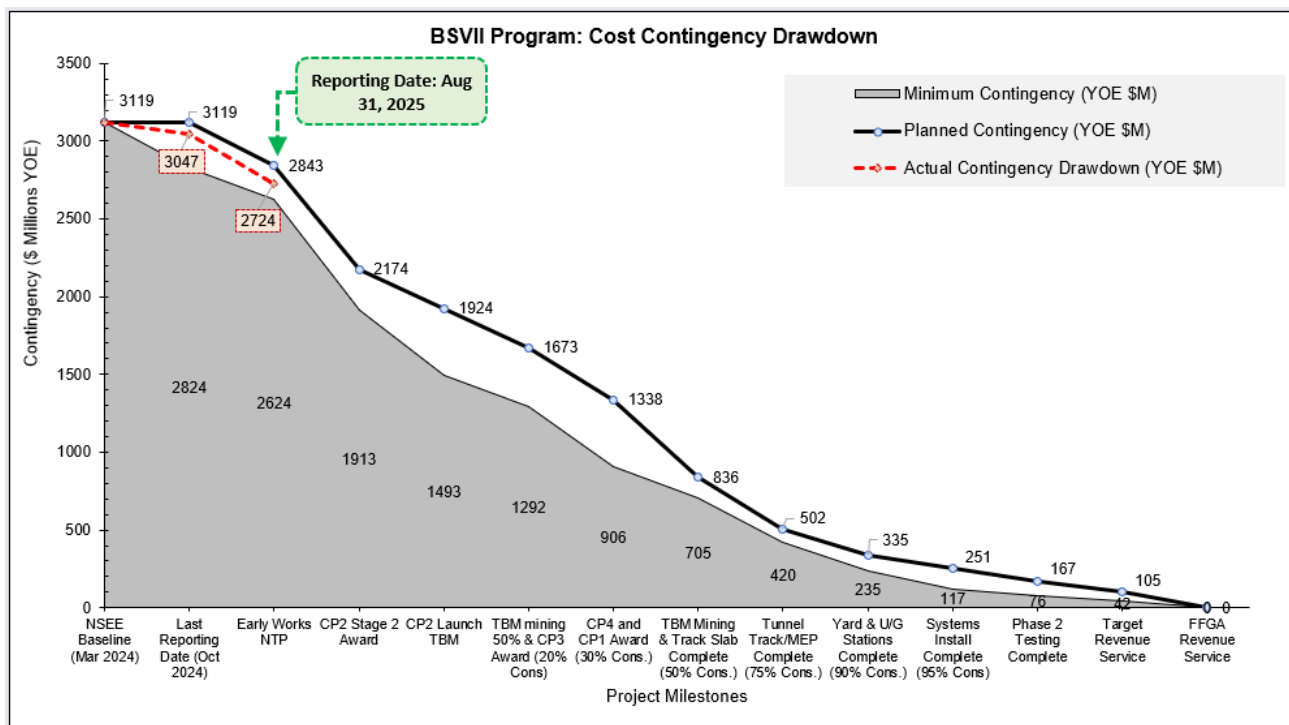


Figure 5 – Cost Contingency Drawdown

3.3 ACTIVE CONTRACTS

There were other amendments executed as part of the BSVII program budget that impacted the commitments in SAP. Table 13 provides a list of major active contracts and Table 14 provides a list of other active contracts. Appendix A provides the subconsultants and subcontractors for the Major Active Contracts (excluding V24117) identified in Table 13.

Table 13 – Major Active Contracts

Contract No.	Vendor Name	Description	Total Contract Value
V22021	Kiewit Shea Traylor Joint Venture	BSVII CP2 Tunnel and Trackwork PDB Contractor	\$1,069.2M
S17017	HNTB/PB Joint Venture	BSVII Program Management Services	\$215.6M
S18088	MMW Joint Venture	BSVII General Engineering Services	\$342.8M
V23174	Bechtel Infrastructure Corporation	BSVII Construction Management Services	\$490.8M
V24117	BART (Alstom)	BSVII BART Vehicles	\$172.6M

Table 14 – Other Active Contracts

Contract Number	Contractor	Description
S16140	WSP USA Inc,	BSVII FINANCIAL PLANNING SUPPORT
S18230	State Water Resources Control Board	BSVII COST RECOVERY OVERSIGHT
S19014	Passport Labs, Inc.,	BSVII MOBILE PAY FOR PARKING GARAGES
S19216	JRP Historical Consulting LLC,	BSVII HISTORICAL ARCHITECTURAL SERVICES
S20160	Consultant Specialists, Inc.,	BSVII DESKTOP SUPPORT CONSULTING
S20161	Nossaman LLP,	BSVII CONTRACT DEV & PROGRAM LEGAL ADV
S20166	San Francisco Bay Area Rapid, Trans	BSVII BART IMPLEMENTATION LETTER #43



VTA's BART SILICON VALLEY PHASE II EXTENSION PROJECT
VTA BSVII Executive Monthly Progress Report

Contract Number	Contractor	Description
V21093	RC Design Collaborative, LLC, SITEL	TOD 28TH ST/LITTLE PORTUGAL DDF
V21094	Wallace Roberts & Todd, LLC,	SANTA CLARA STATION SPECIFIC AREA PLAN
V21095	Skidmore, Owings & Merrill LLP,	FIVE WOUNDS URBAN AREA PLAN UPDATE
V21113	Montague Premier Inc,	BSVII PROJECT VEHICLES CAR WASHES
V21225	DLT Solutions LLC, DLT Solutions	BSVII AUTODESK AEC LICENSES
V21236	City of San Jose,	BSVII MOU TO CONSULT AND COOPERATE
V21240	City of Santa Clara, Finance Depart	BSVII MOU TO CONSULT AND COOPERATE
V21263	Pacific Gas & Electric Company,	BSVII TEMPORARY POWER STUDY
V21339	Sprint, Sprint Solutions Inc	SPRINT UTILITY RELOCATION
V21346	Environmental Systems Research, Ins	BSVII ARCGIS LICENSES
V21355	Synergy Corporate Technologies Ltd,	BSVII NINTEX WORKFLOW ENTERPRISE EDITION
V22016	San Jose Water Company,	BSVII SJWC FACILITY RELOCATIONS
V22080	Albion Environmental Inc,	BSVII ON-CALL ARCHAEOLOGICAL RESOURCES
V22081	Environmental Science Associates,	BSVII ON-CALL ARCHAEOLOGICAL RESOURCES
V22188	Mythics, LLC,	BSVII ACONEX DOCUMENT CONTROL SOFTWARE
V22239	Insight Public Sector, Inc.,	DTV CCTV RECORDER
V22240	SHI International Corporation,	DTV CCTV SWITCH
V22259	TechTu Business Solutions, Inc.,	IT BSVII STAFFING
V23009	PEACOCK ENTERPRISES, INC., DBA PEAC	HPE HARDWARE SOFTWARE MAINTENANCE
V23012	PEACOCK ENTERPRISES, INC., DBA PEAC	MS OFFICE 365 LICENSES
V23017	Cushman and Wakefield,	BROKER SUPPORT TO SUBLEASE GATEWAY
V23045	Union Pacific Railroad Company,	UPRR AGREEMENT
V23104	Insight Public Sector, Inc.,	BSVII TICKET SYSTEM
V23138	Orange Coast Title Company of N. CA	TITLE COMPANY SERVICES
V23183	Alacrinet Consulting Services, Inc.	BSVII END POINT SECURITY SYSTEM
V24005	San Francisco Bay Area Rapid Transi	BART OCC COST SHARING
V24017	PEACOCK ENTERPRISES, INC., DBA PEAC	CISCO SMARTNET 2099 GATEWAY PLACE
V24183	Amazon Web Services Inc,	BSVII AWS
V24184	Equinix Inc,	EXPRESS ROUTER
V24187	Comcast Business Communications LLC	BSVII UTILITY RELOCATION
V24221	Insight Public Sector Inc,	BSVII DOCUSIGN 2024
V24224	U.S. CAD Holdings, LLC, dba U.S. CA	BSVII BLUEBEAM 2024
V24239	Alacrinet Consulting Services, Inc.	BSVII TEAMVIEWER
V24241	Bandwidth IG, LLC,	BANDWIDTH IG-FO RELOCATION DS-FO-14
V24268	DLT Solutions LLC, DLT Solutions	BSVII BIM COLLABORATE LICENSES RENEWAL
V24272	Mythics, VIII Inc.	CONSTRUCTION MANAGEMENT TOOL- UNIFIER
S13070	ICF Jones & Stokes Inc,	BSVII ENVIRONMENTAL PLANNING
V21220	Kastle Systems of Los Angeles, Par	BSVII ACCESS CONTROL/CCTV 2830 DELACRUZ
V21336	Watry Design Inc,	BSVII DIRIDON STATION TEMPORARY PARKING
V22160	S&H Construction, Inc.,	DIRIDON STATION TEMPORARY PARKING
V22171	HDR Engineering Inc,	BSVII FINANCIAL MODELING SUPPORT
V23096	CenturyLink Communications LLC,	ISP FOR 2830 DLC
V24004	Zayo Group Holdings Inc.,	BSVII FO RELOCATION DS-FO-03
V25038	TechTu	Tech & Doc Ctrl Staffing
V25039	EPC	Tech & Doc Ctrl Staffing
V24110	AT&T, Utility Relocation	BSVII AT&T RELOCATION OF TELEPHONE/COMM

3.4 FUNDING SUMMARY

VTA continues to pursue other funding sources. Table 15 – Funding Summary provides a snapshot of current funding summary.

Table 15 – Funding Summary (in \$M)

Funding Source	Original Planned Funding*	Forecasted Funding**
Federal - FTA New Starts Program	\$6,296	\$5,098
TIRCP	\$750	\$750
Other State Funding	\$750	\$750
Regional Measure 3 (RM3)	\$375	\$375
2000 Measure A Sales Tax	\$2,062	\$2,062
2016 Measure B Sales Tax	\$2,512	\$2,512
Solutions for Congested Corridor Program	\$0	\$75
Local Partnership Program	\$0	\$25
Supplemental 2000 Measure A Sales Tax	\$0	\$502
Funding Gap – TBD	\$0	\$564
Total Sources of Funds	\$12,746	\$12,714

Cost is rounded to closest million.

**Original Planned funding is per the SCC workbook submitted under NSEE application in March 2024.*

***Forecasted Funding is based on FTA's forecast allocation to VTA BSVII under NSE acceptance. Supplemental 2000 Measure A Sales Tax is a new funding source identified by VTA to help mitigate the funding gap. Overall Forecasted funding values are tentative, work in progress and subject to change.*

4 CHANGE SUMMARY

This section outlines configuration changes at the program level and CP2 contract amendment status.

4.1 CONFIGURATION CHANGES

All the prior configuration changes have been superseded by the new baseline submittal to FTA. Three configuration changes were executed in July 2024. Table 16 reflects current status of the configuration changes.

Table 16 – Configuration Changes

CCS-ID	CCS - Title	Status	CP*	RSD impacts	Net Budget Impact
CCR-001/002/003	Approved Value Engineering Concepts	Approved	PWD	None	None

*CP = Contract Package (CP1, 2, 3, 4, or PWD-Program-Wide)

4.2 CP2 CONTRACT AMENDMENTS

Status of identified amendments is reflected in Table 17.

Table 17 – CP2 Contract Amendments

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
001	TBM Procurement (EWP 1A)	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.		\$144M
002	Additional Design Funds	Executed			\$43M
003	EWP 3A, 7A, 11A, Stage 1 Bond	Executed			\$110M
004	EWP 3C.1 – LNTP, EWP 11B, PCO-002	Executed			\$44M
005	D10 Design progression thru AFC; Pending 85% design funds, Bond	Executed			\$21M
UCO1	Unilateral Change Order for certain design changes	Executed			\$7M
006	Revised contract terms	Executed			None
007	EWP 3B	Executed	None	\$30M Unallocated contingency drawdown	\$35M

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
008	EWP 3C.2	Executed	+5 months (4 months contingency drawdown)	\$194M Unallocated Contingency drawdown	\$366M
CCO-4	Change Order for certain design changes	Executed	None	Unallocated Contingency drawdown	\$11.1M
CCO-5	Change Order for providing security at certain parcels	Executed	None	Allocated Contingency drawdown	\$2.5M
CCO-6	Change Order for certain construction changes	Executed	None	Unallocated Contingency drawdown	\$0.7M
CCO-7	Change Order for continuing to providing security at certain parcels	Executed	None	Allocated Contingency drawdown	\$2.2M
CCO-8	Change Order for certain design changes	Executed	None	Unallocated Contingency drawdown	\$0.4M
CCO-9	Change Order for certain construction changes	Executed	None	Unallocated Contingency drawdown	\$0.6M
CCO-10	Change Order for DB management fee.	Executed	None	Unallocated Contingency drawdown	\$13.3M
CCO-11	Change Order for continuing to providing security at certain parcels	Executed	None	Both Allocated and Unallocated Contingency drawdown	\$3.8M
CCO-12	Change Order for certain design changes, rent deductions and allowances transfer	Executed	None	Unallocated Contingency addback	-\$1.1M
CCO-13	Change Order for DB management fee.	Executed	None	Unallocated Contingency drawdown	\$29.8M

*Cost rounded to nearest million

5 RISK SUMMARY

This section covers summary risk updates as of the August 2025 reporting period. During this reporting period, no new risks were added, and thirteen existing risks were retired. This resulted in the total number of active risks at 98 (including threats and opportunities) as summarized in Table 18.

Table 18 – Qualitative Risk Summary

Risk Type	As of July 31, 2025	As of August 31, 2025	Change
Threats	97	96	-1
Opportunities	14	2	-12
Total Number of Risks	111	98	-13

As shown in the above table, one threat (BSV-196 - Failure to secure a lump-sum price with KST resulting in Off-ramp) and twelve opportunities related to optimizations were retired during this reporting period. These risks are marked retired as the impact of these realized risks is now incorporated in Scenario 1 configuration presented to BSVII oversight committee on Aug 14, 2025.

Figure 6 is the active risk heat map for threats only based on updates through this reporting period.

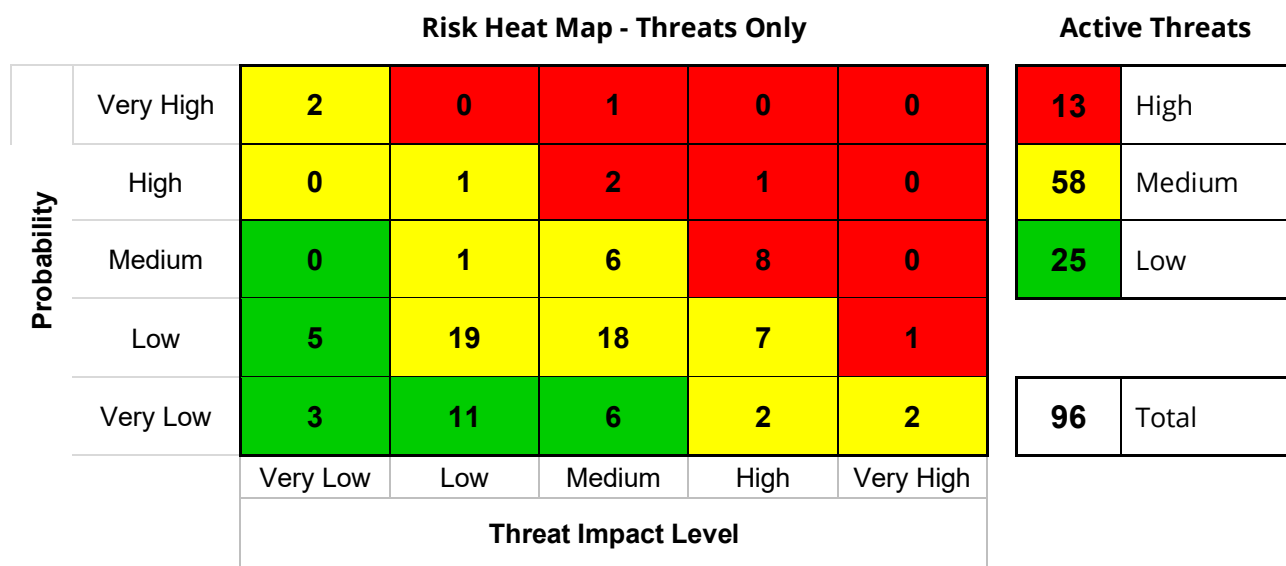


Figure 6 – Risk Heat Map – Threats only

Table 19 shows the top risks (threats) identified in the current risk register as of this reporting period.

Table 19 – Top Risks – Threats only

Risk ID	Risk Title	Action Plan
BSV-231	Extended design pause has potential to delay schedule and add cost	VTA is performing ongoing monitoring of design status in line with planned schedule and a plan to restart design to avoid/minimize critical path impact. Different procurement packages are being considered as part of rebaseline. Some of the procurement packages are anticipated to shorten the redesign duration.

Risk ID	Risk Title	Action Plan
BSV-215	FFGA execution delays	VTA is working on various tasks, including coordination with FTA on FFGA timing.
BSV-213	Additional tunnel package redesign costs and design time to address optimizations and cost saving measures	VTA is implementing various design optimizations and cost savings candidates (CSC) to achieve cost reductions. Although additional design time and costs 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 program budget to meet available funding constraints. VTA team continues to monitor this risk until the redesign is being authorized, or the redesign cost is incorporated in the baseline.
BSV-005	Unanticipated damage to historic buildings, critical utilities & other structures	VTA to continue working with tunneling package design team to develop instrumentation and monitoring programs for sensitive structures. VTA to support contractor in obtaining access as appropriate.
BSV-029	VTA financial capacity / funding plan to finance potential future project cost increases	VTA to update the financial plan following completion of cost savings measures and associated cost estimates and agreement with FTA on project cost.
BSV-036	General construction labor shortage / labor premiums	Continue to monitor economic trends and impacts; increase industry outreach efforts.
BSV-096	Testing and Commissioning delays due to various factors	Schedule includes significant contingency, which is currently allocated towards the end of the project during testing phase (late 2030's). Implement Phase 1 lessons learned.
BSV-138	Design interfaces between GEC and tunnel package design lead to integration issues, errors and disputes.	On Jun 27th, VTA Board of Directors authorized 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 contract. Along with the implementation of off-ramp, VTA is implementing a revised contract packaging with an intent to minimize interface issues.
BSV-152	Truck traffic volume for disposal of muck from the tunnel resulting in additional costs	VTA continues to investigate the market capacity of trucks and establish potential overflow location(s) on-site. VTA is also exploring various muck disposal options (Salt ponds, local quarries, dirt brokers who need material, UPRR corridor, etc.)
BSV-230	CP2 Off-ramp requiring re-procurement resulting in potential lack of competitive bidders	VTA will re-initiate industry outreach (strategic marketing) for future procurements and use the industry feedback to package the tunnel and trackwork scope in multiple contract packages to support market competition, thereby reducing the underlying risk.

6 OTHER UPDATES

6.1 KST (CP2 PDB) CONTRACT SUMMARY

Table 20 outlines the Cost summary of the CP2 Contractor. Amendments to date include executed items reflected in Section 4.2.

Table 20 – CP2 (KST) Cost Summary through August 2025

Item	Cost (in \$M)
Original Contract Value (Stage 1 only)*** (A)	\$235.0
Amendments issued to Date (B)	\$834.2
Revised Contract Value (Stage 1 only) *** (C) =(A)+(B)	\$1,069.2
Expenditures this period*	\$38.5
Expenditures to Date* (D)	\$721.5
Remaining Authorization Value** (C) - (D)	\$347.8

*Expenditures include actuals, accrual values that are not yet approved by VTA, retention and are subject to change.

**Remaining Authorization Value is subject to change based on expenditure approximations.

*** Stage 1 Bond Value that was previously captured under Original Contract Value until Jan 2024 reporting period is now in Amendments line item.

6.2 RIGHT OF WAY (ROW)

Table 21 – Real Estate Status Summary below provides a high-level summary of the acquisition status as of end of August 2025. Right of Way work continues to progress. One possession obtained (Tunnel Easement) during this reporting period.

Table 21 – Real Estate Status Summary

PROJECT ACQUISITION STATUS					
Description	Total	Possession Obtained	Parcels in Acquisition Process	Relocation****	
				Required	Completed
Total Parcels*	75	37	38	37	22
BPE (& Other Takes**)	4	0	4	3	0
Full Fee Only	9	7	2	15	10
Multiple Takes (not incl. BPEs)	3	1	2	15	12
Tunnel Easement	45	25	20	0	0
Roadway Easement	3	0	3	0	0
Utility Easement	4	0	4	0	0
Temporary Construction Easement	7	4	3	4	0

* Six Building Protective Easements were removed due to elimination of DTSJ Secondary HH; Pending Property Protection Study report

** BPE: Building Protective Easements - Parcels may have additional acquisitions, such as Tieback Easement

**** Represents total tenants to be relocated, not parcels

6.3 UTILITIES

Figure 7 and Table 22 outlines the summary status of Utility Relocations. Utility Relocation work continues to progress. Coordination with owner agencies continue.

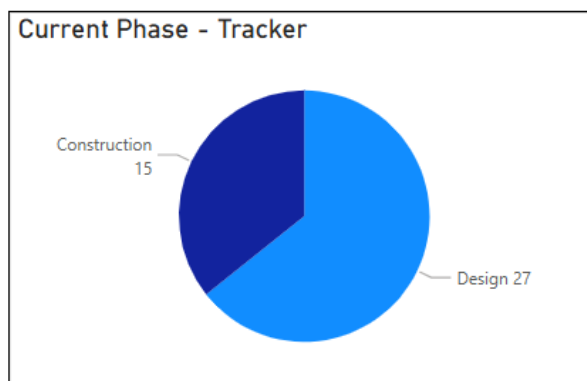


Figure 7 – Utilities Summary

Table 22 – Utilities Relocations Summary

Percentage Complete	Construction	Design
1% - 30%	3	1
31% - 59%	1	8
60% - 85%	1	8
86% - 99%	0	6
Complete – 100%	10	4
Total	15	27

6.4 THIRD PARTY AND PERMITS

Upon the resolution of comments with UPRR, the open critical agreement (UPRR Mitigation and Reimbursement Agreement for West Portal Early Works) was executed May 22, 2025. Table 23 outlines the summary of third-party agreements categorizations.

Table 23 – Third Party Agreements Categorization

Category	Total Executed	Forecasted for execution in CY 2025	Future forecasted execution	Total
Critical for FFGA	31	0	0	31
Critical for post-FFGA (Construction)	0	0	4	4
Critical for post-FFGA (Operations)	1	0	5	6

Category	Total Executed	Forecasted for execution in CY 2025	Future forecasted execution	Total
Non-Critical Agreements	2	0	0	2
Total	34	0	9	43

6.5 PMT CONTRACT SUMMARY

Table 24 shows the HNTB-WSP Contract Summary and executed Task Orders to date. VTA issued an amendment to the PMT contract extending the services through October 31, 2025.

The Program Management Team supports VTA in the delivery of BSVII in the following areas:

- Management of Program wide functions: Safety and Security, Quality, External affairs (incl. Outreach, Third Party Coordination), BART Engagement, Requirements management, Interface Management, IT Support, Right of Way Coordination, Utility Relocation Coordination and Oversight.
- Program Controls Support: Program Schedule Development and Management, Program Cost Management, Risk Management, Reporting, Development/Validation of Independent Cost Estimates
- Management of CP2 Contract: Project Management, Contract Management and Engineering Management.
- Management of General Engineering Consultant (GEC) and Construction Management Consultant (CMS).
- FTA Grant Support and other as-needed support.

Table 24 – Program Management Team Contract Summary

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed value	Incurred to Date*	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	\$17017 Contract Balance
S17017 Contract Value ->	\$215.6						
Task Order 1	Closed	Nov 2017 to Jun 2018	\$18.2	\$18.2	\$18.2	\$18.2	
Task Order 2	Closed	Jul 2018 to Jun 2019	\$25.7	\$25.7	\$25.7	\$44.0	
Task Order 3	Completed.	Jul 2019 to Oct 2020	\$28.8	\$28.8	\$28.8	\$72.8	
Task Order 4	Completed.	Nov 2020 to Aug 2021	\$17.7	\$17.7	\$17.7	\$90.4	
Task Order 5	Completed.	Aug 2021 to Jun 2022	\$15.6	\$15.6	\$15.6	\$106.0	
Task Order 6	Completed.	Jul 2022 to Feb 2023	\$12.4	\$12.4	\$12.4	\$118.4	
Task Order 7	Completed.	Feb 2023 to Jun 2023	\$10.0	\$10.0	\$10.0	\$128.3	

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed value	Incurred to Date*	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	S17017 Contract Balance
Task Order 8*	Completed. Pending final closure	July 2023 to Dec 2023	\$18.2	\$18.0	\$18.0	\$146.3	
Task Order 9*	Completed. Pending final closure	Jan 2024 to June 2025	\$56.7	\$53.2	\$53.3	\$199.6	
Task Order 10 ⁽¹⁾	In Progress	July 2025 to October 2025	\$8.2	\$3.3	\$8.2	\$207.8	
S17017 Contract Total:			\$211.5	\$202.8		\$207.8	\$7.8

* Incurred/Forecast is projected and subject to change.

Cost rounded to closest hundred thousandth of millions.

⁽¹⁾ TO10 was executed on July 01, 2025 and is due to expire on October 31, 2025.

6.6 GEC CONTRACT SUMMARY

Table 25 shows the MMD-PGH Wong Contract Summary and executed Task Orders to date.

Task Order 14 was amended to extend the services through June 2026. Task order 15 was created for Demolition scope of work.

The GEC supports VTA in the delivery of BSVII in the following areas:

- Progression of design development of Construction Package (CP) 1 (Systems), CP3 (Newhall Yard and Santa Clara Station) and CP4 (Underground Stations).
- Design criteria manual configuration, design integration, requirements, cost estimate development for CP1, CP3 and CP4.
- Design support during construction for all CPs.
- Others as needed support to VTA, PMT.

Table 25 – General Engineering Consultant Contract Summary

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed amount	Incurred to Date	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	S18088 Contract Balance
S18088 Contract Value ->	\$342.8						
Task Order 1-Project Specific Professional Liability Insurance Costs	Closed	Apr 2019 to Jun 2019	\$3.4	\$3.4	\$3.4	\$3.4	
Task Order 2-BART Phase II-General Engineering Consulting (GEC) Services	Closed	Apr 2019 to Jan 2021	\$35.9	\$35.9	\$35.9	\$39.3	



VTA's BART SILICON VALLEY PHASE II EXTENSION PROJECT
VTA BSVII Executive Monthly Progress Report

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed amount	Incurred to Date	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	\$18088 Contract Balance
Task Order 3-BART Phase II-General Engineering Consulting (GEC) Services	Closed	Aug 2019 to Sep 2020	\$1.5	\$1.5	\$1.5	\$40.8	
Task Order 4-BSV Phase II GEC Services for SWO Period	Closed	Mar 2020 to Oct 2020	\$20.7	\$20.7	\$20.7	\$61.5	
Task Order 5-BSV Phase II GEC Support- Integrated Work Program (IWP)	Closed	Nov 2020 to Aug 2021	\$46.5	\$46.5	\$46.5	\$108.1	
Task Order 6-BSV Phase II TOD Design Development Framework - Downtown Station	Closed	Dec 2020 to Aug 2021	\$0.6	\$0.6	\$0.6	\$108.7	
Task Order 7-BSVII General Engineering Services - IWP FY22	Closed	Aug 2021 to Jun 2022	\$37.9	\$37.9	\$37.9	\$146.6	
Task Order 8-Supplemental Project Specific Professional Liability Insurance Costs	Closed	Apr 2022 to Jun 2023	\$0.9	\$0.9	\$0.9	\$147.5	
Task Order 9-Program Support, Engineering Production, Design Services During Construction	Closed	Jul 2022 to Dec 2022	\$17.0	\$17.0	\$17.0	\$164.5	
Task Order 10-Program Support, Engineering Production, Design Services During Construction	Closed	Jan 2023 to Jun 2023	\$30.2	\$30.2	\$30.2	\$194.7	
Task Order 11-Program Support, Engineering Production, Design Services During Construction	Complete, pending closure	Jul 2023 to Jun 2025	\$136.1	\$132.5	\$136.1	\$330.8	
Task Order 12-Program Support, Engineering Production, Design Services During Construction	Closed	Sep 2023 to Oct 2023	\$0.04	\$0.04	\$0.04	\$330.8	
Task Order 13-Downtown San Jose South Entrance Task Force Support	In progress, pending extension	Sep 2024 to Jun 2025	\$0.06	\$0.002	\$0.06	\$330.9	
Task Order 14-BSV2 General Engineering Support During FY 2026	In Progress	Jul 2025 to Jun 2026	\$11.7	\$1.9	\$11.7	\$342.6	
Task Order 15-Support VTA's Demolition of the Goodlife Building	In Progress	Jun 2025 to Sep 2025	\$0.09	\$0.05	\$0.09	\$342.7	
\$18088 Contract Total:			\$342.7	\$329.2		\$342.7	\$0.10

* Incurred/Forecast is projected and subject to change.

Cost rounded to closest hundred thousandth of million

6.7 CMS CONTRACT SUMMARY

Table 26 shows the Bechtel Contract Summary with executed Annual Work Plans to date primarily providing the construction management services to West Portal Enabling works and Launch structure.

Table 26 – Construction Management Services Contract Summary

AWP**	Task Order Status	Period Start and End**	Authorized Not to Exceed value**	Incurred to Date	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	V23194 Contract Balance
V23194 Contract Value -->	\$490.8						
AWP 1**	Completed - Pending closure	May 2024 to Dec 2024	\$12.6	\$2.6	\$7.7	\$12.6	
AWP 2.1**	In Progress	Jan 2025 to Sep 2025		\$5.1			
V23194 Contract Total			\$12.6	\$7.7		\$12.6	\$478.2

* Incurred/Forecast is projected and subject to change.

**Annual Work Plans are being revised to reflect the latest projections based on unspent amounts and forecasted amounts through June 2025.

Cost rounded to closest hundred thousandth of million

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST

S17017 – HNTB+PB Joint Venture
APPROVED SUBCONTRACTORS

(New subcontractors listed in **Green**)

(Deleted subcontractors listed in **Red**)

FIRM	ADDRESS	CONTACT	EMAIL	AREA OF RESPONSIBILITY	DBE
Aldea Services*	5940 Frederick Crossing Lane Suite 101 Frederick, MD 21704	Robert Goodfellow	rgoodfellow@aldeaservices.com	Underground Construction Risk.	
Abtahi Engineering Management Consulting	7 El Caminito, Orinda, CA, 94563-2301 Phone: (925) 525-7565	Afshin Abtahi	abtahiengineering@gmail.com	Third Party Agreements & Permits	
BKF Engineers	1730 N. First Street, Suite 600 San Jose, CA 95112 Phone: (408) 467-9140	Andrew Michel	AMichel@BKF.com	Utility Coordination	
Business Models, Inc.	1049 Market Street #608 San Francisco, CA 94103	Justin Lokitz	Justin.lokitz@businessmodelsinc.com	Co-Innovation workshop design & facilitation	
Capital Project Strategies, LLC	873 Old Holly Dr, Great Falls, VA 22066	Michael C. Loulakis	mloulakis@cp-strategies.com	DB Procurement and Public Private Project Strategy	
Construction Engineering Consulting Group, Inc.	Mailing Address: PO Box 3279 Chico, CA 95927 Office Address: 1550 Humboldt Rd., Suite 5 Chico, CA 95928 Phone: (925) 548-7476	Scott Erwin	scott@cecginc.com	Construction Contract Advisory Panel	
Coppersmith Consulting, Inc.	2121 N. California Blvd., #290, Walnut Creek, CA 94596 Phone: (925) 974-3335	Kevin Coppersmith	kevin@coppersmithconsulting.com	Structural Geological Specialist	

Cordoba Corporation	461 Second Street, Suite 454T San Francisco, CA 94107 Phone: (562) 587-1031	Randall Martinez	rmartinez@cordobacorp.com	Project Controls Support	X
David Klahr Consulting, Inc.	7205 Galgate Dr. Springfield, VA. 22153	David Klahr	david@klahrinc.com	Emerging transportation business case assessment, procurement methods, and adoption strategies, and monetization and value capture alternatives	
DEENSCORP	2175 The Alameda, Suite 100 San Jose, CA 95126 Phone: (408) 345- 3860	Hajaah Deen	hdeen@deenscorp.com	Civil Engineering	X
DTA	5000 Birch St., Suite 6000 Newport Beach, CA 92660 Phone: (949) 955- 1500	Nathan Perez	nathan@financedta.com	Financial Data	
Ed Cording	119 W. Huntingdon Street Savannah, GA 31401 Phone: (217) 369- 7122	Ed Cording	Cordingconsult@gmail.com	Tunneling Peer Review	
Elle Consultants**	1536 Barcelona Dr El Dorado Hills, CA 95762	Daniel Badelita	Daniel.badelita@elleconsultantsinc.com	Cost Estimating Services	
Gall Zeidler Consultants	1990 N. California Blvd, 8th Floor Walnut Creek, CA 94596 Phone: (646) 206-1606	Vojtech Gall	vgall@gzeconsultants.com	Tunneling Peer Review	
Gayln Rippentrop	PO Box 89321 Sioux Falls, SD 57109	Gayln Rippentrop	Ripp3m@gmail.com	Construction Methodologies Expert Consultant, Cut & Cover Workshops	
GDC Constructors, Inc.	4204 Brynwood Dr. Naples, FL 34119 Phone: (239) 289- 2901	Michael Gay	michaelgsr@aol.com	Construction Methodologies Expert Consultant, Cut & Cover Workshops	



VTA's BART SILICON VALLEY PHASE II EXTENSION PROJECT
VTA BSVII Executive Monthly Progress Report

Gregg Korbin	1167 Brown Avenue Lafayette, CA 94549 Phone: (925) 284-9017	Gregg Korbin	gekorbin@earthlink.net	Tunneling Peer Review	
Hexagon Transportation Consultants	100 Century Center Court, Suite 501 San Jose, CA 95112 Phone: (408) 971-6100	At van, den Hout	ahout@hextrans.com	Traffic Engineering	
Intueor Consulting, Inc.	7700 Irvine Center Dr. Suite 470 Irvine, CA 92618 Phone: (949) 753-9011	Vijay Mididaddi	mididaddi@intueor.com	Project Controls Team Augmentation, Cost Control, Analysis & Scheduling Services	X
Jim Rollings	2311 Greenwood Avenue Wilmette, IL, Phone: (312) 953-0508	Jim Rollings	jfrollings1@gmail.com	Strategic Advisory Panel	
JCK Underground, Inc.	25 Dorchester Avenue, #51549, Boston, MA, 02205 Phone: (857) 294-1317	Joel Kantola	Kantola@jckunderground.com	Strategic Advisory Panel	
Jensen Hughes*	10170 Church Ranch Way, Suite 200 Westminster, CO 80021	Ashley Pitts	apitts@jensenhughes.com	Accessibility Consulting Services	
Joe Urbas	925 Kirby Drive Fort Mill, SC 29715 Phone: (360) 430-2393	Joe Urbas	jurbas@uncc.edu	Fire Life Safety Expert Consultant	
John Gaul	331 Isabella Ave. Staten Island, NY 10306-4555	John Gaul	john.gaul.nyc@gmail.com	BART Operations Expert Consultant	
Josephine's Professional Staffing	2158 Ringwood Avenue San Jose, CA 95131 Phone: (408) 943-0111	Josephine Hughes	josephine@jps-inc.com	Document Control, Administrative Support	X



VTA's BART SILICON VALLEY PHASE II EXTENSION PROJECT
VTA BSVII Executive Monthly Progress Report

Keish Environmental	6768 Crosby Court San Jose, CA 95129 Phone: (408) 592-0223	Rachael Keish	rachael@keish-environmental.com	Environmental Compliance	X
Kimley-Horn Associates	401 B Street #600 San Diego, CA 92101 Phone: 650237.9651	Jill Gibson	Jill.Gibson@kimley-horn.com	Public Relations & Outreach	
KivettConsult	5600 Wisconsin Ave. Apt 1209 Chevy Chase, MD 20815	Hanan Kivett	kivettconsult@gmail.com	Station & Tunnel Ventilation Design	
KTW Consulting LLC	160 Marietta Drive San Francisco, CA 94127 Phone: (510) 368-1776	Katy Tseng-Wong	kwrailconsulting@gmail.com	Rail Systems Consulting	
Lettis Consultants International, Inc.	1981 N. Broady, Ste. 330 Walnut Creek, CA 94596 Phone: (925) 482-0360 x202	John Baldwin	baldwin@lettisci.com	Environmental Compliance	
Markus Thewes	Ruhr-University Bochum Universitaetsstr. 150, IC 6-127, 44801 Bochum, Germany Phone: +49 234 32 28061	Markus Thewes	markus.thewes@rub.de	Tunneling Peer Review	
Michael Glikin	135 Ocean Parkway 2M Brooklyn, New York 11218	Michael Glikin	scedper@aol.com	BSV Ph II independent fleet and storage requirements assessment	
The National Constructors' Group	635 Chaparral Circle P.O. Box 2890 Napa, CA 94558-0537	J Paul Silvestri, Jr	jpaulsilvestri@aol.com	Constructability Review, Estimate Review	
NorCal Geophysical Consultants, Inc.	321 Blodgett St. Suite A. Cotati, CA 94931 Phone: (707) 796-7170	William Black	wblack@norcalgeophysical.com	Geophysics Surveying and Testing	
Parikh Consultants, Inc.	1497 N Milpitas Blvd, Milpitas, CA 95035 Phone: (408) 452-9000	Gary Parikh	GParikh@parikhnet.com	Geotechnical	X
Quality Engineering, Inc.	Quality Engineering, Inc. 1281 30th Street, Suite 100 Oakland, CA 94608 Phone: (510) 377-6050	Keith Gilliam	kgilliam@qecorp.com	Project Quality Consulting & Services	X
RailPros, Inc.	15265 Alton Pkwy, Suite 140 Irvine, CA 95618	Jim Marshall	Jim.marshall@railpros.com	Represent VTA's Interests in meetings with Union Pacific	
RHA, LLC	6677 West Thunderbird, Suite K183 Glendale, AZ 85306	Renee Hoekstra	renee@teamrha.com	Facilitation of Value Engineering Methodologies	X
Richard A. Sage, LLC	18624 116 th Street, SE Snohomish, WA 98290 Phone: (425) 530-7823	Richard Sage	dicksage@interserv.com	Construction Methodologies Expert Consultant, Cut & Cover Workshops	

FIRM	ADDRESS	CONTACT	EMAIL	AREA OF RESPONSIBILITY	DBE
Richard F. Clarke	9391 Painted Canyon Circle Littleton, CO 80129 Phone: (303) 653-2475	Richard F. Clarke	rclarke893@gmail.com	Independent Peer Review Panel Member	
Singer Associates, Inc.	47 Kearny Street, 2 nd Floor San Francisco, CA 94108 Phone: (415) 227-9700	Sam Singer	singer@singersf.com	Public Relations & Outreach	
Sunrise Pacific	460 Center Street, Suite 6168 Moraga, CA 94570 Phone: (925) 247-4266	Ching Wu	chingwu@gmail.com	Controls Support	X
TechTU Business Solutions, Inc.	4900 Hopyard Road, Suite #100 Pleasanton, CA 94588 Phone: (925) 468-4174	Gopi Chavali	gchavali@techtu.com	Document Control, Administrative Support	X
Transportation Technology Center, Inc.	55500 DOT Road Pueblo, CO 81001 Phone: (719) 585-1811	Amy Esquibel	Amy_esquibel@aar.com	BART Infrastructure, practices, and operations	
Underground Command & Safety, LLC	23415 67 Lane SW Vashon, WA 98070 Phone: (206) 940-9177	Gary English	genglishucs@gmail.com	Fire Load & Incident Response Expert Consultant	
WRECO	1243 Alpine Road, Suite 108 Walnut Creek, CA 94596 Phone: (925) 941-0017 X201	Han-Bin Liang	HanBin.Liang@hdrinc.com	Hydraulics and Hydrology	X
Signet Testing Laboratories, Inc.	3526 Breakwater Ct, Hayward, CA 94545 Phone: (510) 887-8484			Laboratory and Material Testing	
MPF, Inc.	1990 N California Blvd Suite 20 Walnut Creek CA 94596 Phone: (213) 407-5928			Engineering Management Advisor	

CONTRACT S18088 – MMW Joint Venture
APPROVED MMW SUBCONTRACTORS

Firm Name	Address	DBE or SBE Certification	Discipline
3Vi, Inc.	2603 Camino Ramon, Suite 200 San Ramon, CA 94583	DBE/SBE	Electrical Engineering
Alliance Engineering Consultants, Inc.	4701 Patrick Henry Drive, Bldg. 10 Santa Clara, CA 95054	DBE/SBE	Electrical Engineering
Anil Verma Associates, Inc.	1970 Broadway, Ste #668 Oakland, CA 94612	DBE/SBE	Architectural Design
Acoustic Strategies, Inc. (ATS)	215 N. Marengo Ave., Ste# 100 Pasadena, CA 91101	SBE Only	Noise/Vibration
BA Inc.	555 W 5th St. Suite 35th floor Los Angeles, CA 90013	DBE/SBE	General Engineering Resource
Bennett Engineering Services	1082 Sunrise Avenue, Suite 100 Roseville, CA 95661	DBE/SBE	Traffic Engineering
Biggs Cardosa Associates	865 The Alameda San Jose, CA 95126	None	Structural Engineering
CPM Associates, Inc.	65 McCoppin Street San Francisco, CA 94103	SBE Only	Project Controls
Corrpro Companies, Inc.	20991 Cabot Blvd Hayward, CA 94544	None	Corrosion Engineering Services
Fehr & Peers	160 W. Santa Clara Street, Ste #675 San Jose, CA 95113	None	Station Circulation and CTMP
FMG Architects	330 15 th Street Oakland, CA 94612	DBE/SBE	Architectural Design
Foster + Partners	1000 Sansome Street, Ste #240 San Francisco, CA 94111	None	Architectural Design
GeoPentech, Inc	101 Academy, Ste # 100 Irvine, CA 92617	SBE Only	Geotechnical Engineering
Gregg Drilling, LLC	950 Howe Road Martinez, CA 94553	None	Geotechnical Exploratory Drilling



Firm Name	Address	DBE or SBE Certification	Discipline
HMH Engineers	1570 Oakland Road San Jose, CA 95131	SBE Only	Survey Utilities
JCL Consulting Group	93 Wapello Street Altadena, CA 91001	DBE/SBE	Community/Business Outreach Specialist
Josephine's Professional Staffing, Inc.	2158 Ringwood Avenue San Jose, CA 95131	DBE/SBE	Administrative/ Project Management Augmentation
Krebs Corporation	1840 Sun Peak Dr., Suite B-102 Park City, UT 84098	None	Estimating
Lamoreaux Associates, Inc.	2686 North 775 West Cedar City, UT 84721	SBE Only	Systems Design
Lerch Bates, Inc.	9780 S. Meridian Blvd Suite 450 Englewood, CO 80112	None	Vertical Transport Consultant
Merrill Morris Partners	249 Front Street San Francisco, CA 94111	DBE/SBE	Landscape Architect
MxV Rail	350 Keeler Parkway Pueblo, CO 81001	None	Trackwork Design Advisor
NORCAL Geophysical Consultants, Inc.	321A Blodgett Street Cotati, CA 94931	None	Geotechnical/Geophysical Logging Survey
Parikh Consultants, Inc	2360 Qume Drive, Suite A San Jose, CA 95131	DBE/SBE	Geotechnical Services
Pitcher Services, LLC	218 Demeter Street East Palo Alto, CA 94303	None	Geotechnical Exploratory Drilling (Contractor)
Robin Chiang & Company	381 Tehama Street San Francisco, CA 94103	DBE/SBE	Architectural Design
Ross Infrastructure Development	555 4th St. Ste #927 San Francisco, CA 94107	None	TOJD Project Elements
Schaaf & Wheeler	4699 Old Ironsides Rd. , Ste. 350, Santa Clara, CA 95054	SBE	Hydrology Services
SOHA Engineers	48 Colin P. Kelly Jr. Street San Francisco, CA 94107	DBE/SBE	Structural Engineering

Firm Name	Address	DBE or SBE Certification	Discipline
STV Incorporated	505 14 th Street, Suite 1060 Oakland, CA 94612	None	A/E design services – NMF, Santa Clara Station
Sunrise Pacific, Inc.	PO BOX 6168 Moraga CA 94556	DBE/SBE	General Engineering Services
TEC-Cuatro S.A.	Lepant, 350, 3 ^o , 08025 Barcelona, Spain	None	Technical Advisor
Virtual Engineering & Construction (VEC)	388 Market St. Suite 1300 San Francisco, CA 94110	SBE	BIM/Digital Delivery Support
VSCE, Inc.	1610 Harrison Street, Suite E West Oakland, CA 94612	DBE/SBE	General Engineering Services
Walker Consultants	601 California Street, Suite 820 San Francisco, CA 94108	None	PE/Design for Parking Garages
Wilson Ihrig	6001 Shellmound Street Suite 400 Emeryville, CA 94608	SBE	Acoustics, Noise and Vibration
WriteRight Technical Communications	3511 West 10th Avenue, Vancouver, British Columbia, Canada, V6R 2E9	None	Technical Writing/Specifications
YEI Engineers, Inc.	7677 Oakport Street, Suite 200 Oakland, CA 94621	DBE/SBE	M&P Engineering Services
Dr. Youssef Hashash	1803 Golfview Drive Urbana, Illinois 61801	None	Geotechnical Advisor
Budlong Inc.	44853 Fremont Blvd. Fremont, CA 94538	DBE	M&P Engineering Services



CONTRACT S23174 Construction Management Services – Bechtel Infrastructure Corporation
List of SUBCONTRACTORS

Firm Name and Location	Area of expertise	DBE
Bechtel Infrastructure Corporation 707 Wilshire Blvd., Suite 3088 Los Angeles, CA 90017	Program Management, Construction Management	
Sener Engineering and Systems Inc. 800 Wilshire Blvd., Suite 700 Los Angeles CA 90017	Inspection, Systems Constructability, TBM and Large Bore Tunnel specialist	
The Allen Group, LLC 50 Osgood Place, Suite 320 San Francisco, CA 94133	DBE/Workforce Development, Utilities Coordination, Community Outreach, Project Administration	
The Kleinfelder Group, Inc 25 Metro Drive Suite 110 San Jose, CA 95110	Claims, Geotechnical Site & Instrumentation, Materials Testing & Inspection, Specialty Track Inspection	
Mueser Rutledge Consulting Engineers 14 Penn Plaza, 225 W 34 th St New York, NY 10122	Ground Settlement & Compensation Grouting, Ground Freezing	
Montez Group 249 Onondaga Ave San Francisco, CA 94112	Quality Assurance/Quality Control, Scheduling, Document Control	Yes
Conerstone Concilium 241 Fifth Street San Francisco, CA 94103	Tunnel Inspection	Yes
Dabri, Inc 850 S Van Ness Ave San Francisco, CA 94110	Electrical Inspection, Environmental Compliance	Yes
Acumen Building Enterprises, Inc. 7770 Pardee Lane, Suite 200 Oakland, CA 94621	Survey Coordination, Labor Compliance	Yes
Josephine's Professional Staffing, Inc. 2158 Ringwood Ave San Jose, CA 95131	Requirements Administration, Project Administration	Yes
Safework CM 800 Wilshire Blvd, Suite 1525 Los Angeles, CA 90017	Tunnel Safety	Yes
Morgner Technology Management 1880 Century Park East, Suite 1402 Los Angeles, CA 90067	Environmental Compliance, Tunnel Inspection	Yes
Saylor Consulting Group, Inc. 505 Montgomery Street, 11 th Floor. San Francisco, CA 94111	Project Controls	Yes



Firm Name and Location	Area of expertise	DBE
Pro-Tec Safety Consultants, Inc. 249 Onondaga Ave San Francisco, CA 94112	Construction Safety	Yes
Elle Consultants 1536 Barcelona Drive, Suite 100 El Dorado Hills, CA 95762	Project Controls	Yes
360 Total Concepts 7677 Oakport Street, Suite 230 Oakland, CA 96621	Third-Party Agreements	Yes

Contract V20210

VTA's BART Silicon Valley Phase II Extension: Contract Package 2 – Tunnel and Trackwork

KST Joint Venture

List of Prime Contractors and Key Subcontractors

Prime Contractors:

FIRM	ADDRESS	AREA OF RESPONSIBILITY
Kiewit Infrastructure West Co.	4650 Business Center Drive, Fairfield, CA 94534	Design-Builder
J.F. Shea Construction, Inc.	667 Brea Canyon Rd, Suite 30, Walnut, CA 92789	Design Builder
Traylor Bros., Inc..	835 N. Congress Ave., Evansville, IN 47715	Design Builder

Construction Subcontractors:

FIRM	AREA OF RESPONSIBILITY
Malcolm Drilling Company, Inc.	Slurry Walls West Portal (Partial) West Retaining Cut - Stockton Avenue Mid Tunnel Facility (Partial)
Keller North America, Inc.	Ground Improvement Downtown San Jose Station Headhouse (Partial) Downtown San Jose Station – 2nd Entrance (Partial) Downtown San Jose Station – East Vent & Egress (Partial) Diridon Station Headhouse (Partial) White Street Egress Structure (Partial) Autumn Street Egress Structure (Partial)
Kiewit Foundations Co.	Foundations West Portal (Partial) West Retaining Cut- Stockton Avenue Mid Tunnel Facility (Partial) Downtown San Jose Station Headhouse (Partial) Downtown San Jose Station – 2nd Entrance (Partial) Downtown San Jose Station – East Vent & Egress (Partial) Diridon Station Headhouse (Partial) White Street Egress Structure (Partial) Autumn Street Egress Structure (Partial)
Cupertino Electric, Inc.	Temporary Electrical Services Electrical Design Services Permanent Electrical Work

FIRM	AREA OF RESPONSIBILITY
Mass. Electric Construction Company	Temporary Electrical Services Electrical Design Services Permanent Electrical Work
Herrenknecht Tunnelling Systems USA, Inc.	EWP 1A TBM Procurement
Team North Construction Services	EWP 3A Street Sweeper EWP 3B Off-Haul Trucking
Morgner Technology Management	EWP 7A Instrumentation & Monitoring
A1 Trucking SVS Inc	EWP 3A Water Truck and Off-Haul Trucking
Discount Waste Inc	EWP 3A General Waste Disposal
Onsite Health & Safety	EWP 3A Onsite Nurse/EMT
Construction Testing Services Inc	EWP 3A Quality Control
1 Cerberus Security & Patrol	EWP 3A Security Guard
Golden Bay Fence Plus Iron Works	EWP 3A Temporary Fencing
Kroner Environmental Services Inc	EWP 3A/3C Noise & Vibration Monitoring
RailPros Field Services Inc	EWP 3A/7A Railroad Flaggers
Earth Safety Dynamics Inc	EWP 3A CIH & Air Monitoring
Service-Connected Inc.	EWP 3A Portable Toilets
DirtMarket LLC	EWP 3A Off-Haul Trucking and Aggregates
Vulcan Industries, Inc.	EWP 3A Aggregates
National Railroad Safety Services	EWP 3A/7A Railroad Flaggers
Granite Rock Company	EWP 3A AC Paving and Lime Treatment
Sixense Inc	EWP 7A Satellite Ground Motion
Giron Construction	EWP 3A Structural Fill
St Francis Electric	EWP 3A Power Pole Demo
Hammer Head Protection Inc	EWP 3A/DLTR Security Guards
Behrens & Associates Inc	EWP 3C Sound Wall
Towill, Inc.	Survey
Bess Testlab Inc.	EWP 3A Utility Locates/Potholing
Central Concrete Supply	EWP 3A/3B/3C Read-Mix Concrete Supply

FIRM	AREA OF RESPONSIBILITY
Chien Distribution Inc.	EWP 9A TBM Support Equipment
Community Tree Service	EWP 3A Tree Removal
Con-Quest Contractors	EWP 3A Relocate Rail
Forefront Deep Foundations	EWP 3B Sheet Piles
Fulkrum Technical Resources	EWP 1A TBM Inspection
Gonsalves & Santucci Inc. dba Conco	EWP 3B/3C Concrete Pumping
H+E Logistics USA Inc	EWP 1A Extension Assembly
Jensen Enterprises Inc	EWP 3A/3B Precast Utility Structures
Lombardo Diamond Core Drilling Co	EWP 3A Core Drilling
Magellan Construction Inc	EWP 3A Road Striping
McGrath Rentcorp dba Mobile Modular	EWP 3A Office Trailers
Naman Trucking Inc	EWP 3A Hazardous Waste Disposal
Nor-Cal Pipeline Services	EWP 3A Pipe Video Inspection
Pedro Estrada	Janitorial Services
San Jose Tree Service	EWP 3A Tree Survey
St. Francis Electric, LLC	EWP 3A Power Pole Removal
Stanton Wash Systems	EWP 3A Wheel Wash Stations
Team EES, Inc	EWP 3A SWPPP
Wayne E Swisher Cement Contractors	EWP 3A Concrete Paving
Williams Scotsman	Office Trailers
Enterprise Soil Solutions	EWP 3C Off-Haul Trucking
Analysis & Solutions Consultants	EWP 3C Instrumentation & Monitoring
CMC Rebar	EWP 3C Rebar

Design Subcontractors:

FIRM	AREA OF RESPONSIBILITY
Kiewit Infrastructure Engineering	Design Management and Discipline Engineering

FIRM	AREA OF RESPONSIBILITY
ARUP	Tunnel and Underground Design including EWP 1 & 2
Shannon Wilson	Geotechnical
JMA Civil, Inc	EWP 3
RSE Corporation	EWP 5
Viatechnik LLC	BIM/CAD Support
Brierley Associates Corporation	Support of Excavation
Bender Consulting LLC	Dewatering
Ground Control Inc	Building Demolition Support
Dr Sauer & Partners Corp	Geotechnical Engineering – Peer Review
HB+Assoc. Architects, Inc.	Architecture
Telamon Engineering Consultants	Utilities Relocation Engineering / Support
OLMM Consulting Engineers	Structures Engineering
PB&A Inc	Geotechnical Engineering – Peer Review
M-P Consultants, PC	Interface Staff Augmentation
Ground Rules Engineering Inc.	GBR Review
DC Engineering Group	Traffic Control Planning (MOT)
NBA Engineering, Inc.	MEP Design
WaterVation, PLLC	Drainage Design Support
Structus Inc	Structural Engineering
Smith Monroe Gray Engineers Inc	EWP 3C Temporary Structures and Construction Devices (TSCD) Engineering
Vizion Utility Partners, Inc	EWP 3C Temporary Structures and Construction Devices (TSCD) Engineering