

Attachment A

Auditor General's Monitoring Report of the BSVII Project (through July 2026)

BSVII Oversight Committee Meeting
September 10, 2026

PRESENTED BY:
Kyle O'Rourke, Deputy Auditor General

BSVII 2026 PROJECT MONITORING DASHBOARD

\$ 12.75B

PROJECT COST ESTIMATE

2037

REVENUE SERVICE DATE

\$ 3.34B

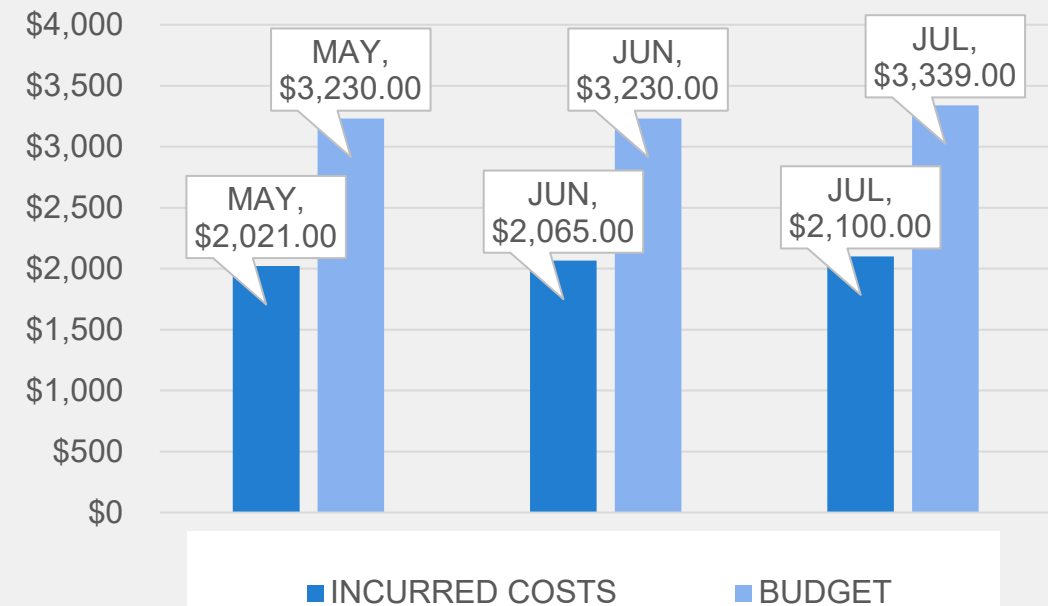
**VTA APPROVED
BUDGET**

% Incurred Costs compared to VTA Budget

As of July 2026, BSVII Life-to-Date expense incurred is \$2.10B or 63% of the VTA Approved Budget of \$3.34B

63%

Incurred Costs & VTA Approved Budget (\$ Millions)

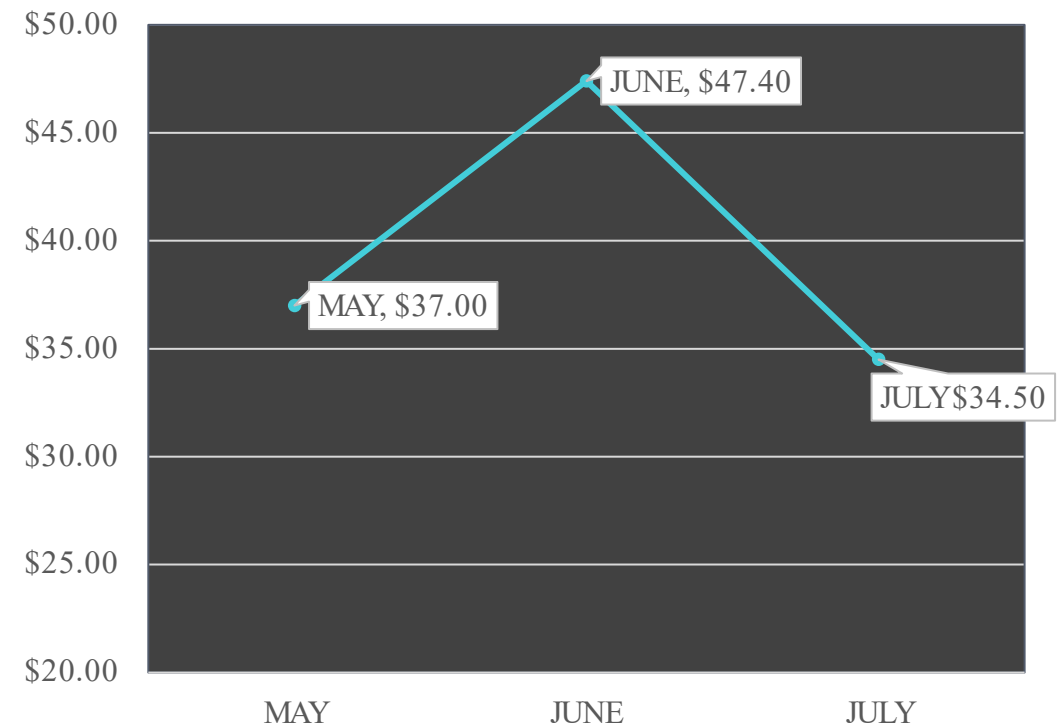


BSVII Monthly Expenses Snapshot

Project expenses averaged approximately \$40M per month, May-July, 2026.

- July expenses totaled \$35M, 88% of the 4-month average
- SCC 80 Professional Services payments for July were \$16.9M, approximate to the four-month average of \$17.8M.

May – July, Monthly Expenses Incurred (in Millions)



PROFESSIONAL SERVICES SCC 80 COST ANALYSIS

Through July, 2026 (\$ Millions) Source: VTA Monthly Cost Report, 7/31/2026. Contract Commitment Column includes Annual Work Plan/Task Order amounts committed.

SCC	Program Estimate	VTA Approved Budget	Contract Commitment	% Contract Commitment to Approved Budget	Actual Cost Incurred LTD	%VTA Budget Incurred	% Incurred to Program Estimate
80.01 Project Development	\$251.889	\$219.166	\$219.166	100%	\$219.166	100%	87%
80.02 Engineering	\$522.477	\$576.364	\$576.361	100%	\$518.796	90%	99%
80.03 PM& Design	\$1,323.506	\$735.687	\$469.811	64%	\$393.341	53%	30%
80.04 CA&M	\$269.489	\$73.574	\$64.672	88%	\$19.021	26%	7%
80.05 Liability Ins	\$435.072	\$187.042	\$60.460	32%	\$51.633	28%	12%
80.06 Legal & Permits	\$77.966	\$29.545	\$16.833	57%	\$12.573	43%	16%
80.07 Surveys & Testing	\$26.561	\$6.339	-	-	-	-	-
80.08 Startup	\$65.552	\$0	-	-	-	-	-
Totals	\$2,972.512	\$1,827.717	\$1,407.302	77%	\$1,214.530	66%	41%



Financial Risks

Until the FFGA is approved, local sales tax remains the principal source of project funding. Approximately \$2.2B (45%) of the \$4.9B BSVII sales tax allocation is already committed against approved contracts. Three assumptions warrant attention as the plan is refreshed:

- Sales tax projections. The \$4.9B allocation rests on projections developed prior to the post-pandemic period. The Monthly Cost Report does not allow comparison of monthly expense draws against actual revenue collection. Reconciling actual collections against the allocation curve in the re-baselined materials would strengthen confidence in the runway estimate.
- FFGA timing risk. Current planning assumes FFGA approval in Q2 2027, approximately 12 months out. Any slippage extends the period during which sales tax or state or regional sources must carry the project alone.
- Updating the project valuation from 2024 to 2026. The AG understands that the project savings proposed October 2025 was based on the 2024 valuations submitted with the NS project proposal. Updating the project estimate to 2026 valuation could help validate the project savings estimate or increase the need for further savings/revenue options.



Remaining Balances of Major Contracts

Through July 2026 (\$ Millions)

HNTB/WSP and MMW-PGH Wong JV are largely incurred against their current commitments (95% and 96%). The table does not include the new Program Management Services Contract Awarded in June 2026 or GEC Contract Amendment proposed for September 2026 Board.

Source: Executive Monthly Update Report (As of 7/31/2026)

Contractor	Role	Contract Value (EMR – July)	Current Commitment (\$M)	Actuals to Date (\$M)	Balance Remaining (\$M)	% Remaining of Commitment
HNTB/WSP	PMT	\$ 235.6	\$ 227.8	\$ 222.3	\$ 13.3	5.6%
MMW-PGH Wong	GEC	\$ 394.2	\$ 384.1	\$ 378.3	\$ 15.9	4.0%
Bechtel	CM	\$ 490.8	\$ 30.7	\$ 19.5	\$ 471.3	96.0%
Total		\$ 1,120.6	\$ 642.6	\$ 620.1	\$ 500.5	44.7%



SVRTP2: Non-Federally Reimbursable Scope

- What it is: SVRTP2 captures BSVII project expenses that are not eligible for federal reimbursement. It is funded entirely from local sources and tracked separately from the FFGA-eligible scope.
 - Program Estimate \$274M(unchanged from April 2026).
 - VTA Approved Budget \$222M, increased \$52M since June 2025 part of \$1.2B project budget increase for 2026 & 2027
 - Contract Commitments \$169M, 76% of VTA Approved Budget
- Life-to-Date Expense \$166M, or 98% of the recorded contract commitment budget are as follows:

▪ Costs prior to March 2016	\$ 10.1M
▪ Ineligible/Non-Federal Terms & Conditions	\$ 12.2M
▪ Lobbyists & Auditors	\$ 5.4M
▪ TOD/Diridon Intermodal	\$ 5.3M
▪ VTA Business RIP	\$.2M
▪ Goodwill	---
▪ Bond Interest Cost	\$132.5M



Glossary

- Program Estimate is the approved estimated amount for all phases of project work. For projects that are funded in phases, this estimate will be greater than the VTA Approved Budget. As funding sources are approved, the VTA Approved Budget is expected to increase until it ultimately matches the Program Estimate.
- VTA Approved Budget is the project budget approved by the VTA Board of Directors. This does not include any funding that is blocked in SAP (and can therefore not be used to award contracts) because it has not been authorized by the granting agency.
- Contract Commitment is the current value of a contract, including the value of the original contract executed with a vendor or contractor, plus all executed amendments or change orders, or all executed Task Orders to date for Task Order-based contracts.
- Incurred to Date represents the total value of work performed. This value is determined from consultant invoices, construction contract progress payments received, VTA labor costs current to the data date, and other expenses. It is a cumulative cost figure.

