



VTA BSVII Executive Monthly Progress Report
January 1, 2026 – January 31, 2026

Revision 0
February 27, 2026

Issued for March 12, 2026, VTA BSVII Oversight Committee

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

1	VTA BSVII EXECUTIVE SUMMARY	1
	1.1 BSVII Highlights	1
	1.2 Key Issues	6
	1.3 Key Decisions	7
	1.4 BSVII Overview / Summary	8
2	SCHEDULE SUMMARY	11
	2.1 Milestone Summary	11
	2.2 Summary narrative	11
	2.3 Schedule Contingency Drawdown.....	12
3	COST SUMMARY	14
	3.1 Summary Cost Report	14
	3.2 Budget transfers and Contingency updates	15
	3.3 Funding Summary	16
4	CHANGE SUMMARY	18
	4.1 Configuration Changes	18
	4.2 CP2 Contract Amendments.....	18
5	RISK SUMMARY	20
6	OTHER UPDATES	21
	6.1 KST (CP2 PDB) Contract Summary.....	21
	6.2 Right of Way (ROW).....	21
	6.3 Utilities	22
	6.4 Third Party and Permits	22
	6.5 PMT Contract Summary	23
	6.6 GEC Contract Summary	24
	6.7 CMS Contract Summary.....	26

Tables

TABLE 1 – RFV ASSESSMENTS TRACKING SUMMARY	3
TABLE 2 – KEY OPEN ISSUES AND ACTIONS	6
TABLE 3 – FTA-PMOC'S ISSUES/CONCERNS/TRACKING AREAS AND VTA RESPONSES	6
TABLE 4 – CLOSED ISSUES AND ACTIONS	7
TABLE 5 – KEY OPEN DECISIONS	7
TABLE 6 – KEY CLOSED DECISIONS.....	8

TABLE 7 – MILESTONE SUMMARY	11
TABLE 8 – JANUARY 2026 MONTHLY SCHEDULE UPDATE SUMMARY	12
TABLE 9 – SUMMARY COST REPORT (IN \$M) ¹	14
TABLE 10 – CONTINGENCY SUMMARY (IN \$M)	16
TABLE 11 – FUNDING SUMMARY (IN \$M).....	17
TABLE 12 – CONFIGURATION CHANGES.....	18
TABLE 13 – CP2 CONTRACT AMENDMENTS	18
TABLE 14 – TOP IDENTIFIED RISKS (SCENARIO 1 WATCHLIST) – THREATS ONLY	20
TABLE 15 – CP2 (KST) COST SUMMARY THROUGH JANUARY 2026	21
TABLE 16 – REAL ESTATE STATUS SUMMARY	21
TABLE 17 – UTILITIES RELOCATIONS SUMMARY	22
TABLE 18 – THIRD PARTY AGREEMENTS CATEGORIZATION	23
TABLE 19 – PROGRAM MANAGEMENT TEAM CONTRACT SUMMARY	23
TABLE 20 – GENERAL ENGINEERING CONSULTANT CONTRACT SUMMARY	25
TABLE 21 – CONSTRUCTION MANAGEMENT SERVICES CONTRACT SUMMARY	26
TABLE 22 – SCC 80 BREAKDOWN (IN \$M) *	41
TABLE 23 – MAJOR ACTIVE CONTRACTS.....	41
TABLE 24 – OTHER ACTIVE CONTRACTS.....	41

Figures

FIGURE 1 – LAUNCH STRUCTURE CONSTRUCTION PROGRESS TRACKER (AS OF FEBRUARY 25, 2026).....	1
FIGURE 2 – VTA BSVII ORGANIZATION CHART	5
FIGURE 3 – SCHEDULE CONTINGENCY DRAWDOWN.....	13
FIGURE 4 –CURRENT ESTIMATE AND EXPENDITURES BY CALENDAR YEAR*	15
FIGURE 5 – COST CONTINGENCY DRAWDOWN	16
FIGURE 6 – UTILITIES SUMMARY	22

Appendices

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST
APPENDIX B – COST/CONTRACT INFORMATION
APPENDIX C – CONSTRUCTION PICTURES
APPENDIX D – 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".

1.1 BSVII HIGHLIGHTS

1. Construction Updates (as of February 20, 2026)

- a. EWP 3A/3B (West Portal (WP) Site preparation): EWP 3A/3B (West Portal (WP) Site preparation): Power Drop 3 concrete pads poured on 2/20/26. Continued site grading and compaction between STA 854 and 863.
- b. EWP 3C (WP Launch Structure): Progress continues across key components of the Tunnel Boring Machine (TBM) Launch Structure. Figure 1 represents the construction progress visual tracker

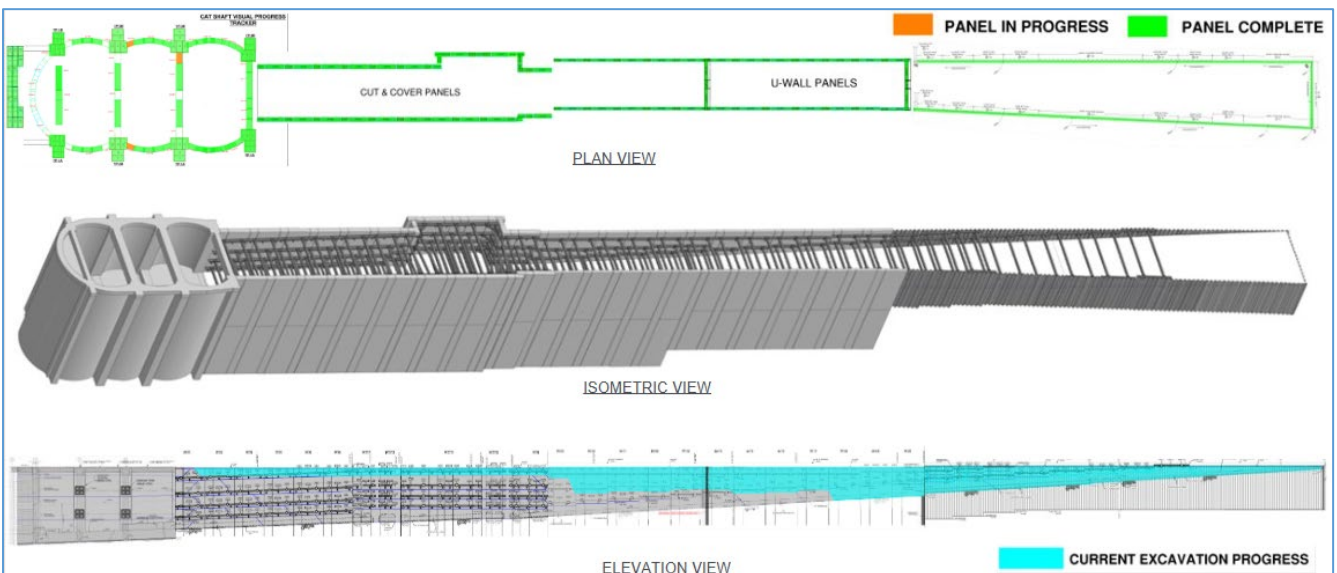


Figure 1 – Launch Structure Construction Progress tracker (as of February 25, 2026)

- i. Caterpillar Shaft Area: 15 of 29 CAT Shaft D-Walls complete (52%) and 11 of 18 CAT Shaft Crosswalls complete (61%). Inclusive of planned Crosswall panel on 2/21/26.
- ii. Cut & Cover D-Walls Area: Excavation in the C&C D-Wall area is ~15% complete. Bracing installation in the C&C D-Wall area is ~10% complete.
- iii. Excavation/Bracing/Slab: U- Wall D-Wall Section - Bracing installation in the U-Wall D-Wall area is ~77% complete. Excavation in the U-Wall D-Wall area is ~75% complete. U-Wall Sheet Pile Section - All works completed in the sheet piles working area. Deficiency punch-list development in-progress.
- iv. Confinement Walls: Completed the construction of the confinement walls guide walls.
- v. Other updates: Instrumentation and Monitoring (I&M) activities continue. Depressurization system is also active. KST ongoing possession of DTSJ and 28th St/Little Portugal sites; continued security at the sites by placing fencing, light towers, guard facilities, and providing 24/7 security.
- vi. Pictures: Additional pictures are included under Appendix C.
- vii. Schedule and Cost Reporting of EWP 3C (as of January 31, 2026)



Original Budget (A)	Current Budget (B)	Approved Scope Change (B-A)	Trends (D)	Current Budget + Trends (Worst Case) (B+D)
\$398.083	\$409.965	\$11.882	\$14.385	\$424.350 (+3.5%)

Notes:

- Cost in \$M. Current Budget (B) incorporates executed Change orders including confinement walls
- Trends (D) include Change Orders currently under discussion including ones related to delayed execution related to UPRR Mitigation and Reimbursement Agreement. Increase in trend value due to KST forecasted allowance totals for Engineering Services and Temporary Services during construction. Based on ongoing evaluations and active negotiations, the trended value is expected to reduce in future reporting periods.

Contract Milestone	KST Baseline	May 2025 Update KST Forecast	January 2026 Update KST Forecast
Substantial Completion of Launch Structure	31-Mar-27	2-Jun-27	11-May-27
Baseline vs. Forecast Variance		-63	-41

Notes:

- EWP 3C Substantial Completion includes Contractor Owned Contingency (85 days)
- Initial delays (~63 days) caused due to UPRR M&R agreement has been mitigated by 22 days (to ~41 days) and is under further mitigation discussions. Change in period (-3d) due to earlier start than planned on critical path activities related to Caterpillar shaft D-walls.

- c. EWP 11A/11B (West Portal TBM and Plant Power) – Coordination is ongoing. Equipment stored on site at West portal pending EWP 11C for installation.
 - d. Safety: One (1) first aid case was reported at the construction site during January 2026.
2. **Schedule Updates:** The BSVII team is currently working on developing a new baseline schedule to reflect the design (w/cost saving concepts), construction, and procurement activities pertaining to a revised contract packaging and delivery method approach. During this interim period (until a new baseline is developed), staff will report on key working milestones, and key activities. The initial draft of a new baseline schedule is targeted for Q1/Q2-2026 (*no major changes during this reporting period*).
 3. **Budget Updates:** VTA executed Change order 15 with KST and a new task order to GEC in December 2025/January 2026. These resulted in contingency drawdowns/budget transfers (using the NSEE as basis). Approximately \$1.3M unallocated contingency drawdown and \$4.7M allocated contingency drawdown occurred. Refer to Section 3.2 for contingency drawdowns to date.
 4. **Risks:** As part of developing a new baseline, the BSVII team is currently working on developing a detailed risk profile reflecting the revised scenario. During this interim period (until a new baseline is developed), staff will report on key risks that have been identified under Scenario 1 watchlist. The reporting on the NSEE based risk profile will be put on hold and appropriate risks will be transferred to the new baseline risk profile. Section 5 outlines additional details. (*no major changes during this reporting period*).
 5. **Funding Updates:** VTA is evaluating its current funding options and continues to pursue other potential funding sources. VTA anticipates receipt of the \$100M of SCCP and LLP funds in Spring 2026. (*no major changes during this reporting period*).
 6. **BSVII Contract Packaging:** To mitigate contingency usage and delays occurred to date for future work, VTA has set up a BSVII Contracting Task Force to evaluate other contract packaging and delivery method solutions to potentially expedite schedule and reduce delays. An updated contract packaging plan for the BSVII is being developed, in conjunction with advancement of design, building on feedback received from last year's industry outreach efforts and independent peer review. Additionally, based on the recommendation from the Peer review panel, 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 for a new tunnel contract. VTA continues to engage with KST to explore opportunities for KST's continued

engagement on project elements that are on the critical path including additional low risk early work construction packages. *(no major changes during this reporting period).*

7. **Design Updates:**

- a. Design and technical specifications for Systems, Stations, and Yard facilities are progressing with the current General Engineering Consultant (GEC) team for design progression through 60%.
- b. 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 are on hold with KST. VTA continue discussions with KST to walk through the changes based on the approved optimizations and configuration and collaborating to form the basis of restarting design units.
- c. Request for Variance (RFV) process on technical adjustments continue. 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	8
Under BART/External Review	4
Rejected	4
Assessed and withdrawn	8
Total	55

- 8. **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. As presented in October 2025, an initial path to an FFGA has been presented and incorporated in FTA's roadmap. Meetings with FTA/PMOC continue including regular monthly progress meetings.

9. **Third Party / Utilities / Agency Coordination:**

- a. Utility Relocation work continues to progress. Coordination with owners agencies continue.
- b. Caltrans Joint Use and Maintenance Agreement (JUMA) is anticipated to be executed prior to issuance of encroachment permits for the BSVII project. At the January 2026 FTA-PMOC monthly meeting, timing on execution of the JUMA was discussed and resulted in the FTA-PMOC identifying the JUMA as a critical agreement for execution prior to FFGA.
- c. VTA continues to perform stakeholder engagement and community communication activities. VTA hosted various tours to provide project information and showcase construction progress.

10. **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. Procurement process continues with an anticipated Contract Award in Q2 2026.

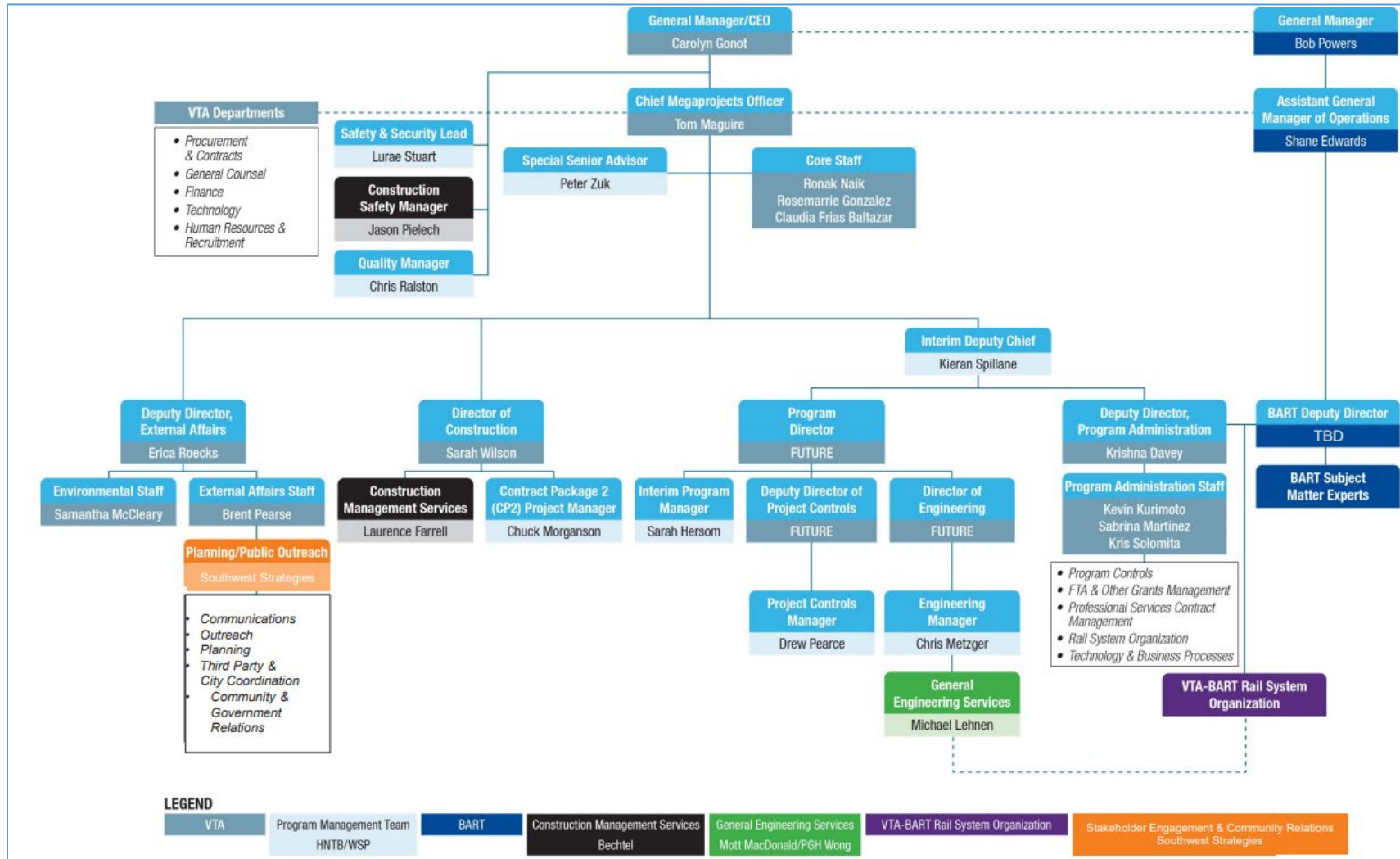
- 11. **Right of Way (ROW):** Right-of-Way work continues to progress. Refer to Section 6.2 for a high-level summary.

- a. Resolution of necessity (RON) for the Kolander property (located at the East Portal) is scheduled to be presented to the VTA Board for approval in March 2026. Approval of RON allows follow on actions needed before initiation of construction activities at the site of the tunnel boring machine extraction pit.

- b. VTA purchased the Honco property located at the future 28th Street/Little Portugal BART station in November 2023. VTA is still working through relocation settlement agreement with Monarch Trucking, one of the tenants on the property which will be going to trial on March 9, 2026.
- c. VTA and Joint Powers Board (JPB) have resumed discussion about the temporary construction easement necessary for use of JPB's property as a construction staging area for the future Diridon BART station.

12. Other BSVII updates:

- a. Gross & Holmes building backfill, compaction, grading, and asphalt paving preparation completed in January. VTA parking lot restoration scheduled for after Super Bowl (February 8, 2026). Work paused at City of San Jose request. Two other properties are scheduled for demolition during 2026: 1) East Portal Greene Building demolition in Q2 2026 and 28th Street Station Properties in Q3 2026.
- b. 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. As a follow-up to recent Board discussions and Peer Review feedback, additional Early Works Packages such as on-site tunnel liner pre-cast factory, tunnel equipment long lead item procurements and TBM power plant assembly are being discussed with KST for potential implementation in Q1-2026 to mitigate schedule critical path impacts.
- c. VTA BSVII's latest project organization chart, effective February 2026, is shown in Figure 2 – VTA BSVII Organization Chart. BART Deputy Director, Ni Lee, transitioned from BART and recruitment for this role is in progress. 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.



LEGEND

VTA	Program Management Team HNTB/WSP	BART	Construction Management Services Bechtel	General Engineering Services Mott MacDonald/PGH Wong	VTA-BART Rail System Organization	Stakeholder Engagement & Community Relations Southwest Strategies
-----	-------------------------------------	------	---	---	-----------------------------------	--

Figure 2 – 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.	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 is continuing to progress the design and develop a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, and contract packaging approach.
Current forecast for FFGA execution	FFGA execution and associated milestones have been revised in prior months based on the forecasted plan and summarized in Section 2. VTA is assessing the availability of local funding based on the current FFGA target to support ongoing project activities, including development of an Adaptive Plan considering various funding scenarios. VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap.

Table 3 outlines the FTA-PMOC issues and concerns noted in the January 2026 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
VTA should ensure coordination with FTA Real Estate for any property acquisition with an appraisal value over \$1 million (January 2026)	VTA has been and will continue to work with FTA to follow FTA procedures, specifically with respect to this appraisal value threshold.
VTA has not updated the PMP and Sub-Plans since the Entry to Engineering in 2024. This raise concerns that: (i) Due to key personnel turnover, important project changes are not being transferred to new personnel and not properly documented in the PMP and sub-Plans, and (ii) PMP and sub-Plans may not be updated in time to support the FFGA Readiness submittal in July 2026 (January 2026)	VTA is currently updating the Project Management Plan and Sub-Plans. The update will reflect the organization chart presented at the monthly FTA/PMOC/VTA Coordination Meeting. As reported earlier, VTA plans to start sharing updated plans and procedures with FTA and PMOC for their reviews, kickstarting the FFGA Readiness submittal process. VTA will continue to share documents on a rolling "when-ready-for-review" basis with FTA and PMOC. This will allow for predictable submittal and review timelines and prevent bottlenecks ahead of the final submittal.

FTA-PMOC's Issue/Concern/Tracking Areas	VTA Response
<p>The Risk Register has not been updated since November 2025, and Risk meetings will not resume until March 2025. This raises concern that new risks from project changes, construction, and the newly adopted configuration are not captured and addressed promptly (January 2026)</p>	<p>VTA continues to conduct regular risk reviews with project stakeholders. These reviews include evaluation and updates reflecting the project configuration adopted by the VTA Board of Directors in October 2025, and the recommendations made by the August Peer Review panel members. Given the cost savings concepts developed throughout 2025, and consequent design changes, the team is reviewing existing and new potential risks and placing them into the Risk Register marked as "Watch List" and confirmed as "Risks" upon completion of thorough analysis with the risk owners / stakeholders. As reported earlier, VTA recently replaced the monthly all-hands risk reviews, with targeted risk reviews.</p>
<p>There has been no update to the Preliminary Repackaging Approach for a few months. This raises concerns regarding finalizing the repackaging in time to support the FFGA readiness review (January 2026)</p>	<p>Considering the complexity of this megaproject, the preliminary packaging will continue to be refined in response to market conditions. This should not impact the FFGA Readiness submittal as the team is building the foundational cost and schedule information needed to update the Contract Packaging Plan and repackaging approach. Further, the team continues to build a robust design and construction interface matrices that will feed into the refinement of the contract packages. The steps being taken ensure risk is transferred to the entity most suitable to handle them, if they cannot be mitigated during the design / initial phases of the project.</p>

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 #6 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.

Description	Notes
FFGA readiness submission to FTA	<p>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.</p> <p>VTA is also 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>

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

Table 6 – Key Closed Decisions

Description	Notes
None to report this period.	

1.4 BSVII OVERVIEW / SUMMARY

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

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

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

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

VTA's Consultant Team provides program management, engineering services and engineering support to VTA and is comprised of a Program Management 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. The updates to this baseline schedule is currently being put on hold to utilize the resources in accelerating and developing a new baseline schedule.

The BSVII team is currently working on developing a new baseline schedule to reflect the design, construction, and procurement activities pertaining to the revised contract packaging. During this interim period (until a new revised baseline is developed), staff will report on key working milestones, and key activities. The initial draft of new baseline schedule is targeted for Q1/Q2-2026. The summary schedule, schedule contingency drawdown sections will be restarted as soon as new revised baseline schedule is adopted for use. Section 2.3 reflects the same contingency drawdown from the prior reporting period and no updates are being reflected yet.

2.1 MILESTONE SUMMARY

Table 7 provides the key milestone dates based on the January 2026 updates 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)	Current Baseline (Per NSEE application)	Past Month Forecast (December 2025)	Current Forecast (January 2026)
Program wide			
BSVII Project start (FTA's NSPD approval)	<u>Q1 2016</u>	<u>Q1 2016</u>	<u>Q1 2016</u>
VTA Board approval of BSVII	<u>Q2 2018</u>	<u>Q2 2018</u>	<u>Q2 2018</u>
BART Board approval of BSVII	<u>Q2 2018</u>	<u>Q2 2018</u>	<u>Q2 2018</u>
FTA Issued ROD	<u>Q2 2018</u>	<u>Q2 2018</u>	<u>Q2 2018</u>
Submit EPD grant request	<u>Q2 2021</u>	<u>Q2 2021</u>	<u>Q2 2021</u>
VTA received EPD LOI	<u>Q4 2021</u>	<u>Q4 2021</u>	<u>Q4 2021</u>
VTA request to leave EPD, Enter NSPD	<u>Q4 2022</u>	<u>Q4 2022</u>	<u>Q4 2022</u>
FTA Issuance of LONP to NSPD	<u>Q4 2022</u>	<u>Q4 2022</u>	<u>Q4 2022</u>
VTA Request to enter NSEE	<u>Q1 2024</u>	<u>Q1 2024</u>	<u>Q1 2024</u>
FTA Issue Entry into NSEE	Q2 2024	<u>Q3 2024</u>	<u>Q3 2024</u>
VTA Submittal of FFGA Readiness Documents	Q3 2024	Q2/Q3 2026**	Q2/Q3 2026**
VTA Submittal of FFGA Application		Q4 2026**	Q4 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

*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

2.2 SUMMARY NARRATIVE

Table 8 provides the summary narrative based on the January 2026 monthly schedule update.

Table 8 – January 2026 Monthly Schedule Update Summary

Updates to key activities

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

2.3 SCHEDULE CONTINGENCY DRAWDOWN

The BSVII team is currently working on developing a new baseline schedule to reflect the design, construction, and procurement activities pertaining to the revised contract packaging. During this interim period (until a new revised baseline is developed), staff will report on key working milestones, and key activities. The initial draft of new baseline schedule is targeted for Q1/Q2-2026. The summary schedule, schedule contingency drawdown sections will be restarted as soon as new revised baseline schedule is adopted for use. This section reflects the same contingency drawdown from the prior reporting period and no updates are being reflected yet.

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.

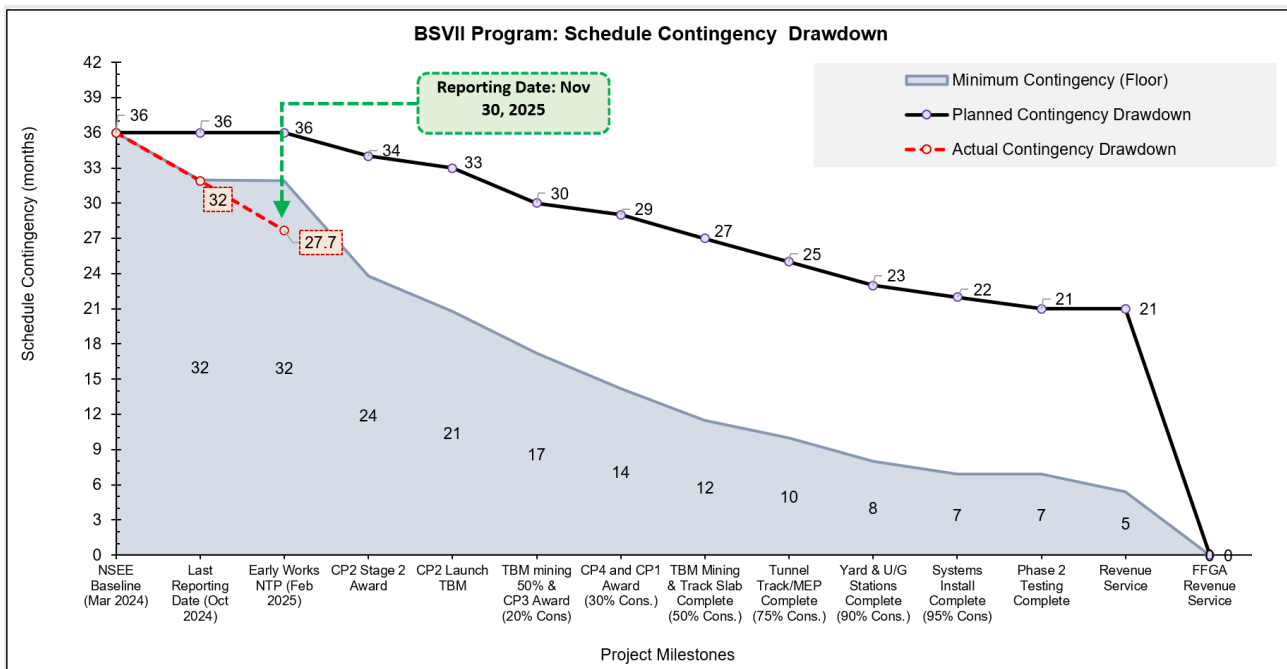


Figure 3 – Schedule Contingency Drawdown

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. ROM forecast will be broken down by SCC codes after the revised baseline is developed.

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	\$142.5	\$3,042.4	\$521.3	\$370.1	\$8.6	\$12.5	\$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	\$127.8	\$710.3	\$227.2	\$171.1	\$4.1	\$3.9		
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	\$136.1	\$132.2	\$2.3	\$0.2		
70 – Vehicles ⁵	\$204.8	(\$31.1)	\$173.7	\$174.8	\$82.5	\$0.0	\$0.0		
80 – Professional Services	\$2,972.5	\$71.2	\$3,043.7	\$1,289.6	\$1,120.5	\$13.6	\$16.1		
90 – Unallocated Contingency	\$1,657.1	(\$341.6)	\$1,315.5	\$0.0	\$0.0	\$0.0	\$0.0		
100 – Finance Charges	\$390.0	\$0.0	\$390.0	\$0.0	\$0.0	\$0.0	\$0.0		
TOTAL	\$12,745.6	(\$31.1)	\$12,714.5	\$2,349.0	\$1,876.4	\$28.5	\$32.7		

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. ROM forecast will be broken down by SCC codes after the revised baseline is developed.

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

See Section 3.2 for budget transfer details.

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

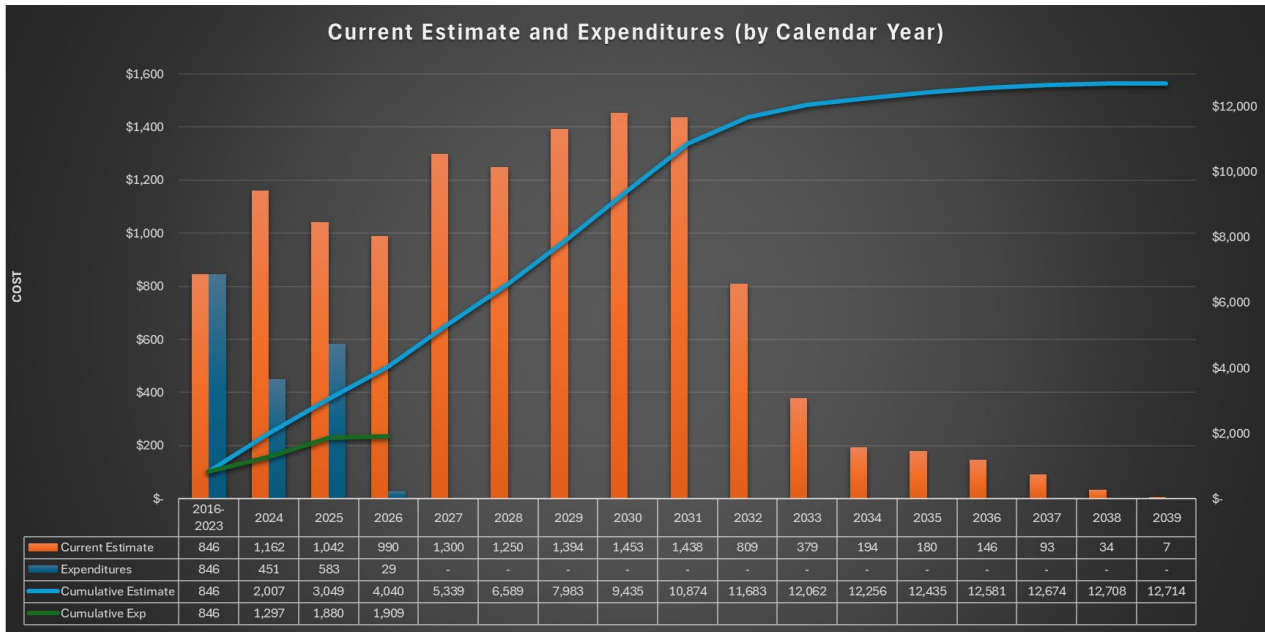


Figure 4 –Current Estimate and Expenditures by Calendar Year*

3.2 BUDGET TRANSFERS AND CONTINGENCY UPDATES

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

Executed this period

- a. Budget transfer for the CP2 change order 15.
- b. Budget transfer for GEC task order for 60% design progression.

Under development or under final review:

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

Contingency Summary:

This period two budget transfers have been approved that resulted in contingency draws.

CP2 Change Order (CCO) 15 was executed in December 2025. This change order is resolution of prior change orders and allowance adjustments. This change order resulted in an unallocated contingency drawdown (SCC 90) of \$1.3M.

GEC Task order for 60% design progression resulted in approximately \$4.7M allocated contingency drawdown under SCC 80. The NSEE cost estimate did not include the activities that occurred between Q3-2024 and Q3-2025, during which the GEC spent efforts on optimizations and development of cost saving concepts, rather than advancing design as originally planned. In Q4-2025, after the VTA Board approved the configuration, VTA executed a contract amendment and a task order with the GEC. The task order executed requires the GEC to redesign their scope elements through 60% (incorporating the optimizations and cost savings). As part of this latest contract amendment with the GEC, the total cost of the contract through 2026 has increased to \$394M. As VTA is currently in the process of re-baselining the overall project and is developing a revised SCC 80 estimate, this budget transfer utilized the available allocated contingency for design and transferred the remaining from DSDC support costs.

Table 11 outlines the BSVII allocated and unallocated contingency summary.

Table 10 – Contingency Summary (in \$M)

SCC - Description	Baseline Contingency	Contingency changes this period	Contingency changes to date	Current Contingency
SCC 10-80 Summary (Allocated Contingency)	\$1,462.4	(\$4.7)	(\$64.9)	\$1,397.5
SCC 90 – Unallocated Contingency	\$1,657.1	(\$1.3)	(\$341.6)	\$1,315.5
Total	\$3,119.5	(\$6.0)	(\$406.5)	\$2,713.0

Contingency Drawdown:

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

Figure 5 provides a snapshot of the BSVII Program Cost Contingency drawdown that occurred 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. As outlined above \$6M was drawn from the contingency.

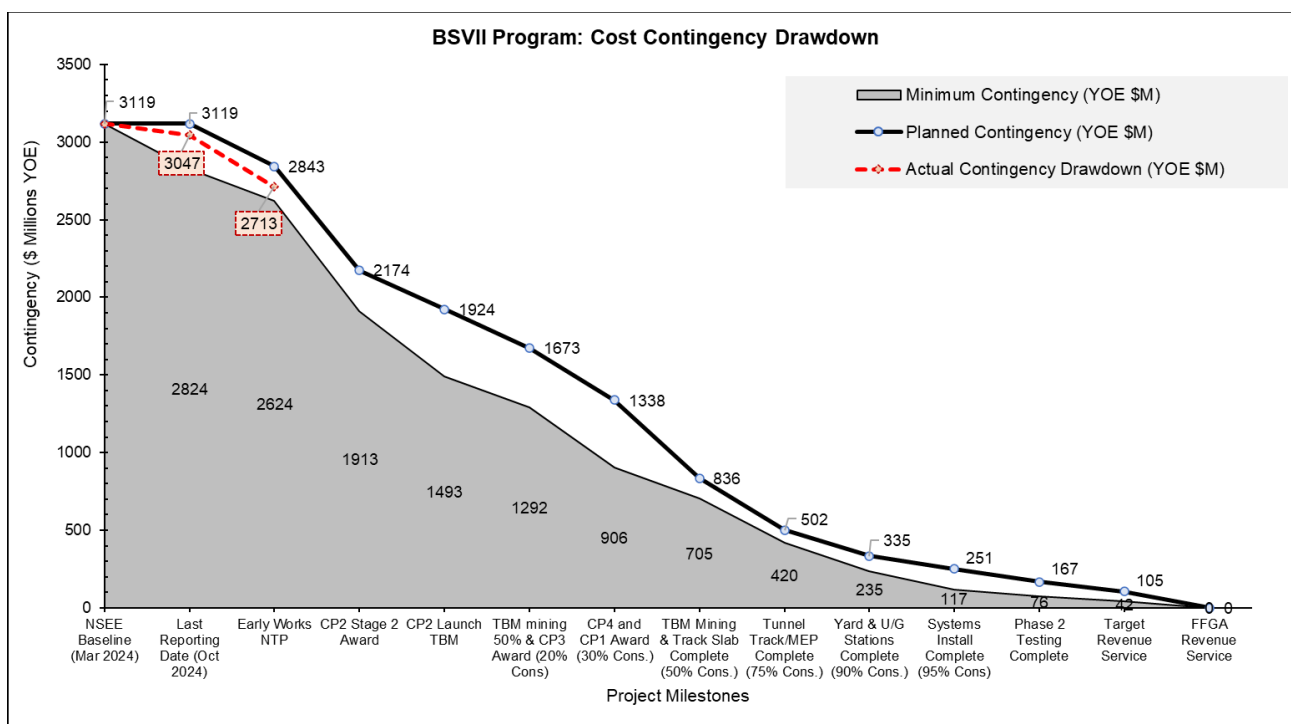


Figure 5 – Cost Contingency Drawdown

3.3 FUNDING SUMMARY

VTA continues to pursue other funding sources. Table 11 – Funding Summary provides a snapshot of current funding summary.

Table 11 – 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 baseline submittal to FTA. Three configuration changes were executed in July 2024. Table 12 reflects current status of the configuration changes.

Table 12 – 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 13.

Table 13 – 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	Allocated and Unallocated Contingency drawdown	\$10.3M
CCO-15	Change order for resolution of prior change orders and allowance adjustments	Executed	None	Unallocated Contingency drawdown	\$1.5M (of which 0.2M is Diridon Intermodal cost)

*Cost rounded to nearest million

5 RISK SUMMARY

As part of developing a new baseline, BSVII team is currently working on developing a detailed risk profile reflecting the revised scenario. During this interim period (until a new baseline is developed), staff will report on key risks that have been identified as part of the watchlist. The reporting on the NSEE based risk profile will be put on hold and appropriate risks will be transferred to the new baseline risk profile

Table 14 shows the risks (threats) identified as part of Scenario 1 assessment, which also includes certain risks that are currently part of the active risk register. Risk mitigations and action plans are being developed for these risks and other potential risks as part of the new baseline development.

Table 14 – Top Identified Risks (Scenario 1 Watchlist) – Threats only

Identified Risk	Proposed Mitigation
Increased liability to VTA with an owner-furnished TBM	VTA to coordinate with Herrenknecht regarding performance guarantees and engage as needed during tunneling operations.
Potential lack of competition with new tunnel procurement	Conduct robust industry outreach, evaluate alternative contract models , and refine risk allocation before procurement.
Delays with tunnel procurement affect Program's critical path	Authorize additional early work packages for KST to protect schedule.
Changes in tunnel design ownership and management increases design interface complexity	Ensure contract documents clearly allocate design coordination responsibilities to avoid gaps or overlaps. Increase VTA design management staffing.
TBM advance rate assumptions not being met	Use milestone-based or productivity incentives for TBM performance rather than punitive liquidated damages.
Truck traffic volume for disposal of muck from the tunnel higher than assumed	Secure multiple contractors and hauling options to avoid single-point failures.
Unanticipated damage to historic buildings and other structures due to vibration and/or settlement	Consider shared risk pools specifically for building damage and third-party impacts to reduce claims escalation.
Unclear construction interfaces, handover milestones due to revised contract packaging	Define clear, enforceable handover milestones between lead and follow-on contractors in each contract.
General construction labor shortage / higher labor premiums	Use risk-sharing mechanisms to reduce contractors' need to price worst-case labor escalation into bids.
Revised cost estimates higher than rough-order-of-magnitude projections	Re-baseline effort underway project cost estimate to reflect current market conditions to assess any potential impacts.
External policies such as Tariffs, Buy America requirements, impact on cost	Early procurement of long-lead items to reduce cost.
FFGA execution delays affect Program's Critical Path	Explore options to use non-federal funds sooner .
VTA financial capacity / funding plan to finance potential future project cost increases	Continue to explore funding options .

6 OTHER UPDATES

6.1 KST (CP2 PDB) CONTRACT SUMMARY

Table 15 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 and information is subject to change.

Table 15 – CP2 (KST) Cost Summary through January 2026

Item	Cost (in \$M)
Original Contract Value (Stage 1 only)*** (A)	\$235.0
Amendments issued to Date (B)	\$846.0
Revised Contract Value (Stage 1 only) *** (C) =(A)+(B)	\$1,081.0
Expenditures this period*	\$17.2
Expenditures to Date* (D)	\$856.6
Remaining Authorization Value** (C) - (D)	\$224.4

*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 16 – Real Estate Status Summary below provides a high-level summary of the acquisition status as of end of January 2026. Right of Way work continues to progress and no major changes this period.

Table 16 – Real Estate Status Summary

PROJECT ACQUISITION STATUS					
Description	Total	Possession Obtained	Parcels in Acquisition Process	Relocation****	
				Required	Completed
Total Parcels*	75	38	37	37	23
BPE (& Other Takes**)	4	0	4	3	0
Full Fee Only	9	8	1	15	11
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 6 and Table 17 outlines the summary status of Utility Relocations. Utility Relocation work continues to progress. Coordination with owner agencies continue.

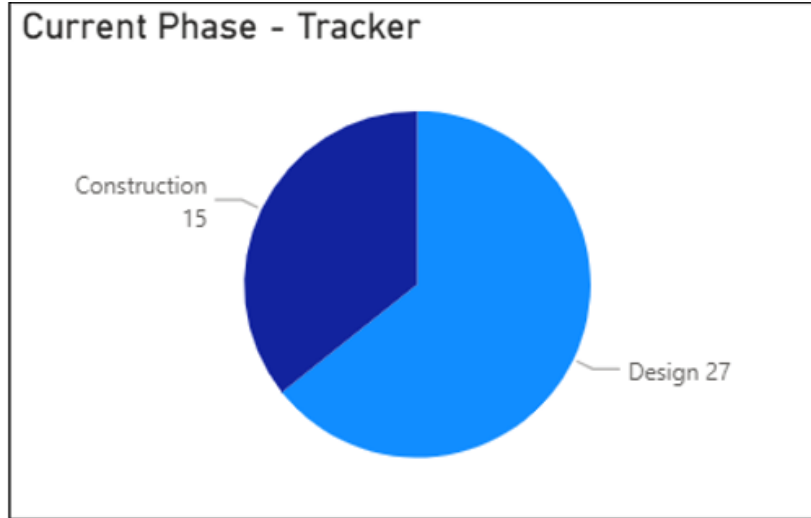


Figure 6 – Utilities Summary

Table 17 – Utilities Relocations Summary

Percentage Complete	Construction	Design
1% - 30%	2	11
31% - 59%	1	0
60% - 85%	1	5
86% - 99%	0	8
Complete – 100%	11	3
Total	15	27

6.4 THIRD PARTY AND PERMITS

During the January 2026 FTA-PMOC monthly meeting, it was discussed that Caltrans Joint Use and Maintenance Agreement (JUMA) would now be planned for execution before Caltrans issues encroachment permits for the BSVII project. Previously JUMA execution was planned for 2037. FTA-PMOC changed the JUMA categorization from “Critical for post-FFGA (Operations)” to “Critical for FFGA”.

Table 18 outlines the summary of third-party agreements categorizations as of January 2026.

Table 18 – Third Party Agreements Categorization

Category	Total Executed	Forecasted for execution in CY 2026	Future forecasted execution	Total
Critical for FFGA	31	1	0	32
Critical for post-FFGA (Construction)	0	0	4	4
Critical for post-FFGA (Operations)	1	0	4	5
Non-Critical Agreements	2	0	0	2
Total	34	1	8	43

6.5 PMT CONTRACT SUMMARY

Table 19 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 19 – 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 ->	\$235.6⁽²⁾						
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 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 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 9*	Completed. Pending closure	Jan 2024 to June 2025	\$53.2	\$53.0	\$53.0	\$199.4	
Task Order 10	In Progress	July 2025 to October 2025	\$8.2	\$6.9	\$7.0	\$206.3	
Task Order 11 ⁽¹⁾	In Progress	November 2025 to June 2026	\$7.9	\$5.2	\$7.9	\$214.2	
S17017 Contract Total:			\$215.6	\$211.5		\$214.2	\$21.4

* 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.

⁽²⁾ Amendment 15 to add \$20M to the contract was executed on December 19, 2025.

6.6 GEC CONTRACT SUMMARY

Table 20 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:

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

Table 20 – 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 ¹	Incurred / Forecast ¹	S18088 Contract Balance
					(Per Task Order)	(Cumulative)	
S18088 Contract Value² ->	\$394.2						
Task Order 1-Project Specific Professional Liability Insurance Costs	Closed	Apr 2019 to Jun 2019	\$3.4	\$3.4	\$3.4	\$3.4	
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 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	\$0.02	\$0.06	\$327.5	
Task Order 14-BSV2 General Engineering Support During FY 2026	In Progress	Jul 2025 to Jun 2026	\$56.6	\$17.0	\$56.6	\$384.1	



Task Order Number	Task Order Status	Period Start and End	Authorized Not to Exceed amount	Incurred to Date	Incurred / Forecast ¹	Incurred / Forecast ¹	S18088 Contract Balance
					(Per Task Order)	(Cumulative)	
Task Order 15-Support VTA's Demolition of the Goodlife Building	Complete, pending closure	Jun 2025 to Nov 2025	\$0.09	\$0.09	\$0.09	\$384.2	
S18088 Contract Total:			\$384.2	\$344.6		\$384.2	\$10.0

¹ Incurred/Forecast is projected and subject to change.
Cost rounded to closest hundred thousandth of million

6.7 CMS CONTRACT SUMMARY

Table 21 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 21 – 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 + AWP 2.0	Completed - Pending closure	May 2024 to Dec 2024	\$6.6	\$2.6	\$6.6	\$6.6	
AWP 2.1 + AWP 3.0 + AWP 3.1	In Progress	Jan 2025 to June 2026	\$24.1	\$10.4	\$24.1	\$30.7	
V23194 Contract Total			\$30.7	\$13.0		\$30.7	\$460.1

* Incurred/Forecast is projected and subject to change.
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 Consulting7 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	



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

FIRM	ADDRESS	CONTACT	EMAIL	AREA OF RESPONSIBILITY	DBE
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 &	

FIRM	ADDRESS	CONTACT	EMAIL	AREA OF RESPONSIBILITY	DBE
				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	Josephine Hughes	josephine@jps-inc.com	Document Control, Administrative Support	X



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

FIRM	ADDRESS	CONTACT	EMAIL	AREA OF RESPONSIBILITY	DBE
	Phone: (408) 943-0111				

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	Renee	renee@teamr	Facilitation of Value	X



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

	K183 Glendale, AZ 85306	Hoekstra	ha.com	Engineering Methodologies	
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

Firm Name	Address	DBE or SBE Certification	Discipline
GeoPentech, Inc	101 Academy, Ste # 100 Irvine, CA 92617	SBE Only	Geotechnical Engineering
Gregg Drilling, LLC	950 Howe Road Martinez, CA 94553	None	Geotechnical Exploratory Drilling
HMH Engineers	1570 Oakland Road San Jose, CA 95131	SBE Only	Survey Utilities
JCL Consulting Group	93 Wapello Street Altadena, CA 91001	DBE/SBE	Community/Business Outreach Specialist
Josephine's Professional Staffing, Inc.	2158 Ringwood Avenue San Jose, CA 95131	DBE/SBE	Administrative/ Project Management Augmentation
Krebs Corporation	1840 Sun Peak Dr., Suite B-102 Park City, UT 84098	None	Estimating
Lamoreaux Associates, Inc.	2686 North 775 West Cedar City, UT 84721	SBE Only	Systems Design
Lerch Bates, Inc.	9780 S. Meridian Blvd Suite 450 Englewood, CO 80112	None	Vertical Transport Consultant
Merrill Morris Partners	249 Front Street San Francisco, CA 94111	DBE/SBE	Landscape Architect
MxV Rail	350 Keeler Parkway Pueblo, CO 81001	None	Trackwork Design Advisor
NORCAL Geophysical Consultants, Inc.	321A Blodgett Street Cotati, CA 94931	None	Geotechnical/Geophysical Logging Survey
Parikh Consultants, Inc	2360 Qume Drive, Suite A San Jose, CA 95131	DBE/SBE	Geotechnical Services
Pitcher Services, LLC	218 Demeter Street East Palo Alto, CA 94303	None	Geotechnical Exploratory Drilling (Contractor)
Robin Chiang & Company	381 Tehama Street San Francisco, CA 94103	DBE/SBE	Architectural Design
Ross Infrastructure Development	555 4th St. Ste #927 San Francisco, CA 94107	None	TOJD Project Elements

Firm Name	Address	DBE or SBE Certification	Discipline
Schaaf & Wheeler	4699 Old Ironsides Rd. , Ste. 350, Santa Clara, CA 95054	SBE	Hydrology Services
SOHA Engineers	48 Colin P. Kelly Jr. Street San Francisco, CA 94107	DBE/SBE	Structural Engineering
STV Incorporated	505 14 th Street , Suite 1060 Oakland, CA 94612	None	A/E design services – NMF, Santa Clara Station
Sunrise Pacific, Inc.	PO BOX 6168 Moraga CA 94556	DBE/SBE	General Engineering Services
TEC-Cuatro S.A.	Lepant, 350, 3 ^o , 08025 Barcelona, Spain	None	Technical Advisor
Virtual Engineering & Construction (VEC)	388 Market St. Suite 1300 San Francisco, CA 94110	SBE	BIM/Digital Delivery Support
VSCE, Inc.	1610 Harrison Street, Suite E West Oakland, CA 94612	DBE/SBE	General Engineering Services
Walker Consultants	601 California Street, Suite 820 San Francisco, CA 94108	None	PE/Design for Parking Garages
Wilson Ihrig	6001 Shellmound Street Suite 400 Emeryville, CA 94608	SBE	Acoustics, Noise and Vibration
WriteRight Technical Communications	3511 West 10th Avenue, Vancouver, British Columbia, Canada, V6R 2E9	None	Technical Writing/Specifications
YEI Engineers, Inc.	7677 Oakport Street, Suite 200 Oakland, CA 94621	DBE/SBE	M&P Engineering Services
Dr. Youssef Hashash	1803 Golfview Drive Urbana, Illinois 61801	None	Geotechnical Advisor
Budlong Inc.	44853 Fremont Blvd. Fremont, CA 94538	DBE	M&P Engineering Services



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

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



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 – COST/CONTRACT INFORMATION

As requested by the Board, Table 22 provides SCC 80 Baseline Budget breakdown rounded to closest million.

Table 22 – SCC 80 breakdown (in \$M) *

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

Table 23 provides a list of major active contracts and Table 24 provides a list of other active contracts. Appendix A provides the subconsultants and subcontractors for the Major Active Contracts (excluding V24117) identified in Table 23.

Table 23 – Major Active Contracts

Contract No.	Vendor Name	Description	Total Contract Value
V22021	Kiewit Shea Traylor Joint Venture	BSVII CP2 Tunnel and Trackwork PDB Contractor	\$1,081.0M
S17017	HNTB/PB Joint Venture	BSVII Program Management Services	\$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 24 – Other Active Contracts

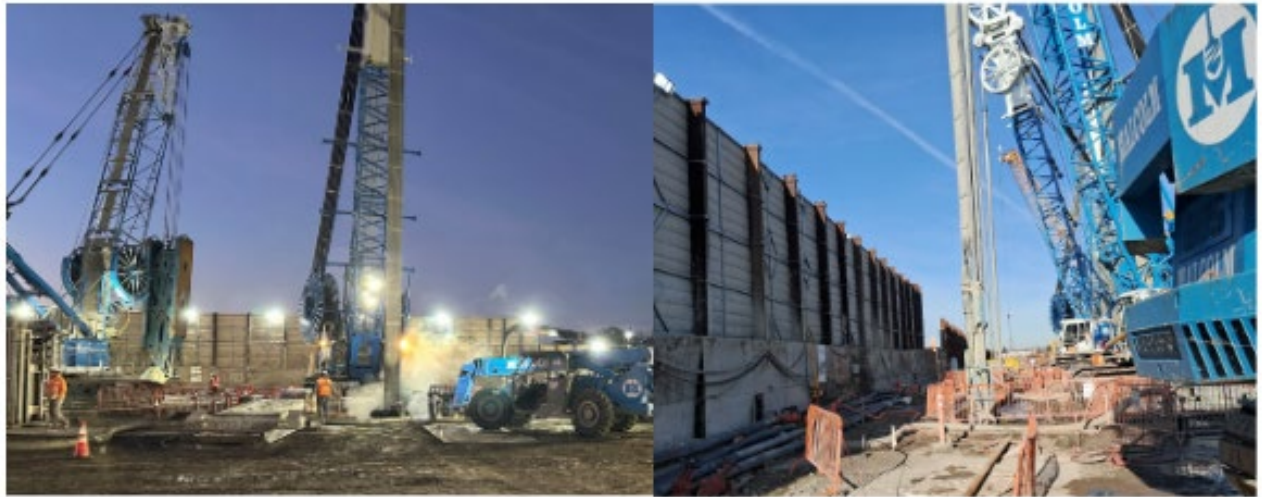
Contract Number	Contractor	Description
S16140	WSP USA Inc,	BSVII FINANCIAL PLANNING SUPPORT
S18230	State Water Resources Control Board	BSVII COST RECOVERY OVERSIGHT
S19014	Passport Labs, Inc.,	BSVII MOBILE PAY FOR PARKING GARAGES
S19216	JRP Historical Consulting LLC,	BSVII HISTORICAL ARCHITECTURAL SERVICES
S20160	Consultant Specialists, Inc.,	BSVII DESKTOP SUPPORT CONSULTING
S20161	Nossaman LLP,	BSVII CONTRACT DEV & PROGRAM LEGAL ADV
S20166	San Francisco Bay Area Rapid, Trans	BSVII BART IMPLEMENTATION LETTER #43
V21093	RC Design Collaborative, LLC, SITEL	TOD 28TH ST/LITTLE PORTUGAL DDF
V21094	Wallace Roberts & Todd, LLC,	SANTA CLARA STATION SPECIFIC AREA PLAN
V21095	Skidmore, Owings & Merrill LLP,	FIVE WOUNDS URBAN AREA PLAN UPDATE
V21113	Montague Premier Inc,	BSVII PROJECT VEHICLES CAR WASHES
V21225	DLT Solutions LLC, DLT Solutions	BSVII AUTODESK AEC LICENSES
V21236	City of San Jose,	BSVII MOU TO CONSULT AND COOPERATE
V21240	City of Santa Clara, Finance Depart	BSVII MOU TO CONSULT AND COOPERATE



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

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

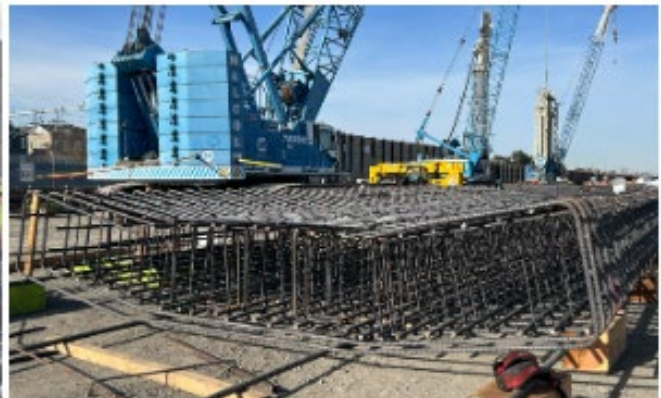
APPENDIX C – CONSTRUCTION PICTURES



CAT Shaft D-Wall Excavation Overview utilizing Hydraulic Mill



Concrete Placement of Cat Shaft Panel



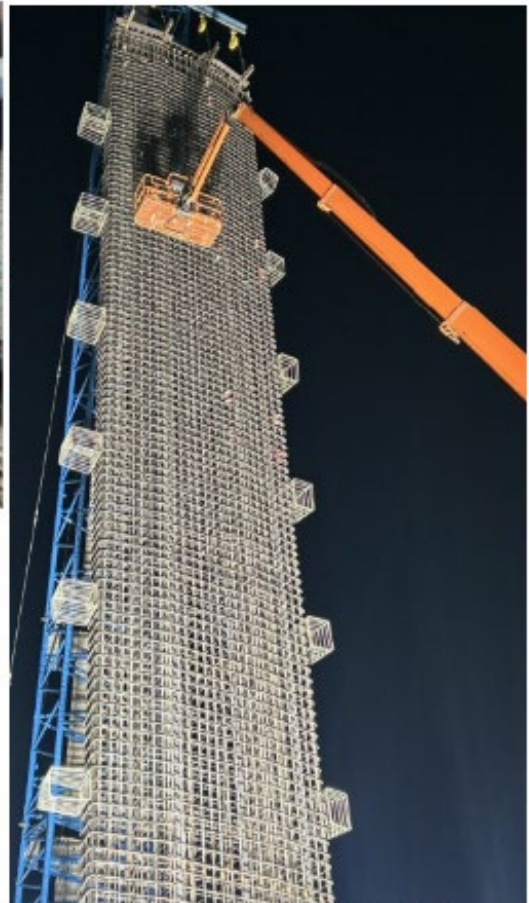
Assembly of Rebar Cage for Cat Shaft D-Wall Panel



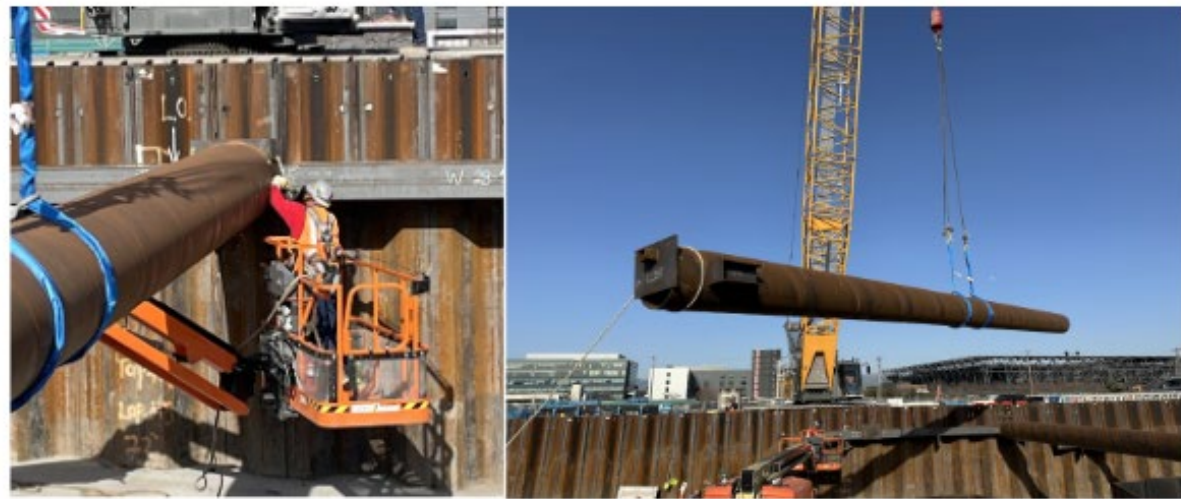
West Portal Level 2 Excavation and Bracing Overview - Looking North



Cat-Shaft Rebar Cage Lifting Operations



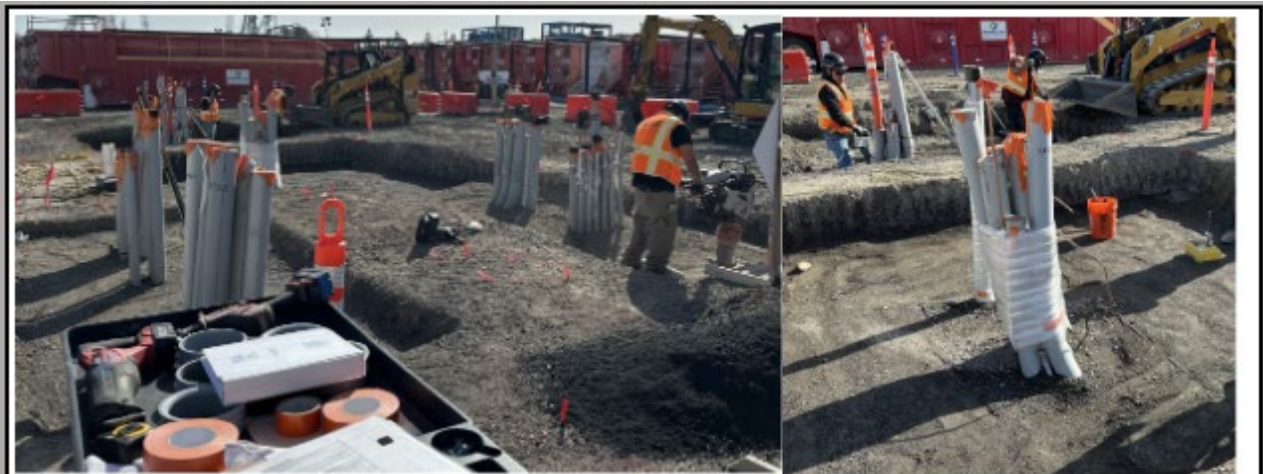
Preparing Cat Shaft Rebar Cage prior to Placement



Removal of Level 1 Bracing Struts on Sheet Pile Wall



Installation of Bracing Walers in the Cut and Cover D-Wall Section



Installation of Electrical Conduits at Power Drop #3



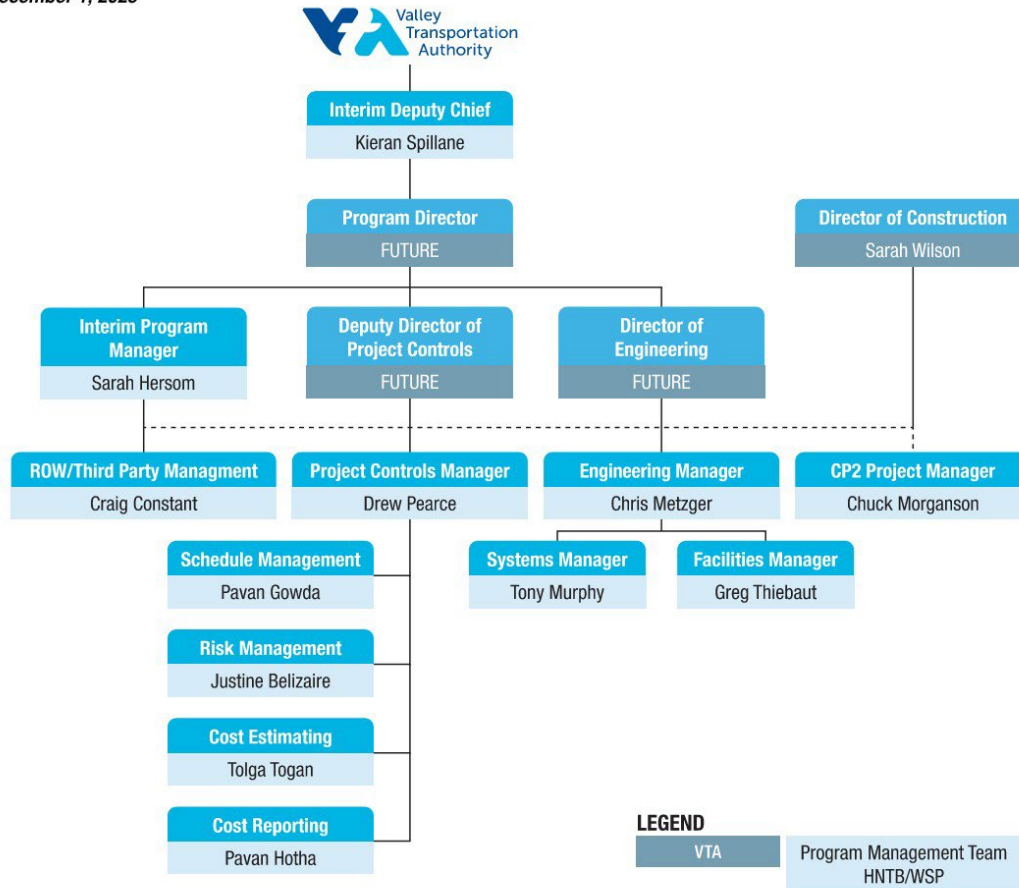
Lowering of Dewatering Wells in the Excavation Zone



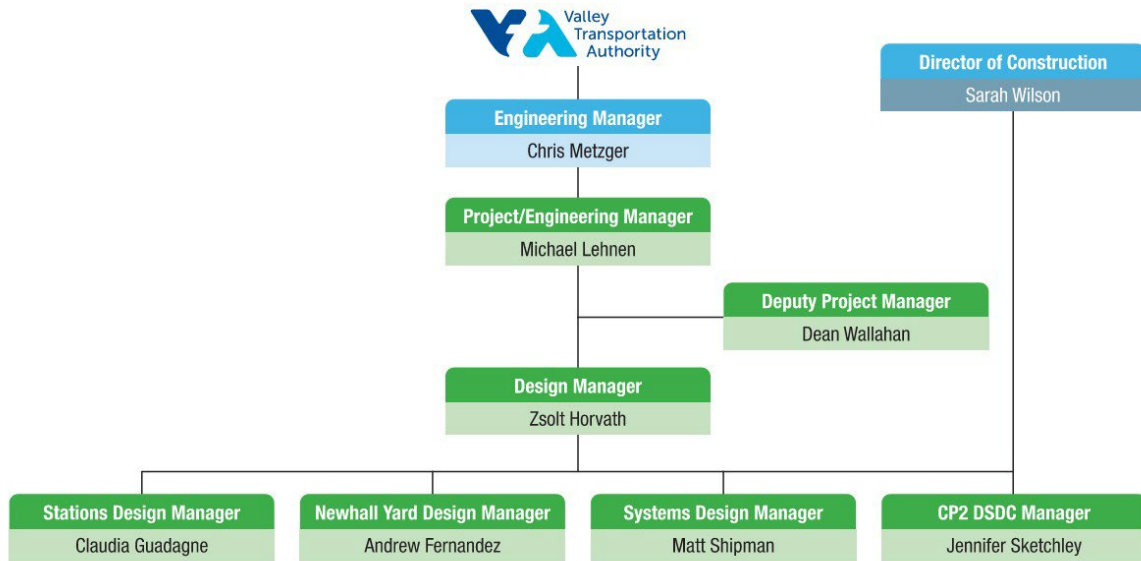
Grading and Compacting Project Site Access Road

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

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



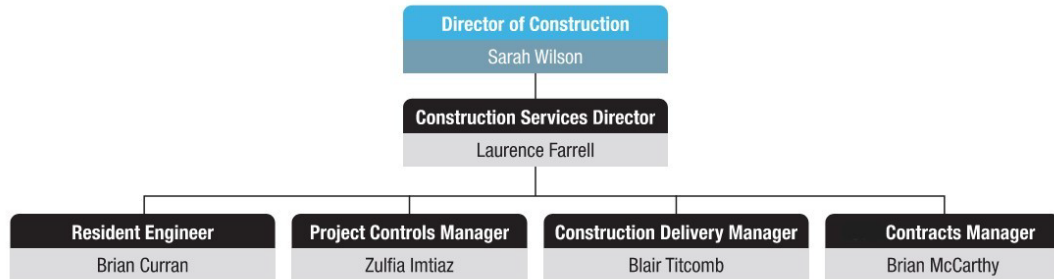
**VTA's BART Silicon Valley Phase II Extension
General Engineering Consultant (GEC) Organization Chart
Effective December 1, 2025**



LEGEND

VTA	Program Management Team HNTB/WSP	General Engineering Services Mott MacDonald/PGH Wong
-----	-------------------------------------	---

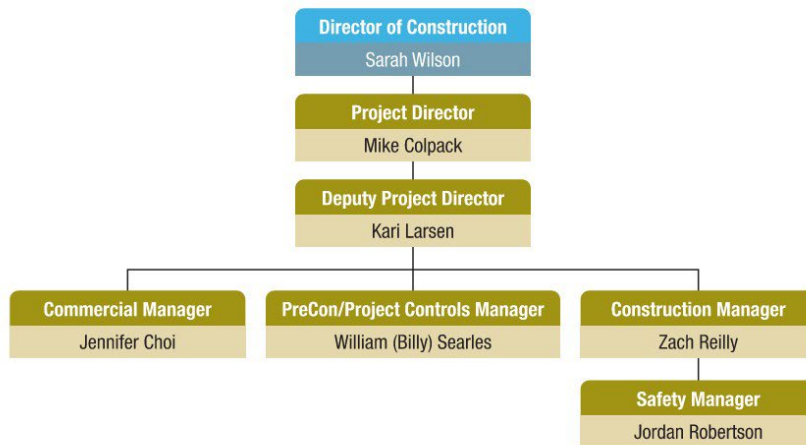
**VTA's BART Silicon Valley Phase II Extension
Construction Management Services (CMS) Organization Chart
Effective December 1, 2025**



LEGEND

VTA	Construction Management Services
	Bechtel

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



LEGEND

