

VTA'S BART SILICON VALLEY PHASE II OVERSIGHT COMMITTEE

Thursday, June 13, 2024

12:30 PM

The Santa Clara Valley Transportation Authority's (VTA's) BART Silicon Valley (BSV) Phase II Oversight Committee Regular meeting will be held at VTA Administrative Offices at Conference Room B-106, 3331 N. First Street, San Jose, California, 95134.

In addition, the meeting will be held at the following teleconference location:

- City Council Conference Room, 18th Floor, Room #1853, 200 E. Santa Clara Street, San José, CA 95113
- District 2 Office, 10th Floor, Santa Clara County Government Center, 70 West Hedding, San Jose, CA 95110

The meeting will be streamed through Zoom: <https://us02web.zoom.us/j/86759511656>

The meeting can be accessed through:

One tap mobile: US+16692192599,,86759511656# or +16699009128,,86759511656#

Telephone dial: US:+1 669 900 9128 or +1 669 219 2599 Webinar ID: 867 5951 1656

AGENDA

CALL TO ORDER

1. **ROLL CALL**
2. **PUBLIC COMMENT:**

This portion of the agenda is reserved for persons desiring to address the Committee on any matter, not on the agenda. **Speakers are limited to 2 minutes.** The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on the next agenda. All statements that require a response will be referred to staff for reply in writing.

3. **ORDERS OF THE DAY**

CONSENT AGENDA


4. **ACTION ITEM** - Approve the Regular Meeting Minutes of May 9, 2024.
5. **INFORMATION ITEM** -Receive the Status Report on the Auditor General's BSV II Risk Assessment - Finance Theme.

REGULAR AGENDA

6. ACTION ITEM – Recommend that the VTA Board of Directors commit to fund the currently authorized 2000 Measure A projects and other uses of 2000 Measure A at the funding levels listed in Attachment A (minor cost adjustments may be permitted), fund \$1 million for the Palo Alto Intermodal Station Study, with all remaining 2000 Measure A revenue to be available to deliver Phase II of the BART to Silicon Valley Extension Project (Phase II Project) and fund any remaining costs of the BART to Silicon Valley Phase I Extension Project.
7. ACTION ITEM - Recommend that the VTA Board of Directors consider and approve the CEQA Addendum (Attachment A) to *VTA's BART Silicon Valley Phase II Extension Project Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and Section 4(f) Evaluation* (February 2018) and approve the design refinements and the environmental determination in the Addendum.
8. ACTION ITEM - Recommend that the VTA Board of Directors authorize the General Manager/CEO to issue an amendment to Contract V20221 (VTA's BART Silicon Valley Phase II Extension Project: Contract Package 2 (CP2) - Tunnel and Trackwork) with Kiewit Shea Traylor, a Joint Venture (KST), not to exceed a total of \$74,866,667 for design services associated with value engineering, design optimizations and advancement of design.
9. INFORMATION ITEM -Receive an update on VTA's BART Silicon Valley Phase II Extension Project activities including the project's Executive Monthly Progress Report. *Note: The Committee may take action on this item.*
10. INFORMATION ITEM -Receive the BSVII Oversight Committee Issues/Requests Tracking Report. *Note: The Committee may take action on this item.*

OTHER ITEMS

11. Items of Concern and Referral to Administration
12. Review Committee Work Plan. (Auditor General Johnson)
13. Receive Committee Liaison Report. (Verbal Report) (Auditor General Johnson)
14. ANNOUNCEMENTS
15. ADJOURN

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☎ (408) 321-5680 or ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is www.vta.org or visit us on  www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

Please use this link to access the June 13, 2024, VTA's BART Silicon Valley Phase II Oversight Committee Regular Meeting <https://us02web.zoom.us/j/86759511656> or call +1 669 219 2599 or +1 669 900 9128 and enter Webinar ID # [867 5951 1656](https://us02web.zoom.us/j/86759511656).

The in-person location for this meeting is Conference Room B-106 at the VTA Administrative Offices. This location is served by the VTA Blue and Green light rail lines. The nearest station is River Oaks.

For trip planning information, contact our Customer Service Department at (408) 321-2300 between the hours of 6:00 a.m. to 7:00 p.m. Monday through Friday and 7:30 a.m. to 4:00 p.m. on Saturday. Schedule information is also available on our website, www.vta.org.

All reports for items on the open meeting agenda are available on the VTA website, www.vta.org and at the in-person meeting location.

**NOTE: THE BOARD OF DIRECTORS MAY ACCEPT, REJECT OR MODIFY
ANY ACTION RECOMMENDED ON THIS AGENDA.**



VTA'S BART SILICON VALLEY PHASE II OVERSIGHT COMMITTEE

Thursday, May 9, 2024

MINUTES

CALL TO ORDER

The Regular Meeting of the VTA's Bay Area Rapid Transit (BART) Silicon Valley Phase II Oversight Committee was called to order at 12:37 p.m. by Chairperson Burt in Conference B-106, Valley Transportation Authority, 3331 North First Street, San Jose, California, and via video and teleconference.

In addition, the meeting was held at the following two teleconference locations: San Jose City Council Conference Room, 18th Floor, Room #1853, 200 E. Santa Clara Street, San José, CA 95113, and Westin Bonaventure Hotel & Suites, Los Angeles, 404 S Figueroa St, Los Angeles, CA 90071.

1. ROLL CALL

| Attendee Name | Title | Represents | Status |
|------------------------|------------------|-----------------------|---------|
| Pat Burt | Chairperson | City of Palo Alto | Present |
| Cindy Chavez | Member | County of Santa Clara | Present |
| Dev Davis* | Member | City of San Jose | Present |
| Sudhanshu "Suds" Jain* | Member | City of Santa Clara | Present |
| Matt Mahan* | Vice Chairperson | City of San Jose | Present |
| Omar Torres* | Member | City of San Jose | Present |

A quorum was present.

* Participated remotely.

2. PUBLIC COMMENT

Mr. Bobf, Interested Citizen, made comments about the following: 1) concerns about VTA staff's commitment to specific project design without fair evaluation; and 2) calls for independent evaluations of both the environmental impacts and cost-effectiveness of the proposed designs.

Punit Khalsa, Board Assistant, noted that written public comments were received and posted in the online agenda packet.

3. ORDERS OF THE DAY

There were no Orders of the Day.

CONSENT AGENDA

4. Regular Meeting Minutes of April 17, 2024

M/S/C (Jain/Torres) to approve the Regular Meeting Minutes of April 17, 2024.

5. Status Report on Auditor General's BSV II Risk Assessment – Finance Theme

M/S/C (Jain/Torres) to receive a status report on the Auditor General’s BSV II Risk Assessment - Finance Theme.

| | |
|------------------|--|
| RESULT: | APPROVED – Consent Agenda Items #4 and #5 |
| MOVER: | Sudhanshu “Suds” Jain, Member |
| SECONDER: | Omar Torres, Member |
| AYES: | Burt, Davis, Jain, Mahan, Torres |
| NOES: | None |
| ABSENT: | Chavez |

REGULAR AGENDA

6. BSV II Funding Plan

Greg Richardson, Assistant General Manager and Chief Financial Officer, provided a presentation entitled “VTA BART Silicon Valley Extension – Phase II Financial Plan.”

Member Chavez arrived and took her seat at 12:44 p.m.

Public Comment

Eugene Bradley, Silicon Valley Transit Users, commented on the following: 1) the benefits of reintroducing express bus service to areas such as Lawrence Expressway or San Thomas Expressway; and 2) requested a response regarding his suggestion concerning the use of express lanes for bus services.

Gerald Cauthen, Interested Citizen, commented on the following: 1) concern about the cost comparisons between the twin bore and the single bore designs; 2) worries that escalating costs might not be sufficiently covered by federal contributions; 3) potential impact of perceived financial mismanagement of voter support for future regional measures; and 4) the importance of producing a fair and objective cost comparison to maintain public trust.

Mr. Bobf commented on the following: 1) the importance of considering Congress’s role in funding appropriation; 2) concern regarding the perceptions of the project being overpriced influencing Congress’s willingness to allocate funds; and 3) the need for a review of the project’s costs.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY

Members of the Committee and staff discussed the following: 1) importance of preparing for various funding scenarios from the Federal Transit Administration (FTA), particularly if the allocation is less than anticipated; 2) need for rapid planning adaptability in case funding falls short; 3) maintaining confidence in project cost assessments and transparency to foster public trust; and 4) advocacy to ensure federal agencies recognize how their funding decisions affect national infrastructure development.

Upon discussion, Members of the Committee requested the estimated cost for soil removal and disposal.

Furthermore, Members of the Committee requested that staff emphasize the following points in national discussions: 1) Santa Clara County has made significant local contribution as a self-help county; and 2) reducing federal funding for this project sets a negative precedent and could deter other communities from investing in their own projects.

On order of Chairperson Burt and there being no objection, the Committee reviewed the BSV II Funding Plan.

7. **VTA's BART Silicon Valley Phase II Extension Project – April 2024 Update**

Members Davis and Torres left the meeting at 1:26 p.m. and a Committee of the Whole was declared.

Member Jain rejoined the meeting as a member of the public.

Tom Maguire, Chief Capital Megaprojects Delivery Officer, Samantha McCleary, Principal Environmental Planner, and Chuck Morganson, Project Manager, provided a presentation entitled "VTA's BART Silicon Valley Phase II Extension."

Members of the Committee and staff discussed current project design processes, especially in the West Portal launch section.

Upon discussion, Members of the Committee raised concerns about the following: 1) the length of time for negotiations; 2) the current method of contracting due to delays; and 3) potential over-design by Kiewit Shea Traylor (KST) and the impact on projects costs and timelines.

Members of the Committee requested the following: 1) whether negotiations with KST can be held in closed session or an open session update in June 2024 regarding the process for pursuing other options; 2) a plan that prepared for different funding scenarios; 3) update on who will handle the analysis of the single versus twin bore and the timeline; and 4) review of geotechnical studies and their impact on future project decisions.

Public Comment

Mr. Bobf commented on the following: 1) advocated for a comprehensive scenario planning for the twin bore option, believing it could be cheaper than the larger tunnel option; 2) suggested that cost saving from the twin bore could allow more Measure A funds to be used for other projects; and 3) recommended appointing someone for the twin bore scenario to ensure it is thoroughly researched.

Barney, Interested Citizen, commented on the following: 1) importance of comparing twin bore and single bore options; 2) noted the removal of key structural elements and potential safety code violations; 3) referenced past tunnel disasters as examples of what could go

wrong without proper safety and ventilation designs; and 4) urged the need for strong safety measures.

Mr. Cauthen commented on the following: 1) compared design bid build and standard build methods; 2) emphasized the advantage of having a skilled designer aligned with a competent contractor; 3) the risks and complexities of major projects; and 4) suggested prioritizing the twin bore option.

Mr. Bradley commented on the following: 1) supported the previous comments in urging a comparison between the twin bore and single bore options; 2) emphasized the importance of high-quality work while achieving cost savings; 3) highlighted concerns from the FTA about the project's high costs; and 4) advocated for keeping tunneling options open.

Mr. Jain, attending as a member of the public, commented on the following: 1) suggested that splitting the project into multiple contracts might lead to better pricing; 2) expressed concerns about cost-effectiveness and competition; and 3) confusion on Bechtel's role.

On order of Chairperson Burt and there being no objection, the Committee of the Whole received an update on VTA's BART Silicon Valley Phase II Extension Project activities including the project's Executive Monthly Progress Report.

8. **BSVII Oversight Committee Issues/Requests Tracking Report**

Scott Johnson, Auditor General, provided a brief report.

On order of Chairperson Burt and there being no objection, the Committee of the Whole received the BSVII Oversight Committee Issues/Requests Tracking Report.

9. **Committee Work Plan**

Mr. Johnson provided a provided an overview of VTA's BART Silicon Valley Phase II Oversight Committee Work Plan.

Public Comment

Mr. Bradley commented on whether his previously submitted written comments were included in the agenda packet and staff confirmed they were included.

On order of Chairperson Burt and there being no objection, the Committee of the Whole reviewed the Committee work plan.

OTHER ITEMS

10. **Items of Concern and Referral to Administration**

There were no Items of Concern and Referral to Administration.

11. **Committee Staff Liaison Report**

There was no Committee Staff Liaison Report.

12. **Chairperson's Report**

There was no Chairperson's Report.

13. **ANNOUNCEMENTS**

Chairperson Burt announced the next VTA's BART Silicon Valley Phase II Oversight Committee meeting would be held on June 13, 2024.

Carolyn M. Gonot, General Manager/CEO, announced the FTA allocated \$500 million in the federal budget for this project.

14. **ADJOURNMENT**

On order of Chairperson Burt and there being no objection, the meeting was adjourned at 2:28 p.m.

Respectfully submitted,

Punit Khalsa, Board Assistant
VTA Office of the Board Secretary



Date: May 31, 2024
 Current Meeting: June 13, 2024
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 VTA's BART Silicon Valley Phase II Oversight Committee

FROM: Auditor General, Scott Johnson

SUBJECT: Status Report on AG's BSV II Risk Assessment – Finance Theme

FOR INFORMATION ONLY

PURPOSE:

This status report provides an overview of the Auditor General's (AG) work performed since the last BSV II Oversight Committee meeting on May 9, 2024 to present, and work to be performed in the next month pending receipt of requested documentation from VTA staff.

EXECUTIVE SUMMARY:

Planning

- Schedule meeting with VTA Accounts Payable to discuss VTA invoicing procedures.

Implementation - Fieldwork

- Held two meetings with VTA PM Team to discuss invoicing processes, policies and procedures, as well as project budgeting processes.
- Reviewed and performed high level analysis of the BSVII VTA Funding Plan.
- Reviewed internal budget/cost reports and prepared summary of analysis.

Within the next 3-6 weeks, we expect to:

- Complete follow-up with VTA PM team members.
- Complete invoice review and analysis.
- Develop summaries of findings/observations and share with VTA.

Reporting

- As we develop findings/observations, we will begin developing an outline of our draft report. We will share any preliminary observations with the BSVII Oversight Committee after first discussing with VTA staff and receiving their responses.

ALTERNATIVES:

No alternative actions applicable.

CLIMATE IMPACT:

There is no climate impact associated with this report.

Prepared By: Greta MacDonald, Senior Manager, AG Team
Memo No. 9163

ACTION ITEM

Commit to fund the currently authorized 2000 Measure A projects and other uses of 2000 Measure A at the funding levels listed in Attachment A (minor cost adjustments may be permitted), fund \$1 million for the Palo Alto Intermodal Station Study, with all remaining 2000 Measure A revenue to be available to deliver Phase II of the BART to Silicon Valley Extension Project (Phase II Project) and fund any remaining costs of the BART to Silicon Valley Phase I Extension Project.

WILL BE FORWARDED UNDER SEPARATE COVER



Date: June 7, 2024
 Current Meeting: June 13, 2024
 Board Meeting: June 28, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 VTA's BART Silicon Valley Phase II Oversight Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Capital Megaprojects Delivery Officer, Tom Maguire

SUBJECT: VTA's BART Silicon Valley Phase II Extension Project - CEQA Addendum to the 2018 Final Subsequent Environmental Impact Report

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors consider and approve the CEQA Addendum (Attachment A) to *VTA's BART Silicon Valley Phase II Extension Project Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and Section 4(f) Evaluation* (February 2018) and approve the design refinements and the environmental determination in the Addendum.

EXECUTIVE SUMMARY:

- This action considers and approves the Addendum to *VTA's BART Silicon Valley Phase II Extension Project Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report and Section 4(f) Evaluation* (February 2018), pursuant to the California Environmental Quality Act (CEQA) Guidelines, Section 15164.
- This CEQA Addendum evaluates whether the design refinements would result in any substantial change to the environmental setting, impacts, and mitigation measures of the BART Silicon Valley Phase II Extension Project (BSVII Project) since the VTA Board of Director's certification of the Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) in April 2018, and finds that the design refinements do not result in new significant impacts, and none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred.

STRATEGIC PLAN/GOALS:

The BSVII Project supports VTA's Strategic Plan Business Line 2, Delivering Projects and Programs, and its strategic goals to develop designs to optimize current conditions and to build/implement projects on time and within budget.

FISCAL IMPACT:

Appropriation for the anticipated expenditures and commitments through June 30, 2025, is included in the FY24-FY25 Adopted 2000 Measure A Transit Improvement Program Fund Capital Budget. The BSVII Project is funded by a mix of 2000 Measure A, 2016 Measure B, Federal FTA New Starts, State TIRCP, and regional funds when available.

BACKGROUND:

VTA's BART Silicon Valley Program consists of a 16-mile extension of the BART system from BART's Warm Springs/South Fremont Station in southern Fremont in Alameda County into Santa Clara County through the Cities of Milpitas, San Jose, and Santa Clara. VTA's BART Silicon Valley (BSV) Program is being implemented in two phases: the Phase I Berryessa Extension Project (Phase I Project) and the BSVII Project. The Phase I Project is a 10-mile, 2-station extension that opened in 2020. The BSVII Project is a six-mile, four-station extension that will bring BART service from the existing Berryessa Station in Berryessa/North San José (the terminus of the Phase 1 Project) through downtown San José to the City of Santa Clara. The BSVII Project will include three underground stations (28th Street / Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility at Newhall Yard, and additional facilities. Five miles of the six-mile alignment will be constructed in a single-bore tunnel, with the remaining one mile consisting of at-grade rail.

Previous Environmental Documents

VTA's Board of Directors certified the first Final Environmental Impact Report and approved the 16-mile Silicon Valley Rapid Transit Project on December 9, 2004. VTA's Board of Directors then certified the first Final Supplemental Environmental Impact Report and approved the revised 16-mile project on June 7, 2007. VTA's Board of Directors then certified a Final Second Supplemental Environmental Impact Report and approved the 10-mile Phase I Project on March 3, 2011. VTA's Board of Directors then certified a Final Subsequent Environmental Impact Report for the remaining 6-mile Phase II Project on April 5, 2018.

Since 2018, two CEQA addenda to the SEIR were prepared and approved by the VTA Board of Directors. The first was in December 2022 to evaluate specific design refinements related to anticipated early work construction packages associated with Contract Package 2 - Tunnel and Trackwork for the BSVII Project. The second was in April 2023 to evaluate the location of replacement parking during construction at Diridon Station to a facility located at 501 Cinnabar Street. This third Addendum, and the subject of this Board action, evaluates the design refinements that have occurred since the VTA Board of Directors certified the Final SEIR in 2018.

DISCUSSION:

This Addendum addresses the following refinements to the BSVII Project:

- Update to opening year,
- Tunnel Configuration: a side-by-side track configuration throughout the entire alignment and an increase in the inner and outer tunnel diameter,
- Tunnel Alignment: vertical and horizontal shifts in the alignment,
- Track Design: modifications to the track design,
- Stations: minor modifications to station configurations including a center platform in the single-bore tunnel,
- Elimination of the Mid-Tunnel Facilities, and
- Refinements in construction methodology.

Based on the analysis of the proposed refinements to the BSVII Project presented in the Addendum, the conclusions in the Final SEIR remain valid, and no supplemental environmental review is required, pursuant to CEQA Guidelines Sections 15162, 15163, and 15164. The modifications to the BSVII Project discussed in the Addendum do not result in new significant adverse impacts nor any substantial increase in the severity of any identified significant adverse impacts previously documented for the BSVII Project, nor has any “new information of substantial importance” been presented pursuant the CEQA Guidelines Section 15162. No new mitigation has been identified, and all mitigation measures described in the Final SEIR are still applicable and will be implemented as required by the approved Mitigation Monitoring and Reporting Program. Therefore, an Addendum to the Final SEIR is the appropriate environmental document.

ALTERNATIVES:

The Board of Directors can elect to reject the staff recommendation to approve the CEQA Addendum. However, this would delay the ability to start critical construction activities and subsequently lead to impacts on the project’s master program schedule.

CLIMATE IMPACT:

The Project is projected to reduce annual automobile vehicle miles traveled (VMT) by creating enhanced transit services and, therefore, would result in a reduction in greenhouse gas (GHG) emissions in Santa Clara County.

BUSINESS DIVERSITY REQUIREMENTS:

This is an approval of a CEQA Addendum and does not invoke business diversity requirements.

Prepared by: Samantha Swan McCleary
Memo No. 8620

ATTACHMENTS:

- CEQA Addendum_05312024 (PDF)

Attachment:

Click [here](#) to view:
VTA's BART Silicon Valley
Phase II Extension Project

CEQA Addendum to the
2018 Final Subsequent
Environmental Impact Report

May 2024

Available on the VTA website, www.vta.org



Date: June 7, 2024
 Current Meeting: June 13, 2024
 Board Meeting: June 28, 2024

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 VTA's BART Silicon Valley Phase II Oversight Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Capital Megaprojects Delivery Officer, Tom Maguire

SUBJECT: VTA's BART Silicon Valley Phase II Extension Project – Contract Package 2 Tunnel and Trackwork (Contract V20221) Authorization for Additional Design Services

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

ACTION ITEM

RECOMMENDATION:

Recommend that the VTA Board of Directors authorize the General Manager/CEO to issue an amendment to Contract V20221 (VTA's BART Silicon Valley Phase II Extension Project: Contract Package 2 (CP2) - Tunnel and Trackwork) with Kiewit Shea Traylor, a Joint Venture (KST), not to exceed a total of \$74,866,667 for design services associated with value engineering, design optimizations and advancement of design.

EXECUTIVE SUMMARY:

In March 2024, VTA and KST established a design optimization process to review potential changes to the design, design criteria manual, technical requirements, and other design requirements in an effort to reduce construction quantities and associated construction costs related to CP2. This process also included the formation of a review committee which identified dozens of potential design optimizations that could result in construction savings relative to KST's ongoing design cost estimates.

In addition to the design optimizations, VTA and KST also identified value engineering (VE) concepts that require additional design services to be performed by KST to integrate the VE concepts into the design with the intent of realizing construction cost savings. Additional design funds are also required to facilitate the scope transfer between CP2 and the other Contract Packages and to progress the design of time-sensitive scope elements (i.e. tunnel design) to a 100% level.

This Board action item authorizes the General Manager/CEO to issue an amendment to Contract V20221 (VTA's BART Silicon Valley Phase II Extension Project: Contract Package 2 (CP2) - Tunnel and Trackwork) with Kiewit Shea Traylor, a Joint Venture (KST), not-to-exceed a total of \$74,866,667 for design services associated with value engineering, design optimizations and advancement of design.

STRATEGIC PLAN/GOALS:

This Project supports VTA's Strategic Plan Business Line 2, Delivering Projects and Programs, and its strategic goals to develop designs to optimize current conditions and to build/implement projects on time and within budget.

FISCAL IMPACT:

This action will authorize up to \$74,866,667 to support the advancement of design for the VTA's BART Silicon Valley Phase II Extension Project. Appropriation for the anticipated expenditures and commitments is included in the FY24/FY25 2000 Measure A Transit Improvement Program Capital Budget request. Funding will be provided by a mix of 2000 Measure A, 2016 Measure B, Federal FTA New Starts, State TIRCP, and regional funds.

BACKGROUND:

VTA's BART Silicon Valley Phase II Extension Project (BSVII Project) is a six-mile, four- station extension that will bring BART service from Berryessa/North San José through downtown San José to the City of Santa Clara. The BSVII Project will include three underground stations (28th Street / Little Portugal, Downtown San José, and Diridon), one ground-level station (Santa Clara), a train maintenance and storage facility at Newhall Yard, and additional facilities. Five miles of the six-mile alignment will be constructed in a large diameter single- bore tunnel, with the remaining one mile consisting of at-grade rail.

CP2 is the largest contract on the BSVII Project and serves as the foundational backbone as it interfaces with all future Contract Packages spanning the entire length of the extension and ultimately building most of the infrastructure that will enable the remaining contracts to be successfully delivered.

This contract is being delivered through a Progressive Design-Build model which engages the Contractor (also acting as the Engineer of Record) early in the design process to inform the design with constructability, cost, and schedule considerations. As such, the CP2 contract will be awarded in two distinct stages. In May 2022, the VTA Board authorized the award of the first stage (Stage 1) to the CP2 Contractor, which consists of design and preconstruction services, including a collaborative process between the CP2 Contractor and VTA in which innovative ideas were evaluated, the design advanced, and a full cost/schedule estimate developed.

At the conclusion of Stage 1 and upon agreement on a Stage 2 Lump Sum, VTA intends to draft an amended and restated design-build agreement for Stage 2 with the CP2 Contractor. Additionally, selected Early Works Packages (EWP's) for discrete design and

construction activities are anticipated prior to coming to agreement on the Stage 2 contract price. These construction activities are critical to maintaining the overall BSVII Project schedule and are expected to include items such as the West Portal launch structure, precast concrete tunnel lining procurement, existing building demolition, and others.

To date there have been three Board authorizations for Contract Package 2 as follows:

1. The first approval came in May 2022 for Stage 1 services which authorized investigation of innovations, programming, and design services.
2. The second Board authorization approval came in December 2022 for EWP scope elements which must be completed in advance of the heavy construction work to maintain the overall project schedule. Consistent with the Progressive Design-Build contract model, CP2 will begin construction activities as Early Work Packages during Stage 1, prior to agreeing on the final Stage 2 Lump Sum contract price.
3. The third Board authorization came in October 2023 which authorized Design Services to the 85% level by shifting \$43M in Stage 2 design funds to Stage 1.

This is the fourth Board Award authorization request for Contract Package 2.

DISCUSSION:

In May 2022, the VTA Board authorized the award of Stage 1 services to the CP2 Contractor, which included design professional services (advancement of design to an approximate 60% completion level). Subsequently, in October 2023, the Board approved the transfer of \$43,000,000 from Stage 2 design services to Stage 1 which was necessary to advance the design from 60% completion to 85% completion.

In March 2024, the VTA and KST established a design optimization process to review potential changes to the design, design criteria manual, technical requirements, and other design requirements in an effort to reduce construction quantities and resulting construction costs. A committee was also formed and identified dozens of design optimizations, and several value engineering concepts that would result in construction savings to the program if implemented, however would require additional funding for design advancement.

This Board action item, along with completion of negotiations regarding additional design scope and price, allows the VTA to direct KST to proceed with not-to-exceed design services on design optimizations and value engineering concepts necessary to realize Stage 2 cost estimate savings, and additional design work for tunnel related scope (tunnel design unit) to a 100% design level. Apart from the tunnel design unit, KST would perform design services necessary to incorporate the changes up to an 85% completion milestone. In a future Board action, any required additional Stage 2 design professional service funds to advance the remaining design units to a 100% design level will be requested.

The table below summarizes the KST negotiated amount for mobilization, programming

services, and design professional services (to a 100% design level) prior to contract award and subsequent Board authorizations.

Summary of Design and Pre-Construction Professional Services

| Task | | KST Negotiated Amount (A) | Awarded May 2022 (B) | Awarded Oct 2023 (C) | Current Request (June 2024) (D) | Remaining Balance (E)=A-B-C-D |
|------|------------------------------|---------------------------|----------------------|----------------------|---------------------------------|-------------------------------|
| A.01 | Mobilization | \$5,000,000 | \$5,000,000 | N/A | N/A | \$0 |
| A.02 | Programming Services | \$53,200,000 | \$53,200,000 | N/A | N/A | \$0 |
| A.03 | Design Professional Services | \$294,666,667 | \$176,800,000 | \$43,000,000 | \$74,866,667 | \$0 |
| | Total: | \$352,866,667 | \$235,000,000 | \$43,000,000 | \$74,866,667 | \$0 |

Note: An additional \$19M was authorized in May 2022 for the allowances related to surety bonds and initial early work packages.

The \$74,866,667 value indicated above is requested as a not-to-exceed Board Authorization amount. VTA and KST are conducting design scope alignment meetings and will be advancing negotiations to finalize the additional design costs. Once negotiations have concluded and an agreement is reached, the resulting negotiated values will be included in Contract Amendments to the Design-Build Agreement.

ALTERNATIVES:

The Board of Directors can elect to reject the staff recommendation. However, if the work is not authorized at this time, and design is not further advanced during Stage 1, then all further design activities would be delayed until a future authorization. Such future authorization could occur as late as the Stage 2 Contract Award / NTP. Any significant delay in design progression would result in programmatic schedule impacts and potential cost increases.

CLIMATE IMPACT:

There is no climate impact associated with approving this action.

BUSINESS DIVERSITY REQUIREMENTS:

Based on the identifiable subcontracting opportunities, a Disadvantaged Business Enterprises (DBE) goal of 15% was established for this contract. In addition, there is a

20% Small Business Enterprise (SBE) participation goal which is inclusive of the DBE goal, for this contract.

Prepared by: Monica Born, BSV Program Director/Deputy Chief
Memo No. 9156

ATTACHMENTS:

- 9156 - Attachment A (PDF)

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 |
| Mass. Electric Construction Company | Temporary Electrical Services Electrical Design Services Permanent Electrical Work |
| Herrenknecht Tunnelling Systems USA, Inc. | EWP 9 |

Design Subcontractors:

| FIRM | AREA OF RESPONSIBILITY |
|-----------------------------------|---|
| Kiewit Infrastructure Engineering | Design Management and Discipline Engineering |
| ARUP | Tunnel and Underground Design including EWP 1 & 2 |
| Shannon Wilson | Geotechnical |
| JMA Civil, Inc | EWP 3 |
| RSE Corporation | EWP 5 |



Date: June 7, 2024
 Current Meeting: June 13, 2024
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 VTA's BART Silicon Valley Phase II Oversight Committee

THROUGH: General Manager/CEO, Carolyn M. Gonot

FROM: Chief Capital Megaprojects Delivery Officer, Tom Maguire

SUBJECT: VTA's BART Silicon Valley Phase II Extension Project – May 2024 Update

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

This memo provides updates on the VTA's BART Silicon Valley Phase II (BSVII) Extension Project for the month of May 2024, in key areas including the federal funding process, Contract Package 2 work, and community outreach and stakeholder engagement efforts.

STRATEGIC PLAN/GOALS:

This Project supports VTA's Strategic Plan Business Line 2, Delivering Projects, and Programs.

DISCUSSION:

Significant progress continues to be made on VTA's BART Silicon Valley Phase II (BSVII) Extension Project through the month of May 2024 with key activities focused on regular engagement with the Federal Transit Administration (FTA) regarding New Starts Engineering (NSE).

Following VTA's submittal for Entry into NSE, staff received the draft Readiness to Enter Engineering report from FTA and provided comments. Regular meetings and reviews with FTA and their Project Management Oversight Consultant (PMOC) continued along with preparation for the Full Funding Grant Agreement (FFGA) application. This includes advancing design, updating project management plans, and preparing necessary reports and other documentation. Engagement with FTA's Financial Management Oversight Consultant (FMOC) also initiated with staff providing responses to initial comments and questions from the FMOC.

CONTRACT PACKAGE 2:

Work related to Contract Package 2 (CP2) for tunnel and trackwork continued with further advancement of design packages, exploration of design optimization opportunities, and implementation of value engineering concepts. Initial site preparatory work at the West Portal/Newhall Yard and Maintenance Facility also began with early activities including contractor mobilization, delivery of construction equipment, and setting up of temporary field offices.

Executive partnering sessions with the CP2 Contractor, Kiewit Shea Traylor (KST) continued, including a discussion on delivery and contract packaging strategies along with a potential full or partial off ramp approach. Negotiations continued on other Early Work Packages (EWP), including EWP 3C for the West Portal/Tunnel Boring Machine (TBM) launch structure with a planned issuance of a not-to-exceed Limited Notice to Proceed for certain elements of work. Additionally, staff is reviewing opportunities to further split EWP 3C with initial mobilization, procurement of subcontracts and shop drawings as the first work to be authorized.

COMMUNITY OUTREACH & STAKEHOLDER ENGAGEMENT:

During the month of May, the BSV External Affairs Team (EAT) hosted the quarterly series of Community Working Group Meetings (CWG's) to engage with stakeholders and the public to share early construction activities and latest project updates. Additionally, staff issued notices of geotechnical work that took place near the future 28th Street/Little Portugal Station through stakeholder communication, email, and flyering. The team also prepared and hosted the next round of community stakeholder breakfasts at the end of the month and continued processing the Tunnel Boring Machine (TBM) naming entries from the TBM Naming Contest. Furthermore, project staff developed and published the Summer 2024 Newsletter discussing construction, New Starts Entry to Engineering, and project engagement, and distributed this via the project website, email, and social channels. Other efforts included ramping up to launch the first phase of the new project website that will be the project's main source of up-to-date information and resources.

Project staff continues to engage routinely with key stakeholders along the project alignment, hosted the Santa Clara Design Review Committee (DRC) Meeting, and is preparing for the next round of DRC Meetings that will be hosted for Diridon, Downtown San Jose, and 28th St./Little Portugal Stations. In addition, staff has continued holding conversations with key stakeholders on the design elements of each of the San Jose Stations.

BOARD AND COMMITTEES:

As a follow up to the April BSVII Oversight Committee meeting the Board authorized the GM/CEO to enter into an agreement with BART for the purchase of railcars for the BSVII Project based on key terms included in a term sheet reviewed with the Board.

At the May BSVII Oversight Committee meeting, staff provided an update on Contract Package 2 including an overview of the current contract status and potential options for Stage 2, including use of a full or partial off ramp. This was accompanied by a regular update on the

project, FTA status, and environmental.

Prepared By: Ronak Naik, BSV Capital Project Coordinator
Memo No. 9155



VTA BSVII Executive Monthly Progress Report
April 1, 2024 – April 30, 2024

Revision 0
May 24, 2024

Issued for June 13, 2024 VTA’s BSVII Oversight Committee Meeting

THIS PAGE INTENTIONALLY LEFT BLANK



Table of Contents

| | | |
|-----|--|----|
| 1 | VTA BSVII EXECUTIVE SUMMARY | 1 |
| 1.1 | BSVII Highlights | 1 |
| 1.2 | Key Issues | 2 |
| 1.3 | Key Decisions | 3 |
| 1.4 | BSVII Overview / Summary | 3 |
| 2 | SCHEDULE SUMMARY | 6 |
| 2.1 | BSVII Summary Schedule | 7 |
| 2.2 | Milestone Summary | 8 |
| 2.3 | Summary narrative | 9 |
| 3 | COST SUMMARY | 10 |
| 3.1 | Summary Cost Report | 10 |
| 3.2 | Budget transfers and Contingency updates | 12 |
| 3.3 | Active Contracts | 12 |
| 3.4 | Funding Summary | 13 |
| 4 | CHANGE SUMMARY | 15 |
| 4.1 | Configuration Changes | 15 |
| 4.2 | CP2 Contract Amendments | 15 |
| 5 | RISK SUMMARY | 16 |
| 6 | OTHER UPDATES | 18 |
| 6.1 | KST (CP2 PDB) Contract Summary | 18 |
| 6.2 | Right of Way (ROW) | 18 |
| 6.3 | Utilities | 19 |
| 6.4 | Third Party and Permits | 19 |
| 6.5 | PMT Contract Summary | 20 |
| 6.6 | GEC Contract Summary | 21 |

Tables

| | |
|--|----|
| TABLE 1 – KEY OPEN ISSUES AND ACTIONS | 2 |
| TABLE 2 – KEY OPEN DECISIONS | 3 |
| TABLE 3 – DECISIONS CLOSED DURING THIS PAST PERIOD | 3 |
| TABLE 4 – MILESTONE SUMMARY | 8 |
| TABLE 5 – APRIL 2024 MONTHLY SCHEDULE UPDATE SUMMARY | 9 |
| TABLE 6 – SUMMARY COST REPORT (IN \$M) * | 10 |



| | |
|--|----|
| TABLE 7 – SCC 80 BREAKDOWN (IN \$M)* | 11 |
| TABLE 8 – MAJOR CONTRACTOR SCC 80 CALENDAR YEAR 2024 BUDGET BREAKDOWN (IN \$M) | 11 |
| TABLE 9 – MAJOR ACTIVE CONTRACTS | 12 |
| TABLE 10 – OTHER ACTIVE CONTRACTS | 12 |
| TABLE 11 – FUNDING SUMMARY (IN \$M) | 13 |
| TABLE 12 – CONFIGURATION CHANGES | 15 |
| TABLE 13 – CP2 CONTRACT AMENDMENTS | 15 |
| TABLE 14 – RISK SUMMARY | 16 |
| TABLE 15 – TOP RISKS | 17 |
| TABLE 16 – CP2 (KST) COST SUMMARY AS OF APRIL 2024 | 18 |
| TABLE 17 – REAL ESTATE STATUS SUMMARY | 18 |
| TABLE 18 – THIRD PARTY AGREEMENTS CATEGORIZATION | 19 |
| TABLE 19 – THIRD PARTY AGREEMENTS FORECASTED FOR 2024 EXECUTION | 19 |
| TABLE 20 – PROGRAM MANAGEMENT TEAM CONTRACT SUMMARY | 20 |
| TABLE 21 – GENERAL ENGINEERING CONSULTANT CONTRACT SUMMARY | 21 |

Figures

| | |
|---|----|
| FIGURE 1 – PROGRAM SUMMARY SCHEDULE | 7 |
| FIGURE 2 – BASELINE BUDGET AND EXPENDITURES BY CALENDAR YEAR* | 12 |
| FIGURE 3 – RISK HEAT MAP | 16 |
| FIGURE 4 – UTILITIES SUMMARY | 19 |

Appendices

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST



1 VTA BSVII EXECUTIVE SUMMARY

1.1 BSVII HIGHLIGHTS

1. **FTA Coordination:** VTA met with the FTA Acting Administrator, the Congressional delegation and senior staff from the Office of Management and Budget and Appropriations Committee in Washington, DC to provide updates regarding the project and notification of the recent NSEE application submittal. VTA also hosted FTA at the De La Cruz Project Office on April 24, 2024. VTA is reviewing the draft readiness to Enter Engineering Report that was issued by FTA on April 30, 2024. *Updated as of May 24, 2024: VTA provided its feedback on the draft readiness to Enter Engineering Report to FTA.*
2. **Management Capacity:** No significant updates from the last report. VTA continues the recruitment process for the Construction Director.
3. **Construction Management Procurement:** As reported last month, Bechtel Infrastructure Corporation was selected as the highest ranked contractor. VTA will manage the contract value through annual task orders. This item was presented to the Administration and Finance Committee on March 21, 2024 and Board approved the contract during the April 2024 Board meeting. *Updated as of May 24, 2024: VTA issued Annual Work Plan 1 to Bechtel for initial mobilization tasks. The initial mobilization is tasked between May 1, 2024 to June 30, 2024 with a not to exceed value of \$866k. Onboarding activities are underway.*
4. **Vehicles Procurement:** VTA and BART worked collaboratively to finalize the vehicle procurement. VTA provided an update in April 2024 BSVII Oversight committee meeting with anticipated term sheet. *Updated as of May 24, 2024: Action item was presented at May 2024 Board Meeting with the VTA Board authorizing execution of the agreement with BART for procurement of railcar vehicles. Subsequently, BART executed the option with Alstom to lock in the price and VTA made the initial payment to BART.*
5. **Schedule Updates:** No significant updates this month. Refer to Section 2 for summary narrative.
6. **Scope (Configuration) Updates:** Staff is reviewing potential design changes or updates that may be required at the underground stations (28th Street/Little Portugal, Downtown, and Diridon) due to recent stakeholder and community feedback. In addition, KST and GEC proposed various design optimizations for potential cost savings that are being assessed by VTA.
7. **Budget Updates:** No significant updates this month. BSVII's financial plan was discussed at the April 2024 VTA Board of Directors Workshop.
8. **Risks:** During this reporting period one existing risk was retired, five new risks were added, and several risk items were updated. Details are provided in Section 5 of this report.
9. **Right of Way (ROW):** No major updates this month. Right of Way work continues to progress. Tenants are in the process of vacating premises. Refer to Section 6.2 for more information.
10. **Third Party / Utilities / Agency Coordination:** Continued coordination activities with external agencies, utility owners and third parties. Planning and coordination activities are in progress for the June 14, 2024, groundbreaking event. Refer to Section 6.3 for Third Parties summary and 6.4 for Utilities summary.
11. **Key CP2 updates:**
 - a. KST completed additional geotechnical borings at Diridon and Downtown station sites.
 - b. KST started mobilization for the West Portal Site Preparation work.
 - c. Multiple value engineering notice-to-proceed letters have been issued to KST. Request for change proposals from KST have been received for several VE's. Collaboration continues between VTA and KST on evaluating proposed optimizations that could result in schedule benefits and cost savings.
 - d. VTA continued negotiations on other cost proposals for EWPs, including the 1.) equipment used to manufacture the pre-cast tunnel liner (PCTL) segments and 2.) the West Portal launch structure. To



avoid potential future schedule slippage, VTA plans to issue a limited NTP for EWP 3C scope elements while the remaining EWP 3C costs are authorized. *Update as of May 24, 2024: EWP 3C is being further split to EWP 3C.1, 3C.2 and subsequent elements to avoid potential schedule slippage. EWP 3C.1 is related to initial mobilization, procurement of subcontracts, and shop drawings. VTA is preparing to issue an amendment and limited NTP for EWP 3C.1.*

- e. Development of potential off-ramp strategies is underway.
 - f. KST is working on various design submittals; most design units are progressing towards 85% design, with the remaining units progressing towards 60% design (*No significant updates from last reporting period*).
12. **CP1, CP3 and CP4 updates** (*No significant updates from last reporting period*): Design and technical specifications for Systems, Stations, and Yard facilities are progressing with the current General Engineering Consultant (GEC) team:
- a. Current focus is on further progression of Value Engineering (VE) items. VTA is actively engaging BART in the review of VE items requiring DCM modification(s).
 - b. 60% design is advancing for Systems, Newhall Yard, and Stations.
 - c. Monitoring the progress between the KST and GEC design teams in interface design requirements definitions.

1.2 KEY ISSUES

Table 1 outlines the key open Issues with actions as of this reporting period.

Table 1 – Key Open Issues and Actions

| Issue Description | Actions |
|--|---|
| West Portal Enabling works and TBM launch structure are now on the critical path. | VTA issued NTP for EWP 3A to initiate site work. To maintain the schedule, VTA plans to issue a limited NTP for certain EWP 3C scope elements while the remaining scope of EWP 3 is negotiated and authorized. <i>Update as of May 24, 2024: EWP 3C is being further split to EWP 3C.1, 3C.2 and other elements to avoid potential schedule slippage. EWP 3C.1 is related to initial mobilization, procurement of subcontract and shop drawings. VTA is working on issuing an amendment and limited NTP for EWP 3C.1.</i> |
| Potential delays to start of EWP 3C heavy construction work due to KST's concerns regarding the Liquidated Damage clause in the JPB agreement pertaining to work in JPB right-of way | VTA is facilitating the conversation between KST and JPB to discuss their concerns over the Liquidated Damage clause in JPB License Agreement for work within JPB right-of-way. <i>Update as of May 24, 2024: KST agreed to sign the agreement with JPB. VTA is awaiting a signed copy of the agreement.</i> |
| Observed misalignment between KST and VTA on the Progressive Design Build delivery approach from different points of reference. | VTA and KST are collaboratively working to minimize the impacts of this issue. A multi-session partnering effort began in March 2024 and continued into May 2024 with representatives from both parties to address and mitigate this issue. |



| Issue Description | Actions |
|--|---|
| Potential further design changes of the underground stations (Diridon, Downtown and 28 th Street/Little Portugal) due to stakeholder and community feedback | VTA is conducting outreach and engagement with key stakeholders via focused meetings to receive input and gain consensus on ultimate total above ground footprint of the stations and ancillary facilities. <u>Update as of May 24, 2024:</u> VTA Board issued a referral directing stakeholder requested changes to be incorporated into the design. VTA is developing a plan to respond to the requested changes. |

1.3 KEY DECISIONS

Table 2 outlines the key open decisions as of this reporting period.

Table 2 – Key Open Decisions

| Description | Notes |
|--|--|
| Decision on exercising an option for procurement of 48 railcars under BART's contract by April 30, 2024. | Discussions between VTA and BART continue to finalize the schedule. <u>Update as of May 24, 2024:</u> Action item was presented at May 2024 Board Meeting with the VTA Board authorizing execution of the agreement with BART for procurement of railcar vehicles. Subsequently BART executed the option with Alstom to lock in the price and VTA made the initial payment to BART. This decision is now closed. |

Table 3 outlines the decisions that were closed during this reporting period.

Table 3 – Decisions closed during this past period

| 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 are 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 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. 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 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.



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 April 2024 schedule update (data date of May 1, 2024) and the summary can be found in Sections 2.1, 2.2 and 2.3.

- a. Section 2.1 summarizes the overall Program schedule in the new baseline schedule.
- b. Section 2.2 depicts the key milestones for the program captured in the new baseline schedule.
- c. Section 2.3 outlines the changes to the schedule based on the April 2024 schedule update in comparison to the baseline schedule and March 2024 schedule update.



2.1 BSVII SUMMARY SCHEDULE

Figure 1 provides the summary schedule based on the new baseline schedule. No changes this month.

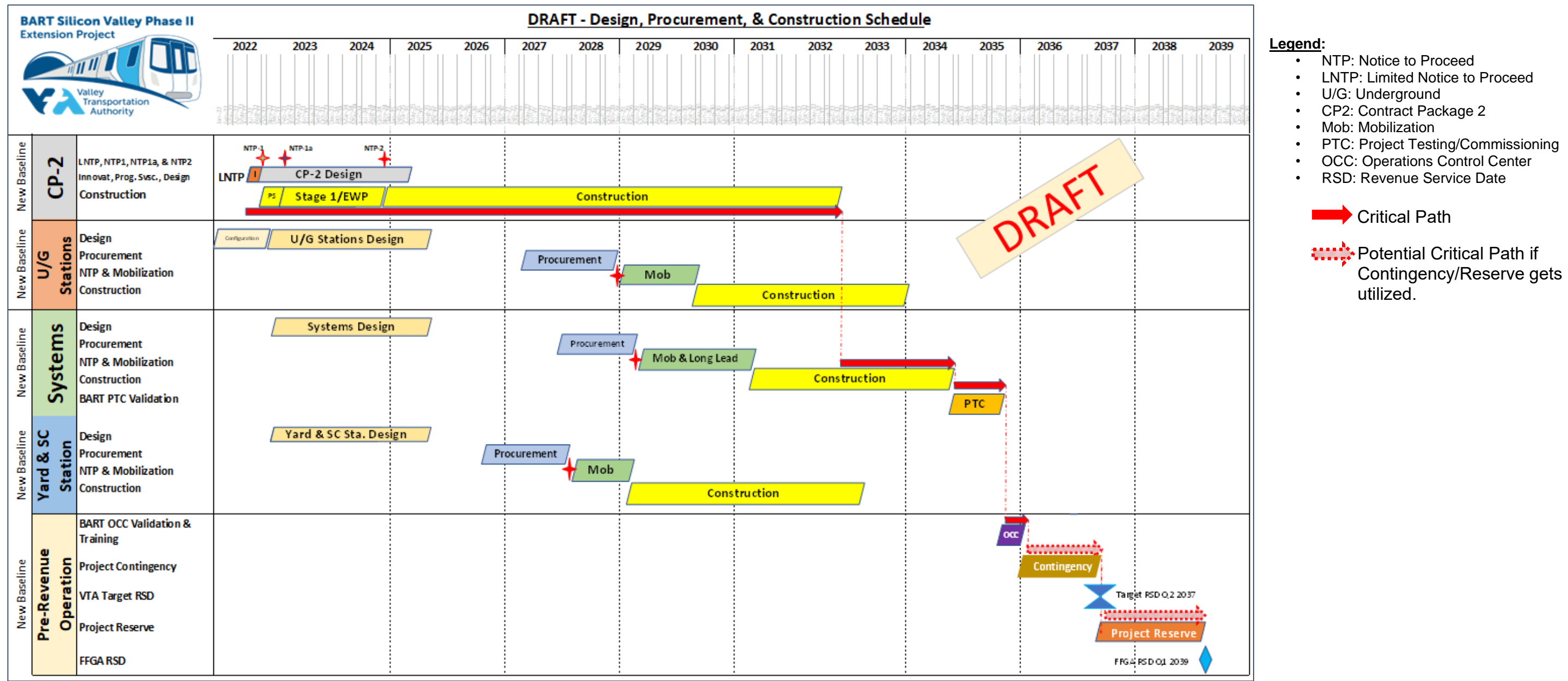


Figure 1 – Program Summary Schedule



2.2 MILESTONE SUMMARY

Table 4 provides the key milestone dates based on the April 2024 schedule update in comparison to the baseline schedule and the prior month forecast of March 2024 schedule update. High level summary narrative is provided in Section 2.3.

Table 4 – Milestone Summary

| Milestone Name (Bolded Underlined Dates = Actuals) | New Baseline (Per NSEE application) | Past month Forecast (March 2024) | Current Month Forecast (April 2024) |
|---|--|---|--|
| Programwide | | | |
| 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 | Q1 2024 | Q1 2024 | <u>Q1 2024</u> |
| FTA Issue Entry into NSEE | Q2 2024 | Q2 2024 | Q2 2024 |
| VTA Request to Execute FFGA | Q3 2024 | Q3 2024 | Q3 2024 |
| FFGA Execution | Q4 2024 | Q4 2024 | Q4 2024 |
| Start of BART OCC Validation | Q4 2035 | Q4 2035 | Q4 2035 |
| 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 NTP2 | Q4 2024 | Q4 2024 | Q4 2024 |
| 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 |



2.3 SUMMARY NARRATIVE

Table 5 provides the summary narrative of the new Baseline schedule.

Table 5 – April 2024 Monthly Schedule Update Summary

Summary

The baseline schedule has been updated to reflect the progress through April 2024. The April 2024 progress schedule has a data date of May 1, 2024.

The target Revenue Service Date (RSD) and FFGA RSD did not change this month.

Major changes to the schedule

1. Right of Way: Updates to various ROW activities Effective Possession dates caused slippage in the schedule. A couple of major parcel dates slipped, i.e., Diridon station Google parcel moved from October 2024 to April 2025, Diridon station West Vent Shaft moved from July 2025 to December 2025, 28th Street Station Parcel moved from October 2024 to August 2025. Various parcels at the East Portal area slipped by one to two months. The slippage in ROW dates did not affect the critical path.
2. Utilities: Updates to various utility owners' activities dates cause slippage in the schedule but did not impact the critical path. East Portal Temporary and Final relocations slipped based on the latest information from utility owners.
3. Third party: Updates to various Third-Party Agreements activity dates slipped in the schedule but did not impact the critical path.
4. CP2 Construction: The start of enabling work at Diridon station and 28th Street station slipped due to the ROW slippage.
5. Construction Management Services Contract was awarded in April 2024.

Critical path summary

The critical path was not impacted this month. The following items are on critical path as of this update:

1. West Portal: Enabling work and Launch Structure (CP2)
2. TBM Procurement: Assembly and testing (CP2)
3. Tunnel mining from West Portal to East Portal (CP2)
4. West Portal: Final concrete work and finishes (CP2)
5. West Portal: Train Control Building (CP2)
6. Newhall Yard: Systems installation (CP1)
7. Phase 2 testing by CP1 with BART oversight
8. BART OCC Validation / Testing

The following items are near critical as of this update (less than two months of float):

1. CP2 –TBM Procurement, Fabrication, and delivery
2. TBM Plant temporary power at the West Portal

Contingency duration drawdown

None to report.

Major milestones missed this period

Start of Enabling work at DTSJ station slipped from April 2024 to July 2024. The scope of work falls under Early Work Package 5A (EWP 5A). CP2 contractor did not submit the EWP package in April 2024. This missed milestone is not impacting the critical path.

Major events forecasted for next reporting period

CP2 Amendment 4 authorization is expected in May 2024 authorizing EWP 11B and EWP 3C.1. The Master Program Schedule (MPS) will be updated to reflect these updates in May 2024.



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 6 outlines the baseline budget by SCC, commitments in VTA's financial system (SAP) and forecasted expenditures as of this reporting period. Table 7 provides SCC 80 Baseline Budget breakdown rounded to closest millions. The new baseline budget reflects the time-phased information using the calendar year basis. Figure 2 outlines the draft cashflow by calendar year based on the new baseline budget to FTA. The cashflow is subject to change in the upcoming months. Though VTA executed amendments 2 and 3 for CP2 PDB contractor, VTA is currently reviewing the revised baseline schedule and Schedule of values (SOV) submittal associated with amendment #2 and #3. After the revised baseline schedule and SOV are approved, they will be reflected in SAP as commitments.

Table 6 – Summary Cost Report (in \$M) *

| SCC (w/summary scope) | Baseline Budget | Commitments*** | Actuals Paid | Accruals** |
|--|-----------------|----------------|----------------|---------------|
| 10 - GUIDEWAY & TRACK ELEMENTS (Includes West Portal, East Portal, TBM, Tunneling, Segmental Lining and Trackwork) | \$2,900 | \$144 | \$26.7 | \$20.8 |
| 20 – STATIONS (All station costs, including rough grading, excavation, structures, enclosures, finishes, and equipment) | \$2,037 | \$0 | \$0 | \$0 |
| 30 - YARDS, SHOPS (All yard and support facilities, including rough grading, excavation, support structures, finishes, and equipment, Yard track) | \$352 | \$0 | \$0 | \$0 |
| 40 - SITEWORK & SPECIAL CONDITIONS (Enabling works, hazmat, environmental mitigation, site structures, landscaping, temporary facilities, Utility relocations by owners; Temporary TBM Power, Diridon Temporary Parking; other indirect costs) | \$582 | \$32 | \$12.2 | \$8.0 |
| 50 - SYSTEMS (All train control and signals, traction power, communications, fare collection, and central control) | \$1,409 | \$0 | \$0 | \$0 |
| 60 - ROW, LAND, EXIST. IMPROV. | \$241 | \$118 | \$112.1 | \$0.2 |
| 70 - VEHICLES | \$205 | \$0 | \$0 | \$0 |
| 80 - PROFESSIONAL SERVICES (incl. VTA, BART, Consultants (PMT, GEC, CM, others), OCIP, Third Parties, Legal, CP2 Design, IT, Office lease, other supporting costs) | \$2,973 | \$917 | \$747.2 | \$43.9 |
| 90 - UNALLOCATED CONTINGENCY | \$1,657 | \$0 | \$0 | \$0 |
| 100 - FINANCE CHARGES | \$390 | \$0 | \$0 | \$0 |
| TOTAL | \$12,746 | \$1,211 | \$898.2 | \$73.0 |

Cost is rounded to closest million

*Data excludes FTA ineligible/revised cashflow projections

**Accruals may include invoices received that are under review and/or forecast of work performed that is not yet invoiced



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

*** The overall commitments went down due to the de-commitment of unused funds for a few line items.

Table 7 – 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 |

Table 8 outlines the calendar year 2024 forecasted baseline budget breakdown for major contractors.

Table 8 – Major Contractor SCC 80 Calendar Year 2024 Budget breakdown (in \$M)

| SCC 80 – Major Contractor/Consultant | Category | Calendar Year 2024 Baseline Budget (in \$M) ² |
|---|---|--|
| CP2 (KST JV) ¹ | Engineering/Final Design | \$148 |
| Program Management Team (HNTB-WSP JV) | Project Management for Design and Construction | \$49 |
| General Engineering Consultant (MMD-PGH Wong JV) | Engineering/Final Design; Design Support During Construction | \$111 |
| Construction Management Consultant (Bechtel) | Construction Administration and Management | \$7 |
| TOTAL | | \$315 |

¹KST JV has other forecasted costs in other SCCs.

²Baseline Budget refers to forecasted expenditures rounded to closest millions. Task Orders/Commitments are not yet authorized for the entire calendar year.

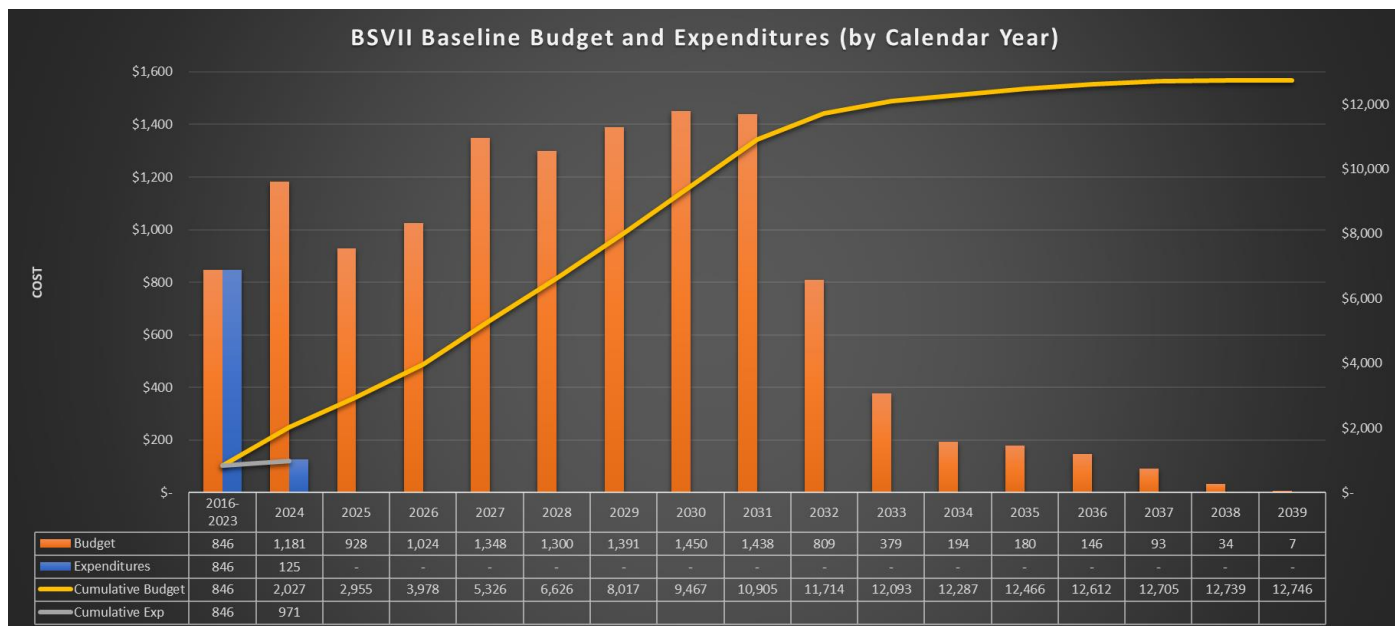




Figure 2 – Baseline Budget and Expenditures by Calendar Year*

3.2 BUDGET TRANSFERS AND CONTINGENCY UPDATES

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

Executed this period

None to report.

Under development or under final review:

1. Budget updates to reflect executed CP2 Amendments to date.
2. Budget transfers to reflect scope transfers between CPs.

3.3 ACTIVE CONTRACTS

During the month of April 2024, the Construction Management Services contract was executed with Bechtel. There were other amendments executed as part of the BSVII program budget that impacted the commitments in SAP. This did not impact the Major active contract values shown in Table 9, Table 9 provides a list of major active contracts and Table 10 provides a list of other active contracts. Appendix A provides the subconsultants and subcontractors for the Major Active Contracts identified in Table 9.

Table 9 – Major Active Contracts

| Contract No. | Vendor Name | Description | Total Contract Value |
|--------------|------------------------------------|---|----------------------|
| V22021 | Kiewit Shea Traylor Joint Venture | BSVII CP2 Tunnel and Trackwork PDB Contractor | \$533.1M |
| S17017 | HNTB/PB Joint Venture | BSVII Program Management Services | \$191.6M |
| S18088 | MMW Joint Venture | BSVII General Engineering Services | \$342.8M |
| S23174 | Bechtel Infrastructure Corporation | BSVII Construction Management Services | \$490.8M |

Table 10 – Other Active Contracts

| Contract No. | Vendor Name | Description |
|--------------|-------------------------------------|---|
| P20071 | Insight Public Sector Inc, | BSVII CISCO SMARTNET |
| S16043 | Hexagon Transportation, Consultants | TRAFFIC FORECASTING SERVICES |
| S18202 | Comcast Cable Communications Mgmt., | BSVII COMCAST VOIP INSTALLATION & CONFIG |
| S18210 | Kastle Systems of Los Angeles, Par | BSVII CARD READERS FOR GATEWAY 2033 |
| S18230 | State Water Resources Control Board | BSVII COST RECOVERY OVERSIGHT |
| S19216 | JRP Historical Consulting LLC, | BSVII HISTORICAL ARCHITECTURAL SERVICES (On Call) |
| S20020 | Transit Project Strategies LLC, | BSVII PROGRAM DELIVERY CONSULTING SVCS |
| S20134 | JH Albert International Insurance, | BSVII OCIP FEASIBILITY STUDY SERVICES |
| S20161 | Nossaman LLP, | BSVII CONTRACT DEV & PROGRAM LEGAL ADV |
| S20248 | Peninsula Corridor, Joint Powers Bo | BSVII COOPERATIVE AGREEMENT |
| S20250 | Dodge Data & Analytics, | BSVII PO FOR ADVERTISING SOLICITATIONS |
| S21023 | Kiefer Consulting Inc, | BSVII TECHNOLOGY PROFESSIONAL SERVICES |
| S21171 | Lubin Olson & Niewiadomski LLP, | BSVII LUBIN OLSON & NIEWIADOMSKI LLP |



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

| Contract No. | Vendor Name | Description |
|--------------|--------------------------------------|---|
| V21080 | PEACOCK ENTERPRISES INC., DBA PEACO | BSVII ADOBE SOFTWARE LICENSES |
| V21113 | Montague Premier Inc, | BSVII PROJECT VEHICLES CAR WASHES |
| V21220 | Kastle Systems of Los Angeles, Par | BSVII ACCESS CONTROL/CCTV 2830 DELACRUZ |
| V21225 | DLT Solutions LLC, DLT Solutions | BSVII AUTODESK AEC LICENSES |
| V21236 | City of San Jose, | BSVII MOU TO CONSULT AND COOPERATE |
| V21216 | Santa Clara City of, Finance Depart | BSVII MOU TO CONSULT AND COOPERATE |
| V21263 | Pacific Gas & Electric Company, | BSVII TEMPORARY POWER STUDY |
| V21264 | Pacific Gas & Electric Company, | BSVII TUNNEL IMPACT STUDY |
| V21339 | Sprint, Sprint Solutions Inc | SPRINT UTILITY RELOCATION |
| V21345 | Consultant Specialists Inc, | BSVII IT STAFFING |
| V21346 | Environmental Systems Research, Ins | BSVII ARCGIS LICENSES |
| V21355 | Synergy Corporate Technologies, Ltd. | BSVII NINTEX WORKFLOW ENTERPRISE EDITION |
| V21366 | Perforce Software, Inc., | BSVII HELIX REQUIREMENTS MANAGEMENT |
| V21367 | DLT Solutions LLC, DLT Solutions | BSVII AUTODESK BIM 360 SUBSCRIPTION |
| V22016 | San Jose Water Company, | BSVII SJWC FACILITY RELOCATIONS |
| V22171 | HDR Engineering Inc, | BSVII FINANCIAL MODELING SUPPORT |
| V23045 | Union Pacific Rail Road | PRELIMINARY ENGINEERING |
| V21238 | PEACOCK ENTERPRISES INC., DBA PEACO | BSVII BLUEBEAM REVU EXTREME OPEN LICENSE |
| S16050 | Meyers Nave, A Professional Corpora | BSVII PHASE II LEGAL SERVICES |
| S18313 | Hanson Bridgett LLP, | BSVII DESIGN BUILD LEGAL SERVICES |
| V21216 | CVE Contracting Group Inc. | LAS PLUMAS ABATEMENT AND DEMOLITION |
| V22188 | Mythics, Inc, | ORACLE ACONEX Document Control Software |
| V23009 | PEACOCK ENTERPRISES INC., DBA PEACO | BSV II- HPE Hardware & Software Support |
| V23017 | Cushman & Wakefield | Commercial Broker to Sublease Gateway Offices |
| V23104 | Insight Public Sector, Inc. | Workflow Management System |
| P18240 | PCMG Inc, | BSVII PROJECT OFFICE DESKTOP COMP |
| S20166 | San Francisco Bay Area Rapid, Trans | BSVII BART IMPLEMENTATION LETTER #43 |
| V21150 | Insight Public Sector, Inc., | BSVII SOPHOS INTERCEPT X |
| V22239 | Insight | DTV CCTV RECORDER |
| V22240 | SHI | DTV CCTV SWITCH |

3.4 FUNDING SUMMARY

Table 11 – Funding Summary provides a snapshot of funding summary. Anticipated funding is per the SCC workbook submitted under NSEE application in March 2024. Appropriations, and expended costs through April 2024 are from VTA's Financial System (SAP). A presentation on the project's financial plan was provided at the April 2024 VTA Board of Directors Workshop.

Table 11 – Funding Summary (in \$M)



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

| Funding Source | Anticipated Planned Funding | Appropriated* | Expended |
|----------------------------------|------------------------------------|----------------------|-----------------|
| Federal - FTA New Starts Program | \$6,296 | \$0 | \$0 |
| TIRCP | \$750 | \$0 | \$0 |
| Other State Funding | \$750 | \$0 | \$0 |
| Regional Measure 3 (RM3) | \$375 | \$0 | \$0 |
| 2000 Measure A Sales Tax | \$2,062 | \$1,604 | \$610 |
| 2016 Measure B Sales Tax | \$2,512 | \$621 | \$288 |
| Total Sources of Funds | \$12,746 | \$2,225 | \$898 |

Cost is rounded to closest million

** Appropriations by the VTA Board through FY2025 forecasted \$5,424M but Table 11 only show the grantor authorized amounts and excludes MTC/FTA allocated funds.*



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. No configuration changes (in reference to the new baseline information) were executed in the month of April 2024.

Summary of configuration changes to be provided after VTA's acceptance into New Starts Engineering

Status of Configuration Changes are shown in Table 12.

Table 12 – Configuration Changes

| CCS-ID | CCS - Title | Status | CP* | RSD impacts | Net Budget Impact |
|----------|-------------------------------------|------------|-----|-------------|-------------------|
| NSEE-001 | Approved Value Engineering Concepts | In Process | PWD | TBD | TBD |

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

4.2 CP2 CONTRACT AMENDMENTS

No amendments were executed in April 2024.

Status of identified amendments is reflected in Table 13.

Table 13 – CP2 Contract Amendments

| Amendment-ID | Scope | Status | Schedule impacts | Overall Budget Impact | Estimated Value |
|--------------|-----------------------------------|----------------|---|-----------------------|-----------------|
| 001 | TBM Procurement (EWP 1A) | Executed | Overall schedule and budget were not impacted. Budget transfer for EWP1A was executed in January 2024; Budget transfer for Amendment #3 is in progress. | | \$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 | In development | TBD | TBD | TBD |



5 RISK SUMMARY

This section covers the summary risk updates as of the April 2024 reporting period. During this reporting period, one existing risk was retired, and five new risks were added and risk scores of few risks were revised as summarized in Table 14.

The following risk was retired:

BSV-139 - Delays in fabrication and delivery of TBM

The following risks were added:

BSV-213 - Additional redesign costs and design time to address optimizations

BSV-214 - Diridon Station design changes due to stakeholders' input

BSV-215 - FFGA execution delays

BSV-216 - Instrumentation & Monitoring work impacting start of West Portal Construction

BSV-217 - TBM storage additional costs

Table 14 – Risk Summary

| Risk Category | As of March 31, 2024 | As of April 30, 2024 | Change |
|--------------------|----------------------|----------------------|-----------|
| High | 16 | 15 | -1 |
| Med | 55 | 59 | +4 |
| Low | 31 | 32 | +1 |
| Total Risks | 102 | 106 | +4 |

Figure 3 is the active risk heat map based on updates through this reporting period.

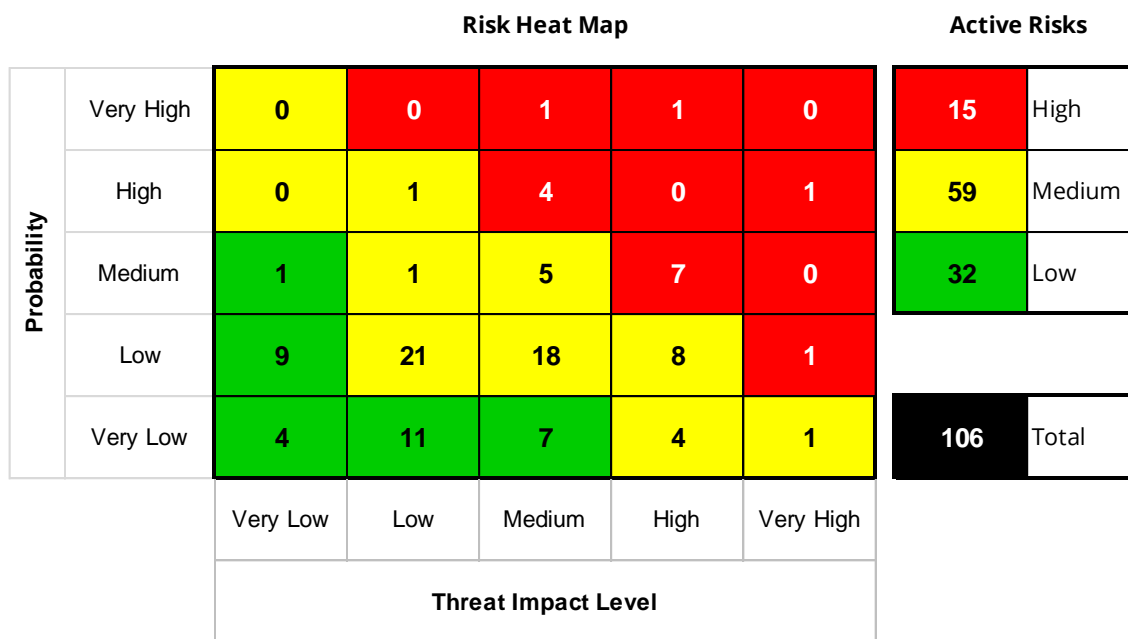


Figure 3 – Risk Heat Map



Table 15 shows the top risks (threats and opportunities) identified in the current risk register as of this reporting period.

Table 15 – Top Risks

| Risk ID | Risk Title | Action Plan |
|---------|--|---|
| BSV-203 | Higher cost of the West Portal TBM launch facility | Explore limited NTP for KST to start construction. |
| BSV-196 | Failure to secure a lump-sum price with KST resulting in Off-ramp. | VTA initiated development of an off-ramp plan. |
| BSV-005 | Unanticipated damage to historic buildings, critical utilities & other structures | KST to develop instrumentation and monitoring programs for sensitive structures. VTA to support KST in obtaining access as appropriate. |
| BSV-214 | Diridon Station design changes due to stakeholders' input | Reviewing the different facilities and project elements in the Diridon area in coordination with the Diridon Business Case Team, City staff and design optimization effort underway; A joint task force including other Diridon area stakeholders has been established to collaboratively review design alternatives and assess trade-offs. |
| BSV-029 | VTA financial capacity / funding plan to finance potential future project cost increases | Update the financial plan following completion of 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. |



6 OTHER UPDATES

6.1 KST (CP2 PDB) CONTRACT SUMMARY

Table 16 outlines the Cost summary of CP2 Contractor.

Table 16 – CP2 (KST) Cost Summary as of April 2024

| Item | Cost (in \$M) |
|---|---------------|
| Original Contract Value (Stage 1 only)*** (A) | \$235.0 |
| Amendments issued to Date (B) | \$298.1 |
| Revised Contract Value (Stage 1 only)*** (C) =(A)+(B) | \$533.1 |
| Expenditures this period* | \$39.2 |
| Expenditures to Date* (D) | \$266.2 |
| Remaining Authorization Value** (C) - (D) | \$266.9 |

*Expenditures are approximate accrual values that are not yet approved by VTA 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 under Amendments.

6.2 RIGHT OF WAY (ROW)

Table 17 – Real Estate Status Summary below provides a high-level summary of the acquisition status as of end of April 2024. Right of Way work continues to progress.

Table 17 – Real Estate Status Summary

| PROJECT ACQUISITION STATUS | | | | | |
|---------------------------------|-----------|---------------------|--------------------------------|----------------|-----------|
| Description | Total | Possession Obtained | Parcels in Acquisition Process | Relocation**** | |
| | | | | Required | Completed |
| Total Parcels* | 77 | 26 | 51 | 37 | 12 |
| BPE (& Other Takes**) | 5 | 0 | 5 | 3 | 0 |
| Full Fee Only | 9 | 7 | 2 | 15 | 8 |
| Multiple Takes (not incl. BPEs) | 3 | 0 | 3 | 15 | 4 |
| Tunnel Easement | 46 | 19 | 27 | 0 | 0 |
| Roadway Easement | 3 | 0 | 3 | 0 | 0 |
| Utility Easement | 4 | 0 | 4 | 0 | 0 |
| Temporary Construction Easement | 7 | 0 | 7 | 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

*** Total includes two parcels removed from the elimination of DTSJ Secondary HH

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



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

Changes for April 2024: 1) Moved Newhall Street acquisition to "Full Fee Only" category; 2) Required Relocation count reduced to 37 total (from 38); 3) Completed Relocations increased to 12 (from 10) with revised categorizations

6.3 UTILITIES

Figure 4 outlines the summary status of Utility Relocations.

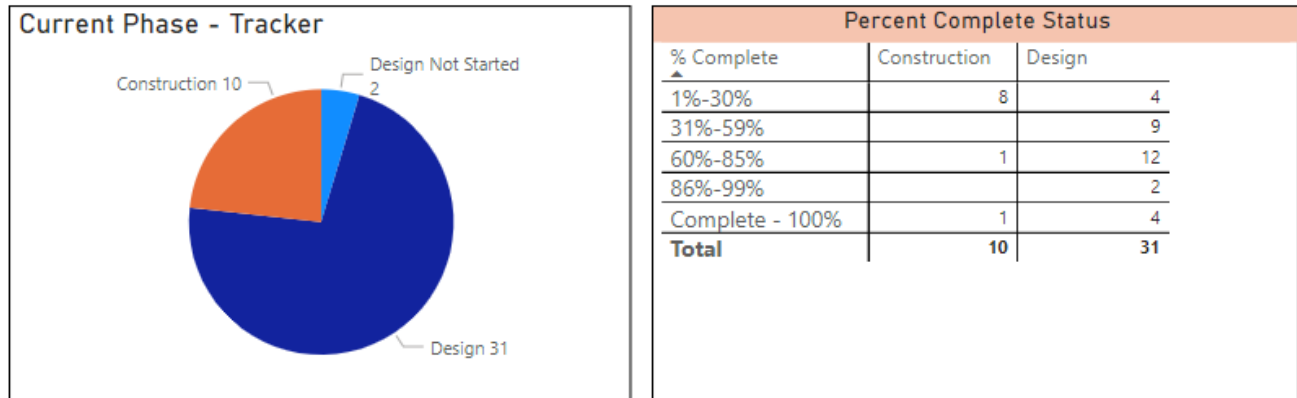


Figure 4 – Utilities Summary

6.4 THIRD PARTY AND PERMITS

No major changes this month. Table 18 outlines the summary of third party agreements categorizations and Table 19 outlines the open Third-Party agreements status that are forecasted to be executed in calendar year (CY) 2024.

Table 18 – Third Party Agreements Categorization

| Category | Total Executed | Forecasted for execution within the next year | Future forecasted execution | Total |
|---------------------------------------|----------------|---|-----------------------------|-----------|
| Critical for FFGA | 30 | 1 | 0 | 31 |
| Critical for post FFGA (Construction) | 0 | 0 | 4 | 4 |
| Critical for post FFGA (Operations) | 1 | 0 | 5 | 6 |
| Non-Critical Agreements | 2 | 0 | 0 | 2 |
| Total | 33 | 1 | 9 | 43 |

Table 19 – Third Party Agreements forecasted for 2024 execution

| Agency/Third Party | Agreement Type | Forecast execution | Update |
|-------------------------------|--------------------------------------|--------------------|---|
| Union Pacific Railroad (UPRR) | Final Engineering Cost Reimbursement | Q3 2024 | VTA is working with UPRR legal counsel. |



6.5 PMT CONTRACT SUMMARY

Table 20 shows the HNTB-WSP Contract Summary and executed Task Orders to date.

Task orders 3 through 7 are completed. The remaining unexpended amounts were decommitted from each respective line item.

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

- Management of Programwide 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 Consultants and Construction Management Consultants.
- FTA Grant Support and other as needed support.

Table 20 – Program Management Team Contract Summary

| Task Order Number | Task Order Status | Period Start and End | Authorized Task Orders/Final Commitments | Incurred to Date | Incurred / Forecast* (Per Task Order) | Incurred / Forecast* (Cumulative) | \$17017 Contract Balance based on Forecast* |
|-----------------------------------|----------------------------|-----------------------|--|------------------|---------------------------------------|-----------------------------------|---|
| All Costs in Millions and rounded | | | | | | | |
| \$17017 Contract Value: | | \$ | 191.6 | | | | |
| Task Order 1 | Closed | Nov 2017 to Jun 2018 | \$ 18.2 | \$ 18.2 | \$ 18.2 | \$ 18.2 | \$ 173.3 |
| Task Order 2 | Closed | Jul 2018 to Jun 2019 | \$ 25.7 | \$ 25.7 | \$ 25.7 | \$ 44.0 | \$ 147.6 |
| Task Order 3 | Completed. | Jul 2019 to Oct 2020 | \$ 28.8 | \$ 28.8 | \$ 28.8 | \$ 72.8 | \$ 118.8 |
| Task Order 4 | Completed. | Nov 2020 to Aug 2021 | \$ 17.7 | \$ 17.7 | \$ 17.7 | \$ 90.4 | \$ 101.1 |
| Task Order 5 | Completed. | Aug 2021 to Jun 2022 | \$ 15.6 | \$ 15.6 | \$ 15.6 | \$ 106.0 | \$ 85.6 |
| Task Order 6 | Completed. | Jul 2022 to Feb 2023 | \$ 12.4 | \$ 12.4 | \$ 12.4 | \$ 118.4 | \$ 73.2 |
| Task Order 7 | Completed. | Feb 2023 to Jun 2023 | \$ 10.0 | \$ 10.0 | \$ 10.0 | \$ 128.3 | \$ 63.3 |
| Task Order 8* | Completed. Pending closure | July 2023 to Dec 2023 | \$ 18.2 | \$ 18.0 | \$ 18.2 | \$ 146.5 | \$ 45.1 |
| Task Order 9 | In Progress | Jan 2024 to Jun 2024 | \$ 30.5 | \$ 13.1 | \$ 30.5 | \$ 177.0 | \$ 14.6 |
| | Remaining Contract | Jul 2024 - Oct 2024 | | | TBD | TBD | \$ 14.6 |
| \$17017 Contract Total: | | | \$ 177.0 | \$ 159.4 | \$ 177.0 | \$ 177.0 | \$ 14.6 |

* Forecast is projected and subject to change



6.6 GEC CONTRACT SUMMARY

Table 21 shows the MMD-PGH Wong Contract Summary and executed Task Orders to date.

Task Order 9, 10 incurred costs are reconciled. Task Order 11 was amended to extend the services through June 2024.

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 Estimates development for CP1, CP3 and CP4.
- Design Support during Construction for all CPs.
- Other as needed support to VTA, PMT.

Table 21 – 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) | \$18088 Contract Balance |
|-----------------------------------|-------------------------------|------------------------|---------------------------------|------------------|---------------------------------------|-----------------------------------|--------------------------|
| \$18088 Contract Value: | | | | | | | 342.8 |
| All costs in millions and rounded | | | | | | | |
| Task Order 1 | Closed | Apr 2019 to Jun 2019 | \$ 3.4 | \$ 3.4 | \$ 3.4 | \$ 3.4 | \$ 339.3 |
| Task Order 2 | Closed | Apr 2019 to Jan 2021 | \$ 35.9 | \$ 35.9 | \$ 35.9 | \$ 39.3 | \$ 303.4 |
| Task Order 3 | Closed | Aug 2019 to Sep 2020 | \$ 1.5 | \$ 1.5 | \$ 1.5 | \$ 40.8 | \$ 301.9 |
| Task Order 4 | Closed | Mar 2020 to Oct 2020 | \$ 20.7 | \$ 20.7 | \$ 20.7 | \$ 61.5 | \$ 281.2 |
| Task Order 5 | Closed | Nov 2020 to Aug 2021 | \$ 46.5 | \$ 46.5 | \$ 46.5 | \$ 108.1 | \$ 234.7 |
| Task Order 6 | Closed | Dec 2020 to Aug 2021 | \$ 0.6 | \$ 0.6 | \$ 0.6 | \$ 108.7 | \$ 234.1 |
| Task Order 7 | Closed | Aug 2021 to Jun 2022 | \$ 37.9 | \$ 37.9 | \$ 37.9 | \$ 146.6 | \$ 196.1 |
| Task Order 8 | Completed. Pending closure | Apr 2022 to Jun 2023 | \$ 0.9 | \$ 0.9 | \$ 0.9 | \$ 147.5 | \$ 195.2 |
| Task Order 9 | Completed. Pending closure | Jul 2022 to Dec 2022 | \$ 17.3 | \$ 17.0 | \$ 17.0 | \$ 164.5 | \$ 178.2 |
| Task Order 10 | Completed. Pending closure | Jan 2023 to Jun 2023 | \$ 32.2 | \$ 30.1 | \$ 30.1 | \$ 194.6 | \$ 148.1 |
| Task Order 11 | In Progress | Jul 2023 to Jun 2024 | \$ 90.9 | \$ 63.3 | \$ 90.9 | \$ 285.5 | \$ 57.2 |
| Task Order 12 | Completed. Pending closure | Sep 2023 to Oct 2023 | \$ 0.04 | \$ 0.0 | \$ 0.0 | \$ 285.6 | \$ 57.2 |
| | Remaining Contract Balance | March 2024 to Dec 2026 | | | TBD | TBD | \$ 57.2 |
| \$18088 Contract Total: | | | \$ 287.9 | \$ 257.9 | | \$ 285.6 | \$ 57.2 |

* Forecast is projected and subject to change.



APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST

S17017 – HNTB+PB Joint Venture APPROVED SUBCONTRACTORS

(New subcontractors listed in Green)

| FIRM | ADDRESS | AREA OF RESPONSIBILITY | DBE |
|---|---|---|-----|
| Aldea Services* | 5940 Frederick Crossing Lane Suite 101 Frederick, MD 21704 | Underground Construction Risk. | |
| Abtahi Engineering Management Consulting | 7 El Caminito Orinda, CA, 94563-2301 Phone: (925) 525-7565 | Third Party Agreements & Permits | |
| BKF Engineers | 1730 N. First Street, Suite 600 San Jose, CA 95112 Phone: (408) 467-9140 | Utility Coordination | |
| Business Models, Inc. | 1049 Market Street #608 San Francisco, CA 94103 | Co-Innovation workshop design & facilitation | |
| Capital Project Strategies, LLC | 873 Old Holly Dr. Great Falls, VA 22066 | 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 | Construction Contract Advisory Panel | |
| Coppersmith Consulting, Inc. | 2121 N. California Blvd., #290, Walnut Creek, CA 94596 Phone: (925) 974-3335 | Structural Geological Specialist | |
| Cordoba Corporation | 461 Second Street, Suite 454T San Francisco, CA 94107 Phone: (562) 587-1031 | Project Controls Support | X |
| David Klahr Consulting, Inc. | 7205 Galgate Dr. Springfield, VA. 22153 | 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 | Civil Engineering | X |
| DTA | 5000 Birch St., Suite 6000 Newport Beach, CA 92660 Phone: (949) 955-1500 | Financial Data | |
| Ed Cording | 119 W. Huntingdon Street Savannah, GA 31401 Phone: (217) 369-7122 | Tunneling Peer Review | |



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

| FIRM | ADDRESS | AREA OF RESPONSIBILITY | DBE |
|------------------------------------|--|--|-----|
| Elle Consultants** | 1536 Barcelona Dr El Dorado Hills, CA 95762 | Cost Estimating Services | |
| Gall Zeidler Consultants | 1990 N. California Blvd, 8th Floor Walnut Creek, CA 94596 Phone: (646) 206-1606 | Tunneling Peer Review | |
| Gayln Rippentrop | PO Box 89321 Sioux Falls, SD 57109 | Construction Methodologies Expert Consultant, Cut & Cover Workshops | |
| GDC Constructors, Inc. | 4204 Brynwood Dr. Naples, FL 34119 Phone: (239) 289-2901 | Construction Methodologies Expert Consultant, Cut & Cover Workshops | |
| Gregg Korbin | 1167 Brown Avenue Lafayette, CA 94549 Phone: (925) 284-9017 | Tunneling Peer Review | |
| Hexagon Transportation Consultants | 100 Century Center Court, Suite 501 San Jose, CA 95112 Phone: (408) 971-6100 | Traffic Engineering | |
| Intueor Consulting, Inc. | 7700 Irvine Center Dr., Suite 470 Irvine, CA 92618 Phone: (949) 753-9011 | Project Controls Team Augmentation, Cost Control, Analysis & Scheduling Services | X |
| Jim Rollings | 2311 Greenwood Avenue Wilmette, IL Phone: (312) 953-0508 | Strategic Advisory Panel | |
| JCK Underground, Inc. | 25 Dorchester Avenue, #51549 Boston, MA, 02205 Phone: (857) 294-1317 | Strategic Advisory Panel | |
| Jensen Hughes* | 10170 Church Ranch Way, Suite 200 Westminster, CO 80021 | Accessibility Consulting Services | |
| Joe Urbas | 925 Kirby Drive Fort Mill, SC 29715 Phone: (360) 430-2393 | Fire Life Safety Expert Consultant | |
| John Gaul | 331 Isabella Ave. Staten Island, NY 10306-4555 | BART Operations Expert Consultant | |
| Josephine's Professional Staffing | 2158 Ringwood Avenue San Jose, CA 95131 Phone: (408) 943-0111 | Document Control, Administrative Support | X |
| Keish Environmental | 6768 Crosby Court San Jose, CA 95129 Phone: (408) 592-0223 | Environmental Compliance | X |
| Kimley-Horn Associates | 401 B Street #600 San Diego, CA 92101 Phone: 650237.9651 | Public Relations & Outreach | |
| KivettConsult | 5600 Wisconsin Ave. Apt 1209 Chevy Chase, MD 20815 | Station & Tunnel Ventilation Design | |
| KTW Consulting LLC | 160 Marietta Drive San Francisco, CA 94127 Phone: (510) 368-1776 | Rail Systems Consulting | |



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

| FIRM | ADDRESS | AREA OF RESPONSIBILITY | DBE |
|--|--|--|----------|
| Lettis Consultants International, Inc. | 1981 N. Broady, Ste. 330 Walnut Creek, CA 94596 Phone: (925) 482-0360 x202 | Environmental Compliance | |
| Markus Thewes | Ruhr-University Bochum Universitaetsstr 150, IC 6-127, 44801 Bochum, Germany Phone: +49 234 32 28061 | Tunneling Peer Review | |
| Michael Glikin | 135 Ocean Parkway 2M Brooklyn, New York 11218 | BSV Ph II independent fleet and storage requirements assessment | |
| The National Constructors' Group | 635 Chaparral Circle P.O. Box 2890 Napa, CA 94558-0537 | Constructability Review, Estimate Review | |
| NorCal Geophysical Consultants, Inc. | 321 Blodgett St. Suite A Cotati, CA 94931 Phone: (707) 796-7170 | Geophysics Surveying and Testing | |
| Parikh Consultants, Inc. | 1497 N Milpitas Blvd, Milpitas, CA 95035 Phone: (408) 452-9000 | Geotechnical | X |
| Quality Engineering, Inc. | Quality Engineering, Inc. 1281 30th Street, Suite 100 Oakland, CA 94608 Phone: (510) 377-6050 | Project Quality Consulting & Services | X |
| RailPros, Inc. | 15265 Alton Pkwy, Suite 140 Irvine, CA 95618 | Represent VTA's Interests in meetings with Union Pacific | |
| RHA, LLC | 6677 West Thunderbird Suite K183 Glendale, AZ 85306 | Facilitation of Value Engineering Methodologies | X |
| Richard A. Sage, LLC | 18624 116th Street, SE Snohomish, WA 98290 Phone: (425) 530-7823 | Construction Methodologies Expert Consultant, Cut & Cover Workshops | |
| Richard F. Clarke | 9391 Painted Canyon Circle Littleton, CO 80129 Phone: (303) 653-2475 | Independent Peer Review Panel Member | |
| Singer Associates, Inc. | 47 Kearny Street, 2nd Floor San Francisco, CA 94108 Phone: (415) 227-9700 | Public Relations & Outreach | |
| Sunrise Pacific | 460 Center Street, Suite 6168 Moraga, CA 94570 Phone: (925) 247-4266 | Controls Support | X |
| TechTU Business Solutions, Inc. | 4900 Hopyard Road, Suite #100 Pleasanton, CA 94588 Phone: (925) 468-4174 | Document Control, Administrative Support | X |
| Transportation Technology Center, Inc. | 55500 DOT Road Pueblo, CO 81001 Phone: (719) 585-1811 | BART Infrastructure, practices and operations | |
| Underground Command & Safety, LLC | 23415 67 Lane SW Vashon, WA 98070 Phone: (206) 940-9177 | Fire Load & Incident Response Expert Consultant | |



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

| FIRM | ADDRESS | AREA OF RESPONSIBILITY | DBE |
|-------|---|--------------------------|-----|
| WRECO | 1243 Alpine Road, Suite 108 Walnut Creek, CA 94596 Phone: (925) 941-0017 X201 | Hydraulics and Hydrology | X |

* Effective Date November 1, 2023

** Effective Date August 1, 2023.

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 |



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

| Firm Name | Address | DBE or SBE Certification | Discipline |
|---|---|--------------------------|---|
| 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 |
| 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 |



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

| Firm Name | Address | DBE or SBE Certification | Discipline |
|--|--|---------------------------------|---|
| 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 |
| 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 |



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

| | | |
|--|------------------------|------------|
| 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 |



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

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 |
| Mass. Electric Construction Company | Temporary Electrical Services Electrical Design Services Permanent Electrical Work |
| Herrenknecht Tunnelling Systems USA, Inc. | EWP 9 |

Design Subcontractors:

| FIRM | AREA OF RESPONSIBILITY |
|-----------------------------------|---|
| Kiewit Infrastructure Engineering | Design Management and Discipline Engineering |
| ARUP | Tunnel and Underground Design including EWP 1 & 2 |
| Shannon Wilson | Geotechnical |
| JMA Civil, Inc | EWP 3 |
| RSE Corporation | EWP 5 |



Date: June 7, 2024
 Current Meeting: June 13, 2024
 Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
 VTA's BART Silicon Valley Phase II Oversight Committee

FROM: Auditor General, Scott Johnson

SUBJECT: BSVII Oversight Committee Issues/Requests Tracking Report - June 2024

FOR INFORMATION ONLY

EXECUTIVE SUMMARY:

- The attached **Updated** BSVII Oversight Committee Issues/Request tracking report, as of May 31, 2024, provides a summary of issues raised and requests made by the BSVII Committee during the January 2024 through May 2024 meetings.

DISCUSSION:

The Auditor General team has documented the issues and concerns raised by the BSVII Committee in the attached report. The report presents each issue within a general category, the specific topic, the requesting member(s), what action is required to resolve or implement the request, the expected deliverable to resolve or address the issue, the date of the request, and the current progress or status.

The AG team will continue to work with VTA's BSVII Project Team to coordinate responses to the Committee's requests and the dates that the issue will be resolved or presented to the Committee. The attached report includes a column that provides the dates on which the issue is planned to be resolved or presented to the Committee.

Currently, the Issues/Request Tracker contains forty (42) individual requests from the past five committee meetings held in 2024. The AG will also be following up with Committee members regarding their specific requests to ensure that needs are met and to identify areas where more detail or analysis may be needed. Since the May 9th meeting, four closed items have been removed from the tracker and six were added.

Progress on the identified 42 requests are as follows:

| # of Requests | Current Status and Definitions |
|---------------|---|
| 19 | “Ongoing” items that will be routinely addressed through the VTA Project Team’s monthly updates, or periodically updated throughout the life of the project. Many of these requests have already been included in VTA’s monthly reports to the committee or are scheduled to be addressed regularly, like discussions regarding the Funding Plan, or placeholders for subjects to track, like station design issues. |
| 15 | “Outstanding” items - eight of the fifteen are scheduled to be addressed within the next three months, six have dates that are “to be determined” (TBD), and one needs further clarification from the requesting member. |
| 6 | “Ongoing/Outstanding” - these items require continuous updates throughout the project; four are TBD and two are scheduled. |
| 2 | Concerns or requests that require follow-up with the Member to determine if the information is still needed. |

ALTERNATIVES:

No alternative actions applicable.

CLIMATE IMPACT:

There is no climate impact associated with this report.

Prepared By: Scott P. Johnson, Auditor General
Memo No. 9164

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|---|--------------------------------|--|--|-----------------|-------------------------|---|
| 1 | Communication/ Reporting Comments | Mahan | Requested VTA PM Team to provide formal communication plan, include analysis and quantifiable milestones. Requested that the communication plan should include not just the critical path but also include a comprehensive overview including Gantt Charts and monthly updates on risks, progress metrics, and any other potential delays. | Include in monthly update, Presentations | 1/19/2024 | Ongoing | Updates included in Executive Monthly Reports with Oversight Committee Presentations also |
| 2 | Communication/ Reporting Comments | Chavez | Requested a detailed report on community engagement efforts including demographics and strategies used for engagement. | Include in monthly update | 2/8/2024 | Ongoing | Monthly and as needed |
| 3 | Cost, Schedule, Risk | Chavez | Requested information on which funding source paid for each expenditure | Include in monthly update | 1/19/2024 | Ongoing | Included in monthly updates |
| 4 | Cost, Schedule, Risk | Davis | Requested information to understand the internal budget controls and monitoring prior to grant approval process. [AG note: address prior to Fall 2024 when FFGA expected] | Presentation | 1/19/2024 | Ongoing/ Outstanding | Target Jun/Jul 2024 Presentation |
| 5 | Cost, Schedule, Risk | Mahan | Requested discussion of strategic options and trade-offs that can address increased expenses. | Include in monthly update | 1/19/2024 | Ongoing | Changed to ongoing/ regular updates to be provided at Oversight Meeting |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|----------------------------------|--------------------------------|--|--|-----------------|-------------------|---|
| 6 | Cost, Schedule, Risk | Burt, Chavez, Jain, Torres | General concerns, request to assess Funding Plan if Federal Funding falls short and costs increase, Chavez mentioned financial considerations (e.g. drawing funds, borrowing) which affect timelines and project costs. Noted the need for strategic financial planning for the project. | Include in monthly update | 1/19/2024 | Ongoing | Regular updates to be provided at Oversight Meeting |
| 7 | Communication/Reporting Comments | Chavez | Include details/description on expenditures to help the public understand why monies in certain years are spent. Consider creating a placemat with this information and overlay with the overall project timeline. | Document, Interactive media for website/public | 2/8/2024 | Ongoing | Changed to ongoing/ regular updates to be provided at Oversight Meeting |
| 8 | Cost, Schedule, Risk | Jain | Requested clarification on how much contingency was originally built into the \$9.3 billion estimate and requested breakdown of the additional costs due to contingency and the basic construction without contingency 1/19 | Report/ Presentation | 2/8/2024 | Needs follow-up | Request further clarification; item was shared at October 2023 Board Workshop |
| 9 | Cost, Schedule, Risk | Chavez | Requested CFO to discuss strategies related to financing costs for the project | Periodic updates | 3/14/2024 | Ongoing | Changed to ongoing/ regular updates to be provided at Oversight Meeting |
| 10 | Cost, Schedule, Risk | Jain | Requested a schedule of project contingencies from the \$9.3 billion project cost estimate to the current estimate of \$12.7 billion | Report/ Presentation | 3/14/2024 | Needs follow-up | Request further clarification; item was shared at October 2023 Board Workshop |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|---|--------------------------------|--|-------------------------|-----------------|-------------------------|---|
| 11 | Labor/Contracting | Burt, Mahan | More detailed information on professional services by cost categories | Report/ Presentation | 3/14/2024 | Ongoing | Included in Executive Monthly Report |
| 12 | Tunnel Boring | Burt, Jain | Discussion on tunnelling is needed: risks, dig rate, launch facility | Presentation | 2/8/2024 | Outstanding | To be presented at May/June meeting |
| 13 | Tunnel Boring | Jain | Presentation of information on the maximum depth of utilities along the tunnel path, and the sizing of the tunnel boring machine Launch Box | Presentation | 3/14/2024 | Outstanding | Request further clarification; project staff has provided technical briefing since request was made |
| 14 | Communication/ Reporting Comments | Chavez | Requests an org chart that outlines the hiring structure and the consultants along with the information about monthly costs associated with the consultant activities. | Document | 1/19/2024 | Ongoing/ Outstanding | Change to ongoing/outstanding; need clarification |
| 15 | Communication/ Reporting Comments | Chavez | Dynamic organizational chart that explains who is doing what, and the scope of work they are performing relative to the rest of the project | Presentation | 3/14/2024 | Outstanding | Target Summer 2024 presentation utilizing org charts in FFGA application |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|-----------------------------------|--------------------------------|---|---------------------------|-----------------|----------------------|--|
| 16 | Labor/Contracting | Chavez | Presentation of dynamic organizational chart with contractors and scope of work to full Board | Presentation | 3/14/2024 | Outstanding | Target Summer 2024 presentation utilizing org charts in FFGA application |
| 17 | Labor/Contracting | Burt, Davis, Jain | Requested a discussion/review on risk sharing between VTA and Contractors (specific to Kiewit and off-ramp options) | Include in monthly update | 1/19/2024 | Ongoing | Starts on 5/9/2024 meeting |
| 18 | Labor/Contracting | Burt, Chavez | Explanation of progressive design build contracting method and risk sharing with the contractor | Presentation | 3/14/2024 | Outstanding | Starts on 5/9/2024 meeting |
| 19 | Communication/ Reporting Comments | Chavez | VTA to present the most challenging project risks to the Board and how it is planned to be mitigated (include risks to DOWNTON SJ) | Include in monthly update | 1/19/2024 | Ongoing | Section 5 in Monthly Report |
| 20 | Cost, Schedule, Risk | Davis | Expressed interest in seeing the financial impacts of risks and change order contracts as they impact not just the project costs but also VTA's reputation. | Presentation | 1/19/2024 | Ongoing/ Outstanding | TBD |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|-----------------------------------|--------------------------------|--|---------------------------|-----------------|----------------------|---|
| 21 | Communication/ Reporting Comments | Burt, Chavez | Lessons Learned from Phase 1 document - review and circulation | Document | 2/8/2024 | Outstanding | TBD - BSVII Staff to follow up |
| 22 | Cost, Schedule, Risk | Jain | Suggested highlighting changes in timeframes in the project cost report due to item ordering, related to long lead times for certain parts | Include in monthly update | 2/8/2024 | Ongoing | Include in monthly reports under Key Issues section |
| 23 | Tunnel Boring | Jain, Mahan | Schedule a discussion and/or draft public letter addressing single bore vs. twin bore. | Presentation | 1/19/2024 | Ongoing/ Outstanding | TBD |
| 24 | Tunnel Boring | Jain | Review of dual bore vs. single bore tunnel, costs and impacts | Presentation | 3/14/2024 | Ongoing/ Outstanding | TBD |
| 25 | Labor/Contracting | Burt, Chavez, Jain | Staffing concerns, succession planning, filling vacant VTA positions, knowledge transfer | Presentation | 1/19/2024 | Ongoing | Changed to ongoing; include as part of org chart presentation |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|----------------------|--------------------------------|--|---------------------------|-----------------|-------------------------|---|
| 26 | Labor/Contracting | Burt | Develop robust action plan on how to address labor shortage issues. | Document | 2/8/2024 | Outstanding | TBD - BSVII Staff to follow up |
| 27 | Station Design | Burt | Requested staff walk through the station design to inform the public that there are no code compliance issues. | Presentation | 2/8/2024 | Outstanding | Summer 2024 -Schedule a meeting/presentation for summer |
| 28 | Labor/Contracting | Chavez | Increased transparency of CVs and resumes upon the hiring of new contractors and key VTA personnel on the project | Include in monthly update | 3/14/2024 | Ongoing | Ongoing |
| 29 | Cost, Schedule, Risk | Jain | Development of a visual data "placemat" in the form of charts and graphs that display project expenditures and revenues that would be understandable to the general public | Website update | 3/14/2024 | Outstanding | June/July 2024 |
| 30 | Labor/Contracting | Mahan | Listing of all contracts with the name of the contractor/vendor, a clear description of the scope of services being provided, the total contract amount, actual expenditures paid to-date, and remaining contract amount available (Include standard cost codes) | Document | 3/14/2024 | Ongoing/ Outstanding | TBD |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|----------------------|--------------------------------|---|-------------------|-----------------|-------------------|--|
| 31 | Station Design | Davis, Torres | [placeholder - request to track issues here] | Verbal update | 4/17/2024 | Ongoing | NA Placeholder |
| 32 | Station Design | Davis, Torres | AG paraphrase - Request for better communication/transparency on Station Design Updates. [Prior designs have been scrapped. Redesigns coming, Director Torres is disappointed about the not having the original design. Explained that the community is burned out due to the changes, important for years to community that assisted in the design and then scrapping it.] | Verbal update | 4/17/2024 | Ongoing | TBD - Summer, schedule meeting/presentation |
| 33 | Station Design | Davis, Torres | [placeholder - request to track issues here] | Verbal update | 4/17/2024 | Ongoing | NA Placeholder |
| 34 | Cost, Schedule, Risk | Burt | Discussion/clarity needed on difference between project reserve and project contingency | Document analysis | 4/17/2024 | Outstanding | TBD |
| 35 | Labor/Contracting | Chavez | Outline the role of each of the contractors in the Project Reports | Document | 4/17/2024 | Ongoing | 5/9/2024, Ongoing; This month's report includes further clarification on tasks for each contractor |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|----------------------|--------------------------------|--|---------------|-----------------|-------------------|--------------------------------|
| 36 | Labor/Contracting | Davis | Request to add data sets/information to the dashboard to clarify professional service contract amount (AG) | Document | 4/17/2024 | Outstanding | 6/13/2024 Q2 Monitoring Report |
| 37 | Cost, Schedule, Risk | Mahan | Highlighted the need to be proactive and prepare for different funding scenarios. He wanted to ensure there are plans in place so that VTA can react quickly and can make adjustments if needed. | Verbal update | 5/9/2024 | Ongoing | TBD |
| 38 | Tunnel Boring | Jain | Requested an estimated cost for soil removal and disposal. | Document | 5/9/2024 | Outstanding | TBD |
| 39 | Labor/Contracting | Chavez | Chavez asked staff to determine whether negotiations with KST can be discussed in closed session and if not, she requested an update in an open session in June about the process and timeline for pursuing other options, including restructuring the partnership or forming a new one. She noted the Board needs to be able to weigh in. | Verbal update | 5/9/2024 | Outstanding | TBD |
| 40 | Labor/Contracting | Burt | Highlighted the West Portal section where KST may be overdesigning and expressed dissatisfaction with the timeline for cost negotiations with KST. He asked about the impacts if the Board decides to switch partners. | Verbal update | 5/9/2024 | Ongoing | June/July 2024 |

VTA's BSVII OVERSIGHT COMMITTEE COMMITTEE ISSUES/REQUESTS TRACKING REPORT

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS | DATE TO BE ADDRESSED |
|-------------|---|--------------------------------|--|---------------|-----------------|-------------------|----------------------|
| 41 | Tunnel Boring | Burt | 1) two-part update on the plan for who will be responsible for the different aspects of the analysis for the single v. twin bore and timeline; and 2) evaluation of geotechnical studies and how these will inform future decisions. | Verbal update | 5/9/2024 | Outstanding | TBD |
| 42 | Communication/ Reporting Comments | AG | AG will reach out to committee members individually to confirm the requests | Verbal update | 5/9/2024 | Outstanding | June/July 2024 |

**VTA's BSVII OVERSIGHT COMMITTEE
COMMITTEE ISSUES/REQUESTS TRACKING REPORT
(CLOSED ITEMS)**

Updated May 29, 2024

| ITEM NUMBER | CATEGORY | REQUESTING COMMITTEE MEMBER(S) | ACTION REQUIRED | DELIVERABLE | DATE OF REQUEST | PROGRESS / STATUS |
|-------------|---|--------------------------------|--|----------------|-----------------|-------------------|
| 1 | Communication/ Reporting Comments | Jain | Suggested that the Project Management Team should be present at committee meetings. | Other | 1/19/2024 | Closed |
| 2 | Communication/ Reporting Comments | Chavez | Track comments/recommendations made during the committee discussion and differentiate between informational and actionable items (e.g. use matrix) | Document | 2/8/2024 | Closed |
| 30 | Communication/ Reporting Comments | Burt, Chavez, Jain | PMOC reports to be posted on the VTA BSVII project website | Website Update | 1/19/2024 | Closed |
| 40 | Cost, Schedule, Risk | Burt, Chavez, Davis | Request for a robust term sheet for the purchase of 48 BART Cars | Document | 4/17/2024 | Closed |

Santa Clara Valley Transportation Authority
BART to Silicon Valley Phase II - BSV II Oversight Committee
Updated Work Plan - 06/07/2024

| Notes: | Short Title | 13-Jun | 11-Jul | 8-Aug | 12-Sep | 10-Oct | 14-Nov |
|--------|--|--------|--------|-------|--------|--------|--------|
| 1 a | Presentation by VTA staff - BSV II Project Update | DRA | DRA | DRA | DRA | DRA | DRA |
| 2 | Presentation by VTA staff on Addendum to 2018 Final Subsequent Environmental Impact Report (SEIR) for BSVII Design Refinements | DRA | | | | | |
| 3 | Presentation by VTA staff on 2000 Measure A Transit Improvement Program Funding Commitment | DRA | | | | | |
| 4 | Presentation by VTA staff on additional funding for CP2 West Portal/TBM Launch Facility Construction (Early Work Package 3C) and provide an update on cost negotiations and design optimization progress | | DRA | | | | |
| 5 | Program Management Team (PMT) Contract Extension | | DRA | | | | |
| 6 | AG's BSV II Monitoring Report (Budget, Schedule, Risks and Issues) | | DRA | | | | |
| 7 | AG's Assessment of BSV II Funding Plan | | | DRA | | | |
| 8 | Presentation by VTA staff on Authorization to execute Full Funding Grant Agreement with Federal Transit Administration | | | | | DRA | |
| 9 b | AG's BSV II Risk Assessment Plan - Risk Themed Focus (Finance) | DRA | | DRA * | | | |
| 10 b | AG's BSV II Risk Assessment Plan - Risk Themed Focus (Procurement) | | | | | | DRA * |
| 11 | BSVII Oversight Committee -- Issues Tracking Report | DRA | DRA | DRA | DRA | DRA | DRA |
| 12 | AG's BSV II Risk Assessment Monthly Status Report | I | I | I | I | I | I |
| 13 c | Review Committee Workplan | DRA | DRA | DRA | DRA | DRA | DRA |

Notes:

| | | | | | | | |
|---|---|---|---|-----|---|---|-----|
| a | Discussion to include project update report/dashboard, contract report, project critical path and milestones, review/approval of communication plan, FTA/PMOC risk assessment updates, and key decisions about program budget, BSV II Financial Plan updates, contracts, agreements, and policies | X | X | X | X | X | X |
| b | AG's Risk Assessment - risk themed presentation & discussion - (1) finance, (2) procurement | | | (1) | | | (2) |
| c | The item entitled "Review Committee Work Plan" on every agenda provides an opportunity for committee members to view future committee items and offer, for consideration, any item that supports the Committee's mission. | | | | | | |

LEGEND

DRA = Discuss, Receive and consider potential Action D = Discussion I = Information Item P = Presentation PH = Public Hearing
V = Verbal Report * = Tentative