BART SILICON VALLEY PHASE II EXTENSION PROJECT

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

CITIES OF SAN JOSÉ AND SANTA CLARA, CA

FTA Region IX

Status as of May 31, 2026

PROJECT MONITORING REPORT

Draft – July 1, 2026

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Project Number: 2

Project Type: New Starts

Project Phase: Project Delivery
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OP Nos. Referenced: 1, 25

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1.0 Executive Summary

1.1 *Project Description*

Bay Area Rapid Transit (BART) Silicon Valley Phase II (BSVII) is an approximately 6.0-mile extension of the BART system from the Berryessa/North San José Station, the terminus of the Phase I extension, through downtown San José to the proposed Santa Clara Terminal Station. The project includes four stations—three underground in San José (28th Street/Little Portugal, Downtown San José, and Diridon Station) and one at-grade station in Santa Clara adjacent to the Santa Clara Caltrain Station. A project map is included in Attachment F.

BSVII includes a single deep underground mega-tunnel five miles long and 53 feet in diameter and includes the procurement of 48 vehicles funded through BART's Federal Transit Administration (FTA) Core Capacity grant program. The project is being designed and constructed for the Santa Clara Valley Transportation Authority (VTA), will be owned by VTA, and will be operated and maintained by BART with the operating and maintenance costs provided by VTA. Attachment G details a full history of the BSVII project.

1.2 *Project Status*

Scope

- *The BSVII Project scope consists of a 6.0-mile BART extension from Berryessa/North San José to Santa Clara, including four stations, a single-bore tunnel, a train maintenance and storage facility at Newhall Yard, and Guideway and Facilities Systems.*
- *FTA issued a Letter of No Prejudice on December 1, 2022 (Attachment H) and the project is in the New Starts Engineering phase following FTA approval of VTA's request by letter dated July 31, 2024 (Attachment I).*
- *VTA continues to advance the Scenario 1 project configuration approved by the VTA Board on October 17, 2025.*
- *VTA is developing a revised construction contract packaging strategy to support delivery of the approved configuration and ongoing cost containment efforts.*
- *Early Works Packages continue to advance to support tunnel readiness and mitigate near-term schedule risk.*

Schedule

- *The current approved New Starts baseline reflects a Revenue Service Date of February 2039, based on the FTA P65 risk-adjusted schedule.*
- *VTA is developing a revised baseline schedule to reflect Scenario 1 and updated contract packaging; until adoption, reporting is limited to key milestones and near-term activities.*
- *Critical upcoming schedule drivers include completion of Full Funding Grant Agreement (FFGA) readiness documents and finalization of contract repackaging.*

- *VTA's project roadmap anticipates FFGA execution in November 2027.*
- *A timeline of project milestones and key events is provided in Attachment E.*

Cost

- *The adopted project budget remains $12.746B (year of expenditure [YOE]), consistent with the Entry to Engineering P65 forecast.*
- *Total project expenditures through April 2026, are approximately $1.98B, primarily for professional services, early works, utilities, and design activities.*

Significant Activities / Key Milestones

- *Construction activities at the West Portal Tunnel Boring Machine (TBM) launch site continue, with good progress on excavation, support of excavation, and structural works.*
- *VTA has transitioned from the CP2 contractual off-ramp toward a revised delivery strategy with Kiewit Shea Traylor (KST) and is negotiating amendments to the Progressive Design-Build (PDB) agreement, including a Target Price/Incentive-Based framework and reduced Stage 2 scope. Near-term work will be limited to pre-tunneling activities under strict cost and risk controls.*
- *Near-term milestones include final ridership forecast completion, land use and economic development updates, submittal of preliminary FFGA readiness materials in 2026, and completion of an FFGA Risk Workshop.*

Construction Progress and Safety Performance

- *The contractor is making strong progress on complex underground and structural work at the West Portal and related sites. Activities include diaphragm walls, excavation, bracing, shaft construction, and site preparation, within a highly active work environment. Demolition and early site preparation efforts are proceeding in a sequenced manner to support upcoming construction phases.*
- *Safety performance remains strong, with no lost workdays since project inception in April 2024 and over 2.6 million hours worked without injury. One first aid case was reported in May 2026. The contractor continues to demonstrate a strong safety culture and effective management of the site.*

Overall PMOC Assessment

The PMOC observes that design and early works construction are progressing well, with the contractor on track to meet target completion dates. However, the project remains high risk due to unresolved contract repackaging and re-baselining, as well as ongoing development of tunnel internal elements, the integrated schedule, cost estimate, and risk profile. Additional uncertainty exists regarding overall project funding. The May 14, 2026, BSVII Oversight Committee presentation indicated re-baselining is targeted for completion in the third quarter of 2026. Timely completion of these efforts, along with FFGA application documentation, is critical to maintaining momentum and advancing toward execution.

Table 1 below presents the roadmap established by BSVII staff for advancing the project toward a FFGA. *The timings of the roadmap remain unchanged from the previous reporting period.*

Table 1. Project Roadmap

Description	Timing	Variance from Jan 2026
Finalize ridership forecast	June 2026	-3 months
Submit Preliminary Readiness Documents - Scope, Schedule and Cost Estimate for FTA / Project Management Oversight Contractor (PMOC) Review	June 2026	No change
FFGA Risk Workshop	December 2026	-3 months
Submit updated grant request documents inc. Scope, Schedule, Cost Estimate, Financial Plan etc. to FTA	April 2027	-4 months
FTA, VTA Execute FFGA	November 2027	-4 months

1.3 Major Issues and/or Concerns

This section highlights key issues and potential concerns that may affect project delivery and that warrant FTA awareness. These items will continue to be monitored and reported until resolved and are documented in tabular form within the relevant subsections of this report.

Contract Packaging and CP2 Off-Ramp Impacts

VTA initiated the CP2 Progressive Design-Build (PDB) off-ramp and evaluation of alternative delivery approaches for the remaining tunneling scope; however, the off-ramp has not been executed, and VTA and KST are now negotiating a revised commercial framework.

The proposed approach includes a target price/incentive-based structure with reduced Stage 2 scope, updated commercial terms, risk-sharing, and enhanced cost controls. As of June 2026, this represents progress toward a path forward, but a finalized agreement and contract packaging strategy are not yet in place. Near-term authorization is expected to be limited to pre-tunneling activities under strict cost and risk controls. Until finalized, uncertainty remains regarding tunneling delivery, cost, risk allocation, and potential critical path impacts.

Schedule Re-Baselining and Interim Schedule Availability

VTA is currently developing a revised baseline schedule to reflect the approved Scenario 1 configuration, revised contract packaging, and CP2 off-ramp actions. To date, no completion date has been provided for this effort. Until the revised baseline schedule is completed and formally adopted, schedule reporting is limited to key milestones and near-term activities. The *absence of an approved updated baseline limits the PMOC's ability to assess schedule risks, construction interfaces, project milestones, the critical path, and potential impacts to completion dates.*

Cost Uncertainty and Funding Gap

VTA has not shared revised cost estimates with the PMOC, raising concern that costs may exceed current projections. Although the adopted budget remains $12.746 billion, significant uncertainty remains due to the contract repackaging, potential transfer of scope, an increased number of interfaces, market conditions, and the potential for tunneling delays. The project is also expected to require additional non-federal funding prior to FFGA execution, and there is a potential concern that sufficient funding options have not yet been identified. Failure to close the funding gap and confirm financial capacity could affect FFGA readiness.

Project Management Plan and Subplan Updates

VTA has begun submitting updates to the Project Management Plan (PMP) and associated subplans to the FTA and PMOC for review, including initial submissions of the Safety and Security Management Plan, Safety and Security Certification Plan, Quality Management Plan, and Third-Party Agreement Management Plan. A schedule for additional draft PMP and subplan submissions has also been provided.

However, concerns remain that recent personnel turnover may limit effective transfer of critical project knowledge, resulting in delays or gaps in incorporating key project changes into the PMP and subplans. This could affect the timeliness and completeness of documentation required for FFGA Readiness. While recent progress in submittals is helping to mitigate this risk, the issue has not been fully resolved.

Risk Register Currency and Integration

Due to the ongoing re-baselining efforts, the PMOC has not received an updated, detailed risk register, including risk assessment scoring, since January 2024. As such, there is concern that the program-level risk register has not been comprehensively updated to reflect contract repackaging or revised interfaces. Although VTA has identified key risks through watchlists and workshops, the lack of a fully integrated risk register limits visibility into current risk exposure, mitigation effectiveness, and contingency adequacy.

VTA has resumed risk management activities and is updating the risk register; however, it remains in development, with quantitative and qualitative risk scoring still to be completed pending completion of the updated cost and schedule baselines. As a result, visibility into current risk exposure, mitigation effectiveness, and contingency adequacy remains limited. The PMOC notes that continued updates and alignment with the revised baselines will be important to ensure the risk register is complete and effective.

The PMOC will continue to monitor these issues, assess mitigation actions, and track progress toward resolution. Updates will be reported in subsequent Project Monitoring Reports.

1.4 Status of Key Indicators Dashboard

The Key Indicators Dashboard, presented in Table 2, has been completed since a Letter of No Prejudice has been issued to VTA, authorizing continuation of construction activities. The project is therefore actively advancing through its early works construction phase.

Table 2. Key Indicators Dashboard

Key Indicators Dashboard					
Project Detail					
Oversight Frequency:				Monthly	
Element	**Status**			**Prior Status (G/Y/R)**	Explanation of And Reason for Deviation
	G	Y	R		
PMP		●		-	*Updates to the Project Management Plan (PMP) and associated subplans remain in progress. In early June 2026, VTA submitted several PMP subplans to FTA/PMOC for review and provided a schedule for submitting the remaining plans.*
MCC		●		-	Several key VTA positions remain vacant. A nationwide recruitment effort is currently underway.
Scope		●		-	The contract repackaging strategy remains unresolved, introducing uncertainty in tunneling delivery and overall schedule.
Cost *		●		-	VTA has not provided updated cost estimates to the PMOC, raising concerns that actual costs may exceed current projections. Reported figures remain based on the 2024 baseline and do not reflect subsequent escalation or inflation, despite broader U.S. project cost increases since that time.
Schedule	●			-	Construction activities are progressing well, with complex work being performed to schedule.
Quality	●			-	No significant quality issues reported to date. The project has recorded a relatively low number of Non-Conformances (17 total).
Safety	●			-	Strong safety performance continues, with zero lost workdays since project inception (April 2024) and over 2.632 million work hours completed without injury.

Key Indicators Dashboard					
Risk				-	The risk register remains outdated and incomplete due to re-baselining, limiting visibility into risk exposure and mitigation effectiveness, with full integration and risk scoring still pending despite recent updates.
Green	Satisfactory: No Corrective Action necessary.				
Yellow	Caution: Risk/Issues exist. Corrective Action may be necessary.				
Red	Elevated for immediate Corrective Action: Significant risk to the health of the project.				

1.5 Core Accountability Items

The BSVII Program Core Accountability is included in Table 3 below.

Table 3. Core Accountability Items

<table>
<tr><th colspan="2">Project Status</th><th>FTA P65 Forecast
(EPD Letter of Intent)
(Oct 2021)</th><th>VTA New Starts Basis
(Sept 2022)</th><th colspan="2">New Baseline New Starts – Entry to Engineering
(Oct 2023)</th><th>FTA P65 Forecast - Entry to Engineering
(Mar 2024)</th></tr>
<tr><td>Cost</td><td>Capital Cost Estimate</td><td>$9.148B</td><td>$9.318B</td><td colspan="2">$12.237B</td><td>$12.746B</td></tr>
<tr><td>Contingency</td><td>Allocated and Unallocated Contingency</td><td>$2.653B</td><td>$1.729B</td><td colspan="2">$2.878B</td><td>$3.119B[1]</td></tr>
<tr><td>Schedule</td><td>Revenue Service Date</td><td>June 21, 2034</td><td>March 1, 2033</td><td colspan="2">October 22, 2036</td><td>February 28, 2039[2]</td></tr>
<tr><th colspan="5">Project Progress</th><th>Amount ($M)</th><th>Percent of Total</th></tr>
<tr><td colspan="2">Total Expenditures</td><td colspan="3">Actual cost of all eligible expenditures completed to date[3]</td><td>$1,981.4</td><td>15.6%</td></tr>
<tr><td colspan="2">Planned Value to Date</td><td colspan="3">Estimated value of work planned to date</td><td>N/A</td><td>N/A</td></tr>
<tr><td colspan="2">Actual Value to Date</td><td colspan="3">Actual value of work completed to date</td><td>N/A</td><td>N/A</td></tr>
</table>

Rolling Stock Vehicle Status	Date Awarded	No. Ordered	No. Delivered
Heavy Rail Vehicles	May 2024	48 (planned)	0

[1] *Includes $1.657B of Unallocated Contingency.*
[2] *Recommended Revenue Service Date of February 28, 2039, based on the use of 125% of the remaining critical path Stripped and Adjusted Base Schedule (SABS) duration.*
[3] *Includes standard cost categories (SCC) 10, 40, 60, 70 and 80 expenditures in Project Development, reported through April 30, 2026, based on accruals.*
[4] *The PMOC assessment of the current forecast will be deferred until VTA completes their cost savings activity and adopts a project configuration.*
[5] *The PMOC will provide a breakdown of unallocated, allocated and total contingency in a future report.*

2.0 PMOC Observations and Findings

2.1 Summary of Monitoring Activities

- Monitoring Activities Undertaken During the Reporting Period
  - PMOC attended a Design Status Meeting on May 19, 2026. (in-person and remote)
  - PMOC attended a Contract Change Order #17 meeting on May 19, 2026. (in-person and remote)
  - PMOC attended the Joint VTA/BART Working Committee and Santa Clara Valley Transportation Special Committee meeting on May 22, 2026 (virtual)
  - Review of BSVII Monthly Report for April 2026 received from VTA on June 5, 2026, that includes the following:
    - Monthly Report
    - Third Party Agreement Tracker
    - Project Risk Register
    - West Portal Construction Schedule
  - PMOC attended the VTA Board Regular Monthly Meeting held on June 4, 2026. (virtual)
  - PMOC attended the VTA Board Oversight Committee Meeting held on June 11, 2026. (virtual)
  - PMOC Oversight Call was conducted on June 11, 2026. (virtual) The meeting agenda is included in Attachment J and the attendee list in Attachment K.
  - Calls, emails, discussions, and meetings were held this month between VTA staff and PMOC.
  - Media articles and public comments.
  - A list of the documents received by the PMOC is included in Attachment L.
- The project is currently in the New Starts Engineering phase of the FTA Capital Investment Grants (CIG) Program.
- Ongoing Activities to Advance to the Next Phase
  - VTA established a BSVII Contracting Task Force to evaluate various approaches to CP2 contract delivery including partial and full off-ramp, re-packaging of

construction contracts to expedite the schedule and reduce delays, and industry outreach.
  - VTA is expected to either complete the steps necessary to implement the CP2 contractual off-ramp with KST or finalize renegotiations for a revised contract.
  - VTA is working on a preliminary contract re-packaging approach for delivering BSVII through six construction contract packages: Systems Construction Package 1 (CP1); Early Works CP2; Newhall Yard and Maintenance Facility, Santa Clara Station and Mainline Trackwork Construction Package 3 (CP3); Downtown San Jose and Diridon Underground Stations Construction Package 4 (CP4); Tunneling Construction Package 5 (CP5); and 28th Street / Little Portugal Station and East Portal Construction Package 6 (CP6).
  - VTA is currently evaluating various levels of cost savings to bring the project within budget. VTA is tentatively looking to advance to the next phase of the project and submit the FFGA Readiness Documents for the FTA/PMOC Risk Refresh by 3rd Quarter of 2026, with an FFGA execution by 4th Quarter of 2027.

2.2 Oversight Triggers

The following is a list of potential oversight triggers for consideration:

- Delay in approval or adoption of the revised project baseline (cost, schedule, and risk) beyond the 3rd Quarter of 2026 date currently indicated by VTA.
- Significant delay in providing an updated Program Risk Register and joint CP2 risk register following the current re-baselining activities.
- Changes to CP2 scope, packaging, or contractual strategy that could have significant impacts on project cost, schedule, or risk exposure.

2.3 Project Management Plan (PMP) and Sub-Plans

The PMOC reviewed ten PMP and sub-plan documents for BSVII Expedited Project Delivery (EPD) readiness, as identified in Attachment M. VTA submitted updated PMP and sub-plans (39 documents) to FTA on May 26, 2023, concurrent with preparations for the New Starts Entry to Engineering request. The PMOC reviewed these materials as part of the EPD readiness effort and provided informal comments in June 2023 related to Oversight Procedure (OP) 20, OP22, OP23, and OP24 to support VTA's preparation for subsequent submissions. Preliminary feedback addressing inconsistencies and incomplete elements was transmitted to VTA on June 27, 2023.

VTA submitted additional PMP and sub-plan updates in November 2023 (37 documents) and December 2023 (11 documents). The PMOC reviewed these submissions in support of the Entry to Engineering risk assessment and OP51 Readiness to Enter Engineering review, which informed FTA's determination regarding VTA's CIG application. Revised PMP and sub-plans were submitted with VTA's application to enter the New Starts Engineering Phase on March 29, 2024; the PMOC's assessment primarily reflects the November and December 2023 submissions, with consideration of significant changes in the March 2024 revisions. FTA transmitted the final

PMOC PMP and sub-plan review reports on July 2, 2024, followed by over-the-shoulder review sessions in July and VTA's formal responses on July 31, 2024.

On September 12, 2024, VTA noted that the PMP and sub-plans have been updated to reflect Q3 2024, and all previous FTA/PMOC comments on the PMP and sub-plans have been addressed.

VTA has begun submitting updates to the Project Management Plan (PMP) and its subplans to the FTA and PMOC for review. Initial submissions included the Safety and Security Management Plan and the Safety and Security Certification Plan, followed by the Quality Management Plan and the Third-Party Agreement Management Plan. The final table in Attachment M identifies the target dates for preliminary draft submissions of the PMP and associated subplans and procedures to the PMOC.

PMOC Observation	*PMP and sub-plans are undergoing updates to reflect current project status and revised project delivery. Until plans are updated and approved, there remains uncertainty for all project stakeholders regarding the current management processes. VTA has initiated submission of updated plans to FTA and PMOC and has provided a schedule for the remaining submittals.*
Date Identified	*The most recent submittal of the plans was November 2023.*
Status	*In Progress*
Project Sponsor Action	*VTA has begun submitting updated plans for review and approval and has established a timeline for completing all submittals. All plans are currently scheduled for submission by August 31, 2026.*
PMOC Recommendation	*VTA should complete and submit updated PMP and sub-plans for approval in accordance with the proposed schedule, aligning with the revised baseline and project delivery strategy.* *Ensure approved plans are implemented across the project and used as the basis for ongoing reporting, monitoring, and oversight activities.*

2.4 Management Capacity and Capability (MCC)

VTA has several professional services contracts under which consultants support the project development phase. These consultants are organized into the following teams:

- **Project Management Team (PMT):** HNTB/WSP Joint Venture

- **General Engineering Consultant (GEC):** Mott MacDonald / PGH Wong Engineering Joint Venture (MMW)
- **Construction Management Services (CMS):** Bechtel Infrastructure Corporation

The PMT, GEC, and CMS provide program management along with a range of specialized engineering and construction management services.

The BSVII Organizational Structure Chart, presented by VTA at the Monthly Meeting on June 11, 2026, is included in Attachment N. VTA indicated that there have been no significant changes to its organizational structure during the reporting period. Several key VTA positions remain vacant; however, VTA reported that they are continuing a nationwide search to fill vacant managerial positions.

At its June 4, 2026 meeting, the VTA Board approved authorization for the General Manager/CEO to execute a Program Management Services contract with BSV Delivery Partners (HNTB + WSP JV). The contract includes a five-year base term valued at $180.1 million, with ten optional one-year extensions totaling $172.4 million, for a total potential value of approximately $352.5 million. Board approval of this contract represents a key step in advancing program delivery capacity and supporting ongoing project management needs.

Management Capacity and Capability review

The PMOC conducted a Management Capacity and Capability review of VTA's BSVII project to assess readiness for delivery under FTA OP 21. The review found that VTA has limited direct experience with projects of this scale but has supplemented its capabilities through a blended team of agency staff and experienced consultants. The PMOC found that this structure supports key functions such as project controls, engineering, and construction management. Most key personnel meet qualification requirements; however, gaps remain in areas such as tunneling expertise, safety management, and clarity of advisory roles. Overall, VTA has strengthened its management capacity and made progress toward project readiness, but targeted enhancements—particularly in technical oversight and specialized expertise—are recommended to fully align with OP 21 expectations and support successful delivery.

PMOC Observation	*VTA has strengthened management capacity through consultant support; however, limited experience with projects of this scale and gaps in tunneling, safety, and role clarity remain, affecting readiness under FTA OP 21.*
Date Identified	*March 2026*
Status	*In Progress*
Project Sponsor Action	*VTA has engaged consultant teams, is recruiting for key vacancies, and approved a Program Management Services contract to enhance delivery capacity. The PMOC will interview key VTA staff on July 22, 2026.*

PMOC Recommendation	*VTA should address gaps in specialized expertise, clarify roles, and fill key positions to meet OP 21 requirements and support successful delivery.*

2.5 National Environmental Policy Act (NEPA) Process and Environmental Mitigation

Since FTA issued the Record of Decision (ROD) in 2018, VTA has closely coordinated with FTA to determine when and if additional analysis was needed to maintain compliance with NEPA. FTA determined that a NEPA re-evaluation was required for project changes at the EPD stage and again for project changes introduced by the Progressive Design Builder Innovations and Value Engineering initiatives adopted for the Entry to Engineering design. Both re-evaluations confirmed that the conclusions in the 2018 ROD are still valid. FTA approved the re-evaluation associated with the Entry to Engineering preliminary design baseline in March of 2024. BSVII project staff converted the Mitigation Monitoring and Reporting Program (MMRP) from the ROD into a new format for tracking called the Environmental Commitments Record (ECR). Applicable environmental mitigation requirements were integrated into each of the contract packages via the ECR and the Design Requirements and Best Management Practices matrix.

During the Monthly Meeting held on June 11, 2026, VTA reported no changes since the last reporting period:

- *NEPA Re-evaluation & CEQA Addendum for Design Refinements is ongoing.*
- *Archaeological investigations at 28th Street and the East Tunnel Portal resulted in negative findings. The report is with FTA for review.*
- *Archaeological testing at Diridon Station is scheduled to start in Q3 2026, and at Downtown San Jose Station in 2027.*

2.6 Project Delivery Method and Procurement

VTA's plan for project delivery has evolved over recent years. VTA developed a Project Delivery and Procurement Plan (Revision 0.F dated April 16, 2021) which referenced the Project Implementation Plan. Those documents reflected the BSVII project baseline contracting plan which consisted of four distinct Design-Build contract packages for Systems (CP1), Tunnel and Trackwork (CP2), Newhall Yard and Santa Clara Station (CP3), and Underground Stations (CP4) as shown in Figure 1 below.

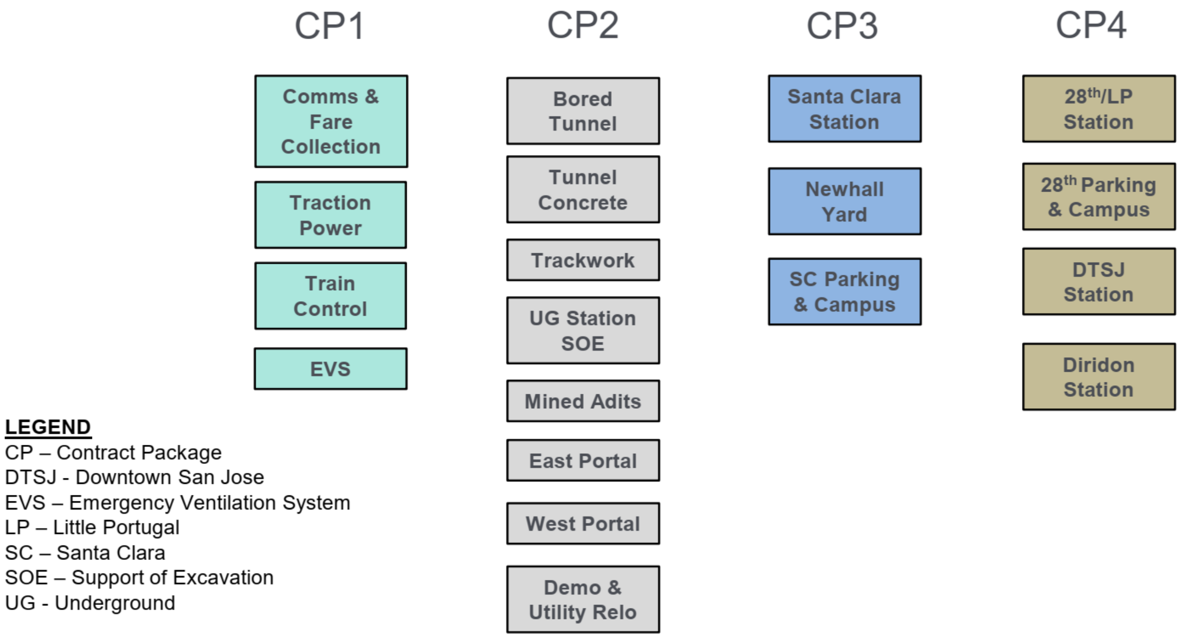


Figure 1. BSVII Contract Packages

In November 2022, VTA held the Contract Packaging and Delivery Peer Review to receive feedback on the delivery approaches to be used for all contract packages other than CP2 (Tunnel and Trackwork). The RFPs for CP1 (Systems) and CP3 (Newhall Yard and Santa Clara Station) were cancelled pending re-evaluation of contract packaging and delivery methods.

On March 2, 2023, VTA transmitted to FTA and the PMOC the "Contract Packaging and Project Delivery Draft Report" dated February 28, 2023. Taking the Contract Packaging and Project Delivery Peer Review panel feedback into account, VTA concluded that Design Bid Build will be used to procure the Systems (CP1), Newhall Yard and Santa Clara Station (CP3), and Underground Stations (CP4) as shown in Table 4 below.

Table 4. Construction Contract Packaging and Delivery Methods

Package Number	Construction Contract Package Name	2022 Delivery Method	2023 Delivery Method
CP1	Systems	Design Build	Design-Bid-Build
CP2	Tunnel and Trackwork	Progressive Design Build	Progressive Design Build
CP3	Newhall Yard, Santa Clara Station, and Parking Garage	Design Build	Design-Bid-Build
CP4	Underground Stations	Design Build	Design-Bid-Build

Between fall 2020 and 2022, VTA initiated a three-step procurement process for the BSVII contract packages, including Requests for Industry Feedback (RFIF), Requests for Qualifications (RFQ), and Requests for Proposals (RFP). Historic data documenting key procurement milestones are reported in Table 5 below, for the four contract packages included in the baseline contracting plan.

Table 5. BSVII Procurement Activity Dates

Milestones		Contract Packages			
		CP1	CP2	CP3	CP4
Request for Qualifications	RFQ Release	2/26/2021	12/29/2020	9/13/2021	6/29/2021
	SOQ Response	5/18/2021	3/19/2021	11/30/2021	9/23/2021
	Shortlist	6/30/2021	5/11/2021	2/3/2022	RFQ was cancelled 3/1/2022
Request for Proposals	Pre-Final	4/15/2022	7/19/2021	5/20/2022	
	Final	RFP was cancelled 12/31/2022	9/24/2021	RFP was cancelled 12/31/2022	
	RFP Response		12/10/2021		

Requests For Qualifications were issued for all 4 packages. The RFQ of CP4 (Stations) was cancelled on March 1, 2022. The Statements of Qualifications (SOQs) for CP1 (Systems), CP2 (Tunnel and Trackwork), and CP3 (Newhall Yard and Santa Clara Station) were evaluated and resulted in the following:

- CP1 (Systems) – 2 Prime contractors shortlisted.
- CP2 (Tunnel and Trackwork) – 3 Prime contractors shortlisted.
- CP3 (Newhall Yard and Santa Clara Station) – 3 Prime contractors shortlisted.

The Final Tunnel and Trackwork (CP2) RFP was released on September 24, 2021, with the final addendum to this RFP released on November 24, 2021. BART Silicon Valley Phase II Tunnel Partners (B2TP) and KST Joint Venture submitted proposals on December 10, 2021. VTA completed negotiations with the highest ranked team and issued a Notice of Recommended Award to KST. The Contract award was approved by the VTA Board of Directors on May 5, 2022. Limited Notice to Proceed (NTP) was issued June 9, 2022, NTP1 was issued for

Programming Services on September 7, 2022, and subsequently increased the lump sum not to exceed with Letter #12, dated November 10, 2022, authorizing KST to proceed with Early Works Packages design and estimating. VTA issued KST NTP1A for Stage 1 Design Professional Services on February 21, 2023.

The CMS RFP was released on September 25, 2023. The VTA Board authorized the award of the CMS contract to Bechtel Infrastructure Corporation on April 4, 2024. The CMS contract was executed on April 11, 2024. The scope of the CM Services contract is for the first ten years of the project.

VTA staff spent nearly a year negotiating and collaborating with the CP2 Contractor KST Joint Venture and were unable to come to an agreement with KST on the cost and schedule for Stage 2 construction. On June 27, 2025, the VTA Board of Directors authorized the General Manager/CEO to initiate the contractual off-ramp with KST for CP2 and to take such additional steps as necessary to implement the off-ramp in accordance with the terms of the CP2 Contract.

On June 12, 2025, VTA staff presented to the VTA BSVII Oversight Committee a preliminary contract re-packaging approach for delivering BSVII through six construction contract packages: Systems Construction Package 1 (CP1); Early Works Construction Package 2 (CP2); Newhall Yard and Maintenance Facility, Santa Clara Station and Mainline Trackwork Construction Package 3 (CP3); Downtown San Jose and Diridon Underground Stations Construction Package 4 (CP4); Tunneling Construction Package 5 (CP5); and 28th Street / Little Portugal Station and East Portal Construction Package 6 (CP6) as shown in Attachment O.

At the May 14, 2026 BSVII Oversight Committee presentation, VTA reported that a fundamentally revised commercial framework is being negotiated with KST for the CP2 contract, the project's most complex, high-risk, and schedule-critical element. Proposed changes include new leadership and staffing approaches, adjustments to craft-to-staff ratios, and a shift away from a lump-sum pricing model toward a Target Price / Incentive-Based structure better aligned with project risks. Under this approach, KST would be reimbursed for allowable costs up to a target or not-to-exceed amount, with a hybrid fee structure incorporating both fixed and at-risk components tied to a pain/gain sharing mechanism. VTA emphasized that enhanced cost control, transparency, and oversight will be critical to managing this delivery model, noting that commercial negotiations with KST remain ongoing.

At its June 4, 2026 Board meeting, VTA further refined its path forward, indicating that amendments to the Progressive Design-Build agreement would incorporate the revised commercial framework while aligning with a reduced Stage 2 scope. VTA also stated that any near-term authorization would be limited to pre-tunneling activities and subject to strict controls, including expenditure caps, performance-based risk sharing, cost transparency requirements, and termination rights. This phased approach is intended to manage near-term risk and preserve flexibility, while maintaining KST as a viable delivery option without committing to the full tunneling scope.

Further to the June 4, 2026 update, VTA staff presented to the BSVII Oversight Committee on June 11, 2026 an Amendment and Restatement (A&R) of the CP2 Design-Build Agreement with Kiewit Shea Traylor (KST) for the Tunnel and Trackwork contract. The request included authorization of up to $400 million to complete Stage 1 modifications and advance pre-tunneling construction activities, as well as restructuring Stage 2 as a reduced-scope, target price (cost-plus incentive fee with pain/gain share mechanism) approach with a not-to-exceed value of approximately $2.44 billion and a total contract value capped at $3.55 billion.

At the same committee meeting VTA staff presented their intent to request the drawdown of approximately $192 million in Regional Measure 3 (RM3) funding, currently held by Metropolitan Transportation Commission, to support the same pre-tunneling activities.

VTA staff outlined their evaluation of reprocurement versus proceeding with KST, noting that although KST's target price exceeds VTA's estimate by approximately $300 million, reprocurement would likely result in greater overall program impacts, including approximately 20 months of delay, $400–$600 million in additional costs, and increased risk exposure of $400–$500 million.

Following the presentation and discussion, the Oversight Committee approved the proposed A&R, supporting VTA's strategy to maintain schedule, preserve contractor continuity, mitigate program risks, and advance progress toward FFGA, with future funding and scope subject to subsequent Board approvals.

At the Monthly Meeting on June 11, 2026, no update was provided on the Railcar Procurement.

VTA again reported that evaluation has progressed on the project delivery framework and negotiations have progressed on the following Early Work Packages:

- EWP 2A - Precast Final Lining, Material and Plant Procurement
- EWP3D - PCTL Storage Foundations
- EWP 9A - TBM Tunnel Support Equipment
- EWP 11C - Installation of Plant Power and Equipment

PMOC Observation	*The CP2 contractual off-ramp was initiated but not executed; however VTA is progressing with a revised delivery approach with KST. While negotiations are progressing on a PDB agreement incorporating a Target Price/Incentive-Based framework, at present the strategy remains unresolved, creating uncertainty for tunneling delivery and schedule.*
Date Identified	*June 2025; reiterated through February–May 2026.*
Status	*Open / In Progress*

Project Sponsor Action	*VTA continues negotiations with KST and continues with Early Works Packages to progress with critical activities such as the West Tunnel Portal and utilities relocations.*
PMOC Recommendation	*Finalize the contract repackaging strategy promptly and incorporate impacts into all project baseline documents.*

2.7 Design

CP2 Tunnel and Trackwork

At the Monthly Meeting on May 14, 2026, VTA did not report on the Advance Partial Design Units (APDU) status. It is noted in the VTA BSVII Monthly Report for March that KST continues design progression for all remaining authorized Advance Partial Design Units (APDU) packages to final design.

Design Status Meeting

The PMOC attended VTA's BSVII Design Status Meeting on May 19, 2026, to review project configuration, overall approach to design development, and the schedule for completion of engineering activities.

VTA presented updates on the Basis of Design, configuration control, guideway, level of design, and project processes. Design criteria are based on BART standards with modifications managed through a formal variance process, which PMOC found to be robust and consistent with industry practice.

Guideway tunnel designs are largely complete, with several elements approved for construction. Most design packages have reached at least 60% completion, with some at 100%; however, certain components, including tunnel interior configurations, remain under evaluation and may affect design status.

PMOC observed that design development is progressing in a structured and coordinated manner. The 60% milestone remains critical for validating cost estimates and identifying further cost-saving opportunities as design advances.

Program-wide, Facilities and Systems Engineering

At the Monthly Meeting on June 11, 2026, VTA provided the following Program-wide design status:

- *GEC working to finalize Interim Design Submittal / Cost Estimate by June 30, '26*
    - *Draft cost estimating package due 6/5*
    - *Focused studies on adits and vent structures at Downtown & Diridon stations*
- *Amendment for GEC to finalize design in development*
- *D10 Package finalized and distributed to BART*
- *Interface coordination efforts – GEC and KST design teams (SOE, 28th St.)*
- *Focused meetings on EVS – VTA (PMT) / GEC / BART staff*

- *On-going dialogue with BART to co-create yard configuration/elements*

The GEC team is progressing toward finalizing the interim design submittal and cost estimate by June 30, 2026, including a draft cost estimating package and targeted studies on adits and ventilation structures at Downtown and Diridon stations. Final cost estimates for the re-baselining will not be established until design packages reach approximately 60% completion, although some packages have already exceeded this level.

2.8 Value Engineering and Constructability Reviews

VTA has conducted multiple value engineering (VE), constructability, and peer review activities during Project Development and Engineering to support cost, schedule, and delivery optimization for the BSVII Project.

- 2020–2021
    - A Draft Constructability Review Report was prepared in August 2020, addressing the biddability and buildability of the EPD configuration.
    - In 2021, VTA conducted a facilitated VE workshop based on the 10 percent design (submitted December 2019), reflecting a revised configuration consisting of a 53-foot diameter single bore tunnel with center-platform stations and station mezzanines. The workshop represented a shortened version of the formal VE study required by FTA for CIG projects, and several recommended VE elements were incorporated into the EPD configuration. Additional VE was performed through Stage 1 innovations vetting and iterative design and cost-estimating activities under the CP2 PDB procurement.
- 2023
    - A three-day facilitated VE workshop was held during the week of June 19, 2023, with VE efforts documented through September 2023 in a Value Engineering Workshop Report submitted to FTA and the PMOC.
    - Constructability reviews were conducted on July 20–21, 2023, and the Draft Constructability Review Report was submitted to FTA and the PMOC in December 2023.

- 2024–2025
    - To address the program funding gap and support development of appropriate cost and schedule contingencies, VTA, FTA, and the PMOC conducted an all-day informal VE workshop on December 18, 2024, to evaluate potential cost-saving concepts.
    - On August 19–20, 2025, VTA conducted a two-day Peer Review Workshop, in coordination with FTA and the PMOC, to evaluate feasibility, constructability, contract packaging, and delivery approaches for two project scenarios (Scenarios 1 and 1a). The peer review panel included senior project delivery executives from LA Metro and Sound Transit. A final peer review report, discussed on September 24, 2025, summarizes the evaluation, provides an independent perspective on VE

concepts, recommends delivery and contract packaging approaches, and identifies key risks for future evaluation. The report is included in Appendix 2.

At the Monthly Meeting on June 11, 2026, no update was provided on value engineering and/or constructability.

2.9 Real Estate Acquisition and Relocation

VTA revised and submitted to FTA/PMOC the Real Estate Acquisition Management Plan (RAMP), Rev. 0.C, and other PMP Subplans to support VTA's New Starts request to enter Engineering.

VTA's implementation of the acquisition program is in progress. VTA has identified 75 total parcels with acquisitions needed, including full and partial acquisitions, subsurface tunnel easements, temporary construction easements (construction staging areas), and permanent easements.

During the June 11, 2026, Monthly Meeting, VTA reported on Project Acquisition Status as of the end of April 2026, as shown in Attachment P. Changes from the previous reporting period (end of March 2026) are shown in parentheses:

- *Legals/Plats Approved: 84% (+1%)*
- *Appraisals completed: 80% (0%)*
- *Offers made: 80% (0%)*
- *Purchase Agreements Signed: 55% (+3%)*

2.10 Third Party Agreements and Utilities

Third Party Agreements

The Third-Party agreement tracking matrix is updated and submitted to the FTA/PMOC monthly. The third-party agreement tracking matrix provides detailed information including a listing of all critical and non-critical agreements and permits, and their anticipated or actual execution dates. Per OP39, "critical third-party agreements are required before Construction, or Operations can begin, the absence of which may significantly change the cost, scope, and schedule."

At the June 11, 2026, Monthly Meeting, VTA reported that coordination and discussions with Caltrans regarding the Joint Use and Maintenance Agreement (JUMA) are ongoing. The Draft JUMA was provided to Caltrans by BSVII team in February 2026 and discussions will continue once Caltrans completes their review.

There have been no changes to the figures since the previous reporting period:

- The total number of Third-Party Agreements is 43.
- Critical Agreements prior to FFGA: 32
    - 31 Executed, and 1 Open (Caltrans JUMA)

- Critical Agreements post FFGA (Construction): 4
    - BART Infrastructure & Logistics, UPRR Construction & Maintenance, and San Jose Water Company (2)
- Critical Agreements post FFGA (Operations): 5
    - BART Infrastructure & Logistics, Joint Powers Board, Contractor Team, Construction Support - Joint, Construction Support Consultant

Utilities

A summary of utility relocation design and construction progress is provided in Table 6 below. There is no change from the previous reporting period.

Table 6. Summary of Utility Relocation Design and Construction Progress

UTILITIES RELOCATION STATUS		Report Period: April 2026
Location	**Relocation Designs**	**Relocations In Construction**
OWNER LED RELOCATIONS		
West Portal / NHY / SCS	11	4
Diridon Station	9	7
Downtown San José Station	4	4
28th Street / Little Portugal Station	7	0
East Portal	5	0
Sub Total	**36**	**15**
CONTRACTOR LED RELOCATIONS		
West Portal / NHY / SCS	3	0
Diridon Station	3	0
Downtown San José Station	0	0
28th Street / Little Portugal Station	3	0
East Portal	2	0
Sub Total	**11**	**0**
Total	**47**	**15**

At the Monthly Meeting on June 11, 2026, VTA reported the following utilities update:

- *West Portal:*
  - *Sprint Relocation: Revised draft design under review by all parties before preparation of final design drawings by Sprint.*
  - *Upcoming: TBM Temp Power - HVSS Schedule pending KST input.*
- *Diridon Station & West Egress:*
  - *AT&T: Manhole installation at West Egress site near completion, box installations in sidewalk to follow.*
  - *Upcoming: PG&E Electric relocation Construction NTO – pending PG&E revised drawings. Design NTO for new SJWC water line relocation at West Egress intersection.*
- *Downtown Station:*
  - *AT&T & Level 3: Manhole installations in-progress through end of June. Possible impacts to construction schedule due to FIFA events.*
  - *Upcoming: Remobilization of PG&E Electric Relocation TBD - pending reimbursement agreement/legal discussions with Owner/Tenant.*
- *28th St Station:*
  - *Continued utility relocation & design coordination with GEC. Initiated meetings with Utility Owners and requested design estimates.*
  - *Upcoming: Prepare/submit Design NTO's for Utility Owner relocations.*
- *East Portal:*
  - *Verizon Cell Tower relocation: Discussions between VTA & Verizon legal teams are on-going. PG&E Gas Construction NTO execution pending PG&E signature.*
  - *Upcoming: Final concurrence on Verizon cell site location.*

The PMOC notes that, given the scale of the project, substantial utility relocation work will be required. Although the stations are being constructed underground in part to minimize surface disruption, the reliance on cut-and-cover excavation methods for utility and related works is still expected to result in relatively significant impacts to the public.

2.11 Construction

At the Monthly Meeting on June 11, 2026, VTA informed that negotiations are still continuing on the following Early Work Packages:

- *Precast Final Lining, Material and Plant Procurement*
- *PCTL Storage Foundations*
- *TBM Tunnel Support Equipment*
- *Installation of Plant Power and Equipment*

The following Construction – West Portal activities and status of progress were reported by VTA at the Monthly Meeting on June 11, 2026. The figures in square brackets are the PMOCs comparison of the variance with the figures reported at the February Monthly Meeting, where the data is directly comparable.

- *Caterpillar Shaft Area (24-Hour Operations):*
  - *Cap Beam and Top strut phase 1 and 2 completed; backfill in progress*

        - *Sound Wall (24') phase 4 foundations installed adjacent the cap beam area*
        - *Excavation in the Cat Shaft area is ~4% complete [+0%]*
    - *Cut & Cover D-Walls Area:*
        - *Excavation in the C&C D-Wall area is ~59% complete [+13%]*
        - *Bracing installation in the C&C D-Wall area is ~61% complete [+15%]*
        - *Continued the bracing installation at level 3 and 2*
    - *U-Wall D-Walls Area:*
        - *Completed the working slab 3F*
        - *Excavation in the U-Wall D-Wall area is ~98% complete [+5%]*
        - *Bracing installation in the U-Wall D-Wall area is ~100% complete [+3%]*
    - *Confinement Walls Area:*
        - *25 of 25 confinement wall panels are installed; 100% complete [+60%]*
    - *Medium Voltage Substation (MVSS) Area:*
        - *Continued electrical activities at the MVSS, including installation of PVC conduit in designated areas*
        - *Continued backfilling and compaction in select MVSS locations*
- *Construction – West Portal Upcoming Activities:*
    - *June:*
        - *Start fourth level bracing installation at Cut & Cover area.*
        - *Complete Sound Wall Relocation at Cat Shaft area.*
        - *Complete excavation to elevation 36.50 ft. at CAT Shaft area.*
    - *July:*
        - *Complete level 1 bracing installation at CAT shaft area.*
        - *Start excavation to elevation 24 ft at CAT Shaft area.*
        - *Complete excavation and slab construction at U-Wall D-Wall area*
- *Demolition and Site Preparation:*
    - *28th Street / Little Portugal Station Properties:*
        - *Property includes multiple buildings, warehouses and material storage yards*
        - *Disconnection of utilities completing in June*
        - *Abatement of structures starting in June*
        - *Demolition scheduled June – September 2026*
        - *Noise and Vibration Monitoring walk with neighboring Cristo Rey School / Five Wounds Church in June*
- *Safety Update*
    - *During the month there was one first aid case. There have been no lost workdays since the project inception (April 2024), and over 2.632 million hours worked injury free.*
- *Tunnel -Boring Machine Update:*
    - *At the Monthly Meeting on June 11, 2026, VTA informed that the TBM remains in storage in Germany and is undergoing routine maintenance and inspections by KST staff, with the storage period recently extended. Shipping is anticipated to require 4–6 months, with a request to Herrenknecht to release the TBM approximately one year prior to the start of tunneling. Delivery is currently estimated for the second half of 2027.*

Based on observations from the meeting and the prior site visit on March 11, 2026, the PMOC continues to observe that the site continues to demonstrate strong safety performance despite operating in a highly active environment with heavy, mine-sized hauling equipment in confined spaces. Clearly delineated pedestrian routes and a well-established safety culture that emphasizes communication and feedback are evident.

2.12 Vehicle Technology & Procurement

Expansion of BART's existing fleet to serve the BSVII service to Santa Clara is included in BART's Rail Fleet Management Plan (RFMP). Forty-eight vehicles have been identified in the BSVII budget. However, all vehicles will be procured under BART's vehicle procurement contracts not through separate VTA procurement.

On May 2, 2024, the VTA Board of Directors authorized the General Manager/CEO to enter into an agreement with BART for the purchase of 48 revenue vehicles for the BSVII Extension Project through BART's existing contract with Alstom (formerly Bombardier). The costs related to these revenue vehicles are estimated to total $172,600,000.

The Rolling Stock Vehicle Status Report is included in Attachment D.

2.13 Project Cost

VTA transmitted its new baseline cost estimate to FTA/PMOC on October 11, 2023, reflecting a total project budget of $12.237 billion. The baseline, with a status date of June 30, 2023, was developed based on the CP2 Stage 1 baseline and incorporated the updated design-bid-build (DBB) contract packaging strategy for CP1, CP3, and CP4.

This new baseline cost estimate was reviewed in accordance with FTA's OP33 Project Cost Review in coordination with the January 2024 Entry to Engineering risk assessment. The risk review resulted in P65 Forecast cost of $12.746B that was accepted and adopted by VTA. VTA formally requested FTA's approval to enter Engineering Phase in a letter dated March 29, 2024, with a total project cost of $12.746B and RSD of February 2039.

The BSVII project budget of $12.746B, supporting VTA's March 29, 2024, request for FTA approval to enter Engineering, along with the Cost and Expenditures Update through February 28, 2026, is summarized in Table 7 below.

Table 7. BSVII Cost Report by Standard Cost Category

FTA Standard Cost Category (SCC)	Baseline Entry into New Starts Estimate (from mid-2024)	Approved Changes	Entry into New Starts Estimate (from mid-2024)[5]	Commit – ments	Actuals Paid (thru Apr 2026)	Actuals this period[2] (Apr 2026)	Accruals[3]
10 – Guideway & Track	$2,899.8	$144.2	$3,044.0	$522.9	$420.5	$21.5	$21.8
20 – Stations	$2,037.2	$0.0	$2,037.2	$0.0	$0.0	$0.0	$0.0
30 – Yard, Shops, Yard Track	$352.2	$0.0	$352.2	$0.0	$0.0	$0.0	$0.0
40 – Sitework, Spl Conditions	$582.5	$126.1	$708.6	$226.0	$180.1	$1.8	$2.3
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	$142.3	$138.2	$1.3	$0.2
70 – Vehicles[4]	$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	$1,310.3	$1,160.2	$15.6	$24.6
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**	**$2,376.3**	**$1,981.4**	**$40.2**	**$48.9**

Cost is rounded to hundredth thousands of million
[1]Data excludes FTA ineligibles/revised cashflow projections
[2]Actuals this period reflects paid amount from SAP during this reporting period and may include multiple invoices for an entity
[3]Accruals include invoices received that are under review and/or forecasts of work performed as of this period but not yet invoiced
[4]SCC 70 current estimate will be updated to reflect the revised commitments in the upcoming reporting periods.
[5]Reflects changes to the baseline estimate based on current changes (as of this reporting period).

The VTA has reported expenditure through April 30, 2026, including accruals, which total $1,971.4M. Project costs have been expended in SCC 10, SCC 40, SCC 60, SCC 70, and SCC 80. The difference between this month and the previous reporting period’s total incurred in March 2026 is fairly significant, with a net increase of $4.2 million, primarily attributable to an increase in SCC 10 and SCC 80. The PMOC has requested a meeting to discuss the SCC80 expenditures in the last six months.

In the VTA BSVII Monthly Report for the reporting period of February, VTA reported that Project commitments include SCC 10, SCC 40, SCC 60, SCC 70, and SCC 80 and total $2,376.3M through April 2026. VTA also provided an update to the Project Funding Status as shown in Table 8 below, noting no changes in the reporting period.

Table 8. 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
200 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.*

At the Monthly Meeting on June 11, 2026, VTA reported that there were no budget transfers executed during the April 2026 reporting period.

Change Order 17, executed in April 2026, authorized KST to resume select design and early work activities which support cost-saving measures. This Change Order was issued as a two-month, not-to-exceed change, aiming to mitigate schedule delays. VTA funded the work using remaining design budget without increasing the overall KST contract value.

No change orders were executed during the May 2026 reporting period.

A graph of the Cost Contingency Draw Down Curve can be found in Figure 2 below:

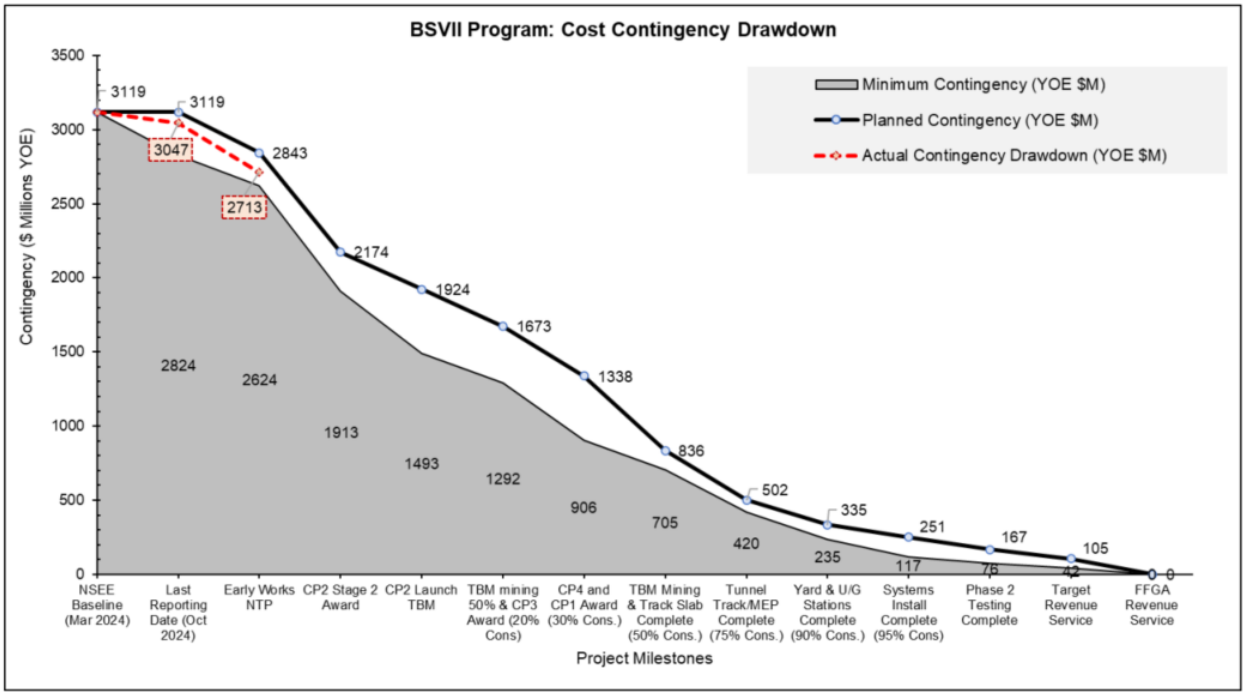


Figure 2. BSVII Cost Contingency Drawdown

The Project Cost information and the tracking / reporting of costs continue to be against the Base Year 2024 estimate that was established for the New Starts Entry to Engineering. This baseline cost estimate does not include the effects of cost escalation or inflation that have occurred since 2024. The PMOC has observed significant increases in project costs over this period, both in California and across the United States. As such, given the well-documented increases in labor, materials, and equipment costs, there is an increasing risk that escalation will impact all cost categories and contract packages. These factors, combined with project delivery changes such as the CP2 off-ramp and contract repackaging, are likely to result in higher overall project costs, an increase that is not currently reflected in the baseline budget and forecast.

There are significant additional costs to the BSVII Project that could result from off-ramping KST, advancing the design, and delaying the start of tunnel construction. These additional costs need to be accounted for in the BSVII Project Budget.

On April 9, 2026, Peter Rogoff of the Contorta Group presented an update on nationwide construction and industry cost trends to VTA's BART Silicon Valley Phase II Oversight Committee. The presentation highlighted a challenging and uncertain pricing environment driven by tariffs, geopolitical risks, labor shortages, and competition for resources. These conditions are expected to persist, with no near-term improvement anticipated. As a result, infrastructure project costs are likely to continue increasing at rates above typical inflation. The presentation emphasized the importance of contractor engagement, appropriate delivery methods, and risk sharing opportunities between project owners and contractors.

PMOC Observation	The projected forecast of the project is based on the New Starts Entry to Engineering baseline and does not yet account for potential additional costs since 2024 such as the CP2 off-ramp, other contract repackaging and escalation costs etc.
Date Identified	Ongoing since January 2024 (New Starts Entry to Engineering)
Status	Open / In Progress.
Project Sponsor Action	VTA continues to track expenditures against the approved baseline and is currently reviewing cost impacts associated with the revised project delivery scenarios.
PMOC Recommendation	VTA should finalize and update the project cost forecast to reflect current project conditions and revised delivery assumptions.

2.14 Project 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.

At the Monthly Meeting on June 11, 2026, VTA provided a high-level schedule for the path forward for the project which is shown in Attachment Q. The schedule showed no changes since the previous reporting period.

It is expected that once the efforts to re-baseline the schedule have been completed, that a revised and detailed P6 schedule and Schedule Contingency Drawdown Curve will be provided to the FTA/PMOC for review.

PMOC Observation	The project schedule is being re-baselined to reflect revised contract packaging, delaying availability for FTA/PMOC review.
Date Identified	February 2026
Status	In Progress, VTA is targeting the 3rd Quarter of 2026 for completion.

Project Sponsor Action	VTA is developing a revised baseline schedule aligned with updated design, construction, and procurement strategies. Near term activities and key milestones only are being shared until the new baseline is adopted.
PMOC Recommendation	VTA to finalize and share the project schedule with FTA/PMOC upon completion of the revised baseline. Regular updates should then resume to support effective monitoring.

2.15 Project Risk

Overall Status

The PMOC reviewed various versions of the Risk and Contingency Management Plan (RCMP) leading up to VTA's EPD selection. On May 26, 2023, VTA submitted an updated RCMP (Rev. 0.D dated May 22, 2023) with the above-noted PMP Subplans to support VTA's New Starts request to enter Engineering. On October 11, 2023, VTA submitted another revision of the RCMP (Rev. B dated September 14, 2023) associated with the new baseline cost and schedule.

VTA reported having continued their risk review meetings with project and discipline teams, updating risk response plans and risk register.

VTA has indicated that, as per CP2 contract requirements, the KST team is expected to include a risk register after the review of the Configuration Design submittal. The BSVII team will review KST's identified risks with BSVII disciplines, revise the Program Risk Register as appropriate, and establish a joint VTA/KST CP2 Project Risk Register that will be reviewed with the KST team regularly. Since the risk workshop was held in January 2024, this register has not been provided to PMOC.

The project risk profile has changed since the EPD submission and is further impacted as the project has moved back into the New Starts program. The PMOC has completed a risk assessment given the new baseline cost and schedule by VTA that reflects their planned delivery and updated packaging strategy, along with awarded CP2 contractor (KST's) approved innovations. The Entry to Engineering risk workshop for the project was conducted in January 2024 with FTA, the project sponsor, and PMOC. The PMOC has proposed additional new risks related to geotechnical conditions, Buy America requirements, interface requirements associated with changing scope, Real Estate management plan, TBM productivity assumptions, agency capacity, timely decision with BART and external stakeholder impacts including potential delays from Board of Directors. VTA has incorporated the FTA/PMOC risk assessment results into their new baseline and request to Enter Engineering.

A key workshop involving the FTA, PMOC, and VTA was held on April 23, 2026, to review the contractual position of Tunnel Contract Package 2 (CP2). The session focused on ongoing negotiations between VTA and KST, proposed options for repackaging the remaining scope of work, and the anticipated next steps. CP2 continues to represent one of the most significant risks currently identified on the project.

VTA again stated in the BSVII Monthly Report period ending March 28, 2026, that they are currently developing a detailed risk profile aligned with the revised scenario as part of the new project baseline. During this interim period, reporting will focus on key risks identified under the Scenario 1 watchlist. Please refer to Attachment C for the Top Identified Risks (Scenario 1 Watchlist) – Threats only according to VTA's BSVII Monthly Progress Report for the period ending March 2026. Reporting based on the NSEE risk profile has been paused, with applicable risks to be incorporated into the new baseline risk profile. Once the new baseline is established, internal risk review meetings will be conducted to validate and reassess both NSEE and Scenario 1 risks for probability and impact. Risk identification will continue as contract interfaces are further defined.

VTA restarted its program of risk review workshops with FTA/PMOC, beginning with a session held on April 30, 2026. The risk register is being updated in parallel with ongoing repackaging and re-baselining efforts, with outdated risks removed and approximately 60 new risks identified, primarily related to interfaces. Quantitative and qualitative risk scoring was not presented and will be further developed once updated schedule and cost baselines are established. The register includes risks related to Buy America compliance, escalation, and tariff impacts on schedule and cost. The PMOC emphasized the importance of defining impact ranges to support meaningful analysis. VTA indicated that updates to the register will continue as re-baselining progresses, with additional detail added to support both qualitative and quantitative risk analysis. An updated version of the risk register was subsequently provided to the PMOC on May 5, 2026. *No risk review workshop was held in May 2026, and the next session is scheduled for June 26, 2026.*

PMOC Observation	A detailed BSVII Risk Register with risk assessment scoring has not been provided despite the project undergoing major baseline, scope, and CP2 contractual changes.
Date Identified	January 2024
Status	In Progress, VTA is targeting the 3rd Quarter of 2026 for completion.
Project Sponsor Action	VTA is developing a revised risk profile aligned with the new baseline and reporting interim risks via the Scenario 1 watchlist. Risk workshops restarted in April 2026, including a session addressing CP2 contractual risks.

PMOC Recommendation	VTA to finalize and update project Risk Register upon completion of the revised baseline.

2.16 Quality Assurance/Quality Control

PMOC reviewed various versions of the Quality Management Plan (QMP) leading up to VTA's EPD selection. On May 26, 2023, VTA submitted an updated QMP (Rev. 2 dated May 1, 2023) with the above-noted PMP subplans to support VTA's New Starts request to enter Engineering. PMOC reviewed the revised QMP and provided preliminary summary comments to VTA on June 27, 2023. The QMP (Rev. 2 dated November 1, 2023) was submitted to the PMOC on November 22, 2023. On July 2, 2024, FTA transmitted to VTA the final QMP PMOC review report.

At the Monthly Meeting on June 11, 2026, VTA reported the following:

- ***Completed Quality Assurance Activities for May 2026:***
  - *Completed 67 ea. Quality Surveillance / Inspection Reports*
  - *Provided field Quality Oversight of CP2 EWP work and Quality Verification (QV) material testing*
  - *Completed Monthly KST Redline Compliance review*
- ***External Plan / Submittal Reviews May 2026***
  - *KST Revised Construction Quality Management Plan*
  - *KST Revised SOP-010 Inspection and Test Status*
- ***Planned Activities for Next Month***
  - *Provide field Quality Oversight of CP2 EWP work and Quality*
  - *Verification (QV) material testing*
  - *Monthly Quality Verification of KST's 3C As-Built records*
  - *Quality Verification of KST's internal audits*
  - *Audit of KST's Surveying Plan and Procedures.*
  - *Review KST Revised Design Quality Management Plan*
  - *Quality Training for new PMT Staff*

In addition to the above, VTA reported that KST completed 98 inspection reports during the month. This brings the total number of inspection reports for May 2026 to 165 and increases the cumulative total since project inception in January 2025 to 1,827.

Since the start of the project, a total of 17 Non-Conformances (NCRs) have been identified (3 rework, 7 repair, 6 use-as-is, and 1 pending determination). Of these, 13 have been closed, with 4 remaining open.

2.17 Safety and Security

VTA and BART previously indicated an intent to conduct joint Fire Life Safety and Security (FLSS) Committee and Safety and Security Review Committee (SSRC) meetings for the early phase of the BSVII program.

On August 30, 2023, VTA issued the SSRC charter. The SSRC is chaired by VTA Deputy Director, Program Administrator and includes VTA (Security Specialist, Chief of System Safety & Security, System Safety & Security Lead, and project managers), BART (engineering, operations, system safety, and police), BSVII Program Management Team, Federal Transit Administration, and the Project Management Oversight Contractor.

On August 30, 2023, VTA issued the FLSSC charter. The FLSSC charter is co-chaired by VTA Chief Megaprojects Officer and BART Assistant General Manager of Operations. It includes committee members from the Cities of San José and Santa Clara fire and police departments, Santa Clara Sheriff, California Public Utilities Commission (CPUC), BART (engineering, system safety, and police), and VTA (System Safety & Security, and project managers). The CPUC is the State Safety Oversight Agency (SSOA) as certified by FTA. Please refer to Attachment B for BSVII Safety and Security Checklist.

At the Monthly Meeting on June 11, 2026, VTA reported the following:

- *The Safety and Security team is engaged in:*
  - *Finalizing CPUC responses but sending them back to CPUC is pending as BART has provided additional comments for review and discussion.*
  - *Risk evaluation of the potential interior tunnel alternatives to determine any risk impacts.*
- *Safety and Security Review Committee*
  - *The Certificate of Conformance for the D10 – Bored Tunnel is on hold pending a review of potential revisions to the D10 package and whether those changes impact the certification package*
- *FLSS Activities*
  - *The FLSSWG is resuming their meetings to discuss FLSS issues. One agenda item is an update to the current configuration of the stations.*

2.18 Americans with Disabilities Act (ADA)

VTA produced an Accessibility Report to meet the EPD application requirements specified in the NOFO (Notice of Funding Opportunity).

2.19 Buy America

VTA has committed to meeting the Buy America requirements in their PMP documentation. Additional details regarding how they intend to meet the 70-percent content threshold, and their management of contractor requirements have yet to be made available to the PMOC for review.

VTA includes a notification in the RFQ to all prospective bidders that Buy America requirements will be part of each contract. VTA sets the expectation that each supplier and subcontractor must research and present findings for verification. Additional work is needed to coordinate the requirements and compliance at a program level. VTA indicated that their contract technical teams will provide input regarding program coordination.

No update was provided at the Monthly Meeting on June 11, 2026.

PMOC recommends that VTA revisit their plan for Buy America implementation and management regarding Buy America Build America changes and the program's adjusted delivery plan.

2.20 Start-Up, Commissioning, Testing

VTA and their contractors will be responsible for Phase 1 and 2 system integration testing. Upon successful completion of Phase 2 system integration testing, the system will be turned over to BART to complete Phase 3 system integration and pre-revenue testing. As noted above, VTA has established a Rail Systems Organization (RSO) teaming with BART to manage systems and operations input to project development and address related issues. The RSO is developing the System Integration Testing Program Plan. The testing plan will define BART Phase 3 System Integration Testing (SIT) to be Operations Control Center (OCC) validation of tests previously performed. The intent of Phase 3 SIT is not to introduce new tests to be performed. However, if there are system validation failures during SIT Phase 3, BART will have the right to perform new tests until all testing discrepancies are cleared.

As previously noted, VTA has determined that Communication Based Train Control (CBTC) design will be progressed for implementation on the BSVII extension. To accommodate the technology, BART CBTC implementation from Warm Springs to Berryessa needs to be completed. VTA provided the following milestones related to this phase/segment of BART's project:

- Migration design from Q3 2025 to Q4 2029
- Procurement from Q4 2025 to Q3 2028
- Installation from Q1 2029 to Q4 2029
- Testing and Commissioning from Q3 2029 to Q4 2030
- Revenue service expected at the end of 2030

No update was provided at the Monthly Meeting on June 14, 2026.

2.21 Action Items Table

Item No.	Item	Responsible Party	Date Identified	Due Date	Date Completed	Status / Action Required
155	Notify PMOC when EWPs are executed	VTA	02/8/2024	07/21/2026		**In-Progress** 05/18/2026 – VTA updated PMOC about latest status of EWPs

Item No.	Item	Responsible Party	Date Identified	Due Date	Date Completed	Status / Action Required
175	Provide executed Request for Variances	VTA	10/10/2024	07/21/2026	06/11/2026	**Closed** PMOC has access to Aconex system
204	Provide TBM Operations and Maintenance documents when available	VTA	01/22/2026	TBD		**Open** To address PMOC's request for a briefing on the contents / details in the O&M documents.
206	*Schedule a meeting on the Beneficial Reuse / Salt Pond project with focus on the mucking operation*	*VTA*	*04/09/2026*	*06/16/2026*		***Open*** *Meeting scheduled for 06/16/2026*
208	*Transmit job descriptions for key to-be-filled VTA postions with target date for hiring*	*VTA*	*05/14/2026*	*06/30/2026*		***Open***
209	*Schedule a focus meeting to review SCC80 expenditures in last six months*	*VTA*	*05/14/2026*	*06/30/2026*		***Open***
210	*Provide the list of PMP and subplans with dates for FTA, PMOC review*	*VTA*	*05/14/2026*	*06/30/2026*	*06/10/2026*	***Closed***
211	*Share future critical third-party agreements for FTA review before they are executed*	*VTA*	*05/14/2026*	*Ongoing*		***Open***
212	*Schedule a focus meeting to review the updated baseline schedule*	*VTA*	*05/14/2026*	*06/30/2026*		***Open***
213	*Transmit the passenger egress report for FTA, PMOC reviews*	*VTA*	*05/14/2026*	*09/30/2026*		***Open***

2.22 30 / 60/ 90 Day Lookahead

30 Day (June 2026)

Category	Activities
Construction	West Portal bracing, excavation, sound wall; start 28th St abatement; ongoing excavation and shaft work
Reports	Ridership forecast; Start PMP/subplan submissions; GEC interim design + GEC cost estimate
PMOC Meetings	Salt Ponds Review Meeting (June 16th)
Program	Continuation of CP2 negotiations; early works packages advancement
VTA Action Items	Job descriptions; SCC80 meeting; baseline schedule review – all due June 30

60 Day (July 2026)

Category	Activities
Construction	Complete CAT shaft bracing; deeper excavation; ongoing demolition at 28th St
Reports	Continue PMP/subplan submissions; Ongoing VTA risk register updates
Meetings	FTA/PMOC Quarterly meeting
Program	Re-baselining activities
Procurement	Execute Amendment and Restatement (A&R) of the CP2 Design-Build Agreement

90 Day (August 2026)

Category	Activities
Construction	Continue demolition through Sept; ongoing utilities and structural work
Reports	Complete PMP/subplans (Aug 31); updated baseline schedule and cost
Program	Nearing completion of re-baselining (Q3 2026); contract packaging finalization
Other	Diridon archaeological testing start; passenger egress report (due Sept 30)

Attachment A: List of Acronyms

Acronyms	List of Terms
ADA	Americans with Disabilities Act
AFC	Approved for Construction
APDU	Advance Partial Design Units
B2TP	BART Silicon Valley Phase II Tunnel Partners
BART	Bay Area Rapid Transit
BSVII	BART Silicon Valley Phase II
CBTC	Communication Based Train Control
CCSP	Construction Safety and Security Plan
CEQA	California Environmental Quality Act
CIG	Capital Investment Grants
CMS	Construction Management Services
CP1	Construction Package 1
CP2	Construction Package 2
CP3	Construction Package 3
CP4	Construction Package 4
CP5	Construction Package 5
CP6	Construction Package 6
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
DBB	Design-bid-build
DF	Designated Function
DTSJ	Downtown San Jose Station
ECR	Environmental Commitments Record
EPD	Expedited Project Delivery
FFGA	Full Funding Grant Agreement
FLSS	Fire, Life, Safety and Security
FTA	Federal Transit Administration
GEC	General Engineering Consultant
IDR	Interdisciplinary review
JUMA	Joint Use and Maintenance Agreement
KST	Kiewit Shea Traylor

Acronyms	List of Terms
LONP	Letter of No Prejudice
LPA	Locally preferred alternative
LPP	Local Partnership Program
MCC	Management Capacity and Capability
MMRP	Mitigation Monitoring and Reporting Program
MMW	Mott MacDonald / PGH Wong Engineering Joint Venture
MOT	Maintenance of Traffic
MVSS	Medium Voltage Substation
NCR	Non-Conformance
NEPA	National Environmental Policy Act
NOFO	Notice of Funding Opportunity
NTP	Notice to Proceed
OCC	Operations Control Center
OP	Oversight Procedure
OTS	Over the Shoulder
PMOC	Project Management Oversight Contractor
PMP	Project Management Plan
PMT	Project Management Team
PTASP	Public Transportation Agency Safety Plan
QMP	Quality Management Plan
QV	Quality verification
RAMP	Real Estate Acquisition Plan
RCMP	Risk and Contingency Management Plan
RFIF	Request for Industry Feedback
RFMP	Rail Fleet Management Plan
RFP	Request for Proposal
RFQ	Request for Qualifications
RFV	Request for Variance
RM3	Regional Measure 3
ROD	Record of Decision
RSO	Rail Systems Organization
SABS	Stripped and Adjusted Base Schedule

Acronyms	List of Terms
SCCP	Solutions for Congested Corridors Program
SEPP	Security and Emergency Preparedness Plan
SIT	System Integration Testing
SOE	Support of Excavation
SOQ	Statement of Qualifications
SSCP	Safety and Security Certification Plan
SSMP	Safety and Security Management Plan
SSOA	State Safety Oversight Agency
SSRC	Safety and Security Review Committee
TBM	Tunnel Boring Machine
UPRR	Union Pacific Railroad
VE	Value Engineering
YOE	Year of Expenditure
VTA	Santa Clara Valley Transportation Authority

Attachment B: Safety and Security Checklist

Safety and Security Checklist			
Project Overview			
Project Mode (Rail, Bus, BRT, Multimode)		☒	Rail
Project Phase (Project Development, Engineering, Construction, Start-Up		☒	Engineering
Project Delivery Method (Design/Build, DBOM, CMGC, etc.)		☒	TBD
Project Plans	**Version**	**Review by FTA**	**Status**
Safety and Security Management Plan (SSMP)	Rev 1	☒	Pending update based on revised configuration
Safety and Security Certification Plan (SSCP)	Rev 1	☒	Pending update based on revised configuration
Public Transportation Agency Safety Plan (PTASP)	Rev 2	☒	BART – reviewed by CPUC
System Security Plan or Security and Emergency Preparedness Plan (SEPP)		☐	BART
Construction Safety and Security Plan (CCSP)		☐	KST plans complete

Safety and Security Authority		
Area of Focus	**Y/N**	**Notes/Status**
Is the project sponsor subject to 49 CFR Part 674 state safety oversight requirements?	Y	
Has the state designated an oversight agency as per 49 CFR section 674.13?	Y	CPUC
Has the oversight agency reviewed and approved the project sponsor's security plan or Public Transportation Agency Safety Plan as per 49 CFR section 674.25(b)?	Y	Review of BART's PTASP
Did the oversight agency participate in the last Quarterly Review Meeting?	Y	CPUC attends all PMOC meetings, SSRC and FLSSC meetings.
Has the project sponsor submitted their safety certification plan to the oversight agency?	Y	Comments received but held until revised configuration approved and SSCP updated
Has the project sponsor implemented security directives issued by the Department of Homeland Security and/or Transportation Security Administration?	Y	VTA in collaboration with BART implemented directives as appropriate

Safety and Security Checklist		
SSMP Monitoring		
Area of Focus	**Y/N**	**Notes/Status**
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this?	Y	SSMP will be updated to addressed revised configuration.

Does the project sponsor review the SSMP and related project plans to determine if updates are necessary?	Y	Reviewed annually or as project changes.
Does the project sponsor implement a process through which the Designated Function (DF) for safety and DF for security are integrated into overall project management team? Please specify.	Y	Both designated functions are integrated and report up to VTA's CEO. Designated functions are combined into a singular role.
Does the project sponsor maintain a regularly scheduled report on the status of safety and security activities?	Y	Monthly Safety & Security Certification Review Committee meetings are held (on hold during cost saving). Also report out at monthly FTA/PMOC meetings.
Has the project sponsor maintained a regularly scheduled report on the status of safety and security activities?	Y	Safety/security activities are included in the monthly PMOC reports and reports to VTA.
Has the project sponsor established staffing requirements, procedures, and authorities for safety and security activities throughout all project phases?	Y	Through the PMT and CMT system safety/security and construction safety/security are required. Each contractor is also required to have a system safety/security coordinator and construction safety/security as appropriate for scope.
Does the project sponsor update the safety and security responsibility matrix/organization chart as necessary?	Y	Roles and responsibilities, captured in Table 3.1 are reviewed with each SSMP update.
Has the project sponsor allocated sufficient resources to oversee or carry out safety and security activities?	Y	Responsibilities are allocated across the PMT, CMT and contractors.
Has the project sponsor developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y	The PHA and TVA have been completed but will require updates to capture revised configuration.
Does the project sponsor implement regularly scheduled meetings to track to resolution any identified hazards and/or vulnerabilities?	Y	These are part of the meetings with contractors and discussed at the SSRC.
Does the project sponsor monitor throughout all project phases? Please describe briefly.	Y	The Safety and Security Review Committee (SSRC) track hazards/vulnerabilities and mitigations throughout all phases and to confirm certification is appropriately taking place at each project phase for each contract. .
Does the project sponsor ensure the conduct of preliminary hazard and vulnerability analyses? Please specify the analyses conducted.	Y	To date PHAs for each contract have been developed and a TVA that includes the entire project has been completed. Both will require updates to address the revised configuration.

Safety and Security Checklist		
SSMP Monitoring		
Area of Focus	**Y/N**	**Notes/Status**
Has the project sponsor ensured the development of safety design criteria?	Y	Design criteria – a combination of accepted BART safety/security design criteria and mitigations have been developed

Has the project sponsor ensured the development of security design criteria?	Y	Design criteria – a combination of accepted BART safety/security design criteria and mitigations have been developed but will require revision based on the revised configuration
Has the project sponsor ensured conformance with safety and security requirements in design?	Y	Safety/security design criteria conformance is tracked through the certification program. Changes to criteria that is safety or security related are approved through both a "Request for Variation" which is approved by BART and through a "Record of Decision" reviewed/approved by the SSRC.
Has the project sponsor verified construction specifications conformance?	N	Pending: Specification revisions will be in process once revised configuration is approved by VTA Board.
Has the project sponsor identified safety and security critical tests to be performed prior to passenger operations?	N	Pending: Test plans will be developed at a later phase (construction).
Has the project sponsor verified conformance with safety and security requirements during testing, inspection, and start-up phases?	N	Pending: This is a requirement but will be achieved in a later phase.
Has the project sponsor evaluated changed orders, design waivers, or test variances for potential hazards and/or vulnerabilities?	Y	The "Request for Variance (RFV)" process requires a safety/security review for impacts (hazards/vulnerabilities), safety/security signoff and any change to safety/security criteria must be approved by the SSRC.
Has the project sponsor ensured the performance of safety and security analyses for proposed workarounds?	N	Pending: This is a later phase, but safety/security analysis is required for any significant changes.
Has the project sponsor demonstrated, through meeting or other methods, the integration of safety and security in the following? • Activation Plan and Procedures • Integrated Test Plan and Procedures • Operations and Maintenance Plan • Emergency Operations Plan	N	Pending: These are later phase activities but are addressed in the SSMP and SSCP and will be tracked to confirm appropriate plans/processes have been developed, reviewed and approved.
Has the project sponsor issued a final safety and security certification?	N	Pending: Later phase once all other phases are complete. Addressed in the SSMP and SSCP and will be tracked to confirm development and submittal.
Has the project sponsor issued the final safety and security verification report?	N	Pending: Later phase once all other phases are complete. Addressed in the SSMP and SSCP and will be tracked to confirm development and submittal.

Attachment C: VTA 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

Source: BSVII Monthly Progress Report April 2026 – No changes on last month and no update provided at 06/11/2026 Monthly Meeting.

Attachment D: Rolling Stock Vehicle Status Report

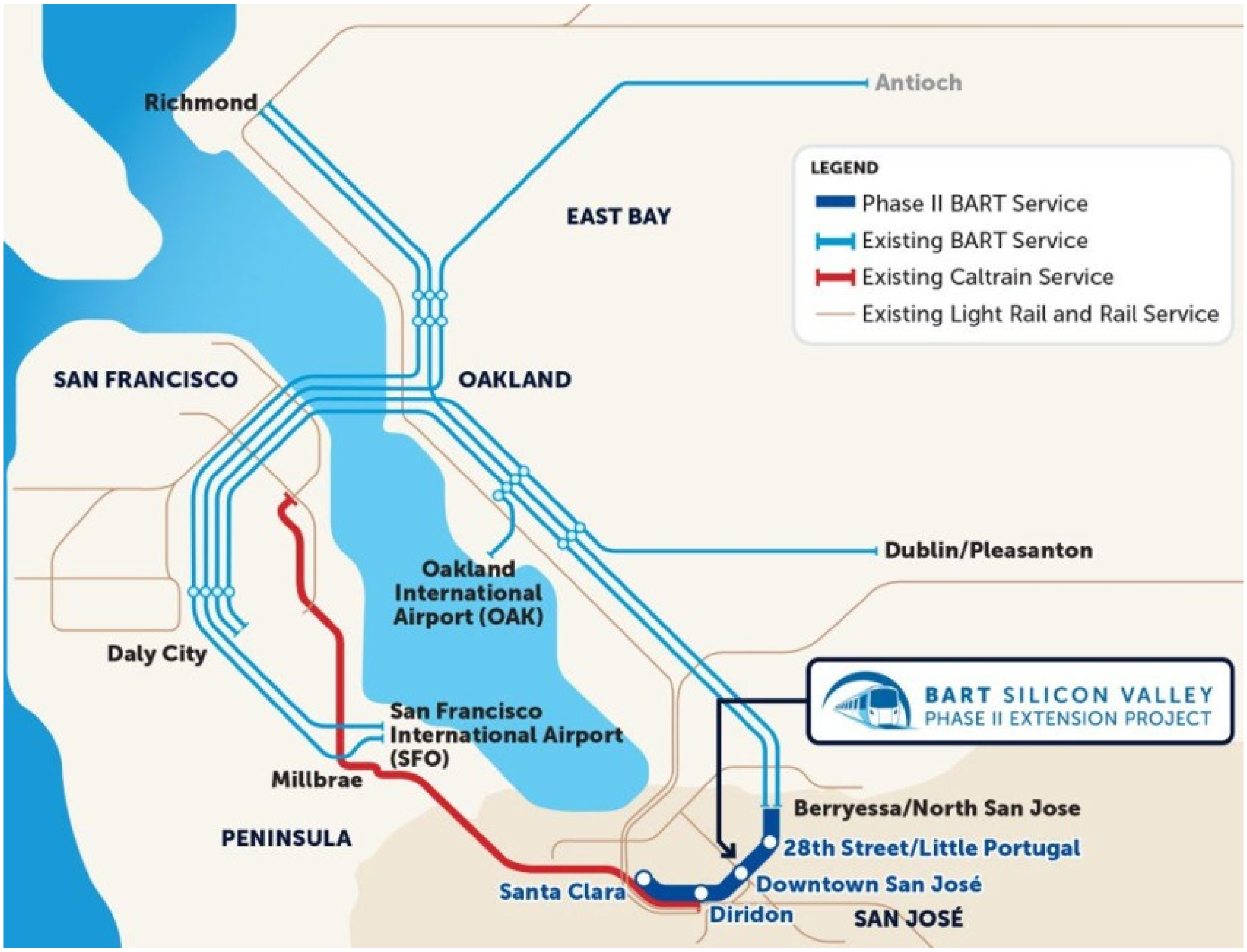
Manufacturer/Model Year/Vehicle Model or Type/Propulsion *(Example: Eldorado National California 2017 40 ft. transit bus, hybrid diesel-electric power; NovaBus 2018 60 ft. articulated transit bus, battery-electric power; Stadler 2016 Diesel Multiple Unit 80 ft. Light Rail Vehicle)*
Alstom
Piggyback or Option *Base contract (project sponsor/manufacturer/model year/vehicle model or type/propulsion/date of first vehicle of first sub-fleet delivery), date of first vehicle delivery of this sub-fleet, if applicable*
All vehicles will be procured under BART's vehicle procurement contracts not through separate VTA procurement.
Number of Vehicles
48 Fleet of the Future Vehicles
Contract Advertisement Date
-
Contract Award Date
May 15, 2024 (Option 3 from BART's contract with Alstom)
Price per Vehicle (Initial Order)
$3.6m
Planned Date of First Vehicle Delivery / Actual
2026
Initial Vehicle Order (Number of Vehicles and Configuration) *Example: 96 EMUs delivered as 6-car trainsets*
48

Attachment E: Project Milestones / Key Events

Milestone	Planned Date
General Key Milestones	
Contract Package 1_Systems Design Bid Ready & Review	9-Mar-28
Contract Package 3_Newhall Yard and Santa Clara Station Design Bid Ready & Review	22-Jan-27
Contract Package 4_Stations and Support Facilities Design Bid Ready & Review	5-Oct-27
VTA Target Start of Revenue Service	12-May-37
FTA Target Start of Revenue Service	28-Feb-39
Construction Contracts Key Milestones	
Contract Package 1_Systems	
Contract Package 1 NTP Systems	18-Apr-29
Track Testing Completion	16-Oct-34
Systems Testing Completion Turn Over to BART	9-Nov-35
Contract Package 2_Tunnel and Trackwork	
Order TBM	**31-Oct-23**
Contract Package 2 NTP2 Tunnel & Trackwork	6-Jan-25
Deliver TBM	21-May-26
Start of Tunneling	6-Nov-26
Start of Trackwork	1-Nov-29
Contract Package 3_Newhall Yard and Santa Clara Station	
Contract Package 3 NTP Newhall Yard and Santa Clara Station and Parking Garage	3-Feb-28
Santa Clara Station Fit-Out Completion	4-Feb-32
Santa Clara Station Parking Garage Construction Completion	18-Dec-31
Newhall Yard Trackwork Completion	22-Jul-33
Contract Package 4_Stations	
Contract Package 4 NTP Stations and Support Facilities	18-Dec-28
Diridon Station Fit-Out Completion	12-Dec-33
DTSJ Station Fit-Out Completion	19-Aug-33
28th Street Station Fit-Out Completion	26-Aug-33
28th Street Station Parking Garage Construction Completion	5-Dec-33

Source: VTA's BART Silicon Valley Phase II Extension Project Basis of Schedule, New Starts Entry to Engineering Revision 0, March 25, 2024

Attachment F: Project Map



Attachment G: Project Background and Current Status

Early Project Milestones

BSVII is in the New Starts Project Development phase.

VTA selected the locally preferred alternative (LPA) in November 2001. The project originally entered the CIG program Project Development phase in March 2016. The LPA was adopted into the Metropolitan Transportation Commission's financially constrained Long-Range Plan on July 26, 2017.

Expedited Project Delivery Pilot Program

VTA began pursuing FTA's Expedited Project Delivery (EPD) Pilot Program in early 2018. In April 2018, FTA agreed to extend CIG Project Development while VTA pursued funding through the EPD Pilot Program. Per the National Environmental Policy Act of 1969 (NEPA), BSVII received a Record of Decision (ROD) from FTA on June 18, 2018. In April 2021, VTA submitted an EPD Pilot Program application to FTA. In October 2021, FTA issued a Letter of Intent (LOI) indicating it would obligate funds under the EPD Pilot Program on the condition that VTA demonstrates local funding commitment and readiness to receive a grant within two years.

Return to New Starts Project Development

In October 2022, VTA submitted a letter to FTA requesting that the BSVII project be allowed to re-enter the New Starts Project Development phase of the CIG program and seek a Letter of No Prejudice (LONP). On December 1, 2022, FTA agreed to move the project from the EPD Pilot Program back into the Project Development phase as a New Starts project. FTA also approved a LONP covering expenses VTA incurred when it started in New Starts Project Development in March 2016, through the Project's migration to the EPD Pilot Program, thereby matching the pre-award authority VTA had been given while it was in the EPD Pilot Program for the 2022 New Starts Basis total project cost of $9.318 Billion.

Revised Baselines and Risk Review

On October 11, 2023, VTA transmitted to FTA/PMOC the BSVII revised cost and schedule baselines including an updated total project cost of $12.237B and Revenue Service Date (RSD) of October of 2036. FTA/PMOC held a Risk Workshop with VTA on January 16-18, 2024. Risk review results advised an increase in costs to $12.746 Billion, and a recommended RSD of February 2039 based on the use of 125% of the remaining critical path Stripped and Adjusted Base Schedule (SABS) duration.

Entry into Engineering Phase

VTA formally requested FTA's approval to enter the Engineering Phase in a letter dated March 29, 2024, with a total project cost of $12.746B in year-of-expenditure dollars and a RSD of February 2039. VTA requested $6.296B (49.4 percent) in CIG program funds. On August 1, 2024, FTA informed VTA of the approval of BSVII to enter the New Starts Engineering phase of the FTA CIG Program. Although VTA requested a 49.4 percent CIG share, FTA notified VTA that \$5.1B (40 percent) represents the maximum amount of CIG funds that will be provided by FTA for the Project should a Full Funding Grant Agreement (FFGA) be approved. The FTA approval to enter engineering letter is attached in Attachment I.

Cost-Saving and Value Engineering Activities

Since the FTA approval to enter engineering, BSVII staff focused on a comprehensive project wide cost saving effort to align project costs within available funding. This effort culminated with a December 18, 2024, Value Engineering brainstorming workshop and an August 19-20, 2025, independent Peer Review, in coordination with FTA and the PMOC, to review and evaluate feasibility, constructability, contract packaging, and delivery approaches, related to specific project scenarios (Scenario 1 and 1a) incorporating various cost saving ideas and tunneling approaches. These are described in the Peer Review Report attached in Appendix II.

Progression of Scenario 1 Project Configuration

On October 17, 2025, the VTA Board of Directors approved staff's recommendation to advance the Scenario 1 Project Configuration further through design development, contract packaging, project delivery, financial planning, and pursuit of funding strategies including the FTA's Full Funding Grant Agreement (FFGA).

Early Works Construction Packages

Major construction activities at the West Portal/tunnel boring machine (TBM) launch site continue to advance. Additionally, BSVII staff continue to evaluate potential opportunities to advance specific early work packages to support critical path tunnel construction with considerations for cost, schedule, and risk.

Contract Re-Packaging

The project implementation plan had previously been that BSVII would be delivered through four major design-build construction contract packages: Systems Construction Package 1 (CP1); Tunnel and Trackwork Construction Package 2 (CP2); Newhall Yard and Maintenance Facility and Santa Clara Station Construction Package 3 (CP3); and Underground Stations Construction Package 4 (CP4).

On June 27, 2025, VTA staff presented to the VTA Board a preliminary contract re-packaging approach for delivering BSVII through six construction contract packages: Systems Construction Package 1 (CP1); Early Works Construction Package 2 (CP2); Newhall Yard and Maintenance Facility, Santa Clara Station and Mainline Trackwork Construction Package 3 (CP3); Downtown San Jose and Diridon Underground Stations Construction Package 4 (CP4); Tunneling Construction Package 5 (CP5); and 28th Street / Little Portugal Station and East Portal Construction Package 6 (CP6).

In June 2025, the California Transportation Commission (CTC) approved the award of two grants - \$25M from the Local Partnership Program (LPP) and \$75M from the Solutions for Congested Corridors Program (SCCP) - to VTA for the BSVII Project.

Attachment H: FTA Letter of No Prejudice (LONP)

U.S. Department of Transportation
Federal Transit Administration

Headquarters

1200 New Jersey Avenue, SE
Washington, DC 20590

Ms. Carolyn M. Gonot
General Manager/CEO
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Re: Request to Re-enter the Project Development phase of the Capital Investment Grants Program and Receive a Letter of No Prejudice

Dear Ms. Gonot:

The Federal Transit Administration (FTA) has completed its review of the letter dated October 18, 2022 from the Santa Clara Valley Transportation Authority (VTA) requesting the Bay Area Rapid Transit (BART) Silicon Valley Phase II project (Project) be allowed to re-enter the New Starts Project Development phase of the Capital Investment Grants (CIG) program and seeking a Letter of No Prejudice (LONP). FTA approves both requests.

With this approval, FTA agrees to move the project from the Expedited Project Delivery (EPD) Pilot Program back into the Project Development phase as a New Starts project. The letter also approves a Letter of No Prejudice covering expenses VTA incurred when it started in New Starts Project Development in March 2016, through the Project's migration to the EPD Pilot Program, as well as for all remaining work on the project, thereby matching the pre-award authority VTA had been given while it was in the EPD Pilot Program for the estimated total project cost of $9.318 billion.

As with all pre-award authority, all Federal requirements must be met prior to incurring costs to retain eligibility of the costs for future FTA grant assistance. Of particular note, the Infrastructure Investment and Jobs Act includes the Build America, Buy America Act (Public Law 117-58, div. G §§ 70901–52), which requires that all manufacturing processes for construction materials used in federally assisted infrastructure projects occur in the United States. On May 19, 2022, the U.S. Department of Transportation issued a general waiver that delayed the effective date of this requirement for construction materials until November 10, 2022. That general waiver has now expired. VTA should look to the U.S. Office of Management and Budget's (OMB) Memorandum M-22-11, "Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure" (April 18, 2022), for an explanation of the standards FTA will apply to construction materials. Unless a project is covered by another waiver in effect at the time of grant obligation, the construction materials requirement will apply to all projects funded by any award obligated on or after November 10, 2022. FTA is available to provide technical assistance regarding application of this requirement to the Project activities.

The authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal dollars will be approved for the Project. This LONP expires five years from the date of this letter, or upon approval of a CIG construction grant agreement for the Project, whichever occurs first.

Please note that VTA undertakes the LONP work at its own risk, and that the Project must still complete further steps in the CIG program to be eligible for consideration to receive CIG funding.

FTA looks forward to working with VTA on the BART Silicon Valley Phase II project. Please feel free to contact me with any questions you may have at 202-366-2851 or Felicia.James@dot.gov.

Sincerely,

12/1/2022

X

Felicia L. James

Signed by: 523452
Associate Administrator for Planning and Environment

Attachment I: FTA Enter the New Starts Engineering Phase Approval – August 1, 2024

U.S. Department of Transportation
Federal Transit Administration

Region IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490

888 South Figueroa Street
Suite 440
Los Angeles, CA 90017-5467
213-202-3950

Ms. Carolyn Gonot
General Manager and Chief Executive Officer
3331 North First Street
San Jose, CA 94134

Dear Ms. Gonot:

The Federal Transit Administration (FTA) is pleased to inform you that the Santa Clara Valley Transportation Authority's (VTA) request for the Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (the Project) to enter the New Starts Engineering phase of the FTA Capital Investment Grants (CIG) Program is approved. This approval to initiate Engineering is a requirement of Federal transit law [49 U.S.C. 5309(g)] governing the Program.

The FTA is required by law to evaluate proposed projects against a number of criteria and ensure that prospective grant recipients demonstrate the technical, legal, and financial capability to implement the project. As a result of FTA's evaluation of the Project, an overall project rating of Medium-High was assigned.

Please note that the VTA undertakes Engineering work at its own risk, and that the Project must still progress through further steps in the CIG program to be eligible for consideration to receive CIG funding.

FTA approved a Letter of No Prejudice covering expenses VTA incurred when it started in New Starts Project Development in March 2016, through the Project's migration to the Expedited Project Development (EPD) Pilot Program, as well as for all remaining work on the project, thereby matching the pre-award authority VTA had been given while it was in the EPD Pilot Program for the estimated total project cost of $9.318 billion.

With this Engineering approval, the VTA can continue automatic pre-award authority to incur costs for engineering activities, utility relocation, real estate acquisition, construction and other non-construction activities such as the procurement of rails, ties, commodities, and other specialized equipment. The VTA should consult with the FTA Region IX office for a determination of whether any other non-construction activity falls within the automatic pre-award authority granted with the Engineering approval of the Project.

Under this extended pre-awarded authority, FTA reminds VTA that the procurement of vehicles must comply with all Federal requirements including, but not limited to, competitive procurement practices, the Americans with Disabilities Act, and the Buy America Act requirements. The FTA encourages the VTA to discuss the procurement of vehicles with FTA prior to exercising the pre-award authority.

This pre-award authority does not constitute any FTA commitment that future Federal funds will be approved for the Project or for any element of the Project. As with all pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility for future FTA grant assistance. Additional guidance regarding pre-award authority for the CIG Program is provided in the FTA Fiscal Year 2024 Apportionments, Allocations, and Program Information Notice, that was published in the Federal Register Notice on May 31, 2024.

Local Financial Commitment

The capital cost of the Project is estimated to be $12,745,606,428 in year-of-expenditure dollars. The VTA is seeking $6,296,329,575 (49.4 percent) in CIG program funds. The FTA determined that approximately 84 percent of the non-CIG capital funds are committed or budgeted.

Please be advised that the amount of CIG funding for the Project is fixed at the time of entry into Engineering. The FTA considers multiple factors when deciding on the CIG funding level that can be provided to an individual project. These factors include the size of the project and the CIG dollar amount being requested, the demand for CIG funding from other projects in the program, and the availability of funds from Congress. Although the VTA requested a 49.4 percent CIG share, FTA is notifying VTA that $5,098,242,571 (40 percent) represents the maximum amount of CIG funds that will be provided by FTA for the Project should a Full Funding Grant Agreement (FFGA) be approved. The FTA will work with VTA during Engineering to identify appropriate annual CIG funding amounts to assume.

Prior to the Project's consideration for an FFGA, VTA must submit a revised financial plan. VTA is required by statute to secure and document all commitments of the non-CIG funding for the Project to be able to receive an FFGA. VTA must secure explicit board approval to commit 2000 Measure A and 2016 Measure B in sales tax funds to the Project beyond the timeline of the current biennial budget. In addition, without an extension in the Measure A and Measure B sales taxes, the Project runs the risk of a system-wide deficit in cash reserves shortly after the revenue service date in February 2039, therefore VTA must account for this possibility in its financial plan. Additionally, the Metropolitan Transportation Commission (MTC) needs an administrative action to release $375 million in state TIRCP funding to VTA. The VTA and MTC must also execute an agreement regarding use of the State Transportation funds. FTA wants to bring to your attention the opportunity for Federal loans. The Build America Bureau offers several customizable credit instruments that can reduce project costs and increase flexibility.

Scope, Schedule, Cost, and Technical Capacity

The FTA and its Project Management Oversight Contractor (PMOC) conducted a readiness review of the Project's scope, schedule, cost, and project risks as well as VTA's technical capacity and capability to manage the project. The PMOC provided a final Readiness to Enter Engineering Review Report in May 2024. The report indicated the current cost estimate and project schedule are acceptable for a project at this phase of development. The risk and contingency review indicated the current contingency is within the acceptable range at this phase of the Project. Therefore, FTA and the PMOC found that the current cost estimate is reasonable and acceptable for a project at this phase of development.

The VTA's Project Schedule reflects a Revenue Service Date (RSD) of February 28, 2039. The FTA and PMOC's schedule review found the project schedule is sufficient for entry into Engineering. The FTA has determined that the VTA has the management capacity and capability to effectively manage the Engineering phase of the Project. However, during Engineering, the VTA must address all recommendations noted in the FTA's Readiness to Enter Engineering Review Report, which represent risks to the project cost and schedule, including the key items listed below:

- Update the Project Management Plan to reflect project advancement.
- Update the Risk and Contingency Management Plan, the Management Capacity and Capability Plan, the Real Estate Acquisition and Management Plan, the Quality Assurance/Quality Control Plan, the Operations and Maintenance Plan, the Fleet Management Plan, the Safety and Security Management Plan, and Scope documents to address PMOC comments/ recommendations.
- Execute all critical third-party agreements.

Civil Rights

Pursuant to the Civil Rights Act of 1964 and its implementing regulations, as well as FTA Circular 4702.1 (Title VI Program Guidelines for FTA Recipients, Part II, Section 114), VTA submitted an updated Title VI program on November 15, 2022. The current program remains effective through January 31, 2026.

VTA's Equal Employment Opportunity Plan was submitted on February 24, 2022. The current program remains effective through April 30, 2026.

VTA's Disadvantaged Business Enterprise program was submitted on March 18, 2021, and was approved by FTA on May 3, 2021. VTA's Project goal was submitted on August 1, 2022, and was approved by FTA on October 18, 2022.

The VTA is required to ensure that the vehicles, stations, and facilities are designed and engineered to ensure compliance with current standards for accessibility under U.S. Department of Transportation regulations implementing the transportation provisions of the

Americans with Disabilities Act of 1990 (ADA). VTA is advised to independently verify manufacturers' claims of ADA compliance, and to consult with FTA's Office of Civil Rights concerning ADA requirements as project construction and implementation progresses.

Information Collection and Analysis Plan

Within four months of entry into Engineering, VTA should complete the milestone activities required for the Information Collection and Analysis Plan of the Project, namely the documentation, analysis, and archiving of the predicted physical scope, capital cost, transit service levels, operating and maintenance costs, and ridership. The VTA should coordinate this work, as it is underway, with the FTA Office of Planning and Environment.

The FTA looks forward to working with VTA on the BART Silicon Valley Phase II Extension Project. For any questions, please contact Ms. Jean Mazur, Transportation Program Specialist, at jean.mazur@dot.gov or by phone at (415) 734-9456.

Sincerely,

7/31/2024

X

Ray Tellis

Signed by: RAYMOND SELVIN TELLIS

Regional Administrator

Attachment J: Monthly FTA/PMOC Meeting Agenda

FTA/PMOC/VTA Monthly Meeting
VTA BART Silicon Valley Extension Phase II
Thursday, June 11, 2026 - 9:30 to 11 am (Pacific)
Conference Connection: MS Teams

1. Introduction / Key Agency-level updates
2. Action Items from latest Monthly Call
3. Project Status
    a. FFGA Roadmap; PMP and Subplans; Readiness Documents Updates
    b. Project Delivery / Contract Re-Packaging; Early Work Packages
    c. NEPA / CEQA - Environmental Mitigations
    d. Design Status - Tunnel, Stations, Systems, Yard & Shops
    e. Real Estate Acquisition/Relocation Status
    f. Third-Party Agreements
    g. Utilities
    h. Construction
    i. Project Controls
    j. Quality Assurance / Quality Control
    k. System Safety and Security
4. New Action Items
5. Upcoming Coordination Meetings:
    a. July, 21, 2026, 12:15 to 1:30pm (Pacific) (Quarterly; In-Person and MS Teams)
    b. August 13, 2026, 9:30 to 11:00am (Pacific) (Monthly; MS Teams)
    c. September 9, 2026, 12:15 to 1:30pm (Pacific) (Monthly; MS Teams)

Attachment K: Monthly FTA/PMOC Meeting Attendees

BSVII FTA Monthly Meeting — Attendee Roster

Date: June 11, 2026

Format: Microsoft Teams

FTA Representatives

- Melissa McGill
- Gertrina Reese
- Chu Wei

PMOC Representatives (AtkinsRéalis)

- Alex Brown
- Heather Browning
- Jessica Fulton
- Emile Jilwan
- Nadeem Tahir

BART Representative

- Scott Smith

California Public Utilities Commission

- Daniel Kwok
- Rupa Shitole

VTA Representatives

- Khair Mohammad Amini
- Krishna Davey
- Kunjan Dayal
- Laurence Farrell
- Rosemarrie Gonzalez
- Zulfia Imtiaz
- Kevin Kurimoto
- Tom Maguire
- Samantha Mccleary
- Nellie Moussa
- Ronak Naik
- Erica Roecks
- Sarah Wilson
- Craig Constant
- Chris Ralston
- Kieran Spillane
- Lurae Stuart

Attachment L: List of Documents Received Relating to the May 2026 Reporting Period

Document	Received
FTA-PMOC-VTA Design Meeting May 19, 2026	05/16/2026
Joint VTA-BART Committee Presentation_5.22.2026_FINAL	05/21/2026
BSVII_Monthly_Progress_Report_April_2026	06/05/2026
BSVII-ProjectRiskRegister MAY-2026 - FTA	06/05/2026
1.04 A3 - 2026.04 Update 0046 - Progress Schedule (3C.1 & 3C.2 Only)	06/05/2026
Third party agreement tracking 04.30.2026	06/05/2026
BSVII FTA-VTA PMOC Monthly Meeting_2026-06-11_Draft	06/08/2026
BSVII June Oversight_CP2 Amendment and Restatement & Authorization for Pre-Tunnel Construction Work (Oversight Committee Presentation)	06/10/2026
BSVII Approved Requests for Variances (RFVs) and RFV procedures	06/10/2026
PMOC review_Quality Management Plan_rev 4	06/10/2026
PMOC review_Third Party Management Plan_Rev.04_5.29.2026	06/10/2026
BSVII Plans & Procedures Target Dates, June 10, 2026	06/11/2026
Item 10 - BSVII June Oversight_CP2 Amendment and Restatement & Authorization for Pre-Tunnel Construction Work - present	06/15/2026

Attachment M: Project Management Plan and Sub Plan Documents and Submittal Dates

Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	0.C	April 9, 2021
Management Capacity and Capability Plan (MCCP)	0.E	April 16, 2021
Risk and Contingency Management Plan (RCMP)	0.C	April 16, 2021
Quality Management Plan (QMP)	0.D	April 19, 2021
Real Estate Acquisition Management Plan (RAMP)	0.B	September 30, 2020
Safety and Security Management Plan (SSMP)	0.B	April 20, 2021
BART Rail Fleet Management Plan (RFMP) FY2020 to FY2036	D	September 2019
Third Party Agreement Management Plan	0.C	April 18, 2021
Project Delivery and Procurement Plan	0.F	April 16, 2021
Project Implementation Plan	C	September 30, 2020

P1 - PMP and Sub-Plans initially submitted to FTA / PMOC

Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	1	May 1, 2023
Management Capacity and Capability Plan (MCCP)	1.A	May 1, 2023
Risk and Contingency Management Plan (RCMP)	0.D	May 22, 2023
Quality Management Plan (QMP)	2	May 1, 2023
Real Estate Acquisition Management Plan (RAMP)	0.C	May 1, 2023
Safety and Security Management Plan (SSMP)	0.C	May 1, 2023
BART Rail Fleet Management Plan (RFMP) FY2020 to FY2034	F	February 2023
Third Party Agreement Management Plan	1	May 1, 2023
Project Delivery and Procurement Plan	0.G	May 1, 2023
VTA Bus Fleet Management Plan	1	May 2023
VTA LRT Fleet Management Plan	1	April 2023

P2 - Updated PMP and Sub-Plans submitted to FTA

Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	2	December 15, 2023
Management Capacity and Capability Plan (MCCP)	2	December 15, 2023
Risk and Contingency Management Plan (RCMP)	B	September 14, 2023
Safety and Security Management Plan (SSMP)	0.D	December 8, 2023
Real Estate Acquisition Management Plan (RAMP)	0.C	December 8, 2023
Quality Management Plan (QMP)	2	November 1, 2023
VTA 2023 Bus Fleet Management Plan (BFMP)	1.0	November 2023
VTA 2023 Light Rail Fleet Management Plan (LRFMP)	1.0	April 2023
BART Rail Fleet Management Plan	F	February 2023
Third-Party Agreement Management Plan	1.0	November 1, 2023
Project Delivery and Procurement Plan	0.G	November 1, 2023

P3 – Further Updates to PMP and Sub-Plans submitted to FTA, November 2023

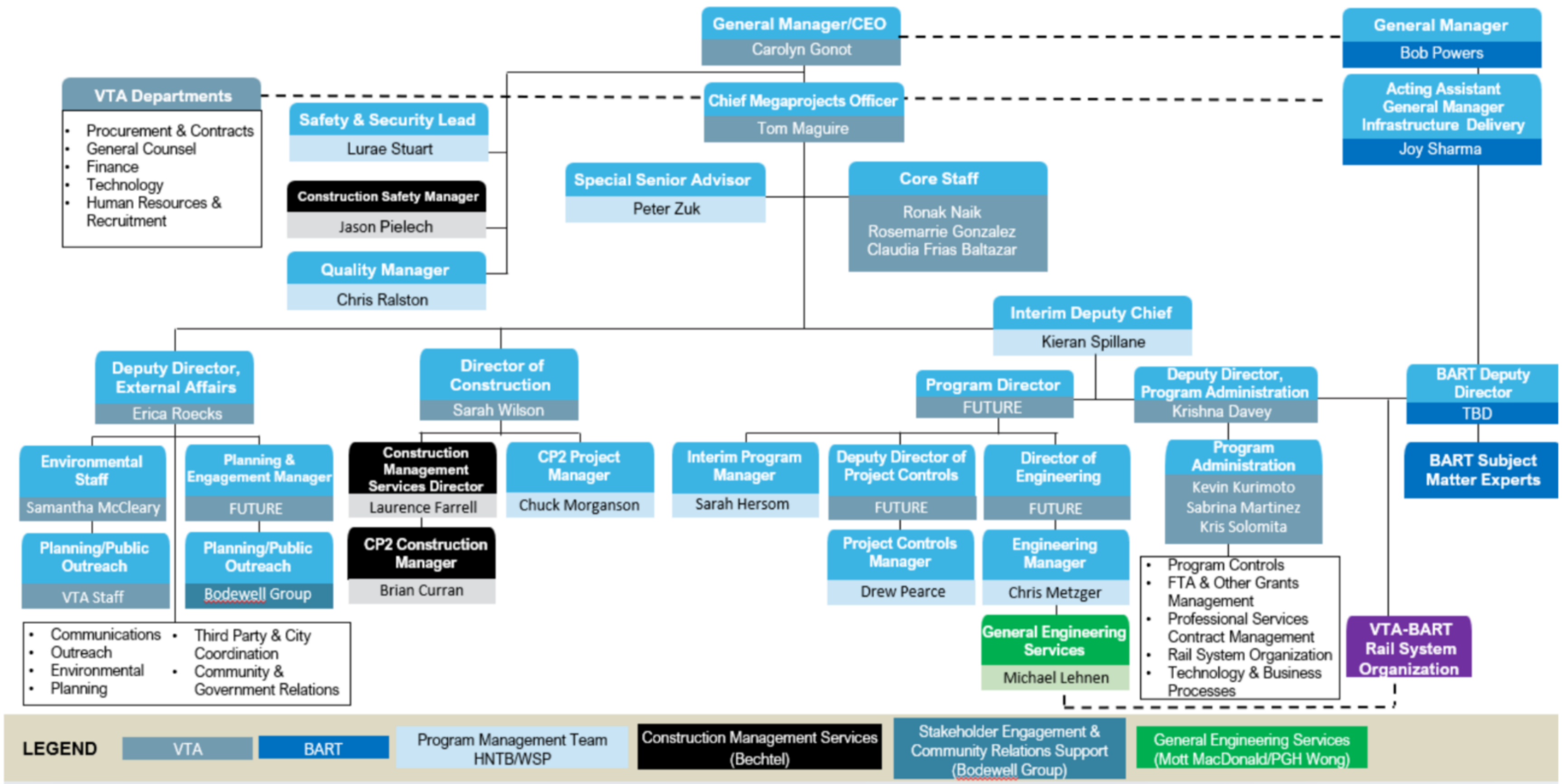
Document Title	Revision	
	No.	Dated
Project Management Plan (PMP)	2	December 15, 2023
Management Capacity and Capability Plan (MCCP)	2	December 15, 2023
Real Estate Acquisition Management Plan (RAMP)	0.C	December 8, 2023
Quality Management Plan (QMP)	2	November 1, 2023
VTA 2023 Bus Fleet Management Plan (BFMP)	1.0	November 2023
VTA 2023 Light Rail Fleet Management Plan (LRFMP)	1.0	April 2023
BART Rail Fleet Management Plan	F	February 2023
Third-Party Agreement Management Plan	1.0	November 1, 2023
Project Delivery and Procurement Plan	0.G	November 1, 2023

P3 – Further Updates to PMP and Sub-Plans submitted to FTA, November 2023

#	Title	Transmit to FTA/ PMOC
1	Third Party Utility Coordination Procedure	16-June
2	Document Control Procedure	24-June
3	Design Development Procedure	24-June
4	Configuration Change Management Procedure	30-June
5	Program Change Management Plan	07-July
6	Request for Information Procedure	07-July
7	Cost and Schedule Management Plan	08-July
8	Construction Education and Outreach Plan	10-July
9	Construction Administration Procedure	10-July
10	Interface Management Plan	16-July
11	Requirements Management Plan	16-July
12	Program Reporting Procedure	16-July
13	Risk Control Procedure	17-July
14	Claims Avoidance and Dispute Resolution Plan	17-July
15	Basis of Schedule	17-July
16	Basis of Cost Estimate	17-July
17	Project Management Plan	31-July
18	Management Capacity and Capability Plan	31-July
19	Risk and Contingency Management Plan	31-July
20	Integrated Master Project Schedule	31-July
21	Cost Estimate in SCC Workbook	31-August
22	Third-Party Agreement Management Plan	01-June – Submitted
23	Request for Variance Procedure	01-June – Submitted
24	Construction Management Plan	04-June – Submitted
25	Quality Management Plan	09-June – Submitted
26	Safety and Security Management Plan	11-May – Submitted
27	Safety and Security Certification Plan	11-May – Submitted

BSVII Plans and Procedures – Target Dates for Preliminary Draft Submission to FTA/PMOC

Attachment N: BSVII Organizational Structure Chart



Attachment O: Preliminary BSVII Re-Packaging Approach

CP1* Systems	CP2 KST PDB	CP3* Santa Clara, Newhall Yard & Track	CP4* DTSJ/Diridon Stations	CP5 Proposed Tunneling Package	CP6 28th St/LP Station & East Portal
EVS	West Portal EWP	Santa Clara Station	DTSJ Station	Bored Tunnel	28th/LP Station
Train Control/ CBTC	Authorized EWPs	SC Parking & Campus	Diridon Station	Tunnel Internal Concrete	28th Parking & Campus
Traction Power		Newhall Yard (incl. trackwork)	UG Station SOE	Tunnel MEP	UG Station SOE
Comms, Fare Collection		West Portal Perm. Work	Mined Adits	East Portal (TBM Breakthrough/ Retrieval Structures)	East Portal – Final Structure
		Trackwork (Mainline)	Demo & Utility Relo.		

LEGEND
CBTC – Communication Based Train Control
EWP – Early Work Package
MEP – Mechanical, Electrical, Plumbing
TBM – Tunnel Boring Machine
CP – Contract Package
DTSJ - Downtown San Jose
EVS – Emergency Ventilation System
LP – Little Portugal
SC – Santa Clara
SOE – Support of Excavation
UG - Underground

***May be further broken into sub-packages based on additional analysis*

Attachment P: Project Acquisition Status

PROJECT ACQUISITION STATUS — Report Period: Feb 2026				Status of "Parcels in Acquisition Process"						Relocation ****	
Description	Total	Possession Obtained	In Acquisition Process	Eminent Domain Actions Filed ***	Board Adoption of RON	Offers Made	Appraisal Process Completed	Legals and Plats Approved	Pending Legals and Plats	Required	Completed
SUMMARY OF REQUIRED TAKES											
Total Parcels: *	75	41	34	13	2	6	0	3	12	37	23
Type of Take: Quantity											
BPE ** & Other Takes:	4		4	1		2			1	3	
Full Fee:	9	8	1						1	15	11
Other Multiple Takes (Easement/Fee):	3	1	2			1			1	15	12
Tunnel Easement:	45	28	17	13	1	1		3	2		
Roadway Easement:	3		3						3		
Utility Easement:	4		4						4		
Temporary Construction Easement:	7	4	3		1	2				4	

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

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

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

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

*Changes from previous reporting period shown in red

Attachment Q: Draft Path Forward Schedule