



VTA BSVII Executive Monthly Progress Report

July 1, 2026 – July 31, 2026

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August 31, 2026

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1 VTA BSVII EXECUTIVE SUMMARY

1.1 BSVII HIGHLIGHTS

1. **CP2 Amended and Restated Contract:** Following recommended approval by the VTA BSVII Oversight Committee at the June 2026 meeting, the VTA Board of Directors approved authorizing the General Manager/CEO to execute an amendment and restatement of the CP2 design-build agreement with KST under a target price/incentive-based payment model (up to \$2.44B), for a total contract value of \$3.547B at the June 26, 2026 Board Meeting. The authorization for the Board action is limited to an amount not to exceed \$400M for modifications to Stage 1 and pre-tunneling construction work. *Update as of August 21, 2026: VTA signed the Amended and restated agreement with KST on August 9, 2026, and issued the NTP for pre-tunneling activities on August 14, 2026. VTA will be updating the monthly report in upcoming months to reflect the progress of CP2 in a separate section.*
2. **Funding Updates:** VTA is evaluating its current funding options and continues to pursue other potential funding sources. Concurrently, to advance activities on the critical path, VTA is working with state and regional agencies to expedite drawdown of funds already committed to the project including accessing Regional Measure 3 (RM3) funds for pre-tunnel construction work. VTA Board recently approved submission of an allocation request for \$192 million of Regional Measure 3 funds. MTC is expected to act on this request in Q3-2026. *Update as of August 26, 2026: MTC Commission voted to approve the \$192.5M allocation of RM3 funds for BSVII.*
3. **Construction Updates:**
 - a. EWP 3A/3B (West Portal (WP) Site preparation):
 - i. Medium Voltage Substation (MVSS): Continued CAD weld exposure, inspection support, epoxy coating and backfill of cleared CAD weld locations. Placement of Generator 1 and Transformer pads was completed on July 30.
 - ii. Completed PG&E gas tie-in restoration and fully restored section of Brokaw Rd. within project limits on July 8.
 - iii. Placement of Generator 4 concrete pad at Power Drop #2 was completed on July 15.
 - iv. PG&E Inspection for conduits and grounding at Power Drop #3 was conducted on July 17.
 - v. Concrete Slabs & Haul Roads *(as of August 21, 2026)*: Haul roads concrete works is 34% complete by volume. Excavation and grading commenced at pour locations 3 & 4. Rebar and formwork commenced at pour locations 1 & 2. Dowel installation into existing concrete slabs at pour locations 1 & 2 in-progress.
 - b. EWP 3C (WP Launch Structure) ***(as of August 21, 2026)***: Progress continues across key components of the Tunnel Boring Machine (TBM) Launch Structure.
 - i. Caterpillar Shaft Area: Completed excavation in cell 2 and fine grading is continuing in cells 1 & 2 (of 3). Completed dowel installation on gridline 4 for working slab tie-in. Bracing installation in the Cat Shaft area is ~100% complete. Excavation in the Cat Shaft area is ~99% complete.
 - ii. Cut & Cover D-Walls Area: Rebar and formwork completed at working slab 4B. Working slab 4A pour complete and forms stripped. Excavation in the C&C D-Wall area is ~95% complete. Bracing installation in the C&C D-Wall area is ~100% complete.
 - iii. U- Wall D-Wall Area: Excavation in the U-Wall D-Wall area is ~100% complete. 5 of 5 working slabs poured in the U-Wall area; ~ 100% complete. Bracing removal 92% complete.
 - iv. Other updates: Instrumentation and Monitoring (I&M) activities continue. VTA continues to provide trackside monitoring graphs to UPRR for tracks 15, 14, 13 and MT-1, but have not been instructed to re-baseline and monitor against thresholds yet. Strain gauges on strut S-30-2 and S-35-2 periodically fall into alarm as temperatures rise throughout the day. KST EOR has

reviewed this trend and has confirmed the measured loads are within the strut's capacity and of no concern.

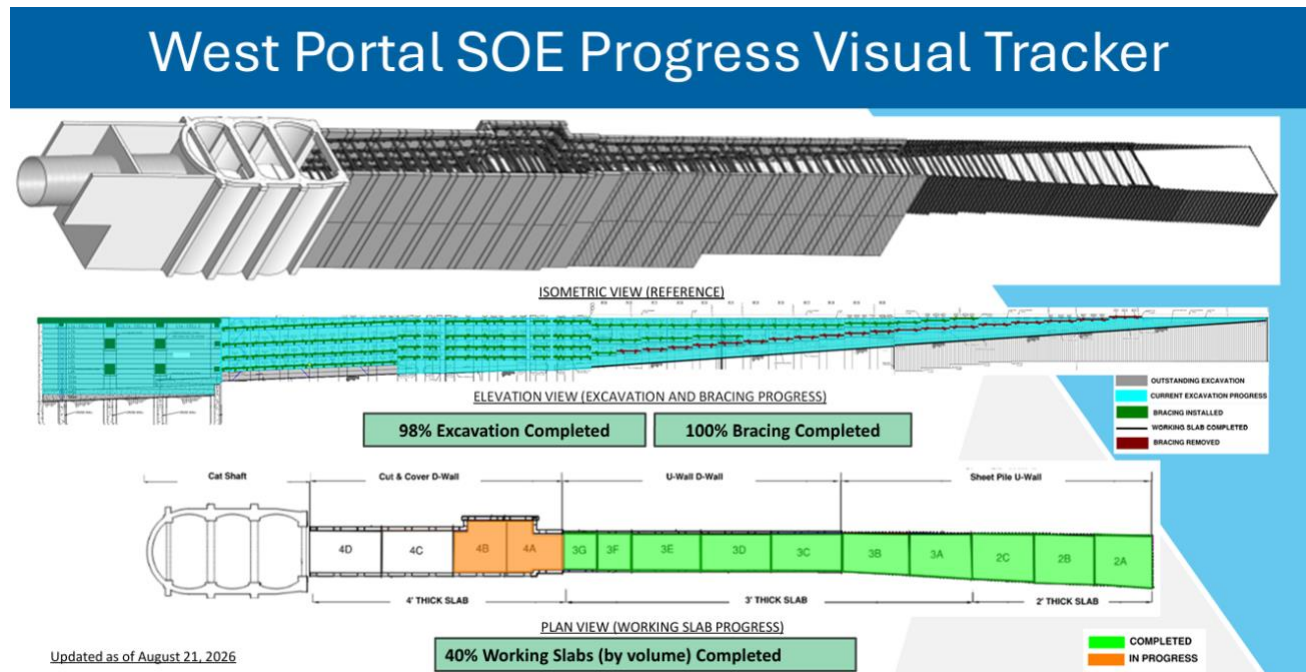


Figure 1 – Launch Structure Construction Progress tracker

- v. Pictures: Additional pictures are included under Appendix C.
- vi. Cost Reporting (in \$1,000) and Schedule reporting of EWP 3C (as of July 31, 2026):

Original Budget (A)	Current Budget (B)	Approved Scope Changes (B-A)	Trends (D)	Current Budget + Trends (B+D)
\$398,083	\$411,895	\$13,812	\$8,606	\$420,501 (+2.1%)

Notes:

- Cost in \$M, Current Budget (B) incorporates executed change orders (including confinement walls, allowance transfers from other CP2 Stage 1 activities).
- Trends include Change Orders currently under discussion including ones related to delayed execution related to UPRR Mitigation and Reimbursement Agreement. The trends have been resolved through June 2026 Board authorized value under the CP2 Stage 1 modifications. These will be reflected in the August 2026 reporting period.

Contract Milestone	Original Baseline	Re-baseline (April 2026)	June 2026 Forecast	July 2026 Forecast
Launch Structure Substantial Completion	31-Mar-27	16-May-27	02-Apr-27	16-Mar-27
Variance to Original Baseline	0	-46	-2	+15

Notes:

- EWP 3C Substantial Completion includes Contractor Owned Contingency (85 days).
- Re-baseline incorporates 46 days' Time Impact Evaluation change order, executed in February and approved in May 2026
- The Substantial Completion Date has been advanced by 17 days compared to the previous update (02-Apr-2027). This improvement is primarily driven by KST outperforming planned production rates on the CAT Shaft cap beam construction and the Level 2 excavation and bracing work.

- c. EWP 11A/11B (West Portal TBM and Plant Power) – Coordination is ongoing. Equipment stored on site at West portal pending EWP 11C for installation.

- d. Safety: Two minor first aid incidents reported at the construction site during July 2026.

4. **Design Updates:**

- a. Design and technical specifications for Systems, Stations, and Yard facilities are progressing with the current General Engineering Consultant (GEC) team for design progression through 60%. GEC submitted the interim design in June 2026 and reviews by VTA, BART and stakeholders are underway. Draft estimates have been submitted for VTA internal review and reviews are underway.
- b. Basis of Design Report and General Drawings in D10 – Bored Tunnel Design have been submitted as 100% design by KST. 100% design related to Property Protection Study, Instrumentation and Monitoring plan have also been submitted. BART and Caltrans comments have been received and KST is preparing responses.
- c. VTA continues discussions with KST to walk through the changes based on the approved optimizations and configuration and collaborating to form the basis of restarting design units. KST restarted certain design activities based on CCO-017. KST is restarting certain design activities that were previously on hold.
- d. Continued discussions on Yard layout options with BART to co-create yard configuration elements. Working with GEC to advance RVMS structure layout and updated yard schedule for full design.
- e. Request for Variance (RFV) process on technical adjustments continues. The GEC and KST continue to develop new RFVs to pursue based on design progress, TWG's, and site visits. The current status of RFVs are reflected in Table 1. Table 1 reflects summary tracking of these RFVs as of July 31, 2026 and reflects an a slight increase in the total number and in fully executed RFV's.

Table 1 – RFV Assessments Tracking Summary

Tracking Status	# of RFVs
Executed	38
Under VTA Assessment	14
Under BART/External Review	4
Rejected	9
Assessed and withdrawn, on hold, not submitted	21
Total	86

5. **BSVII Contract Packaging:** An updated contract packaging plan for the overall BSVII is being developed. Initial framework on an updated contract packaging approach has been shared with the FTA-PMOC and is anticipated to be presented in an upcoming VTA BSVII Oversight Committee meeting. *Updated as of August 21, 2026: At the August VTA BSVII Oversight Committee meeting, VTA presented an overview of potential delivery methods for the remaining non-CP2 BSVII scope (primarily stations, yard, systems, etc.) to be advanced by the GEC along with potential design scope to be advanced by either KST or the GEC.*
6. **Schedule Updates:** The BSVII team is currently working on developing the re-baseline schedule to incorporate updated design (w/cost saving concepts), construction, and procurement activities pertaining to a revised contract packaging and delivery method approach including the CP2 board action. During this interim period (until re-baseline is developed), staff will report on key working milestones, and key activities. The initial draft of re-baseline schedule for internal review was completed on Q2-2026 and is currently under review by various team members. The team is currently in the process of incorporating comments, re-baseline estimates basis and progressing towards completion of the re-baseline schedule for internal review in Q3-2026.

7. **Budget Updates:** The BSVII team is currently working on developing the re-baseline cost estimate to reflect the design (w/cost saving concepts), construction, and procurement activities pertaining to a revised contract packaging and delivery method approach including the June 2026 CP2 board action and the initial draft of the GEC estimates. Contingency drawdowns against the current baseline will be on hold until the re-baseline is finalized. VTA is anticipating developing an initial draft of the re-baseline estimate for internal review in Q3-2026. Refer to Section 3 for cost summary reporting on baseline, commitments and actuals.
8. **Risks:** As reported in #1, with the June Board approval to amend and restate the CP2 agreement with KST under a target-price / incentive-based model, the BSVII team staff is currently working on developing a detailed risk register reflecting this path forward along with incorporating the updated draft contracting packaging approach. During this interim period (until the re-baseline is developed), staff will report on key risks that have been identified. The reporting on NSEE based risk profile will be put on hold and appropriate risks will be transferred to the re-baseline risk profile. The new risk profile and the risk register, including draft quantitative and qualitative assessments based on the re-baseline cost and schedule, is expected to be available for internal VTA review in Q4-2026. Section 5 outlines additional details.
9. **Right of Way (ROW):** Right-of-Way work continues to progress. Refer to Section 6.2 for a high-level summary.
 - a. No new possessions were obtained during this period. Negotiations with property owners continue.
 - b. As reported earlier this year, an additional property for acquisition was identified near Diridon Station. This new property would be needed for the Diridon West Egress Shaft facility and is directly west of the site previously planned for this facility. Design continues to determine required fee take assessments and easements. VTA Real Estate has executed a Permission to Enter (PTE) agreement with the property owner requesting to perform necessary environmental testing. Phase I Environmental Site Assessment (ESA) site inspection occurred July 31, 2026. Phase II ESA to be scheduled.
 - c. VTA and Joint Powers Board (JPB) continue discussions regarding the temporary construction easement necessary for use of JPB's property as a construction staging area for the future Diridon BART station. VTA executed an agreement with Google for temporary parking lot closure for soils testing. The parking lot has been closed from July 20, 2026, and work began. Parking lot is anticipated to reopen in mid-October 2026.
10. **FTA Coordination:** Monthly progress meetings with FTA/PMOC continue. VTA is coordinating with FTA on NEPA re-evaluation and CEQA addendum for design refinements. VTA started transmitting draft plans and procedures to FTA-PMOC for their initial review. Discussions and reviews on the Amendment & Restatement (A&R) of Contract Package (CP2) under a target-prince/incentive-based model also continue. As part of their review of the CP2 A&R agreement, the FTA and PMOC issued a Special Review Report noting findings, potential risks, benefits and opportunities, and recommendations. VTA subsequently provided a response to this report noting the proposed path forward for each recommendation.
11. **Third Party / Utilities / Agency Coordination:**
 - a. Utility Relocation work continues to progress. Coordination with owner agencies continue. One change during this reporting period, The Caltrans agency relocation at 28 Street Station has been eliminated since AT&T confirmed the service to the cabinet is inactive.
 - b. VTA, JPB, Google and adjacent stakeholders participated in multiple coordination meetings planning for future parking lot closures near the Diridon BART Station footprint. The team working on access solutions during the heavy construction period to coordinate the various anticipated construction activities (both BSVII and other developments).
 - c. VTA hosted representatives from the Federal Transit Administration (FTA) and Project Management Oversight Contractor (PMOC) for a program discussion and construction site tour of the West Portal Launch Structure on July 21, 2026.

- d. VTA and the City of San José participated in a meeting on July 23, 2026, to commence the City's review of revised 60% design technical documents. VTA and the City of Santa Clara participated in a meeting July 16, 2026, to commence the City's review of revised 60% design technical documents and a follow-up meeting on July 31, 2026, to review in detail utilities drawings from that revised 60% design package. VTA hosted staff from the City of Santa Clara for a construction site tour of the West Portal Launch Structure on July 31, 2026.

12. Professional Services Procurements:

- a. At the August 2026 BSVII Oversight Committee and September 2026 VTA Board of Directors meeting, staff will recommend authorization for a Contract Amendment with the General Engineering Consultant (GEC), Mott MacDonald/PGH Wong Engineering, for an amount of \$150,000,000, for a new total contract amount of up to \$544,174,747, to continue providing General Engineering services for the BSVII Project through December 31, 2028. *Update as of August 21, 2026: BSVII Oversight Committee approved the recommendation and VTA will present the recommendation in the September 2026 Board of Directors meeting for approval.*

13. Other BSVII updates:

- a. The 28th Street/ Little Portugal Station property demolition progresses. Property includes multiple buildings, warehouses and material storage yards. Abatement of structures continues and Demolition is scheduled in between June through October 2026. Noise and Vibration Monitoring ongoing for neighboring Cristo Rey School / Five Wounds Church. East Portal preparatory works planned to start in September 2026.
- b. The Safety and Security Review Committee (SSRC) will meet in August 2026 to review the updated Stations design and the presentation. The D10 Certification Package approval vote is pending review of how any comments or recommendations related to the D10 package might impact the certification package. If KST's review indicates that there are no impacts the D10 Certification Package voting will resume. If there are any impacts to certifiable items, the submitted certification package will be updated and resubmitted to the SSRC for review and approval. The updated SSMP and SSCP will be provided to the SSRC for acceptance once comments are resolved.
- c. VTA BSVII's latest project organization chart, effective August 2026, is shown in Figure 2 – VTA BSVII Organization Chart. Additional organization charts for the Program Management Team (PMT), General Engineering Consultant (GEC), Construction Management Services (CMS), and CP2 Contractor Kiewit Shea Traylor (KST) are included under Appendix B. *Update as of August 28, 2026: Next month's report will include updated organization charts including for the Program Management Consultant (PMC).*

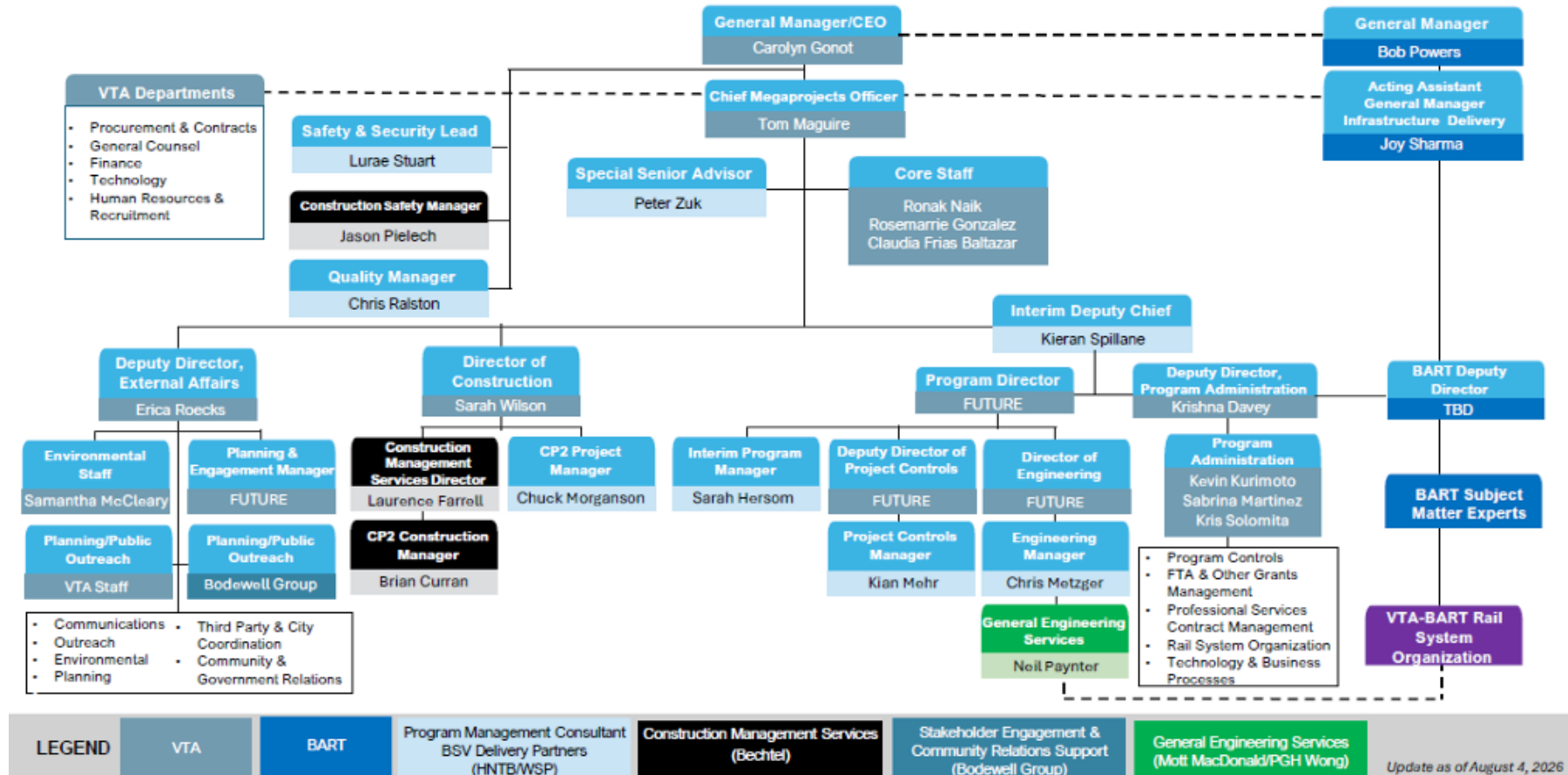


Figure 2 – VTA BSVII Program Organization Chart

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 continues to progress the design and develop a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, and revised contract packaging approach.
Current forecast for FFGA execution	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. VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.

Table 3 outlines the FTA-PMOC issues and concerns noted during their review of June 2026 reports and VTA's responses respectively.

Table 3 – FTA-PMOC's Issues/Concerns/Tracking Areas and VTA responses (June 2026)

FTA-PMOC's Issue/Concern/Tracking Areas	VTA Response
Several key project positions remain vacant despite efforts to strengthen management capacity. Continued staffing shortages and gaps in specialized tunneling expertise may affect project readiness and oversight effectiveness (June 2026).	With the award of the Program Management Contract (PMC), the PMC team is rapidly mobilizing and VTA is filling key consultant positions through the PMC's Annual Work Planning (AWP) process. Regarding open VTA positions, VTA continues to work with our recruitment agency nationwide to find talent to fill the open positions. While VTA interviews candidates for key in-house positions, VTA is ensuring that the functions that will eventually be performed by these positions are effectively covered by experienced professionals from the consultant teams on contract. The timing of onboarding key open positions will align with the project schedule and need.

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
Contract Packaging Plan	Refer to item #5 under Section 1.1 of this report for more details.
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 continues to work with FTA on the path to FFGA. Section 2.1 reflects the current plan.

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 Consultant (PMC) 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.

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.

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.

On October 17, 2025, the VTA Board approved advancing the “Scenario 1” Configuration– the construction of BSVII as a single 53' bore from the West Portal to the East Portal – through the design development process, contract packaging, and funding process moving forward. Staff will continue providing project updates, and providing an update on the Thriving Business Program. Staff will regularly report on contract implementation, progress, and costs, ensuring transparency and accountability throughout the project.

Following recommended approval by the VTA BSVII Oversight Committee at the June 2026 meeting, the VTA Board of Directors approved authorizing the General Manager/CEO to execute an amendment and restatement of the CP2 design-build agreement with KST under a target price/incentive-based payment model (up to \$2.44B), for a total contract value of \$3.547B at the June 26, 2026, Board Meeting. The authorization for the Board action is limited to an amount not to exceed \$400M for modifications to Stage 1 and pre-tunneling construction work. VTA signed the Amended and restated agreement with KST on August 9, 2026, and issued the NTP for pre-tunneling activities on August 14, 2026. VTA will be updating the monthly report in upcoming months to reflect the progress of CP2 in a separate section.

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. The updates to this baseline schedule is currently being put on hold to utilize the resources in accelerating and developing there-baseline schedule.

The BSVII team is currently working on developing the draft re-baseline schedule to incorporate updated design, construction, and procurement activities pertaining to the revised contract packaging and delivery method approach including the proposed CP2 Board action. During this interim period (until the re-baseline is developed), staff will report on key working milestones, and key activities. The initial draft of re-baseline schedule for internal review was completed on Q2-2026 and is currently under review by various team members. The team is currently in the process of incorporating comments, re-baseline estimates basis and progressing towards completion of the re-baseline schedule for internal review in Q3-2026. The summary schedule, schedule contingency drawdown sections will be restarted as soon as the re-baseline schedule is adopted for use. Section 2.3 reflects the same contingency drawdown from the prior reporting period and no updates are being reflected yet.

2.1 MILESTONE SUMMARY

Table 7 provides the key milestone dates based on the July 2026 updates in comparison to the baseline schedule and prior month update. The initial draft of the re-baseline schedule for internal review was completed on Q2-2026 and is currently under review by various team members. The team is currently in the process of incorporating comments, re-baseline estimates basis and progressing towards completion of the re-baseline schedule for internal review in Q3-2026.

Table 7 – Milestone Summary

Milestone Name (Bolded Underlined Dates = Actuals)	Current Baseline (Per NSEE application)	Past Month Forecast (June 2026)	Current Forecast (July 2026)
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 Submittal of FFGA Readiness Documents	Q3 2024	Q3 2026**	Q3 2026***
FTA/PMOC Risk Assessment		Q4 2026**	Q4 2026***
VTA Submittal of FFGA Application		Q4 2027**	Q4 2027***
FFGA Execution	Q4 2024	Q4 2027**	Q4 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

*Subject to change based on ongoing assessments

** Reflects proposed plan for FFGA that was discussed with FTA in early April 2026. VTA is coordinating with FTA, and the associated updates will be reflected in the re-baseline Master Program Schedule.

***VTA is reassessing the milestones based on the re-baseline cost estimate, schedule and risk assessments and will provide an update in an upcoming report.

2.2 SUMMARY NARRATIVE

The following activities are advancing as planned and are actively tracked throughout the Master Program schedule re-baselining process.

1. Right of Way: Updates to various ROW activities.
2. Utilities: Updates to various utility owners' activities dates caused slippage in the schedule and the critical path assessment will be evaluated after the re-baseline schedule is developed.
3. CP2 Early Works Construction: Early work construction is ongoing.

2.3 SCHEDULE CONTINGENCY DRAWDOWN

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 report period May 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.

The BSVII team is currently working on developing a new baseline schedule to reflect updated design, construction, and procurement activities pertaining to the revised contract packaging along with the proposed CP2 related Board Action. During this interim period (until the re-baseline is finalized), staff will report on key working milestones, and key activities. The summary schedule, schedule contingency drawdown sections reporting will be restarted as soon as re-baseline schedule is adopted for use. This section reflects the same contingency drawdown as of November 2025 and no updates are being reflected yet. VTA's re-baseline schedule will include the schedule impacts realized to date and a new contingency profile will be developed for adoption. Once the re-baseline is presented and approved, contingency drawdowns will be reported on a monthly basis against the new contingency profile.

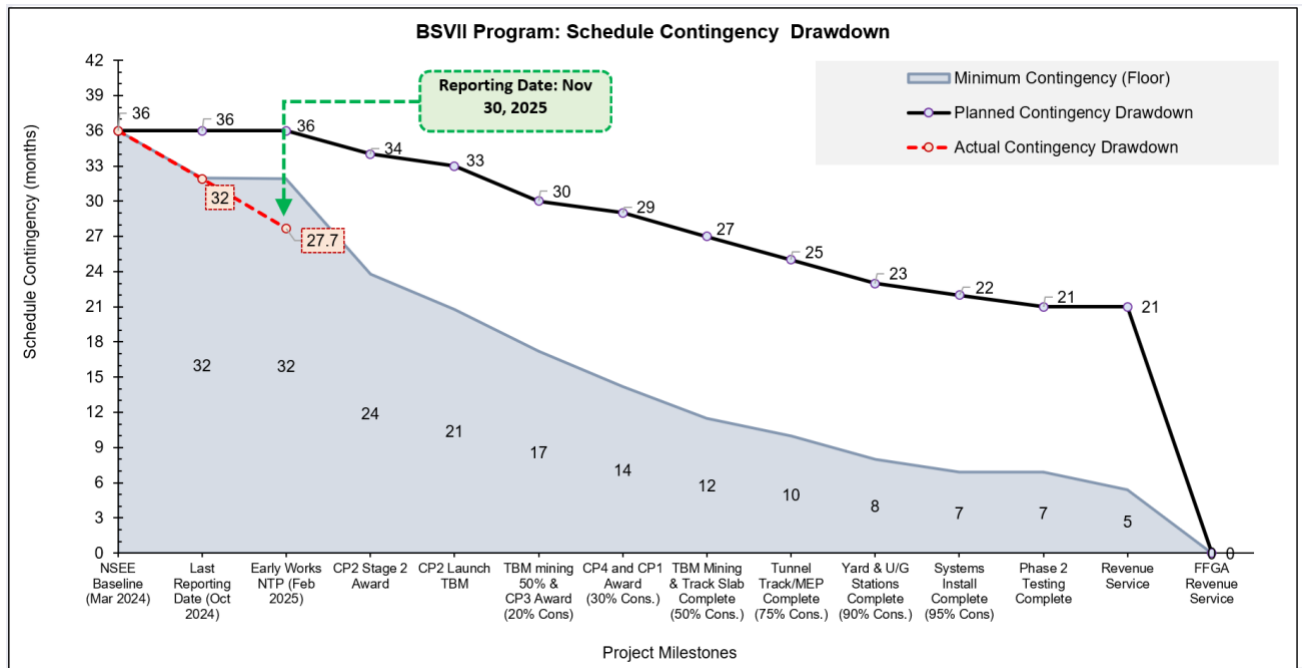


Figure 3 – Schedule Contingency Drawdown

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 8 outlines the baseline budget by SCC, commitments in VTA's financial system (SAP) and forecasted expenditures as of this reporting period. VTA is continuing to progress the design and developing a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, contract packaging approach, and an updated risk assessment to support VTA's FFGA application. ROM forecast will be included after the re-baseline is developed and adopted.

Table 8 – Summary Cost Report (in \$M) ¹

FTA Standard Cost Category (SCC)	Baseline Entry into New Starts Estimate(from mid-2024)	Approved Changes	Baseline Entry into New Starts Estimate +Approved Changes(fr om mid-2024) ⁵	Commit – ments	Actuals Paid (thru July 2026)	Actuals this period ² (July 2026)	Accruals ³
10 – Guideway & Track	\$2,899.8	\$144.2	\$3,044.0	\$523.2	\$469.7	\$12.9	\$18.7
20 – Stations	\$2,037.2	\$0.0	\$2,037.2	\$0.0	\$0.0	\$0.0	\$0.0
30 – Yard, Shops, Yard Track	\$352.2	\$0.0	\$352.2	\$0.0	\$0.0	\$0.0	\$0.0
40 – Sitework, Spl Conditions	\$582.5	\$126.1	\$708.6	\$232.1	\$189.6	\$4.2	\$2.5
50 – Systems	\$1,409.0	\$0.0	\$1,409.0	\$0.0	\$0.0	\$0.0	\$0.0
60 – Right of Way	\$240.5	\$0.0	\$240.5	\$148.9	\$140.2	\$0.5	\$0.2
70 – Vehicles ⁴	\$204.8	(\$31.1)	\$173.7	\$175.5	\$86.3	\$0.0	\$0.0
80 – Professional Services	\$2,972.5	\$71.2	\$3,043.7	\$1,407.3	\$1,214.5	\$16.9	\$26.0
90 – Unallocated Contingency	\$1,657.1	(\$341.6)	\$1,315.5	\$0.0	\$0.0	\$0.0	\$0.0
100 – Finance Charges	\$390.0	\$0.0	\$390.0	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL	\$12,745.6	(\$31.1)	\$12,714.5	\$2,487.0	\$2,100.4	\$34.5	\$47.3

Cost is rounded to hundredth thousands of million

¹Data excludes FTA ineligible/revised cashflow projections

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

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

⁴SCC 70 current estimate will be updated to reflect the revised commitments in the upcoming reporting periods.

⁵Reflects approved changes to the baseline estimate based on Approved Changes (as of the current reporting period)

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 expenditure by calendar years is subject to change. The overall time-phased estimate is subject to change and will be revised in the upcoming months.

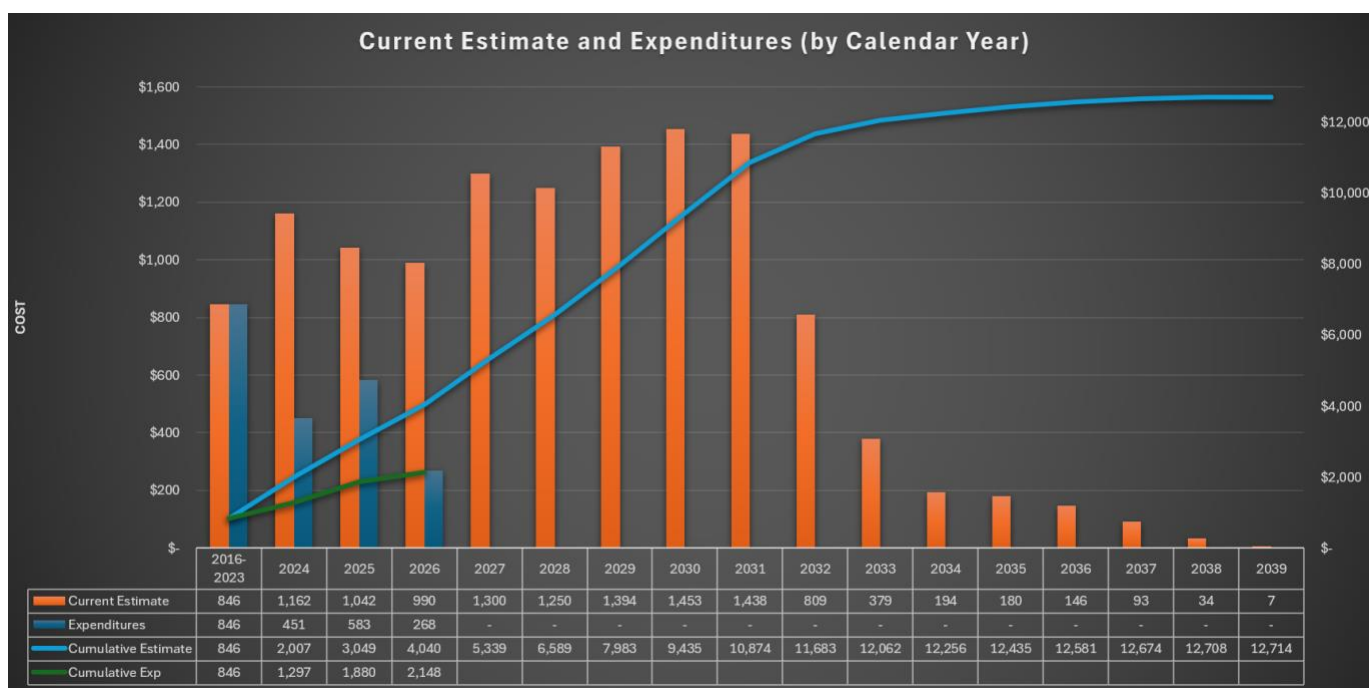


Figure 4 –Current Estimate and Expenditures by Calendar Year*

3.2 BUDGET TRANSFERS AND CONTINGENCY UPDATES

This section outlines the work in progress and executed budget transfers to date against the baseline NSEE budget. As outlined in the summary, contingency drawdowns are on hold until the re-baseline cost is developed and adopted.

Executed this period

- None this period.

Under development or under final review:

- Budget transfers to reflect scope transfers between CPs is under development.

Contingency Summary:

Contingency drawdowns against the baseline will be on hold until the re-baseline is finalized. Table 9 outlines the BSVII allocated and unallocated contingency summary.

Table 9 – Contingency Summary (in \$M)

SCC - Description	Baseline Contingency	Contingency changes to date	Current Contingency
SCC 10-80 Summary (Allocated Contingency)	\$1,462.4	(\$64.9)	\$1,397.5
SCC 90 – Unallocated Contingency	\$1,657.1	(\$341.6)	\$1,315.5
Total	\$3,119.5	(\$406.5)	\$2,713.0

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 through a certain period. 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. As outlined in the summary, contingency drawdowns are on hold until the re-baseline cost is developed and adopted. VTA's re-baseline cost estimate will include the cost impacts realized to date and a new contingency profile will be developed for adoption. Once the re-baseline is presented and approved, contingency drawdowns will be reported on a monthly basis against the new contingency profile.

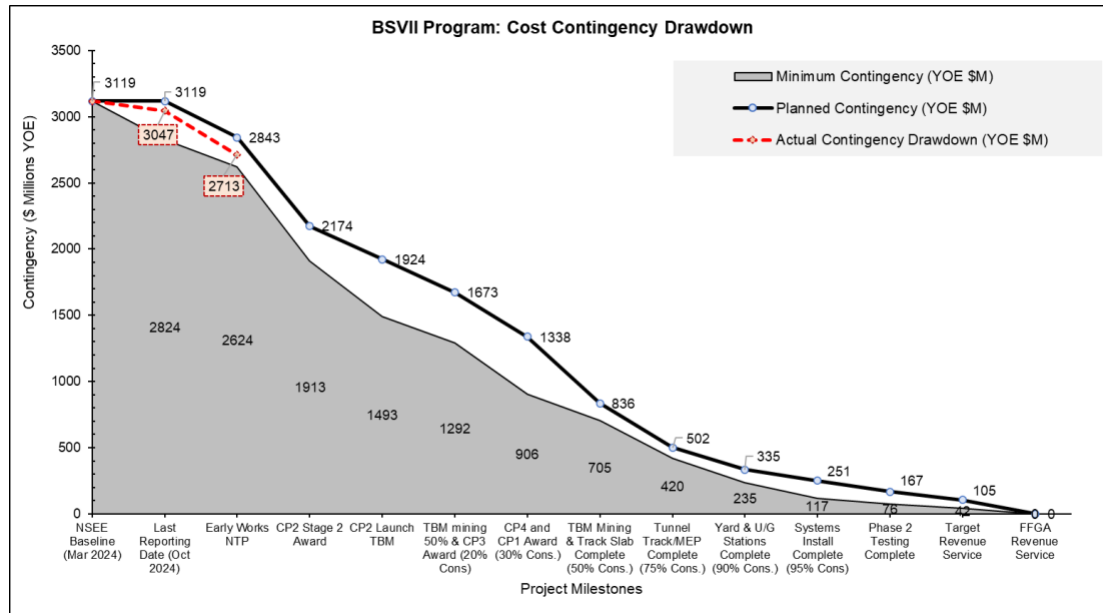


Figure 5 – Cost Contingency Drawdown

3.3 FUNDING SUMMARY

VTA continues to pursue other funding sources. Table 10 – Funding Summary provides a snapshot of current funding summary from 2025.

Table 10 – 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 Source	Original Planned Funding*	Forecasted Funding**
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.

*** An additional \$9.6M of LPP funding has been allocated to the BSVII Project as of Summer 2026.

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 baseline submittal to FTA. Three configuration changes were executed in July 2024. Table 11 reflects status of the configuration changes using baseline submittal to FTA as reference. VTA is working on an updated re-baseline configuration and the table will be revised after the re-baseline is adopted for use.

Table 11 – 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 12.

Table 12 – 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.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	\$144.2M
002	Additional Design Funds	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	\$43.3M
003 (includes CCO-1)	EWP 3A, 7A, 11A, Stage 1 Bond	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	\$110.6M

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
004 (includes CCO-2)	EWP 3C.1 – LNTP, EWP 11B, PCO-002	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	\$44.7M
005	D10 Design progression thru AFC; Pending 85% design funds, Bond	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	\$21.2M
CCO-3 (previously reported as UCO-1)	Unilateral Change Order for certain design changes	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	\$6.6M
006	Revised contract terms	Executed	None	None	\$0
007	EWP 3B	Executed	None	\$30M Unallocated contingency drawdown	\$35.0M
008	EWP 3C.2	Executed	+5 months (4 months contingency drawdown)	\$194M Unallocated Contingency drawdown	\$366.4M
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

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
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
CCO-14	Change Order for Confinement walls and allowance transfer	Executed	None	Allocated and Unallocated Contingency drawdown	\$10.3M
CCO-15	Change order for resolution of prior change orders and allowance adjustments	Executed	None	Unallocated Contingency drawdown	\$1.5M (of which 0.2M is Diridon Intermodal cost)
CCO-16	Change Order for time extension and allowance budget transfers.	Executed	+46 days to EWP 3C substantial completion.	None	\$0M
CCO-17	Change Order for certain permitted early activities	Executed	TBD (pending re-baseline)	TBD (pending re-baseline)	\$0M
A&R	Amended and restated agreement for pre-tunneling and certain tunneling activities.	<i>Pending execution (Board authorized)</i>	TBD (pending re-baseline)	TBD (pending re-baseline)	\$2.44B

*Cost rounded to nearest million

5 RISK SUMMARY

As part of developing a new risk baseline, the BSVII team is currently working on developing a detailed risk register reflecting the latest proposed KST path forward scenario and updated contracting packaging approach. As outlined in #1 under Section 1.1, the VTA Board of Directors approved authorizing the execution of the amendment and restatement for the CP2 path forward scenario. As a result, reporting on the NSEE based risk profile as well as the watchlist risks in Scenario 1 have been paused, and a revised watchlist of risks developed as part of the re-baseline process. Risks identified as part of the NSEE and Scenario 1 will be reviewed and, if still valid under the path forward scenario, transferred to and included in the re-baseline risk register.

During this interim period (until risk re-baseline is fully developed), staff are holding small discipline-specific sessions to review risks as well as identify new risks based on the path forward. Risk scoring for probability and cost and schedule impact will be discussed, and risk mitigations and action plans will be developed as part of the re-baseline development. Risk identification will also continue as the new path forward is defined, and contract interfaces are further identified. Staff will report on key risks that have been identified to date.

Table 13 shows the risks (threats) identified that are currently part of the draft watchlist items and pending full assessment (including the risk scoring).

Table 13 – Top Identified Risks (Watchlist) – Threats only

Identified Risk	Proposed Mitigation
TBM advance rate assumptions not being met	Use milestone based- or productivity incentives for TBM performance rather than punitive liquidated damages.
Truck traffic volume for disposal of muck from the tunnel higher than assumed	Secure multiple contractors and hauling options to avoid single point- failures.
Unanticipated damage to historic buildings and other structures due to vibration and/or settlement	Consider shared risk pools specifically for building damage and third-party impacts- to reduce claims escalation.
Design interfaces leading to integration issues, errors and disputes	VTA contract task force discussions ongoing to reduce the impact as GEC continues to design to 60% and KST is restarting their design based on CCO 17.
Unclear construction interfaces, handover milestones due to revised contract packaging	Define clear, enforceable handover milestones between lead and follow-on- contractors in each contract.
General construction labor shortage / higher labor premiums	Use risk sharing- mechanisms to reduce contractors' need to price worst-case- labor escalation into bids.
Revised cost estimates higher than rough-order-of-magnitude projections	Re-baseline effort underway project cost estimate to reflect current market conditions to assess any potential impacts.
External policies such as Tariffs, Buy America requirements, impact on cost	Early procurement of long-lead items to reduce cost.
FFGA execution delays affect Program's Critical Path	Explore options to use non-federal funds sooner .
VTA financial capacity / funding plan to finance potential future project cost increases	Continue to explore funding options .

6 OTHER UPDATES

6.1 KST (CP2 PDB) CONTRACT SUMMARY

Table 14 outlines the Cost summary of the CP2 Contractor. Amendments to date include executed items reflected in Section 4.2. The expenditure data in Table 14 below includes estimated costs for services through the current period and it will reflect invoiced/approved costs in upcoming months after the invoices are approved and information is subject to change. Table 14 provides the contract cost summary. CP2 Amended and Restated agreement updates will be incorporated in the upcoming month.

Table 14 – CP2 (KST) Cost Summary

Item	Cost (in \$M)
Original Contract Value (Stage 1 only)*** (A)	\$235.0
Amendments issued to Date (B)	\$846.0
Revised Contract Value (Stage 1 only) *** (C) =(A)+(B)	\$1,081.0
Expenditures this period*	\$26.5
Expenditures to Date* (D)	\$997.3
Remaining Authorization Value** (C) - (D)	\$83.7

*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 15 provides a high-level summary of the acquisition status as of end of July 2026. Right of Way work continues to progress. No new possessions were obtained during this period. Negotiations with property owners continue. *Note: Parcel B3004 inaccurately reported as possession acquired in June 2026 Update. Correction made this month.*

Table 15 – Real Estate Status Summary

PROJECT ACQUISITION STATUS					
Description	Total	Possession Obtained	Parcels in Acquisition Process	Relocation****	
				Required	Completed
Total Parcels*	75	42	33	37	28
BPE (& Other Takes**)	4	0	4	3	0
Full Fee Only	9	8	1	15	14
Multiple Takes (not incl. BPEs)	3	1	2	15	12
Tunnel Easement	45	29	16	0	0
Roadway Easement	3	0	3	0	0
Utility Easement	4	0	4	0	0
Temporary Construction Easement	7	4	3	4	2

* Six Building Protective Easements were removed due to elimination of DTSSJ 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 6 and Table 16 outlines the summary status of Utility Relocations. Utility Relocation work continues to progress. Coordination with owner agencies continues. One change during this reporting period, The Caltrans agency relocation at 28 Street Station has been eliminated since AT&T confirmed the service to the cabinet is inactive.

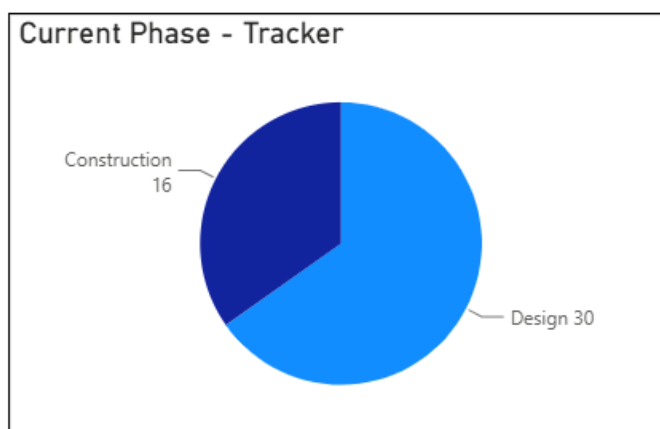


Figure 6 – Utilities Summary

Table 16 – Utilities Relocations Summary

Percentage Complete	Construction	Design
1% - 30%	1	12
31% - 59%	1	3
60% - 85%	3	5
86% - 99%	0	8
Complete – 100%	11	2
Total	16	30

6.4 THIRD PARTY AND PERMITS

Table 17 outlines the summary of third-party agreements categorizations as of June 2026.

Table 17 – Third Party Agreements Categorization

Category	Total Executed	Forecasted for execution in CY 2026	Future forecasted execution	Total
Critical for FFGA	31	1	0	32
Critical for post-FFGA (Construction)	0	0	4	4
Critical for post-FFGA (Operations)	1	0	4	5

Category	Total Executed	Forecasted for execution in CY 2026	Future forecasted execution	Total
Non-Critical Agreements	2	0	0	2
Total	34	1	8	43

6.5 PMC CONTRACT SUMMARY

Table 18 is revised to reflect the new Program Management Consultant (PMC) contract summary.

VTA Board approved to execute a new contract with BSV Delivery Partners (a joint venture of HNTB Corporation & WSP USA Inc.) in an initial amount valued at \$180,067,000 for a five-year term, followed by ten one-year options to be exercised solely at the discretion of VTA cumulatively valued at \$172,402,717, for a total contract amount of \$352,469,717.

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

- Management of Program wide functions: Safety and Security, Quality, 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)
- FTA Grant Support and other as-needed support.

Table 18 – Program Management Consultant Contract Summary

AWP Number	AWP Status	Period Start and End	Authorized Task Orders/Final Commitments	Incurred to Date	Incurred / Forecast* (Per AWP)	Incurred / Forecast* (Cumulative)	V23161 Contract Balance based on Forecast*
Contract Value: \$ 180.1 ⁽¹⁾							
AWP01	In Progress	July 2026 to Jun 2027	\$ 39.4	\$ 2.7	\$ 2.7	\$ 2.7	\$ 177.4
V23161 Contract Total:			\$ 39.4	\$ 2.7		\$ 2.7	\$ 177.4

(1) Contract value only includes base 5-year period

* Incurred/Forecast is projected and subject to change. Cost rounded to closest hundred thousandth of millions.

6.6 GEC CONTRACT SUMMARY

Table 19 shows the MMD-PGH Wong Contract Summary and executed Task Orders to date.

Task Order 14 was amended to extend the services through September 2026.

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 19 – General Engineering Consultant Contract Summary

Task Order Number and Description	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
S18088 Contract Value -->	\$394.2						
Task Order 1-Project Specific Professional Liability Insurance Costs	Closed	Apr 2019 to Jun 2019	\$3.4	\$3.4	\$3.4	\$3.4	\$390.7
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	\$354.9
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	\$353.4
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	\$332.7
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	\$286.1
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	\$285.5
Task Order 7-BSVII General Engineering Services - IWP FY22	Closed	Aug 2021 to Jun 2022	\$37.9	\$37.9	\$37.9	\$146.6	\$247.5
Task Order 8-Supplemental Project Specific Professional Liability Insurance Costs	Closed	Apr 2022 to Jun 2023	\$0.9	\$0.9	\$0.9	\$147.5	\$246.7
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	\$229.6
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	\$199.5
Task Order 11-Program Support, Engineering Production, Design	Complete, pending closure	Jul 2023 to Jun 2025	\$132.7	\$132.6	\$132.7	\$327.4	\$66.8

Task Order Number and Description	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
Services During Construction							
Task Order 12-Program Support, Engineering Production, Design Services During Construction	Closed	Sep 2023 to Oct 2023	\$0.04	\$0.04	\$0.04	\$327.5	\$66.7
Task Order 13-Downtown San Jose South Entrance Task Force Support	In Progress	Sep 2024 to Dec 2026	\$0.06	\$0.05	\$0.06	\$327.5	\$66.6
Task Order 14-BSV2 General Engineering Support During FY 2026	In Progress	Jul 2025 to Sep 2026	\$66.6	\$57.0	\$66.6	\$394.1	\$0.1
Task Order 15-Support VTA's Demolition of the Goodlife Building	Complete, pending closure	Jun 2025 to Nov 2025	\$0.09	\$0.09	\$0.09	\$394.2	\$0.0
S18088 Contract Total:			\$394.2	\$384.5		\$394.2	\$0.0

Incurred/Forecast is projected and subject to change.

Cost rounded to closest hundred thousandth of million

6.7 CMS CONTRACT SUMMARY

Table 20 is revised to reflect VTA Task Order issued to Bechtel primarily providing construction management services to West Portal Enabling works and Launch structure.

Table 20 – Construction Management Services Contract Summary

Task Order	Status	Period Start and End	Authorized Not to Exceed Task Order amount	Incurred to Date*	Task Order Incurred / Forecast*	Incurred / Forecast* (Cumulative)	V23194 Contract Balance
V23194 Contract Value -->	\$490.8M						\$490.8
Task Order 0 - Mobilization AWP 1	Complete - Pending closure	May 2024 to Jun 2024	\$0.9	\$0.5	\$0.9	\$0.9	\$489.9
Task Order 1 - AWP 2 + AWP 2.1 + AWP 2.2	Complete - Pending closure	Jul 2024 to Sep 2025	\$11.7	\$9.1	\$11.7	\$12.6	\$478.2
Task Order 2 - AWP 3.0 + AWP 3.1	Complete - Pending closure	Oct 2025 to Jun 2026	\$18.1	\$9.9	\$18.1	\$30.7	\$460.1
Task Order 3 - AWP 4.0	In Progress	Jul 2026 to Jun 2027	\$32.6	\$1.2	\$32.6	\$63.3	\$427.5
Total			\$63.3	\$20.7			

** Incurred/Forecast is projected and subject to change.*

Cost rounded to closest hundred thousandth of million

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LISTS

V23161 – HNTB+PB Joint Venture APPROVED SUBCONTRACTORS

NAME OF SUBCONTRACTOR	CONTACT PERSON	CONTACT INFORMATION	SCOPE OF WORK TO BE PERFORMED
Aldea Engineering Services PC (LJBInc)	Robert Goodfellow	5940 Frederick Crossing Ln Frederick, MD 21704 (240) 432-5196 rgoodfellow@aldeaservices.com	Underground risk management support
AZAD Engineering PC	Julie Greengard	649 Mission St., 5th Floor San Francisco, CA 94105 (267) 939-5515 julie@azadeng.com mahsa@azadeng.com	Interface support, technical/stakeholder management support
BKF Engineers	Gordon Sweet	1730 N. First Street, Suite 600 San Jose, CA 95112 (408) 467-9140 GSweet@BKF.com	Utility agreements and coordination
Cordoba Corporation	Randall Martinez	428 J St., Suite 400 Sacramento, CA 95814 (916) 273-8535 rmartinez@cordobacorp.com	FTA support
Cumming Group	Matt Clark	475 Sansome Street, San Francisco, CA 94111 (647) 669 9804 Matt.clark@bticgroup.com	Contract Management Advisory Services (Cost Reimbursable contract SME)
Deenscorp	Hajaah Deen	2175 The Alameda, Suite 100 San Jose, CA 95126 (408) 345-3860 hdeen@deenscorp.com	Civil Engineering and CTMP support
dss+ Transportation LLC	Mark Davis	20 S. Charles St., Suite 1103 Baltimore, MD 21201 (202) 355-3744 mdavis@consultdss.us.com , rarvin@consultdss.us.com	Fire/life safety support services
Ed Cording	Edward Cording	119 W. Huntingdon St. Savannah, GA 31401 (217) 369-7122 Cordingconsult@gmail.com	Tunnel Advisory Panel
ELLE Consultants Incorporated	Daniel Badelita	720 Pine St. San Francisco, CA 94108 (415) 341-3348 Daniel.badelita@elleconsultantsinc.com	Cost estimating services
EPC Consultants, Inc.	Chris Metzger	101A Clay St., #110 San Francisco, CA 94111 (415) 675-7580	Engineering Management and support

NAME OF SUBCONTRACTOR	CONTACT PERSON	CONTACT INFORMATION	SCOPE OF WORK TO BE PERFORMED
		cmetzger@epcconsultants.com	
Gregg E. Korbin	Gregg Korbin	1167 Brown Ave. Lafayette, CA 94549 (925) 284-9017 gekorbin@earthlink.net	Tunnel Advisory Panel
Hollins Consulting, Inc.	Guy Hollins	870 Market St., #700 San Francisco, CA 94102 (415) 238-1300 ghollins@hollinsconsult.com	Project controls support services
Intueor Consulting, Inc	Vijay Mididaddi	7700 Irvine Center Dr., Ste 610 Irvine, CA 92618 (949) 753-9011 mididaddi@intueor.com	Project controls
Jensen Hughes, Inc.	Ashley Pitts	PO Box 7410242 EIN 52-1199515 Chicago, IL 60674 (720) 499-1595 apitts@jensenhughes.com	Accessibility consulting services Subject Matter Expert
Josephine's Professional Staffing, Inc.	Josephine Hughes	2158 Ringwood Ave San Jose, CA 95131 (408) 943-9586 josephine@jps-inc.com	Document control, administrative support
Keish Environmental	Rachael Keish	6768 Crosby Ct. San Jose, CA 95129 (408) 359-7248 rachael@keish.com	Environmental compliance
KivettConsult	Hanan Kivett	55600 Wisconsin Ave., Unit 1209 Chevy Chase, MD 202815 (703) 727-0020 kivettconsult@gmail.com	Transit architect Subject Matter Expert
KTW Consulting, LLC	Katy Tseng-Wong	160 Marietta Dr. San Francisco, CA 94127 (510) 368-1776 kwrailconsulting@gmail.com	Rail systems engineering and integration oversight
Luster National, Inc.	Lawrence Frost	38 Miller Ave., Suite 14 Mill Valley, CA 94941 (404) 640-7159 lfrost@luster.com	Project controls support and stakeholder management support, staff augmentation
Markus Thewes	Markus Thewes	Neusser Landstr. 11 41470 Nuess Germany +49 151 6136 2438 markus.thewes@rub.de	Tunnel Advisory Panel
Noriega Management Group	Rene J Noriega	4314 Coventry Court, Union city, CA 94587 (510) 816 7363 noriegamanagementgroup@gmail.com	Real Estate Acquisition Coordination

NAME OF SUBCONTRACTOR	CONTACT PERSON	CONTACT INFORMATION	SCOPE OF WORK TO BE PERFORMED
O2EPCM, Inc. dba O2 Engineering, Projects, & Construction Management	Omone O. Livingston	1999 Harrison St., 18th Floor Oakland, CA 94612 (213) 267 8284 omoneo@o2epcm.com	Project Management support, contract administration, claims management, project controls support, staff augmentation
PRISK Solutions LLC	Suresh Kataria, President	PO Box 580118, Elk Grove, CA 95758 (510) 406 6829 skataria@prisksolutions.com	Risk Management Support
Quality Engineering, Inc.	Keith Gilliam	PO Box 1146 Clayton, CA 94517 (510) 301-9185 kgilliam@qecorp.com	Project quality management support
Schnabel Engineering (formerly JCK Underground)	Jim Foley	33 Centre St. Lexington, MA 02421 (219) 806-0713 jfoley@schnabel-eng.com	Cost estimating support
Signet Testing Laboratories, Inc.	Nicholas Nguy	3526 Breakwater Ct. Hayward, CA 94545 (510) 887-8484 Nnguy@singetesting.com	Material and laboratory testing
Sonika Corporation	Matthew Ajiake	845 Market St., Suite 420 San Francisco, CA 94105 (415) 655-1801 info@sonikacorporation.com	Utility coordination support
SORA Engineering	Rishi Patel	2030 Franklin St, Oakland, CA 94612 (510) 306 1636 rishi@soraengineering.com	Stakeholder and interface management support, BART coordination support
Structural Integrity Associates, Inc.	Vince Jacob	5215 Hellyer Ave. San Jose, CA 95138 (408) 617 4538 VJacob@Structint.com	Engineering reviews and subject matter expertise (structural and geotechnical)
Sunrise Pacific, Inc.	Ching Wu	460 Center St., Suite 6168 Moraga, CA 94556 (925) 247-4266 chingwu@gmail.com	Office administration support
VST Engineering, Inc.	Dominic Tafoya	2030 Franklin St., Suite 700 Oakland, CA 94612 (303) 868 1448 dtafoya@vst.engineering	Engineering management support including interface, requirements and configuration

CONTRACT S18088 – MMW Joint Venture
APPROVED MMW SUBCONTRACTORS

Firm Name	Address	Discipline
3Vi, Inc.	2603 Camino Ramon, Suite 200 San Ramon, CA 94583	Electrical Engineering
Alliance Engineering Consultants, Inc.	4701 Patrick Henry Drive, Bldg. 10 Santa Clara, CA 95054	Electrical Engineering
Anil Verma Associates, Inc.	1970 Broadway, Ste #668 Oakland, CA 94612	Architectural Design
Acoustic Strategies, Inc. (ATS)	215 N. Marengo Ave., Ste# 100 Pasadena, CA 91101	Noise/Vibration
BA Inc.	555 W 5th St. Suite 35th floor Los Angeles, CA 90013	General Engineering Resource
Bennett Engineering Services	1082 Sunrise Avenue, Suite 100 Roseville, CA 95661	Traffic Engineering
Biggs Cardosa Associates	865 The Alameda San Jose, CA 95126	Structural Engineering
CPM Associates, Inc.	65 McCoppin Street San Francisco, CA 94103	Project Controls
Corrpro Companies, Inc.	20991 Cabot Blvd Hayward, CA 94544	Corrosion Engineering Services
Fehr & Peers	160 W. Santa Clara Street, Ste #675 San Jose, CA 95113	Station Circulation and CTMP
FMG Architects	330 15 th Street Oakland, CA 94612	Architectural Design
Foster + Partners	1000 Sansome Street, Ste #240 San Francisco, CA 94111	Architectural Design
GeoPentech, Inc	101 Academy, Ste # 100 Irvine, CA 92617	Geotechnical Engineering
Gregg Drilling, LLC	950 Howe Road Martinez, CA 94553	Geotechnical Exploratory Drilling

Firm Name	Address	Discipline
HMH Engineers	1570 Oakland Road San Jose, CA 95131	Survey Utilities
JCL Consulting Group	93 Wapello Street Altadena, CA 91001	Community/Business Outreach Specialist
Josephine's Professional Staffing, Inc.	2158 Ringwood Avenue San Jose, CA 95131	Administrative/ Project Management Augmentation
Krebs Corporation	1840 Sun Peak Dr., Suite B-102 Park City, UT 84098	Estimating
Lamoreaux Associates, Inc.	2686 North 775 West Cedar City, UT 84721	Systems Design
Lerch Bates, Inc.	9780 S. Meridian Blvd Suite 450 Englewood, CO 80112	Vertical Transport Consultant
Merrill Morris Partners	249 Front Street San Francisco, CA 94111	Landscape Architect
MxV Rail	350 Keeler Parkway Pueblo, CO 81001	Trackwork Design Advisor
NORCAL Geophysical Consultants, Inc.	321A Blodgett Street Cotati, CA 94931	Geotechnical/Geophysical Logging Survey
Parikh Consultants, Inc	2360 Qume Drive, Suite A San Jose, CA 95131	Geotechnical Services
Pitcher Services, LLC	218 Demeter Street East Palo Alto, CA 94303	Geotechnical Exploratory Drilling (Contractor)
Robin Chiang & Company	381 Tehama Street San Francisco, CA 94103	Architectural Design
Ross Infrastructure Development	555 4th St. Ste #927 San Francisco, CA 94107	TOJD Project Elements
Schaaf & Wheeler	4699 Old Ironsides Rd. , Ste. 350, Santa Clara, CA 95054	Hydrology Services
SOHA Engineers	48 Colin P. Kelly Jr. Street San Francisco, CA 94107	Structural Engineering

Firm Name	Address	Discipline
STV Incorporated	505 14 th Street, Suite 1060 Oakland, CA 94612	A/E design services – NMF, Santa Clara Station
Sunrise Pacific, Inc.	PO BOX 6168 Moraga CA 94556	General Engineering Services
TEC-Cuatro S.A.	Lepant, 350, 3 ^o , 08025 Barcelona, Spain	Technical Advisor
Virtual Engineering & Construction (VEC)	388 Market St. Suite 1300 San Francisco, CA 94110	BIM/Digital Delivery Support
VSCE, Inc.	1610 Harrison Street, Suite E West Oakland, CA 94612	General Engineering Services
Walker Consultants	601 California Street, Suite 820 San Francisco, CA 94108	PE/Design for Parking Garages
Wilson Ihrig	6001 Shellmound Street Suite 400 Emeryville, CA 94608	Acoustics, Noise and Vibration
WriteRight Technical Communications	3511 West 10th Avenue, Vancouver, British Columbia, Canada, V6R 2E9	Technical Writing/Specifications
YEI Engineers, Inc.	7677 Oakport Street, Suite 200 Oakland, CA 94621	M&P Engineering Services
Dr. Youssef Hashash	1803 Golfview Drive Urbana, Illinois 61801	Geotechnical Advisor
Budlong Inc.	44853 Fremont Blvd. Fremont, CA 94538	M&P Engineering Services

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

Firm Name and Location	Area of expertise
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



Firm Name and Location	Area of expertise
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
Conerstone Concilium 241 Fifth Street San Francisco, CA 94103	Tunnel Inspection
Dabri, Inc 850 S Van Ness Ave San Francisco, CA 94110	Electrical Inspection, Environmental Compliance
Acumen Building Enterprises, Inc. 7770 Pardee Lane, Suite 200 Oakland, CA 94621	Survey Coordination, Labor Compliance
Josephine's Professional Staffing, Inc. 2158 Ringwood Ave San Jose, CA 95131	Requirements Administration, Project Administration
Safework CM 800 Wilshire Blvd, Suite 1525 Los Angeles, CA 90017	Tunnel Safety
Morgner Technology Management 1880 Century Park East, Suite 1402 Los Angeles, CA 90067	Environmental Compliance, Tunnel Inspection
Saylor Consulting Group, Inc. 505 Montgomery Street, 11 th Floor. San Francisco, CA 94111	Project Controls
Pro-Tec Safety Consultants, Inc. 249 Onondaga Ave San Francisco, CA 94112	Construction Safety
Elle Consultants 1536 Barcelona Drive, Suite 100 El Dorado Hills, CA 95762	Project Controls
360 Total Concepts 7677 Oakport Street, Suite 230 Oakland, CA 96621	Third-Party Agreements

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

APPENDIX B – COST/CONTRACT INFORMATION

This Appendix is pending update. Table 21 provides SCC 80 Baseline Budget breakdown rounded to closest million. This section will be updated after the new baseline is adopted for use.

Table 21 – SCC 80 breakdown (in \$M) *

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

Table 22 provides a list of major active contracts and Table 23 provides a list of other active contracts. Appendix A provides the subconsultants and subcontractors for the Major Active Contracts (excluding V24117) identified in Table 23.

Table 22 – Major Active Contracts

Contract No.	Vendor Name	Description	Total Contract Value
V22021	Kiewit Shea Traylor Joint Venture	BSVII CP2 Tunnel and Trackwork PDB Contractor	\$1,081.0M
S17017	HNTB/PB Joint Venture	BSVII Program Management Services	\$235.6M
S18088	MMW Joint Venture	BSVII General Engineering Services	\$394.2M
V23174	Bechtel Infrastructure Corporation	BSVII Construction Management Services	\$490.8M
V24117	BART (Alstom)	BSVII BART Vehicles	\$172.6M

Table 23 – Other Active Contracts

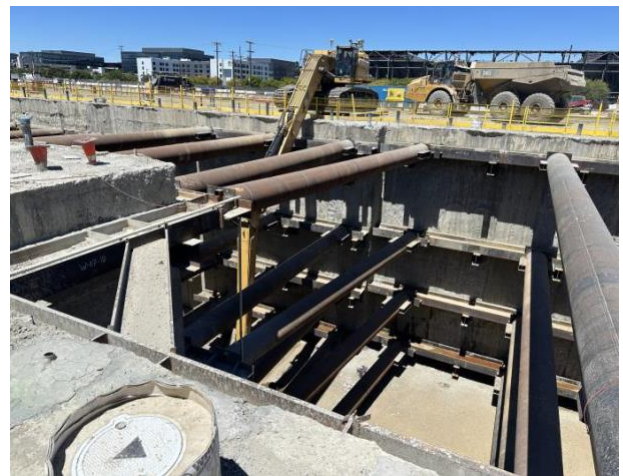
Contract Number	Contractor	Description
S16140	WSP USA Inc,	BSVII FINANCIAL PLANNING SUPPORT
S18230	State Water Resources Control Board	BSVII COST RECOVERY OVERSIGHT
S19014	Passport Labs, Inc.,	BSVII MOBILE PAY FOR PARKING GARAGES
S19216	JRP Historical Consulting LLC,	BSVII HISTORICAL ARCHITECTURAL SERVICES
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
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

Contract Number	Contractor	Description
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

APPENDIX C – CONSTRUCTION PICTURES



Cut and Cover – Water Installation



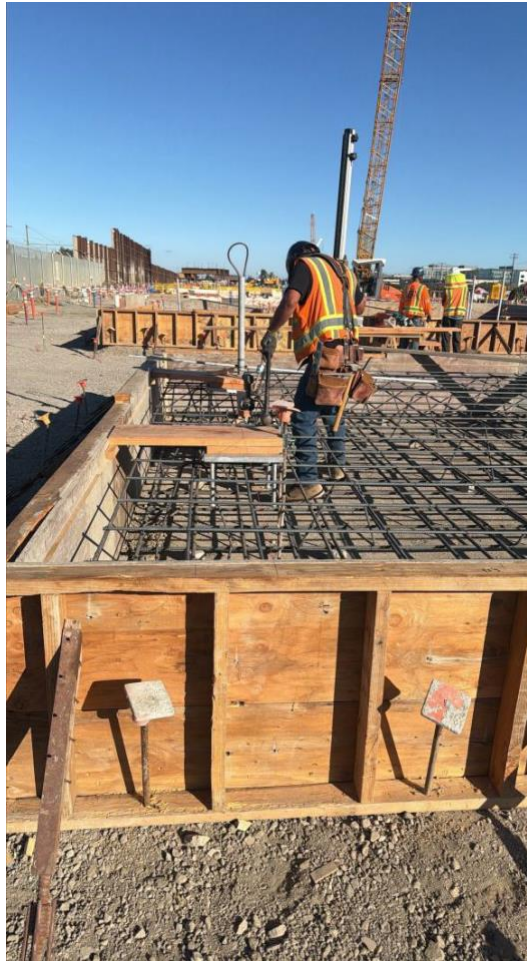
Cut and Cover – Subgrade excavation



U Wall – Bracing Removal



CAT Shaft – Corbel Installation



MVSS – Rebar installation at Generator 1 pad



Air Compressor – Conduits exposed for relocation



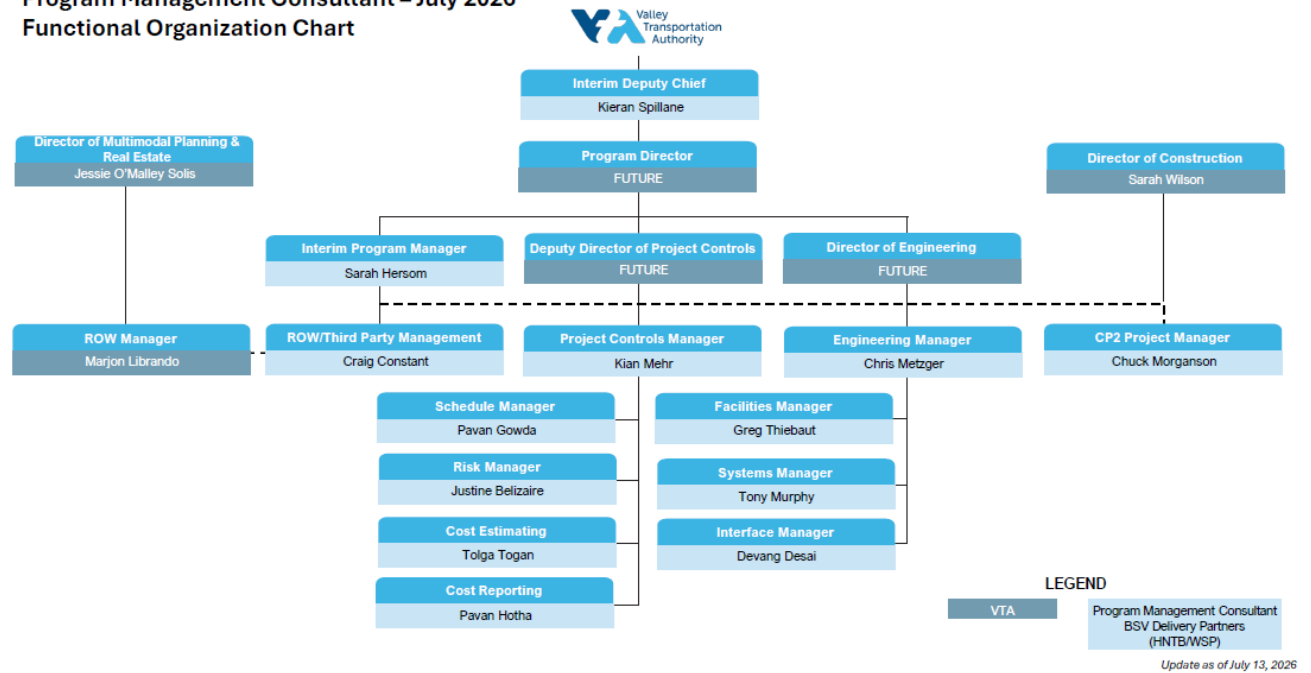
Transformer Pad T3A excavation



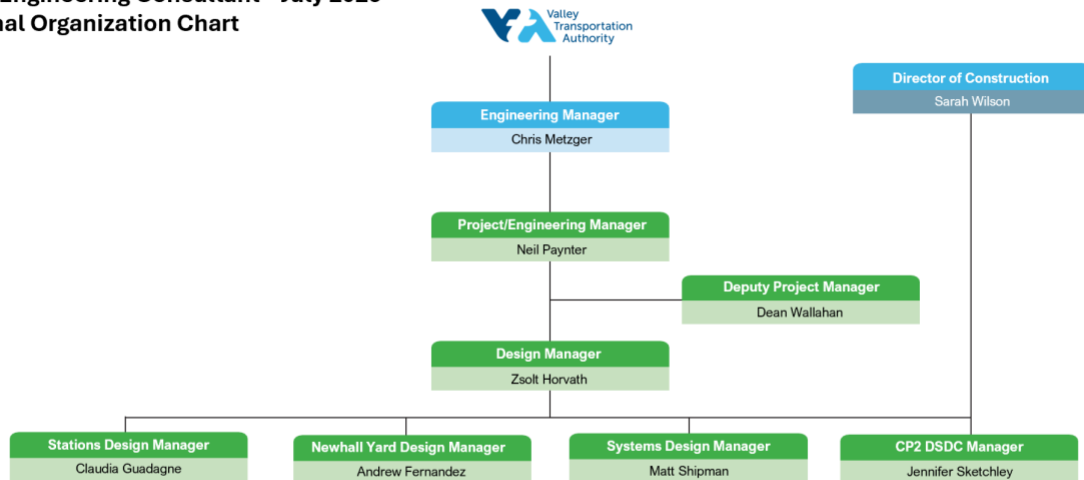
MVSS – Ground Grid back fill and compaction

APPENDIX D – ORGANIZATION CHARTS (PMC, GEC, CMS, KST)

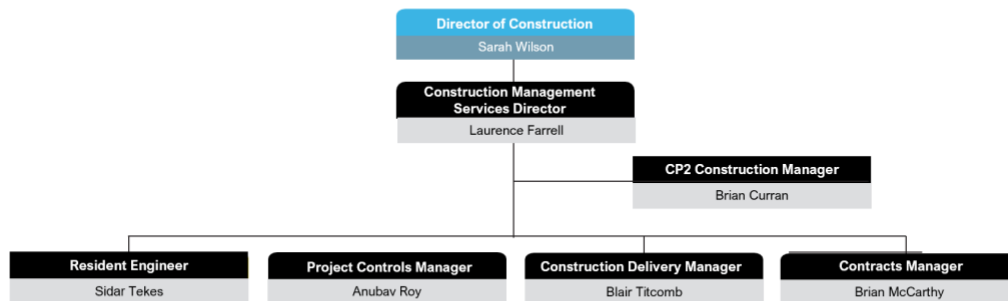
**VTA's BART Silicon Valley Phase II Extension
Program Management Consultant – July 2026
Functional Organization Chart**



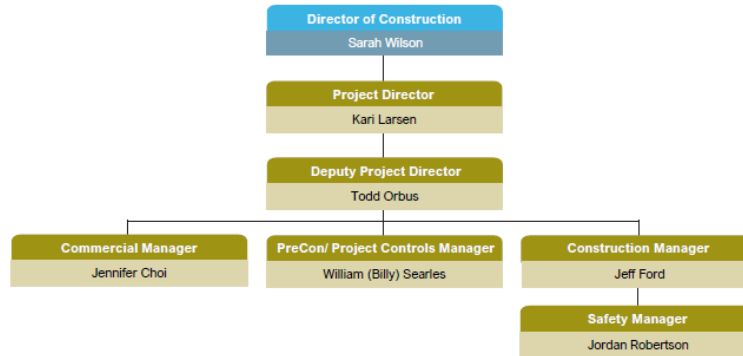
**VTA's BART Silicon Valley Phase II Extension
General Engineering Consultant – July 2026
Functional Organization Chart**



**VTA's BART Silicon Valley Phase II Extension
Construction Management Services (CMS) – July 2026
Functional Organization Chart**



VTA's BART Silicon Valley Phase II Extension
Contract Package 2 (CP2) – Kiewit Shea Traylor (KST) – July 2026
Functional Organization Chart



LEGEND

VTA	KST
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Update as of July 13, 2026