



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

Revision 1
November 26, 2025

Issued for December 11, 2025, VTA BSVII Oversight Committee

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Table of Contents

1	VTA BSVII EXECUTIVE SUMMARY	1
1.1	BSVII Highlights	1
1.2	Key Issues	6
1.3	Key Decisions	8
1.4	BSVII Overview / Summary	9
2	SCHEDULE SUMMARY	12
2.1	BSVII Summary Schedule	13
2.2	Milestone Summary	14
2.3	Summary narrative	15
2.4	Schedule Contingency Drawdown	15
3	COST SUMMARY	17
3.1	Summary Cost Report	17
3.2	Budget transfers and Contingency updates	19
3.3	Active Contracts	20
3.4	Funding Summary	22
4	CHANGE SUMMARY	23
4.1	Configuration Changes	23
4.2	CP2 Contract Amendments	23
5	RISK SUMMARY	25
6	OTHER UPDATES	27
6.1	KST (CP2 PDB) Contract Summary	27
6.2	Right of Way (ROW)	27
6.3	Utilities	28
6.4	Third Party and Permits	28
6.5	PMT Contract Summary	29
6.6	GEC Contract Summary	30
6.7	CMS Contract Summary	32

Tables

TABLE 1 – RFV ASSESSMENTS TRACKING SUMMARY	4
TABLE 2 – KEY OPEN ISSUES AND ACTIONS	6
TABLE 3 – FTA-PMOC'S ISSUES/CONCERNS/TRACKING AREAS AND VTA RESPONSES	7
TABLE 4 – CLOSED ISSUES AND ACTIONS	8
TABLE 5 – KEY OPEN DECISIONS	8
TABLE 6 – KEY CLOSED DECISIONS	8
TABLE 7 – MILESTONE SUMMARY	14
TABLE 8 – SEPTEMBER 2025 MONTHLY SCHEDULE UPDATE SUMMARY	15
TABLE 9 – SUMMARY COST REPORT (IN \$M) ¹	17
TABLE 10 – SCC 80 BREAKDOWN (IN \$M) *	18
TABLE 11 – MAJOR CONTRACTOR SCC 80 CALENDAR YEAR 2025 BASELINE BUDGET BREAKDOWN (IN \$M)	18
TABLE 12 – CONTINGENCY SUMMARY (IN \$M)	19
TABLE 13 – MAJOR ACTIVE CONTRACTS	20
TABLE 14 – OTHER ACTIVE CONTRACTS	20
TABLE 15 – FUNDING SUMMARY (IN \$M)	22
TABLE 16 – CONFIGURATION CHANGES	23
TABLE 17 – CP2 CONTRACT AMENDMENTS	23
TABLE 18 – QUALITATIVE RISK SUMMARY	25
TABLE 19 – TOP RISKS – THREATS ONLY	25
TABLE 20 – CP2 (KST) COST SUMMARY THROUGH AUGUST 2025	27
TABLE 21 – REAL ESTATE STATUS SUMMARY	27
TABLE 22 – UTILITIES RELOCATIONS SUMMARY	28
TABLE 23 – THIRD PARTY AGREEMENTS CATEGORIZATION	28
TABLE 24 – PROGRAM MANAGEMENT TEAM CONTRACT SUMMARY	29
TABLE 25 – GENERAL ENGINEERING CONSULTANT CONTRACT SUMMARY	30
TABLE 26 – CONSTRUCTION MANAGEMENT SERVICES CONTRACT SUMMARY	32

Figures

FIGURE 1 – VTA BSVII ORGANIZATION CHART	5
FIGURE 2 – SUMMARY PROGRAM SCHEDULE	13
FIGURE 3 – SCHEDULE CONTINGENCY DRAWDOWN	16
FIGURE 4 – CURRENT ESTIMATE AND EXPENDITURES BY CALENDAR YEAR*	18
FIGURE 5 – COST CONTINGENCY DRAWDOWN	20
FIGURE 6 – RISK HEAT MAP – THREATS ONLY	25
FIGURE 7 – UTILITIES SUMMARY	28

Appendices

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST

APPENDIX B – ORGANIZATION CHARTS (PMT, GEC, CMS, KST)

1 VTA BSVII EXECUTIVE SUMMARY

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

1.1 BSVII HIGHLIGHTS

1. Over the last year, VTA has progressed the cost saving efforts which culminated in the development of two scenarios (Scenario 1 and 1a) incorporating various cost saving ideas and reflecting updates to contract packaging approaches, including work related to tunnel construction.

In August 2025, VTA invited industry expert peers recommended by FTA, and FTA's Project Management Oversight Consultant (PMOC), to a Peer Review to evaluate feasibility, constructability, contract packaging, and delivery approaches, related to both Scenario 1 and 1a. The panel consisted of project delivery executives from peer public agencies, including LA Metro and Sound Transit who provided their input and feedback based on their respective experiences delivering transportation infrastructure projects. VTA received the final Peer Review document from the independent peer panel on September 25, 2025. The final Peer Review Report was published online with key findings and recommendations presented at the October 17th Board of Directors Special Meeting.

Through ongoing technical work over the last year, accompanied by coordination and discussions with the FTA, PMOC, VTA Auditor General, VTA BSVII Oversight Committee Subject Matter Expert Gall Zeidler, stakeholders and the community, staff recommended advancing the Scenario 1 Project Configuration including further design development, contract packaging, project delivery, financial planning, and pursuit of funding strategies including the FTA's Full Funding Grant Agreement (FFGA).

On October 17, 2025, the VTA Board approved advancing the "Scenario 1" Configuration– the construction of BSVII as a single 53' bore from the West Portal to the East Portal – through the design development process, contract packaging, and funding process moving forward. Staff will continue providing project updates and providing an update on the Thriving Business Program. Staff will regularly report on contract implementation, progress, and costs, ensuring transparency and accountability throughout the project. *Update as of November 26, 2025: The team continues to ramp up support to design advancement, contract packaging, and FFGA application planning.*

2. **FTA Coordination:** The project team continues to actively work to align the project cost to the available funding in addition to pursuing additional funding sources. *Update as of November 26, 2025: Regular meetings with FTA/PMOC continue. As presented in October, an initial path to an FFGA has been presented and incorporated in FTA's roadmap.*
3. **BSVII Contract Packaging:** On June 27, 2025, VTA Board approved the staff recommendation to off-ramp KST. KST will continue to work on the executed EWPs. Staff also discussed potential future contract packaging approaches and feedback received from this year's industry outreach efforts. As a follow up to the June 27th Board action, VTA initiated the off-ramp process with KST. Additionally, VTA has initiated development of Contract Package 5 (CP5), for the new tunnel procurement. An updated contract packaging plan for the BSVII is being developed as the design is being progressed.

Based on the recommendation from Peer reviewers, VTA is also evaluating the merits of negotiating a contract with one or more of the existing KST JV members before embarking on an open procurement. VTA continues to engage with KST to explore opportunities for KST's continued engagement on project elements that are on the critical path.

4. **Funding Updates:** VTA is evaluating its current funding options and continues to pursue other potential funding sources. VTA anticipates receipt of SCCP and LLP funds in January 2026.
5. **Contract Package 2 updates:**
 - a. EWP 1A (TBM Procurement): TBM factory acceptance testing completed in July 2025. VTA provided direction to KST for storing the TBM for a period of 18 months and extending corresponding warranty provisions.

- b. EWP 3A/3B (West Portal (WP) Site preparation): Significant electrical scope completed at the Site Office and Water Treatment Plant, including cable pulling, termination, and testing; work continues at Power Drops 1 & 2. A progress walk was conducted on October 7, 2025, attended by VTA (PMT Electrical Inspector), KST, and CEI to validate work status.
 - c. EWP 3C (WP Launch Structure): Progress continues across key components of the Tunnel Boring Machine (TBM) Launch Structure.
 - i. D-Walls Construction advanced with 37 panels completed in the Cut & Cover section (13 remaining) and 52 panels completed in the U-Wall section (2 remaining).
 - ii. Level 1 Mass Excavation and Bracing reached approximately 95% completion. Level 2 Mass Excavation and Bracing reached approximately 50% completion. During this period, Construction of Working Slab 2A and 2B were completed on October 3, 2025 and October 28, 2025 respectively and Working slab 2C is currently in progress.
 - iii. Y-Panels construction continues to progress completing 6 of 8 Y-Panels till now. Construction of Panels 4A, 4B, 3A and 3B were completed on October 07, 14, 22 and 28, 2025 respectively. Construction of Y-Panel 2A and 2B are currently in progress. Short Pour of Y-Panel 1A and 1B were completed on October 13, 2025 and October 23, 2025 respectively. Y-Panel 4A short pour was completed on October 31, 2025 and Short pour of Y-Panel 3A and 3B are currently in progress.
 - iv. Trial period for (3) 110-ft dewatering wells system inside the U-Wall was completed and cutoff was confirmed. Dewatering system inside the sheet pile excavation zone continued to function as planned.
 - v. Instrumentation and Monitoring (I&M): Horizontal and vertical deflection trends were observed on UPRR Tracks 13, 14, 15 and MT-1, and vertical deflection trend were observed on MT-2 and MT-3. No alarm thresholds were breached on Tracks 14 and 15 since re-baselining on September 25, 2025. Request to re-baseline Tracks 13 was approved by UPRR on October 21, 2025 and re-baseline was done by KST on October 23, 2025. Request to re-baseline MT-1 was approved by UPRR on October 23, 2025, but has not yet been done by KST. Previously observed movements of In-ground inclinometers continued, however, no alarm thresholds were breached. I&M instruments functioning as intended. Installation of Phase 2 Piezometers and In-Wall inclinometers are ongoing.
 - vi. Depressurization system remained active and piezometric head maintained below design requirements for trench stability purposes.
 - d. EWP 11A/11B (West Portal TBM and Plant Power) – Coordination is ongoing including equipment delivery schedule and coordinated storage plan for LV and MVSS equipment.
 - e. BSVII Management team continued to collaborate with the CP2 Contractor (KST) on various activities including optimizations, early works package (EWP) reviews, relief requests, change orders, submittals, payment requests, RFIs, etc. *Update as of November 26, 2025: As a follow-up to recent Board discussions and Peer Review feedback, staff continue to evaluate potential opportunities to advance specific early work packages to support critical path tunnel construction with Notice to Proceed (NTP) as early as Q1-2026.*
 - f. As reported in prior months, except for Advance Partial Design Units (APDUs), Basis of Design Report and D10 – Bored Tunnel Design, all other design units design progression has been paused to evaluate proposed optimizations, cost savings, and contract packaging and delivery methods. .
6. **Schedule Updates:** Schedule is updated to November 1, 2025, data date. No contingency drawdown occurred, and no major milestones changed during this reporting period. The current schedule shown still reflects the original schedule assumption of the CP2 off-ramp not being implemented and KST performing Stage 2 work. Staff continue to evaluate opportunities to optimize the schedule, including review of contract packaging approaches, issuing earlier procurements, and construction activities. As part of the

Peer Review, staff presented scenarios incorporating the off ramping of KST and shared initial schedule projections with the VTA Board.

7. **Budget Updates:** One change order (CP2 Change order 14- Confinement wall Opt. & Allowance transfer) was executed during this reporting period. Refer to Section 3.2 for contingency drawdown updates.
8. **Third Party / Utilities / Agency Coordination:**
 - a. Utility Relocation work continues to progress. Coordination with owners agencies continue.
 - b. VTA continues to perform stakeholder engagement and community communication activities
9. **Professional Services Procurements:**
 - a. The procurement process for the new Program Management Services contract is underway. The Program Management Service proposals were received in February 2025 and are under VTA evaluation. *Update as of November 26, 2025: Procurement process continues with an anticipated Contract Award for Q1 2026.*
 - b. VTA initiated a new procurement for Stakeholder engagement and Community Relations Support Services contract. VTA has evaluated proposals, conducted interviews and anticipates recommending contract award at the November 2025 BSVII Oversight Committee followed by the December 2025 VTA Board Meeting. *Update as of November 26, 2025: This item was presented at the VTA's BART Silicon Valley Phase II Oversight Committee on November 13, 2025. Due to a lack of quorum, Committee members were unable to vote on this item, however recommended it be placed on the Consent Agenda at the Board of Directors Meeting on December 4, 2025.*
10. **Risks:** During this reporting period, no risks were retired or added, and the total reported risks remain at 98. Section 5 outlines additional details.
11. **Right of Way (ROW):** Right-of-Way work continues to progress. Possession of one parcel (B4068 Stover Alley) occurred during this reporting period. Refer to Section 6.2 for a high-level summary.
12. **Other BSVII updates:** Design and technical specifications for Systems, Stations, and Yard facilities are progressing with the current General Engineering Consultant (GEC) team. VTA continues to engage other key stakeholders.
 - a. On October 27, 2025, VTA's Board approved to advance with Scenario 1. A significant ramp-up of staffing (specifically General Engineering Services) is anticipated to support the progression of design. VTA will be issuing task orders for these efforts in Q4-2025.
 - b. VTA convened three Community Working Group meetings for the Downtown-Diridon station on October 7, 2025, 28th Street/Little Portugal station on October 8, 2025, and Santa Clara station on October 9, 2025. These sessions, held in collaboration with the City of San Jose, City of Santa Clara, and community stakeholders, focused on station planning and gathering community feedback.
 - c. The Safety and Security Review Committee (SSRC) met on October 29, 2025 to review and approve fifteen changes to certified items that have been agreed upon with BART through the RFV process. The SSRC approved the changes, and the approval is documented by Record of Decision. The revised safety/security language will be included in the revised certifiable items list (CIL) that is in process.
 - d. VTA held meetings with San Jose Fire Department, to discuss the status of the project and anticipated future activities as the project transitions back to active status. SJFD was provided with a draft memo that documents the status of Fire Life Safety and Security (FLSS) issues at the point that design was suspended due to the cost saving measures.
 - e. Conducting technical working group meetings with BART stakeholders relating to the proposed Request for Variances (RFVs) pertaining to the cost savings. Table 1 reflects a summary tracking of these RFVs assessments

Table 1 – RFV Assessments Tracking Summary

Tracking Status	# of RFVs
Executed	31
Under VTA Assessment	5
Under BART/External Review	3
Rejected	4
Assessed and withdrawn	8
Total	51

- f. Gross & Homes Building (1st Street and Santa Clara Street) scheduled for demolition starting in November 2025. Abatement commenced in October 2025. Pre-demolition surveys will be conducted at neighboring properties prior to demolition. Noise, Vibration, Air, Subsidence Monitors will be installed prior to demolition for baseline readings and will be in place during construction.

Update as of November 26, 2025: Abatement and instrumentation activities are completed. Demolition activities have begun.

- g. VTA BSVII's latest project organization chart, effective November 1, 2025, is shown in Figure 1 – VTA BSVII Organization Chart. The Organization Chart has been updated to reflect recent departures and other staffing changes summarized below. *Update as of November 26, 2025: Additional organization charts for the Program Management Team (PMT), General Engineering Consultant (GEC), Construction Management Services (CMS), and CP2 Contractor Kiewit Shea Traylor (KST) are included under Appendix B.*

- Monica Born has departed from her role as BSVII Program Director as of October 31, 2025
- With Monica's departure, Kieran Spillane, from the Program Management Team (PMT), has joined as Interim Deputy Chief. In this role, Kieran will report to the Chief Megaprojects Officer and oversee all aspects of design, program management, project controls, packaging and delivery, and federal oversight.
- Peter Zuk, from the PMT, has also joined as Special Senior Advisor providing strategic support on various program areas.
- Chris Metzger joined as PMT Engineering Manager and will manage all aspects of design and engineering including oversight of the General Engineering Consultant.
- Jason Pielech, from Construction Management Services, has joined as Construction Safety Manager overseeing constructions safety work at the West Portal/TBM launch structure site.

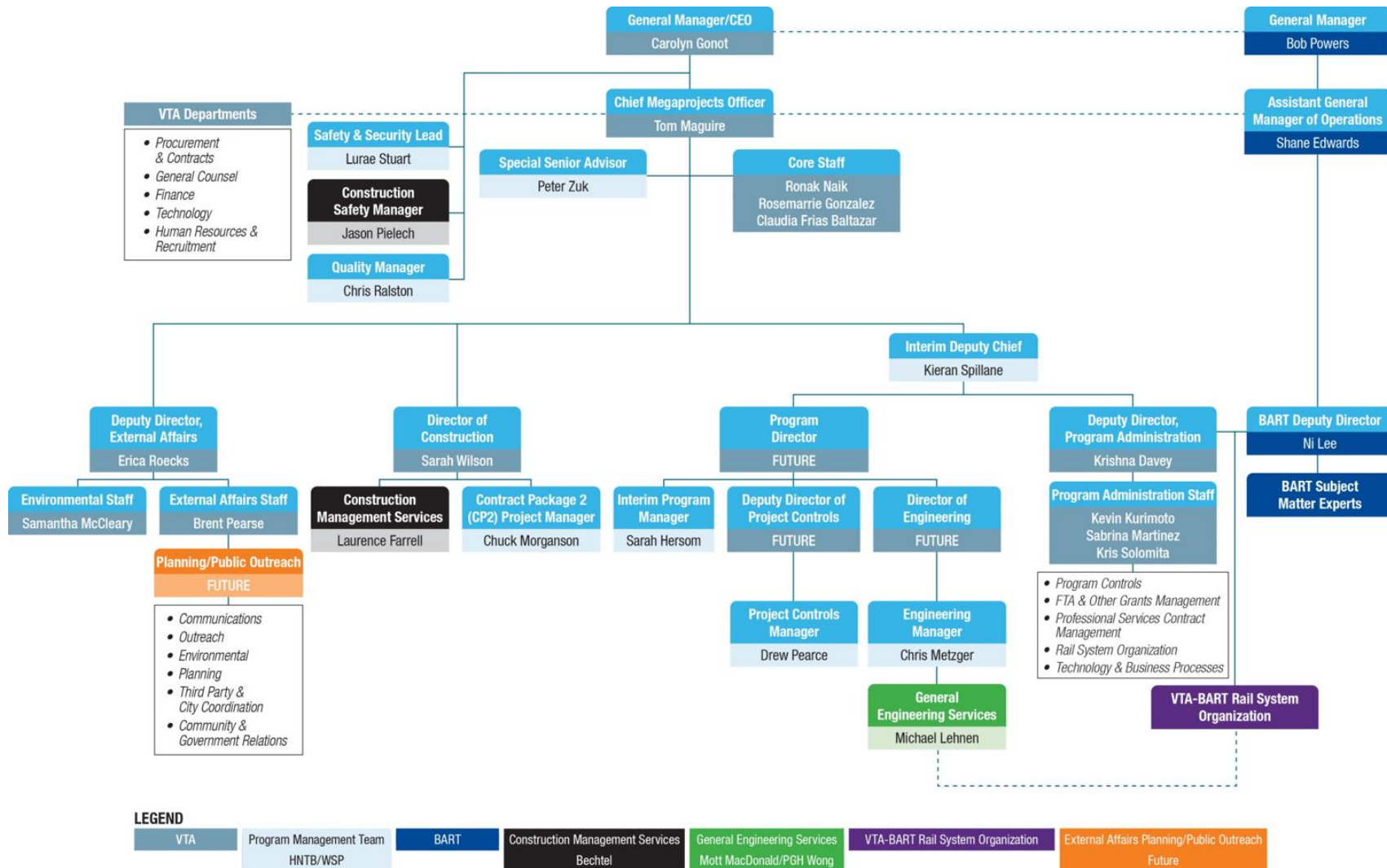


Figure 1 – VTA BSVII Organization Chart

1.2 KEY ISSUES

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

Table 2 – Key Open Issues and Actions

Issue Description	Actions
FTA NSEE acceptance resulted in a maximum federal contribution of \$5.1B, resulting in a BSVII funding shortfall.	<p>Through the cost saving efforts over the last year, VTA identified opportunities to significantly reduce the project cost within a range of funding available and establish a path forward. VTA will continue to progress the design and develop a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, and contract packaging approach.</p> <p>Update as of November 25, 2025: Refer to item #1 under Section 1.1.</p>
Current forecast for FFGA execution	<p>FFGA execution and associated milestones have been revised in prior months based on the forecasted plan and summarized in Section 2. VTA is assessing the availability of local funding based on the current FFGA target to support ongoing project activities, including development of an Adaptive Plan considering various funding scenarios.</p> <p>VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.</p>

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

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

FTA-PMOC's Issue/Concern/Tracking Areas	VTA Response
<p>The CP2 offramp places performance risk for the owner furnished TBM on VTA, exposing the agency to potential schedule delays and higher costs if the TBM underperforms while operated by the tunneling contractor (October 2025).</p>	<p>VTA is evaluating recommendations from the August 2025 peer review and determining whether and how to pursue them. Some of these key recommendations include:</p> <ul style="list-style-type: none"> • Consideration of negotiating a contract with one or more of the existing KST JV members before embarking on an open procurement. VTA continues to engage with KST to explore opportunities for KST's continued engagement on project elements that are on the critical path. • Consideration of how a contract would be structured and managed to mitigate risk, and being prepared that the contractor will not take any responsibility for TBM's performance. As part of the project procurement plan, VTA continues to analyze various approaches with focus on appropriate levels of risk sharing. These will be memorialized in a Contract Packaging Strategy by Q1 2026. • Consideration of having appropriate staff from Herrenknecht to serve on the construction management team throughout the time period of TBM operations. This staff can provide the necessary analysis/assessment of the machine and advise on proper maintenance during this timeframe. As a follow-up to this recommendation, Sarah Wilson and Tom Maguire visited Herrenknecht's facility in Germany in October 2025 to discuss future engagement during tunneling operations. They also discussed how contractual performance guarantees in the current TBM contract would or would not apply to a new tunneling contractor. Managing risk (reducing bid price and making the contract more appealing to potential bidders) with the targeted use of contingency sums (risk pools) as performance incentives for areas such as differing site conditions and building damage due to tunneling. VTA continues to comprehensively review the project delivery methods, including further exploring the peer review recommendations.

FTA-PMOC's Issue/Concern/Tracking Areas	VTA Response
No supporting information has been provided to demonstrate that breaking CP2 into multiple smaller contracts would yield lower overall costs than KST's current proposal (October 2025).	As recommended by the peer reviewers, VTA is updating its project cost estimate in light of the off-ramp decision. Further VTA also is looking comprehensively into project delivery methods, with focus on optimal package sizes that would result in efficient delivery of the project. A revised contract packaging and delivery strategy is expected by Q1 2026. In concert with this exercise, VTA is also reviewing organizational structure to support efficient delivery. VTA is also exploring opportunities for KST's continued engagement on project elements that are on the critical path.

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

Table 4 – Closed Issues and Actions

Issue Description	Actions
None to report this period	

1.3 KEY DECISIONS

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

Table 5 – Key Open Decisions

Description	Notes
Contract Packaging Plan	Refer to item #3 under Section 1.1 of this report for more details.
Timing of potential additional Early Works Packages (EWPs)	VTA is currently assessing the need and timing of additional EWP awards to KST to support the tunneling mining operations. This decision is related to and will be informed by the Contract Packaging Plan development.
FFGA readiness submission to FTA	Given the above-listed key decisions and the factors extraneous to the project, VTA is actively assessing the potential path to the FFGA schedule. VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.

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

Table 6 – Key Closed Decisions

Description	Notes
Evaluation and Approval of Optimizations/Cost saving candidates (CSC)	On October 17, 2025, the VTA Board approved advancing the "Scenario 1" Configuration– the construction of BSVII as a single 53' bore from the West Portal to the East Portal – through the design development process, contract packaging, and funding process moving forward. This scenario includes the incorporation of all viable cost saving candidates that have been developed over the last 12 months. Staff will continue to develop this scenario configuration and identify further cost savings where possible.
EWP 3C Optimizations	VTA executed Change Order #14 on confinement wall optimization on October 8, 2025. The budget transfer is reported in this period.
Configuration for Design Progression	VTA will follow the internal configuration management process to reflect the Scenario 1 configuration.

1.4 BSVII OVERVIEW / SUMMARY

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

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

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

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

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

BSVII comprises of four major construction contract packages (CPs) that are being planned with different delivery methods. CP1 (Systems), CP3 (Newhall Yard and Santa Clara Station), CP4 (Underground Stations) are currently being in Design by the GEC. Construction delivery will be through Design-Bid-Build delivery

method. CP2 (Tunnel and Trackwork) is also currently in design phase and being designed by KST. CP2 is being delivered through Progressive Design Build delivery method.

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

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

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

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

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

On August 1, 2024, FTA informed VTA of the approval of BSVII to enter the New Starts Engineering (NSE) phase as part of the Capital Improvement Grant (CIG) program. The approval to NSE phase also indicated a \$5.1B Federal share to the Project post Full Funding Grant Agreement (FFGA). The \$5.1B federal share is a significant contribution and demonstrates FTA's belief in this project and is ready to take the next step. Project team is actively working to bridging the funding gap between the Project budget and currently forecasted available sources. FFGA execution and associated milestones have been revised in prior months based on the forecasted plan and summarized in Section 2. VTA and FTA continue to coordinate regarding the timing of FFGA execution. VTA is assessing the impact on local funding requirements based on the current FFGA target. VTA is also working on the cost saving candidates.

As reported in the prior months, VTA established a BSVII Contracting Task Force comprising of various entities (including VTA's BSVII Oversight Committee Subject Matter Expert) to evaluate various approaches

for contract delivery including partial and full off-ramp of current CP2 contractor (KST), re-packaging of construction contracts, and feedback from the industry sounding meetings.

The VTA Board approved staff's recommendation to authorize the General Manager to initiate the contractual off-ramp KST. KST will continue to work on the executed EWPs. Staff also discussed potential future contract packaging approaches and feedback received from this year's industry outreach efforts.

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

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 October 2025 schedule update (data date of November 1, 2025) and the summary can be found in Sections 2.1, 2.2 and 2.3.

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

2.1 BSVII SUMMARY SCHEDULE

Figure 2 summarizes the overall Program schedule based on baseline assumption that KST is performing the whole CP2 scope as originally envisioned. An updated schedule is being prepared to reflect Scenario 1 for FFGA submission.

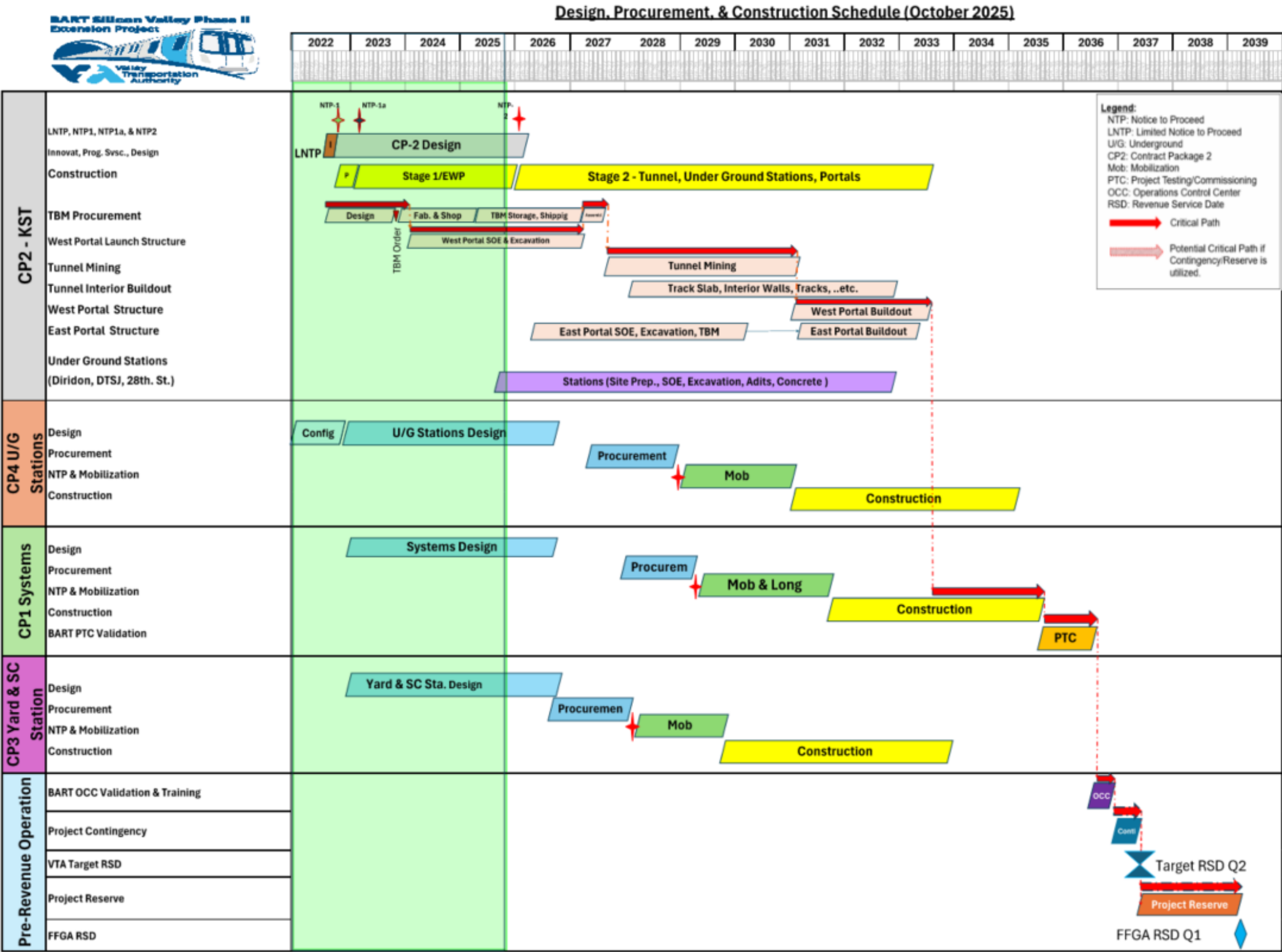


Figure 2 – Summary Program Schedule

2.2 MILESTONE SUMMARY

Table 7 provides the key milestone dates based on the October 2025 schedule update in comparison to the baseline schedule and prior month update. To mitigate the contingency usage and delays occurred to date for future work, VTA has set up a BSVII Contracting Task Force to evaluate other potential contract packaging solutions to expedite schedule and reduce delays. A comprehensive risk assessment will be conducted after those options have been evaluated and a path forward determined.

Table 7 – Milestone Summary

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

*Subject to change based on ongoing assessments

** Reflects current proposed plan for FFGA that was shared with FTA and is yet to be reflected in the Master Program Schedule

2.3 SUMMARY NARRATIVE

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

Table 8 – October 2025 Monthly Schedule Update Summary

Summary
The baseline schedule has been updated to reflect progress through October 2025. The October 2025 progress schedule has a data date of November 1, 2025. The target Revenue Service Date (RSD) and FFGA RSD did not change this month.
Major changes to the schedule
<ol style="list-style-type: none"> 1. Right of Way: Updates to various ROW activities. Effective Possession dates caused slippage in the schedule. The changes in ROW dates did not affect the critical path. 2. Utilities: Updates to various utility owners' activities dates caused slippage in the schedule but did not impact the critical path. 3. CP2 Construction: No major changes to the CP2 construction schedule this month, Early work construction is ongoing.
Critical path summary
The critical path was not impacted this month. The following items below are on critical path as of this update: <ol style="list-style-type: none"> 1. West Portal: Enabling work and Launch Structure (CP2) 2. TBM Assembly and testing on site (CP2) 3. Tunnel mining from West Portal to East Portal (CP2) 4. West Portal: Final concrete work and finishes (CP2) 5. West Portal: Train Control Building (CP2) 6. Newhall Yard: Systems installation (CP1) 7. Phase 2 testing by CP1 Contractor with BART oversight 8. BART OCC Validation / Testing
Schedule Contingency drawdown
None to report
Major milestones missed this period
None to report
Major events forecasted for the next reporting period
None to report

2.4 SCHEDULE CONTINGENCY DRAWDOWN

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

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

As of November 2024 reporting period, a total of 8.5 months of schedule contingency was drawn down to accommodate delays in the award and NTP of West Portal launch early works scope to the CP2 contractor. Between December 1, 2024 and current report period (May 31, 2025), no additional schedule contingency was drawn down. As the remaining contingency fell below the minimum contingency levels, VTA is working on the following to address this:

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

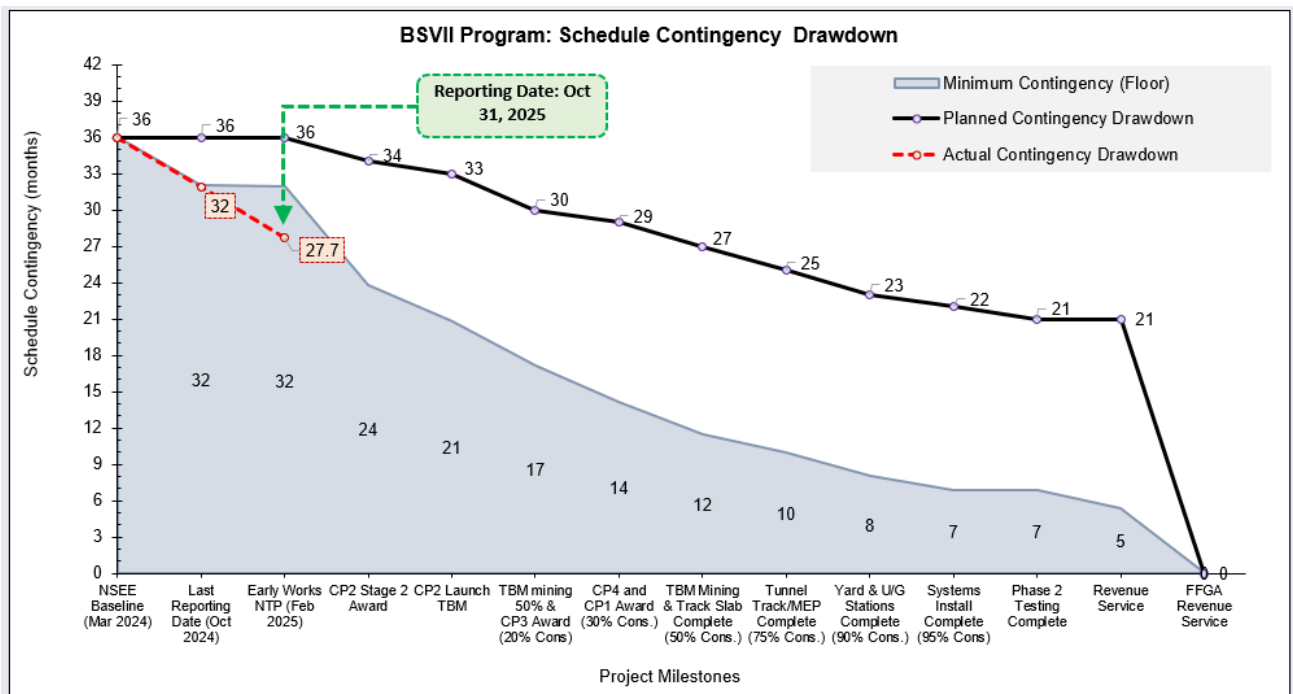


Figure 3 – Schedule Contingency Drawdown

3 COST SUMMARY

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

3.1 SUMMARY COST REPORT

This section provides the summary cost report by Standard Cost Code (SCC) through this reporting period. Table 9 outlines the baseline budget by SCC, commitments in VTA's financial system (SAP) and forecasted expenditures as of this reporting period. Forecast has been updated this month to reflect the Scenario 1 configuration ROM (rough order of magnitude) costs based on the Scenario 1 cost range. The ROM forecast was estimated using 2024 base year dollars, standard 3.5% annual escalation, and utilizing internal VTA independent and engineers estimates and an initial top-down risk assessment. VTA will continue to progress the design and develop a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, contract packaging approach, and an updated risk assessment to support VTA's FFGA application.

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

SCC - Description	Baseline Estimate	Approved Changes	Current Estimate	Commitments	Actuals Paid	Actuals this period ²	Accruals ³	ROM Forecast ⁴	ROM Forecast Variance to Current Estimate ⁴
10 – Guideway & Track	\$2,899.8	\$141.7	\$3,041.5	\$520.4	\$302.0	\$29.2	\$31.8	\$12.1B to \$12.5B	\$0.2B to \$0.6B
20 – Stations	\$2,037.2	\$0.0	\$2,037.2	\$0.0	\$0.0	\$0.0	\$0.0		
30 – Yard, Shops, Yard Track	\$352.2	\$0.0	\$352.2	\$0.0	\$0.0	\$0.0	\$0.0		
40 – Sitework, Spl Conditions	\$582.5	\$127.4	\$709.9	\$226.4	\$157.5	\$4.0	\$5.0		
50 – Systems	\$1,409.0	\$0.0	\$1,409.0	\$0.0	\$0.0	\$0.0	\$0.0		
60 – Right of Way	\$240.5	\$0.0	\$240.5	\$133.5	\$128.0	\$0.6	\$0.2		
70 – Vehicles ⁵	\$204.8	(\$31.1)	\$173.7	\$174.8	\$65.0	\$0.0	\$0.0		
80 – Professional Services	\$2,972.5	\$71.2	\$3,043.7	\$1,246.6 ⁶	\$1,085.6	\$5.8	\$19.3		
90 – Unallocated Contingency	\$1,657.1	(\$340.3)	\$1,316.8	\$0.0	\$0.0	\$0.0	\$0.0		
100 – Finance Charges	\$390.0	\$0.0	\$390.0	\$0.0	\$0.0	\$0.0	\$0.0		
TOTAL	\$12,745.6	(\$31.1)	\$12,714.5	\$2,301.8	\$1,738.1	\$39.6	\$56.3		

Cost is rounded to hundredth thousands of million

¹Data excludes FTA ineligible/revised cashflow projections

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

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

⁴Forecast is based on Scenario 1 Rough order of magnitude costs rounded to closest hundredth thousandth of a billion and subject to change

⁵SCC 70 current estimate will be updated to reflect the revised commitments in the upcoming reporting periods.

⁶Decommitments of various professional services contracts occurred due to closure of task orders resulting in commitment costs being less than prior reporting period.

See Section 3.2 for budget transfer details.

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

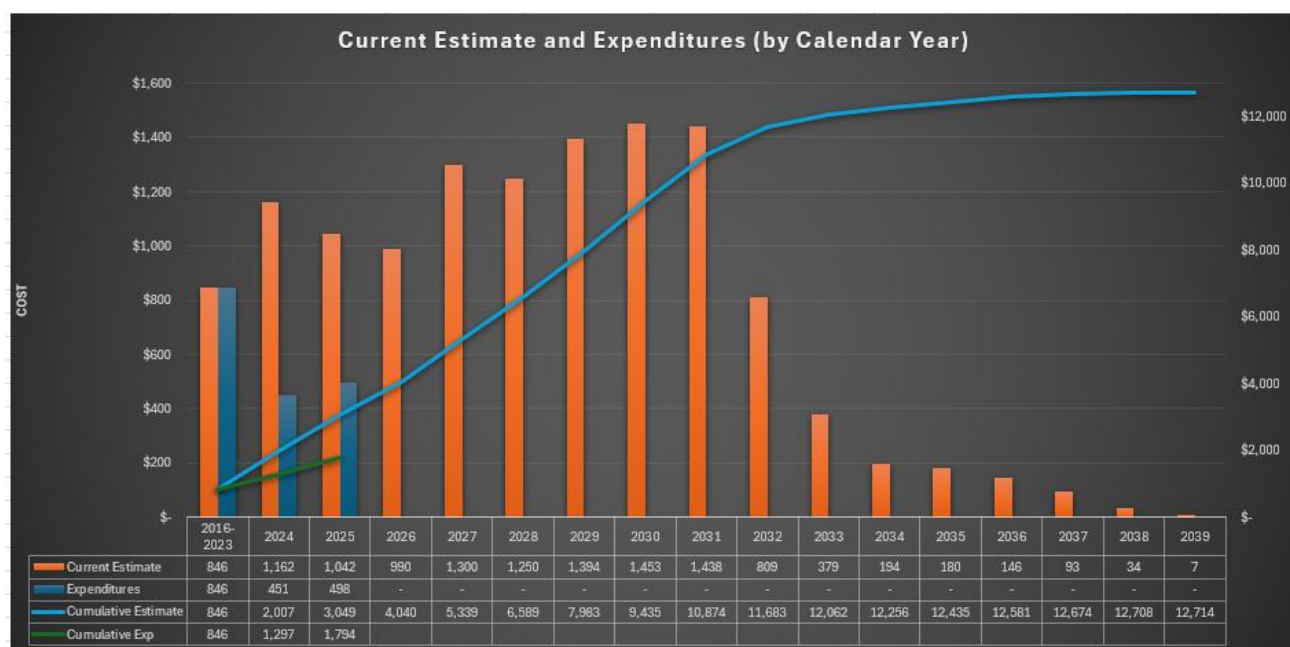


Figure 4 –Current Estimate and Expenditures by Calendar Year*

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

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

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

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

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

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

SCC 80 – Major Contractor/Consultant	Category	Calendar Year 2025 Baseline Budget ²
General Engineering Consultant (MMD-PGH Wong JV)	Engineering/Final Design. Design Support During Construction	\$38
Construction Management Consultant (Bechtel)	Construction Administration and Management	\$15
TOTAL		\$201

¹KST JV has other forecasted costs in other SCCs.

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

3.2 BUDGET TRANSFERS AND CONTINGENCY UPDATES

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

Executed this period

- Budget transfer for CP2 change orders 9-14.

Under development or under final review:

- Budget transfer for the CP2 change orders 15.
- Budget transfers to reflect scope transfers between CPs is under development.

Contingency Summary:

Table 12 outlines the BSVII allocated and unallocated contingency summary. One contingency drawdown is executed during this reporting period for CP2 Change Order 14 (Confinement wall Opt. & Allowance transfer), withdrawing a total of \$5.2M from Contingency.

Table 12 – Contingency Summary (in \$M)

SCC - Description	Baseline Contingency	Contingency changes	Current Contingency
Total	\$3,119.5	(\$400.5)	\$2,719.0
SCC 10-80 Summary (Allocated Contingency)	\$1,462.4	(\$60.2)	\$1,402.2
SCC 90 – Unallocated Contingency	\$1,657.1	(\$340.3)	\$1,316.8
Total	\$3,119.5	(\$400.5)	\$2,719.0

Contingency Drawdown:

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

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

A \$5.2M contingency drawdown as stated above is executed during this reporting period.

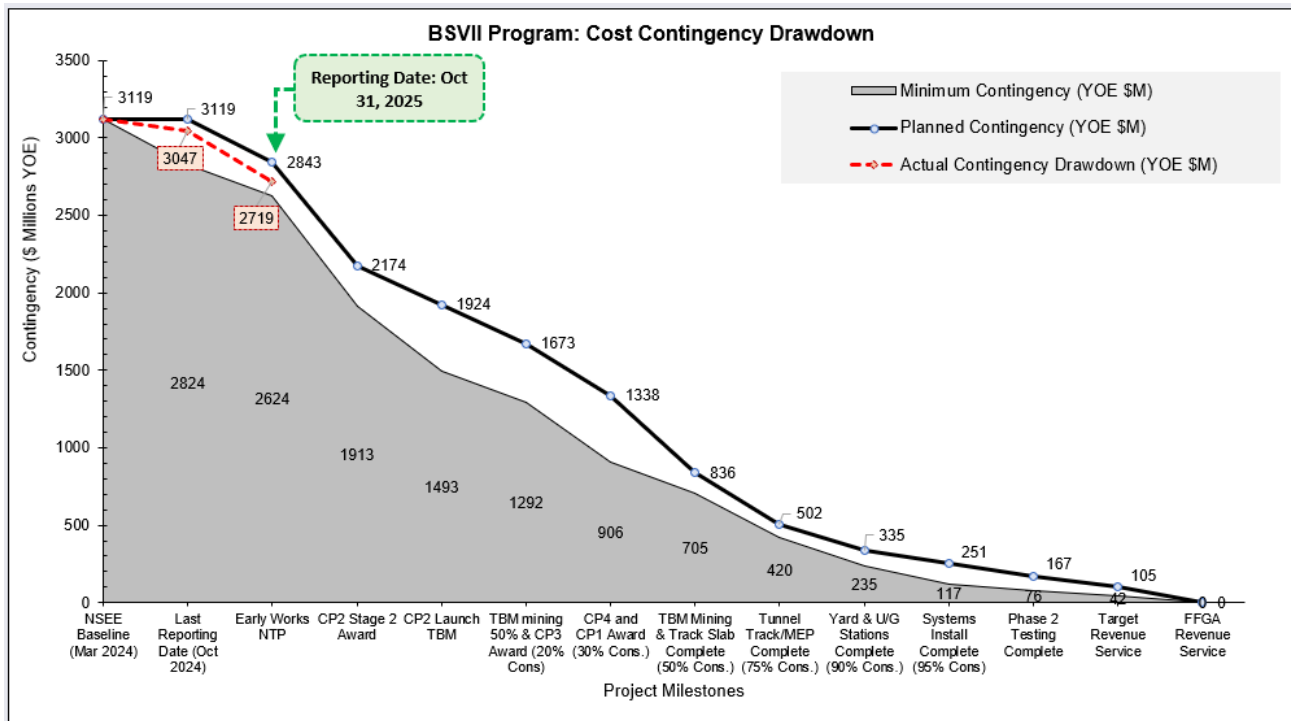


Figure 5 – Cost Contingency Drawdown

3.3 ACTIVE CONTRACTS

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

Table 13 – Major Active Contracts

Contract No.	Vendor Name	Description	Total Contract Value
V22021	Kiewit Shea Traylor Joint Venture	BSVII CP2 Tunnel and Trackwork PDB Contractor	\$1,079.5M
S17017	HNTB/PB Joint Venture	BSVII Program Management Services	\$215.6M
S18088	MMW Joint Venture	BSVII General Engineering Services	\$342.8M
V23174	Bechtel Infrastructure Corporation	BSVII Construction Management Services	\$490.8M
V24117	BART (Alstom)	BSVII BART Vehicles	\$172.6M

Table 14 – Other Active Contracts

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

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

3.4 FUNDING SUMMARY

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

Table 15 – Funding Summary (in \$M)

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

Cost is rounded to closest million.

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

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

4 CHANGE SUMMARY

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

4.1 CONFIGURATION CHANGES

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

Table 16 – Configuration Changes

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

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

4.2 CP2 CONTRACT AMENDMENTS

Status of identified amendments is reflected in Table 17.

Table 17 – CP2 Contract Amendments

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
001	TBM Procurement (EWP 1A)	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.		\$144M
002	Additional Design Funds	Executed			\$43M
003	EWP 3A, 7A, 11A, Stage 1 Bond	Executed			\$110M
004	EWP 3C.1 – LNTP, EWP 11B, PCO-002	Executed			\$44M
005	D10 Design progression thru AFC; Pending 85% design funds, Bond	Executed			\$21M
UCO1	Unilateral Change Order for certain design changes	Executed			\$7M
006	Revised contract terms	Executed	None	None	\$0
007	EWP 3B	Executed	None	\$30M Unallocated contingency drawdown	\$35M
008	EWP 3C.2	Executed	+5 months (4 months contingency drawdown)	\$194M Unallocated Contingency drawdown	\$366M

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
CCO-4	Change Order for certain design changes	Executed	None	Unallocated Contingency drawdown	\$11.1M
CCO-5	Change Order for providing security at certain parcels	Executed	None	Allocated Contingency drawdown	\$2.5M
CCO-6	Change Order for certain construction changes	Executed	None	Unallocated Contingency drawdown	\$0.7M
CCO-7	Change Order for continuing to providing security at certain parcels	Executed	None	Allocated Contingency drawdown	\$2.2M
CCO-8	Change Order for certain design changes	Executed	None	Unallocated Contingency drawdown	\$0.4M
CCO-9	Change Order for certain construction changes	Executed	None	Unallocated Contingency drawdown	\$0.6M
CCO-10	Change Order for DB management fee.	Executed	None	Unallocated Contingency drawdown	\$13.3M
CCO-11	Change Order for continuing to providing security at certain parcels	Executed	None	Both Allocated and Unallocated Contingency drawdown	\$3.8M
CCO-12	Change Order for certain design changes, rent deductions and allowances transfer	Executed	None	Unallocated Contingency addback	-\$1.1M
CCO-13	Change Order for DB management fee.	Executed	None	Unallocated Contingency drawdown	\$29.8M
CCO-14	Change Order for Confinement walls and allowance transfer	Executed	None	Unallocated Contingency drawdown	\$10.3M
CCO-15	Change order	Under Routing	TBD	TBD	\$1.5M

*Cost rounded to nearest million

5 RISK SUMMARY

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

Table 18 – Qualitative Risk Summary

Risk Type	As of September 30, 2025	As of October 31, 2025	Change
Threats	96	96	0
Opportunities	2	2	0
Total Number of Risks	98	98	0

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

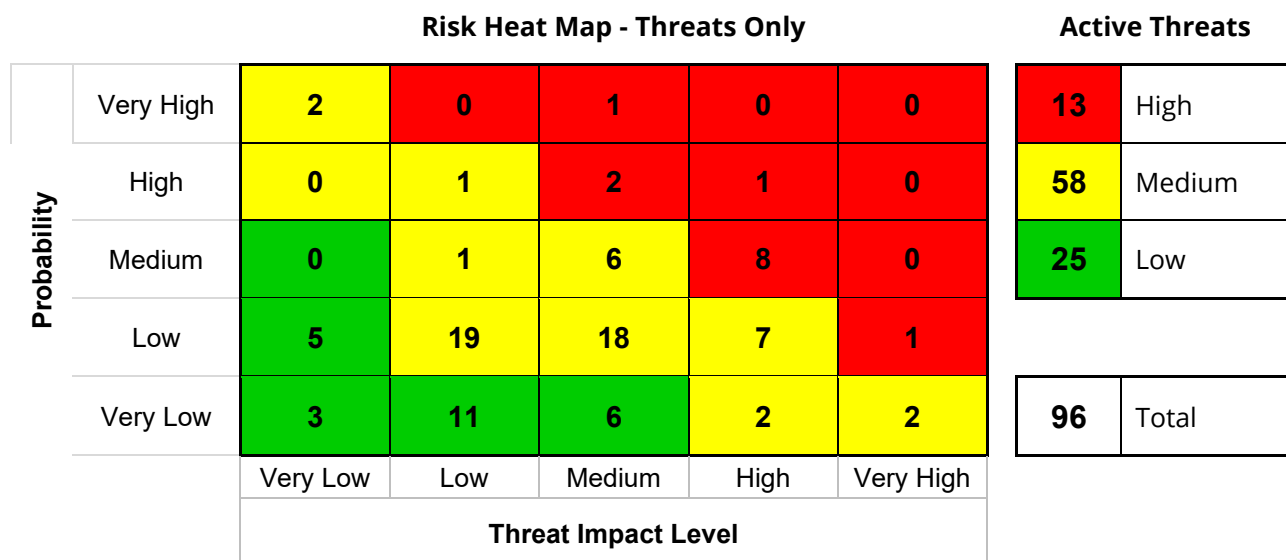


Figure 6 – Risk Heat Map – Threats only

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

Table 19 – Top Risks – Threats only

Risk ID	Risk Title	Action Plan
BSV-231	Extended design pause has potential to delay schedule and add cost	VTA is performing ongoing monitoring of design status in line with planned schedule and plan to restart design to avoid/minimize critical path impact. Different procurement packages are being considered as part of rebaseline. Some of the procurement packages are anticipated to shorten the redesign duration.
BSV-213	Additional tunnel package redesign costs and design time to address optimizations and cost saving measures	VTA is implementing various design optimizations and cost savings candidates (CSC) to achieve cost reductions. Although additional design time and costs may be needed to address these optimizations and cost saving candidates (CSC), this additional redesign cost would help achieve significantly larger construction cost savings and support VTA's goal of

Risk ID	Risk Title	Action Plan
		reducing program budget to meet available funding constraints. VTA team continues to monitor this risk until the redesign is being authorized, or the redesign cost is incorporated in the baseline.
BSV-230	CP2 Off-ramp requiring re-procurement resulting in potential lack of competitive bidders	VTA will re-initiate industry outreach (strategic marketing) for future procurements and use the industry feedback to package the tunnel and trackwork scope in multiple contract packages to support market competition, thereby reducing the underlying risk.
BSV-215	FFGA execution delays	VTA is working on to identify additional local funding sources to address funding shortfall, and incorporate approved optimizations/Cost saving measures in design and update the program cost forecast.
BSV-029	VTA financial capacity / funding plan to finance potential future project cost increases	VTA to update the financial plan following completion of cost savings measures and associated cost estimates and agreement with FTA on project cost.
BSV-036	General construction labor shortage / labor premiums	Continue to monitor economic trends and impacts; increase industry outreach efforts.
BSV-005	Unanticipated damage to historic buildings, critical utilities & other structures	VTA to continue working with tunneling package design team to develop instrumentation and monitoring programs for sensitive structures. VTA to support contractor in obtaining access as appropriate.
BSV-152	Truck traffic volume for disposal of muck from the tunnel resulting in additional costs	VTA continues to investigate the market capacity of trucks and establish potential overflow location(s) on-site. VTA is also exploring various muck disposal options (Salt ponds, local quarries, dirt brokers who need material, UPRR corridor, etc.)
BSV-170	CP2 Stage 2 scope cost increases VTA CP2 budget as identified in NSEE application	VTA to compare Tunnel Package cost proposal with the ICE and update VTA ICE to reflect feedback from comparison. VTA Task Force to evaluate Stage 2 options (including off-ramp) for KST contract and update VTA Board on current status of CP2 Stage 2 scope and ongoing negotiations.
BSV-005	Unanticipated damage to historic buildings & other structures	Contractor to develop instrumentation and monitoring program for the sensitive structures. VTA to support KST in obtaining access to install and monitor instrumentation as appropriate. Contractor to prepare mitigation design following findings of PPS.
BSV-138	Design interfaces between GEC and tunnel package design lead to integration issues, errors and disputes.	On Jun 27, 2025, VTA Board of Directors authorized the General Manager/CEO to initiate the contractual off-ramp with KST for CP2 and take such additional steps as necessary to implement the off-ramp in accordance with the terms of the contract. Along with the implementation of off-ramp, VTA is implementing revised contract packaging with an intent to minimize interface issues.

6 OTHER UPDATES

6.1 KST (CP2 PDB) CONTRACT SUMMARY

Table 20 outlines the Cost summary of the CP2 Contractor. Amendments to date include executed items reflected in Section 4.2. The expenditure data includes estimated costs for services through the current period, and it will reflect invoiced/approved costs in upcoming months after the invoices are approved.

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

Item	Cost (in \$M)
Original Contract Value (Stage 1 only)*** (A)	\$235.0
Amendments issued to Date (B)	\$844.5
Revised Contract Value (Stage 1 only) *** (C) =(A)+(B)	\$1,079.5
Expenditures this period*	\$42.8
Expenditures to Date* (D)	\$793.3
Remaining Authorization Value** (C) - (D)	\$286.1
*Expenditures include actuals, accrual values that are not yet approved by VTA, retention and are subject to change.	
**Remaining Authorization Value is subject to change based on expenditure approximations.	
*** Stage 1 Bond Value that was previously captured under Original Contract Value until Jan 2024 reporting period is now in Amendments line item.	

6.2 RIGHT OF WAY (ROW)

Table 21 – Real Estate Status Summary below provides a high-level summary of the acquisition status as of end of October 2025. Right of Way work continues to progress. . One parcel (B4068 Stover Alley) was possessed during this reporting period.

Table 21 – Real Estate Status Summary

PROJECT ACQUISITION STATUS					
Description	Total	Possession Obtained	Parcels in Acquisition Process	Relocation****	
				Required	Completed
Total Parcels*	75	39	36	37	22
BPE (& Other Takes**)	4	0	4	3	0
Full Fee Only	9	9	0	15	10
Multiple Takes (not incl. BPEs)	3	1	2	15	12
Tunnel Easement	45	25	20	0	0
Roadway Easement	3	0	3	0	0
Utility Easement	4	0	4	0	0
Temporary Construction Easement	7	4	3	4	0

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

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

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

6.3 UTILITIES

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

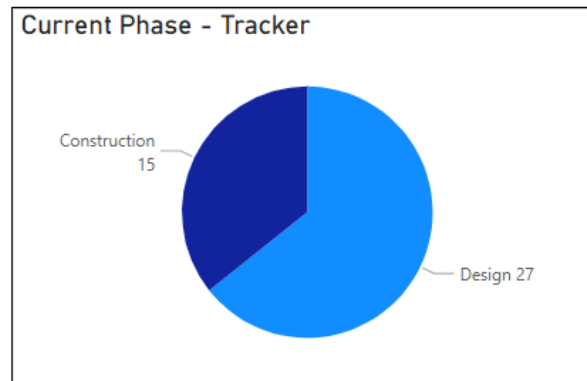


Figure 7 – Utilities Summary

Table 22 – Utilities Relocations Summary

Percentage Complete	Construction	Design
1% - 30%	3	1
31% - 59%	0	8
60% - 85%	1	7
86% - 99%	1	8
Complete – 100%	10	3
Total	15	27

6.4 THIRD PARTY AND PERMITS

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

Table 23 – Third Party Agreements Categorization

Category	Total Executed	Forecasted for execution in CY 2025	Future forecasted execution	Total
Critical for FFGA	31	0	0	31
Critical for post-FFGA (Construction)	0	0	4	4
Critical for post-FFGA (Operations)	1	0	5	6
Non-Critical Agreements	2	0	0	2

Category	Total Executed	Forecasted for execution in CY 2025	Future forecasted execution	Total
Total	34	0	9	43

6.5 PMT CONTRACT SUMMARY

Table 24 shows the HNTB-WSP Contract Summary and executed Task Orders to date. VTA issued an amendment to the PMT contract extending the services through June 2026.

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

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

Table 24 – Program Management Team Contract Summary

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed value	Incurred to Date*	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	S17017 Contract Balance
S17017 Contract Value ->	\$215.6						
Task Order 1	Closed	Nov 2017 to Jun 2018	\$18.2	\$18.2	\$18.2	\$18.2	
Task Order 2	Closed	Jul 2018 to Jun 2019	\$25.7	\$25.7	\$25.7	\$44.0	
Task Order 3	Completed.	Jul 2019 to Oct 2020	\$28.8	\$28.8	\$28.8	\$72.8	
Task Order 4	Completed.	Nov 2020 to Aug 2021	\$17.7	\$17.7	\$17.7	\$90.4	
Task Order 5	Completed.	Aug 2021 to Jun 2022	\$15.6	\$15.6	\$15.6	\$106.0	
Task Order 6	Completed.	Jul 2022 to Feb 2023	\$12.4	\$12.4	\$12.4	\$118.4	
Task Order 7	Completed.	Feb 2023 to Jun 2023	\$10.0	\$10.0	\$10.0	\$128.3	
Task Order 8	Completed.	July 2023 to Dec 2023	\$18.2	\$18.0	\$18.0	\$146.3	

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed value	Incurred to Date*	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	S17017 Contract Balance
Task Order 9*	Completed. Pending closure	Jan 2024 to June 2025	\$53.2	\$53.2	\$53.2	\$199.5	
Task Order 10	In Progress	July 2025 to October 2025	\$8.2	\$6.9	\$7.0	\$206.5	
Task Order 11 ⁽¹⁾	In Progress	November 2025 to June 2026	\$7.9	-	\$7.9	\$214.4	
S17017 Contract Total:			\$215.6	\$206.4		\$214.4	\$1.3

* Incurred/Forecast is projected and subject to change.

Cost rounded to closest hundred thousandth of millions.

⁽¹⁾ TO11, effective November 01, 2025 through June 30, 2026 was executed on November 03, 2025. A partial NTP for \$7.9M was granted in the TO.

6.6 GEC CONTRACT SUMMARY

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

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

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

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

Table 25 – General Engineering Consultant Contract Summary

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

Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed amount	Incurred to Date	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	S18088 Contract Balance
Task Order 3-BART Phase II-General Engineering Consulting (GEC) Services	Closed	Aug 2019 to Sep 2020	\$1.5	\$1.5	\$1.5	\$40.8	
Task Order 4-BSV Phase II GEC Services for SWO Period	Closed	Mar 2020 to Oct 2020	\$20.7	\$20.7	\$20.7	\$61.5	
Task Order 5-BSV Phase II GEC Support- Integrated Work Program (IWP)	Closed	Nov 2020 to Aug 2021	\$46.5	\$46.5	\$46.5	\$108.1	
Task Order 6-BSV Phase II TOD Design Development Framework - Downtown Station	Closed	Dec 2020 to Aug 2021	\$0.6	\$0.6	\$0.6	\$108.7	
Task Order 7-BSVII General Engineering Services - IWP FY22	Closed	Aug 2021 to Jun 2022	\$37.9	\$37.9	\$37.9	\$146.6	
Task Order 8-Supplemental Project Specific Professional Liability Insurance Costs	Closed	Apr 2022 to Jun 2023	\$0.9	\$0.9	\$0.9	\$147.5	
Task Order 9-Program Support, Engineering Production, Design Services During Construction	Closed	Jul 2022 to Dec 2022	\$17.0	\$17.0	\$17.0	\$164.5	
Task Order 10-Program Support, Engineering Production, Design Services During Construction	Closed	Jan 2023 to Jun 2023	\$30.2	\$30.2	\$30.2	\$194.7	
Task Order 11-Program Support, Engineering Production, Design Services During Construction	Complete, pending closure	Jul 2023 to Jun 2025	\$132.7	\$132.5	\$132.7	\$327.4	
Task Order 12-Program Support, Engineering Production, Design Services During Construction	Closed	Sep 2023 to Oct 2023	\$0.04	\$0.04	\$0.04	\$327.5	
Task Order 13-Downtown San Jose South Entrance Task Force Support	In Progress	Sep 2024 to Dec 2025	\$0.06	\$0.002	\$0.06	\$327.5	
Task Order 14-BSV2 General Engineering Support During FY 2026	In Progress	Jul 2025 to Jun 2026	\$11.7	\$4.8	\$11.7	\$339.2	
Task Order 15-Support VTA's Demolition of the Goodlife Building	In Progress	Jun 2025 to Nov 2025	\$0.09	\$0.09	\$0.09	\$339.3	
S18088 Contract Total:			\$339.3	\$332.2		\$339.3	\$3.5

* Incurred/Forecast is projected and subject to change.

Cost rounded to closest hundred thousandth of million

6.7 CMS CONTRACT SUMMARY

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

Table 26 – Construction Management Services Contract Summary

AWP**	Task Order Status	Period Start and End**	Authorized Not to Exceed value**	Incurred to Date	Incurred / Forecast* (Per Task Order)	Incurred / Forecast* (Cumulative)	V23194 Contract Balance
V23194 Contract Value -->	\$490.8						
AWP 1**	Completed - Pending closure	May 2024 to Dec 2024	\$12.6	\$9.4	\$12.6	\$12.6	
AWP 2.1**	In Progress	Jan 2025 to Sep 2025					
Task order for FY26	In Progress	October 2025 to June 2026	\$18.1	\$0.9	\$18.1	\$30.7	
V23194 Contract Total			\$30.7	\$10.30		\$30.7	\$460.1

* Incurred/Forecast is projected and subject to change.

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

Cost rounded to closest hundred thousandth of million

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST

S17017 – HNTB+PB Joint Venture
APPROVED SUBCONTRACTORS

(New subcontractors listed in **Green**)

(Deleted subcontractors listed in **Red**)

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

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

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

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

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

**CONTRACT S18088 – MMW Joint Venture
APPROVED MMW SUBCONTRACTORS**

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

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

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



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

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



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

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

Contract V20210

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

KST Joint Venture

List of Prime Contractors and Key Subcontractors

Prime Contractors:

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

Construction Subcontractors:

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

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

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

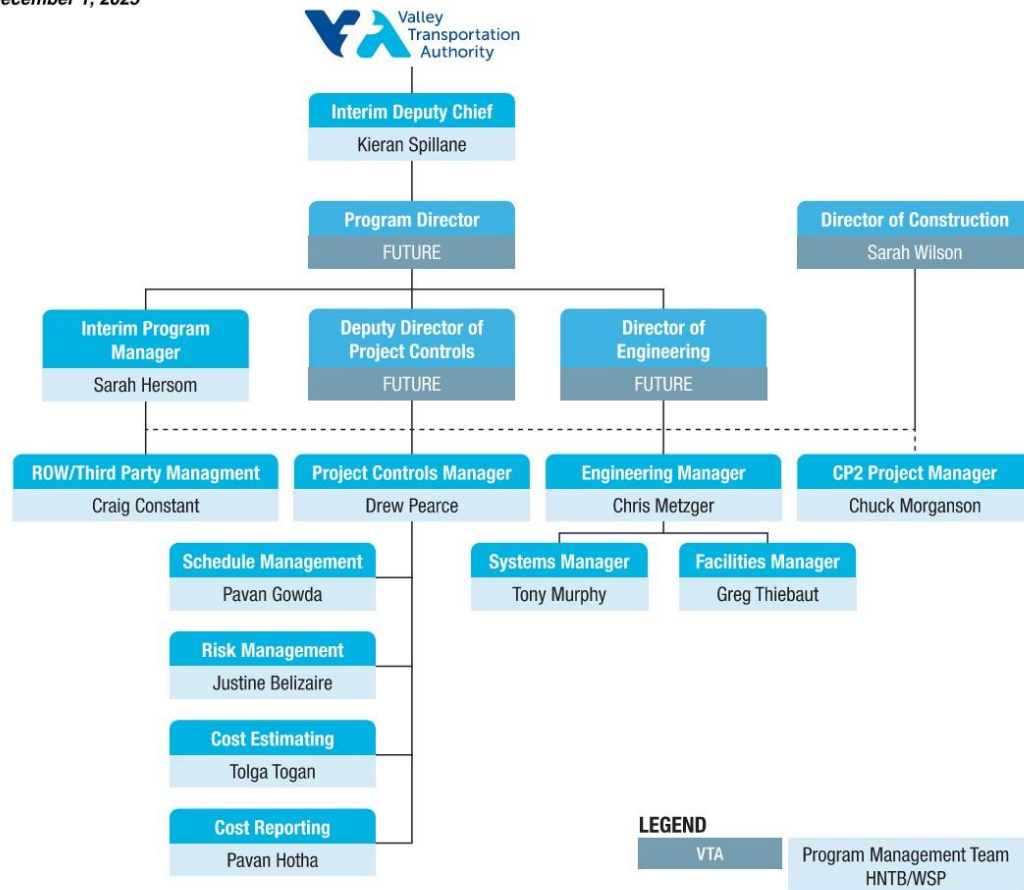
Design Subcontractors:

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

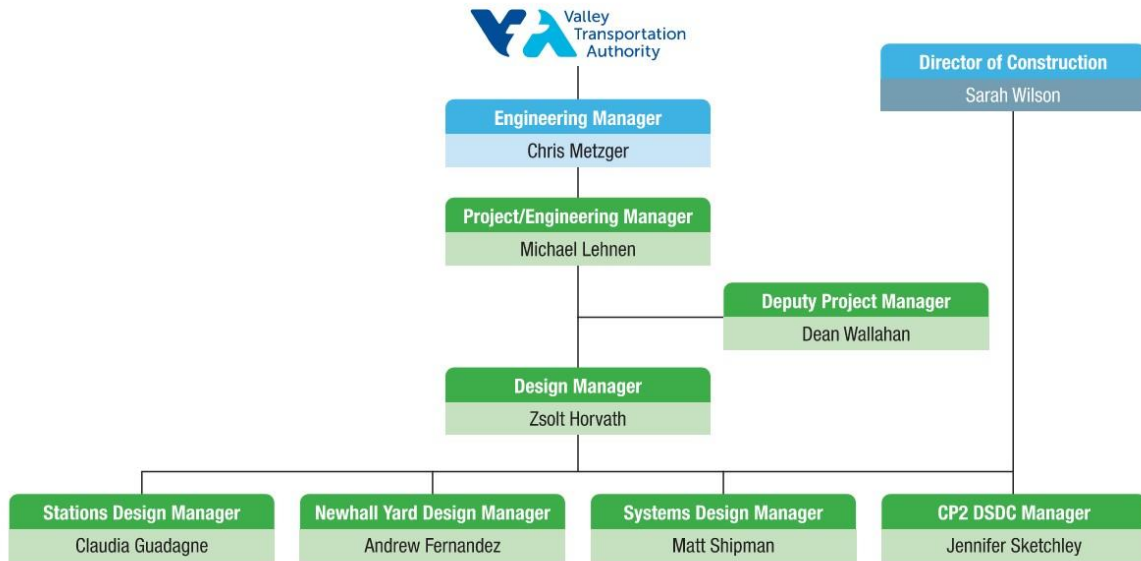
FIRM	AREA OF RESPONSIBILITY
ARUP	Tunnel and Underground Design including EWP 1 & 2
Shannon Wilson	Geotechnical
JMA Civil, Inc	EWP 3
RSE Corporation	EWP 5
Viatechnik LLC	BIM/CAD Support
Brierley Associates Corporation	Support of Excavation
Bender Consulting LLC	Dewatering
Ground Control Inc	Building Demolition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

APPENDIX B – ORGANIZATION CHARTS (PMT, GEC, CMS, KST)

VTA's BART Silicon Valley Phase II Extension
Program Management Team (PMT) Organization Chart
Effective December 1, 2025



VTA's BART Silicon Valley Phase II Extension
General Engineering Consultant (GEC) Organization Chart
Effective December 1, 2025



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VTA	Program Management Team HNTB/WSP	General Engineering Services Mott MacDonald/PGH Wong
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VTA's BART Silicon Valley Phase II Extension
Construction Management Services (CMS) Organization Chart
Effective December 1, 2025



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VTA	Construction Management Services Bechtel
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VTA's BART Silicon Valley Phase II Extension
Kiewit Shea Traylor (KST) Organization Chart
Effective December 1, 2025



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VTA	KST
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