

Attachment A

Auditor General's Monitoring Report of VTA's BSV II Project Fourth Quarter (through December 2025)

BSV II Oversight Committee Meeting
March 12, 2026

PRESENTED BY:
SCOTT P. JOHNSON, AUDITOR GENERAL

BSVII 2025 Q4 PROJECT MONITORING DASHBOARD

\$ presented in Billions

\$ 12.75B
PROJECT COST ESTIMATE

2037
REVENUE SERVICE DATE

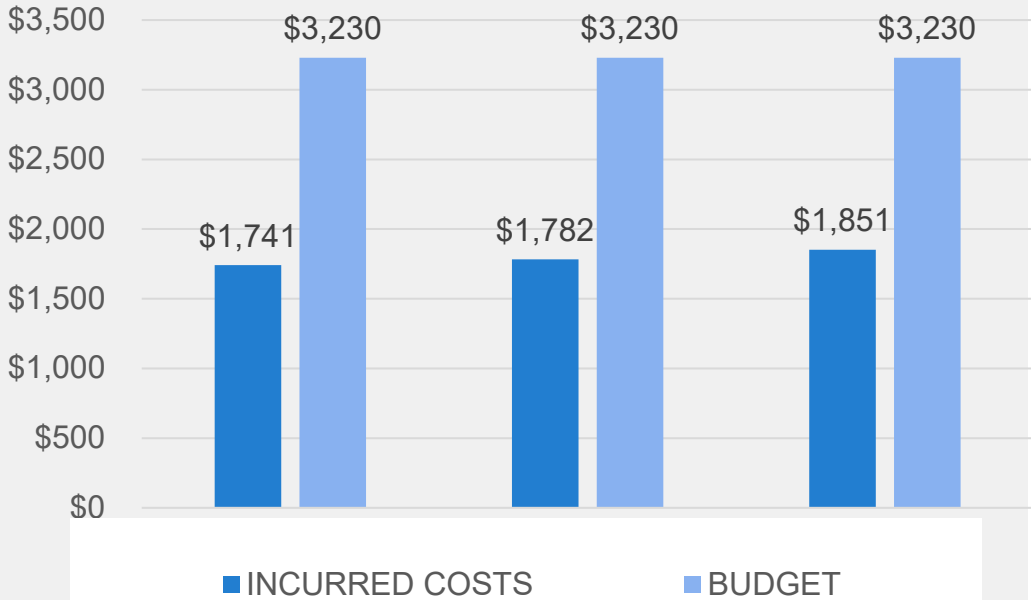
\$ 3.23B
VTA APPROVED BUDGET

Q4 % Incurred Costs compared to VTA Budget

As of December 2025, BSVII LTD expense incurred is \$1,851B or 57% of the VTA Approved Budget of \$3.23B

57%

Q4 Incurred Costs & VTA Approved Budget (\$ Billion)



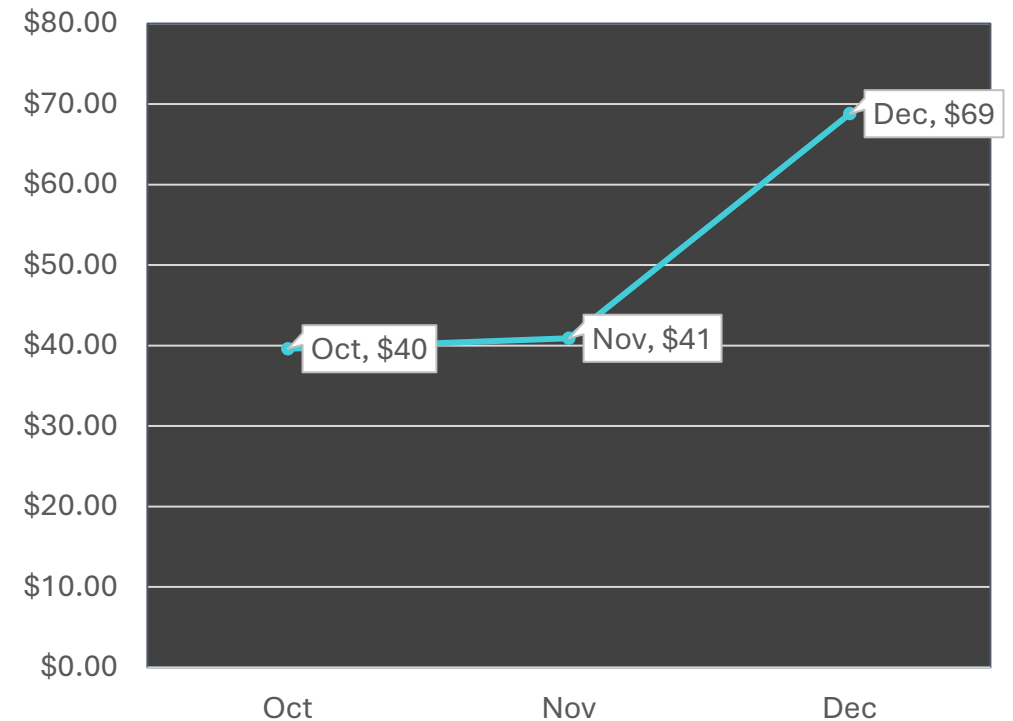
Q4 BSVII Monthly Expenses Snapshot

Expenses increased by approximately 73% between October and December.

- The increase is primarily due to increased Professional Service costs and payments for the new BSVII rail cars.
- Professional Services increased from \$5.8M to \$17.5M with start of the West Portal construction and approval of the S1 option.



3rd Quarter - Monthly Expenses Incurred (in Millions)



PROFESSIONAL SERVICES SCC 80 COST ANALYSIS

Through December 2025 (\$ Millions)

Source: VTA Monthly Cost Report – December (12/31/2025)

SCC	Program Estimate	VTA Approved Budget	Contract Commitment	Contract Commitment %	Actual Cost Incurred LTD	%VTA Budget Incurred	% Incurred to Program Estimate
80.01 Project Development	\$251.889	\$219.165	\$219.166	100%	\$219.166	100%	87%
80.02 Engineering	\$522.477	\$521.478	\$521.474	100%	\$457.818	88%	88%
80.03 PM & Design	\$1,323.506	\$790.574	\$391.513	50%	\$355.593	45%	27%
80.04 CA &M	\$269.489	\$73.574	\$32.058	44%	\$10.868	15%	4%
80.05 Liability Ins	\$435.072	\$187.042	\$60.460	32%	\$51.493	27%	12%
80.06 Legal & Permits	\$77.966	\$29.545	\$15.955	54%	\$11.989	41%	15%
80.07 Surveys & Testing	\$26.561	\$6.339	-	-	-	-	-
80.08 Startup	\$65.552	\$0	-	-	-	-	-
Totals	\$2,972.512	\$1,827.717	\$1,240.626	68%	\$1,106.927	61%	37%



Major Contracts – Remaining Balances Through December 2025 (\$ Millions)

Two consulting firms have nearly exhausted the approved commitment level and their current budgets (HNTB/WSP & MMW-PGHW). Overall, 96% of the current contract commitment has been spent.

Source: Monthly Cost Report (As of 12/31/2025 - may not align with current Executive Monthly Report)

Contractor	Role	Authorized NTE (\$M)	Current Commitment (\$M)	Actuals to Date (\$M)	Balance Remaining (\$M)	% Incurred of Commitment
HNTB/WSP	PMT	\$ 215.6	\$ 215.9	\$ 206.5	\$ 9.4	95%
MMW-PGH-Wong	GEC	\$ 342.8	\$ 339.3	\$ 335.2	\$ 4.1	99%
Bechtel	CM	\$ 490.8	\$ 30.7	\$ 11.5	\$ 19.2	38%
Total		\$ 1,049.2	\$ 585.9	\$ 553.2	\$ 32.7	94%



Areas of Focus for the AG (many areas subject to change with upcoming Re-Baselining)

- **Financial Risks** - The AG notes that the project's financial model has not been recently updated. While current reporting provides visibility on expenditures and contingency use, the absence of an updated financial model limits forward-looking visibility. An updated model would enhance the Board's ability to assess long-term budget and funding strategy. We recommend refreshing the model as soon as possible to ensure that financial forecasts reflect current project conditions as well as cash flow and funding risks.
- **Project Schedule** - There are several listed delays and extra days detailed in the most recent PMOC report. The AG is concerned about how these delays will impact the critical path of the project, particularly due to delays that may result from the KST off ramping and upcoming contract re-packaging. A clearer linkage between reported delays and critical path milestones may be needed. Without this clarity, the Board has limited visibility into how these delays may impact the RSD. We recommend the Project Team provide more context on these delays and their associated impact.
- **Cashflow** - Depending on future expenses, available revenue, and the status of approved contracts, could be an area needing further attention. Pending a more formal cashflow analysis, it is unknown whether the current budget will be adequate if monthly project expenditure remains approximate to the trend over the past six months, with average expenditures of approximately \$60M per month.
- **SCC 80 Professional Services** - Payments for December were \$17.5M, an increase of approximately \$14M over November. Life-to-date expenses for SCC 80 total \$1.10B or 89% of the contract commitment budget of \$1.25B and 61% of the VTA approved budget of \$1.83B.
- **Allocated Contingency** - Remains \$1.46B in total with \$16M allocated to the VTA Approved Budget (SCC 60), according to the internal VTA cost report for December. This number differs from the \$60M drawdown shown in the Executive Update presented in December (p18).
- **Unallocated Contingency** - Remains \$1.66B in the Program Estimate (FTA Baseline) budget, with \$149M allocated to the Approved Budget, according to the internal VTA cost report for December. The AG team notes that this number does not match the \$340M drawdown shown in the December Executive Update (p18).



Glossary

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

