

VTA BSVII Executive Monthly Progress Report
September 1, 2026 – September 30, 2026

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Issued for November 12, 2026, Oversight Committee Meeting

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1 VTA BSVII EXECUTIVE SUMMARY

1.1 BSVII HIGHLIGHTS

Table 1 outlines the status of various focus areas. Other relevant details are outlined in the later section of the report.

Table 1 – Current Status by Area

Area	Current Status
Design Progression	- GEC's 60% Interim Design and KST's D10 reviews are completed. Comment Review/Resolution planned to complete by October 31, 2026. - Initiated Final design for preparatory works at i) East Portal BART interim operating system and ii) Diridon roadway re-configuration. *- Update as of October 23, 2026: VTA issued a directive letter to KST to reinitiate*
FTA Coordination	NEPA re-evaluation and CEQA addendum efforts are progressing; Draft plans and procedures submitted for FTA/PMOC review and PMP, MCCP updates are underway with seventeen PMP subplans under FTA/PMOC review; About seven PMP subplans are planned to be issued for FTA/PMOC's review before the end of the calendar year. Recommendations and feedback from the FTA/PMOC's Special Review Report on CP2 A&R continue to be addressed and incorporated as appropriate.
Other preparatory work activities	- Archeology and Soil testing activities at Diridon station Google D Lot site are progressing. The contractor started backfilling excavated areas to the proper required compaction. *Update as of October 23, 2026: Parking lot paving, striping and fence removal lot was completed on October 16. The handover of the parking lot back to SAP took place on October 16, 2026, ahead of the schedule. One inquiry and zero complaints were received during lot closure.* - Demolition activities at the 28th Street/Little Portugal Station site are advancing, with completion targeted for October 2026. Ten out of eleven buildings have been demolished. *Update as of October 23, 2026: All eleven buildings have been demolished above ground and material off hauled. Security fence repair and installation will be completed by October 27, 2026* - East Portal preparatory work is scheduled to begin on October 26, 2026, followed by the start of utility owners' relocation in January 2027. - VTA and the JPB continue to coordinate temporary construction easement for Diridon Station staging activities. JPB has drafted a Cooperative Agreement amendment, and VTA is currently reviewing and preparing its response.
CP2 Construction	- West Portal work continues to progress and anticipated to complete earlier than planned. Stage 2 A&R scope of work continues to progress. Refer to Section 1.2 for more details.
Other supporting activities	- Environmental, Right of way, and Utility relocations continue. - Community relations and Stakeholder coordination activities continue. VTA attended and provided a presentation on September 25, 2026, at InnoTrans 2026 and International Tunnel Forum to update attendees on the current status of the project and an overview of Contract Package 2. *Update as of October 23, 2026: VTA attended and presented at the Construction Management Association of America 2026 Conference and at the Colorado School of Mines.*
Schedule	- The rebaseline schedule is under final review cycle and targeted to complete in Q4-2026. While the schedule updates to NSEE basis is paused, key milestone status updates are available in Section 2. VTA plans to update the Oversight committee on the rebaseline schedule in December 2026 followed by a further meeting in January 2027.
Cost	- Rebaseline cost estimate development to reflect current market conditions, the CP2 A&R approval, and advanced design is under final review cycle and targeted to complete in Q4-2026. Contingency drawdowns are on hold pending rebaseline adoption. VTA plans to update the Oversight committee on the rebaseline cost in December 2026 followed by a further meeting in January 2027.

Area	Current Status
Risk	- As part of the re-baselining effort, the risk register is being updated to incorporate the recent CP2 A&R approval, advanced design, and a proposed revised contract packaging approach, along with other project updates. While the NSEE risk profile is paused, ongoing internal reviews and coordination with the FTA/PMOC continue on risk reviews. VTA plans to update the Oversight committee on the rebaseline risk profile in December 2026 followed by a further meeting in January 2027.
Funding	- VTA is evaluating its current funding options and continues to pursue other potential funding sources.
Management Capacity	- Organization charts are included in Section 5.2. *(no major changes this period)*

1.2 CP2 SUMMARY

1. **CP2 Cost Summary (in $M):** Table 2 summarizes CP2 Contract Cost Summary

Table 2 – CP2 Cost Summary

CP2 Contract	Original Value	Approved Changes[1]	Current Value	Expenditures to Date[2]	Expenditures this Period[2]	Contract Value % Spent
Stage 1	$235.0	$868.5	$1,103.5	$1,030.1	$8.4	93.3%
Stage 2 (Cost Reimbursable)	$2,443.6	$0.0	$2,443.6	$55.2	$15.2	2.3%
Total			**$3,547.1**	**$1,085.3**	**$23.6**	**30.6%**

[1]Stage 1 approved changes include Early work packages work that were not included in the Original Value at time of execution
[2]Expenditures to date/this period includes draft invoiced values, and these values are subject to change pending final review and approval. Mobilization payment made for $40M is reflected in expenditures to date. Invoiced value includes 25% reduction from mobilization..

2. **EWP 3C Cost ($M) and Schedule Summary:**

Table 3 summarizes EWP 3C Cost Summary and Table 4 outlines EWP 3C Schedule Summary. No changes to EWP 3C cost summary from last period.

Table 3 – EWP 3C Cost Summary

Original Budget	Current Budget	Trends	Forecast	Expenditures to date
$398.1	$413.9	$0	$413.9	$393.8

EWP 3C Substantial Completion Date is forecasted to complete early by 5 days since last period to accommodate Cost Reimbursable scope integration, with no impact to the EWP 3C's scope, budget, or schedule baseline.

Table 4 – EWP 3C Schedule Summary

Contract Milestone	Original Baseline	Rebaseline (April 2026)	August 2026 Forecast	September 2026 Forecast
Launch Structure Substantial Completion	31-Mar-27	16-May-27	8-Apr-27	3-Apr-27
Variance to Original Baseline	0	-46	-8	-3

3. **CP2 Stage 2 Reimbursable Cost ($M) and Schedule Summary:**

Table 5 and 6 reflect CP2 Stage 2 Reimbursable Cost Summary and Spending Summary. Table 7 reflects CP2 Stage 2 Schedule summary.

Expenditures to date/this period denoted in Table 6 reflect accruals to date and are subject to change pending final review and approval. They reflect 25% reduction from mobilization cost.

Table 5 –CP2 Stage 2 Reimbursable Cost Summary

Reimbursable Cost Summary	Baseline Target Price	Current Target Price	Forecast	Variance to Baseline Target Price
Target Cost Summary	$2,333.6	$2,333.6	$2,333.6	$0
Fee at Risk Summary	$110	$110	$110	$0

Table 6 –CP2 Stage 2 Reimbursable Spending Summary

CP2 Reimbursable Spending Summary	Board Authorization	Expenditures this period	Expenditures to date	Remaining Value	Estimated Spending Need
Status as of current period	$377.5	$15.2	$55.2	$322.3	$377.5

Update as of October 23, 2026: KST submitted the baseline schedule on October 8, 2026. Baseline Schedule is currently under VTA review. The schedule summary below reflects contractual milestones and will be updated after KST's baseline schedule is accepted and adopted for use

Table 7 –CP2 Stage 2 Schedule Summary

Milestone	Target Date (A)	Baseline (B)	Forecast (C)	Variance to Baseline (D) = C-B
Tunnel Excavation Commencement Date (within 606 Cal Days of NTP)	11-Apr-28	*Updates as of October 23, 2026: KST submitted the baseline schedule on October 08, 2026. VTA is reviewing the schedule. This table will be populated with remaining information after the baseline is accepted and adopted for use.*		
Tunnel Excavation Completion Date (within 1,731 days from NTP)	11-May-31			
Substantial Completion Date (within 2,017 days from NTP)	21-Feb-32			

4. **Construction Safety:** No lost time incidents to date. Two first-aid incidents were reported during this period.
5. **Construction Updates:**
   a. EWP 3A/3B (West Portal (WP) Site preparation):
      i. Ground Well Power Drop 2 & 3:Contractor installed a CAD-welded grounding connection at Power Drop #2 and initiated excavation for electrical ground well at Power Drop #3.
      ii. Water Pump System:Continued wiring and control-system activities associated with the water-pump installation.Installed associated pull boxes and disconnect switches and advanced work on the electrical ground well.
      iii. Air Compressor Area:Construction of generator foundation pad was completed.
      iv. Medium Voltage Sub-Station (MVSS) & Power Drop 3 (as of October 23, 2026): Conduit identification continued between vaults and conduit stub ups at equipment pads in the MVSS and Power Drop 3.The conduits were labeled, cleaned, mandrels were pulled and pull strings were installed in the identified conduits leave the raceways ready for subsequent electrical work.
      v. Site Surface Concrete Slabs & Haul Roads (as of October 23, 2026): Concrete slabs and haul roads 77% complete by surface area. Grading, formwork, and rebar/dowel installation continues. Work began at the south site road with one pour completed. 8 of 10 pours completed.
   b. EWP 3C (WP Launch Structure) **(as of October 23, 2026)**: Progress continues across key components of the Tunnel Boring Machine (TBM) Launch Structure.

i. Caterpillar Shaft Area: Rebar placement and formwork for the 10' working slab is complete. Pour scheduled for 10/24. Rebar placement for the 6' pedestal continues, approx. 85% complete. **Stage 2 A&R**: Form work assembly and rebar installation for the headwall and eye seal interface complete.

ii. Cut & Cover / U-Wall Area: Bracing removal: 68% complete in C&C, 100% in U-Wall, 76% overall.

iii. Other updates: Instrumentation and Monitoring (I&M) activities continue. 1 UPRR settlement monitoring point (SMP) at Maximum threshold, 1 at Action — no action required. 2 strain gauges past Alarm threshold; 1 new alarm this week caused by removal of adjacent bracing — EOR confirms bracing loads within capacity.

iv. Pictures: Summary Progress as of October 23, 2026 is shown in Figure 1. Pictures as of September 30, 2026 are included in Appendix B.

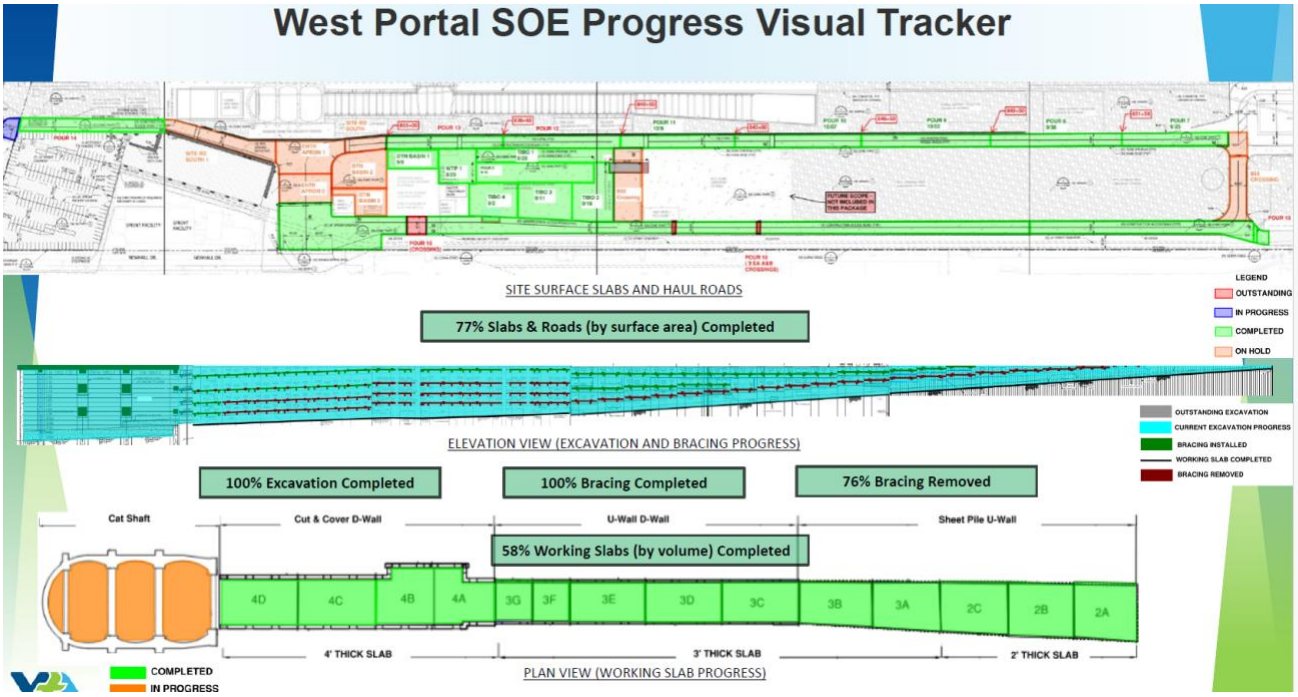


Figure 1 – West Portal Progress Visual Tracker as of October 23, 2026

c. EWP 11A/11B (West Portal TBM and Plant Power) – Coordination is ongoing. The HVSS transformer stored at field was checked daily to ensure that internal pressure was maintained. Bi-weekly inspection of all stored equipment was completed with no deficiencies.

1.3 KEY ISSUES

Table 8 outlines the key open Issues with actions as of this reporting period.

Table 8 – Key Open Issues and Actions

Issue Description	Actions
FTA NSEE acceptance resulted in a maximum federal contribution of $5.1B, resulting in a BSVII funding shortfall.	VTA continues to progress the design and develop a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, and revised contract packaging approach.

Issue Description	Actions
Current forecast for FFGA execution	FFGA execution and associated milestones have been revised in prior months based on the forecasted plan and summarized in Section 2. VTA is assessing the availability of local funding based on the current FFGA target to support ongoing project activities. VTA shared an initial path to FFGA with FTA staff. FTA accepted the plan and incorporated it into their roadmap. Subsequently, VTA, in consultation with FTA, has revised the timeline to TBD.
VTA BSVII Rebaseline Cost and Schedule pressures	VTA is working to address upward cost and schedule pressures.

Table 9 outlines the FTA-PMOC issues and concerns noted during their review of August 2026 reports and VTA's responses respectively.

Table 9 – FTA-PMOC's Issues/Concerns/Tracking Areas and VTA responses (August 2026)

FTA-PMOC's Issue/Concern/Tracking Areas	VTA Response
A focus meeting should be scheduled to review the re-baseline cost estimate and evaluate any associated impacts on project budget, scope, schedule, and risk. Completing this review promptly is necessary to validate underlying assumptions, assess potential cost variances, and support informed decision-making regarding the project baseline (August 2026).	A focus meeting with FTA and PMOC will be scheduled in early first quarter 2027 to review the re-baseline cost estimate and schedule.

Table 10 outlines the issues that were closed during this reporting period.

Table 10 – Closed Issues and Actions

Issue Description	Actions
None to report this period	

1.4 KEY DECISIONS

Table 11 outlines the key open decisions as of this reporting period.

Table 11 – Key Open Decisions

Description	Notes
Contract Packaging Plan	At the August 2026 VTA BSVII Oversight Committee meeting, VTA presented potential delivery and design approaches for the remaining non-CP2 A/R BSVII scope, including stations, yard, and systems, with work to be potentially advanced by either the GEC or KST. As the rebaseline efforts are being efforts, VTA continues to evaluate and finalize the contract packaging plan.

Description	Notes
FFGA readiness submission to FTA	Given the above-listed key decisions and the factors extraneous to the project, VTA is actively assessing the potential path to the FFGA schedule. VTA continues to work with FTA on the path to FFGA. Section 2.1 reflects the current plan.

Table 12 outlines the decisions that were closed during this reporting period.

Table 12 – Key Closed Decisions

Description	Notes
None to report this period	

1.5 BSVII OVERVIEW / SUMMARY

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

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

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

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

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

BSVII comprises of four major construction contract packages (CPs) that are being planned with different delivery methods. CP1 (Systems), CP3 (Newhall Yard and Santa Clara Station), CP4 (Underground Stations) are currently being in Design by the GEC. Construction delivery will be through Design-Bid-Build delivery method. CP2 (Tunnel and Trackwork) is also currently in design phase and being designed by KST. CP2 is being delivered through Progressive Design Build delivery method.

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

contractor will be responsible for constructing the support of excavation and any required adits connecting the underground stations with the tunnel.

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

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

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

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

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

As reported in the prior months, VTA established a BSVII Contracting Task Force comprising of various entities (including VTA's BSVII Oversight Committee Subject Matter Expert) to evaluate various approaches for contract delivery including partial and full off-ramp of current CP2 contractor (KST), re-packaging of construction contracts, and feedback from the industry sounding meetings.

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

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

Following recommended approval by the VTA BSVII Oversight Committee at the June 2026 meeting, the VTA Board of Directors approved authorizing the General Manager/CEO to execute an amendment and restatement of the CP2 design-build agreement with KST under a target price/incentive-based payment model (up to $2.44B), for a total contract value of $3.547B at the June 26, 2026, Board Meeting. The authorization for the Board action is limited to an amount not to exceed $400M for modifications to Stage 1 and pre-tunneling construction work. VTA signed the Amended and restated agreement with KST on August 9, 2026, and issued the NTP for pre-tunneling activities on August 14, 2026. VTA will be updating the monthly report in upcoming months to reflect the progress of CP2 in a separate section.

2 SCHEDULE SUMMARY

Effective February 2024 reporting period, BSVII adopted the Baseline schedule. This baseline schedule (data date of March 1, 2024) was submitted to FTA as part of VTA's application to enter the New Starts Engineering Phase in March 2024. The updates to this baseline schedule is currently being put on hold to utilize the resources in accelerating and developing therebaseline schedule.

The BSVII team is currently working on developing the draft rebaseline schedule to incorporate updated design, construction, and procurement activities pertaining to the revised contract packaging and delivery method approach including the proposed CP2 Board action. During this interim period (until the rebaseline is developed), staff will report on key working milestones, and key activities. The rebaseline schedule is under final review cycle and targeted to complete in Q4-2026. The summary schedule, schedule contingency drawdown sections will be restarted as soon as the rebaseline schedule is adopted for use. Section 2.3 reflects the same contigency drawdown from the prior reporting period and no updates are being reflected yet.

2.1 MILESTONE SUMMARY

Table 13 provides the key milestone dates based on the September 2026 updates in comparison to the baseline schedule and prior month update. The rebaseline schedule is under final review cycle and targeted to complete in Q4-2026.

Table 13 – Milestone Summary

Milestone Name (Bolded Underlined Dates = Actuals)	Current Baseline (Per NSEE application)	Past Month Forecast (August 2026)	Current Forecast (September 2026)
Program wide			
BSVII Project start (FTA's NSPD approval)	**Q1 2016**	**Q1 2016**	**Q1 2016**
VTA Board approval of BSVII	**Q2 2018**	**Q2 2018**	**Q2 2018**
BART Board approval of BSVII	**Q2 2018**	**Q2 2018**	**Q2 2018**
FTA Issued ROD	**Q2 2018**	**Q2 2018**	**Q2 2018**
Submit EPD grant request	**Q2 2021**	**Q2 2021**	**Q2 2021**
VTA received EPD LOI	**Q4 2021**	**Q4 2021**	**Q4 2021**
VTA request to leave EPD, Enter NSPD	**Q4 2022**	**Q4 2022**	**Q4 2022**
FTA Issuance of LONP to NSPD	**Q4 2022**	**Q4 2022**	**Q4 2022**
VTA Request to enter NSEE	**Q1 2024**	**Q1 2024**	**Q1 2024**
FTA Issue Entry into NSEE	Q2 2024	**Q3 2024**	**Q3 2024**
VTA Submittal of FFGA Readiness Documents	Q3 2024	TBD	TBD
FTA/PMOC Risk Assessment		TBD	TBD
VTA Submittal of FFGA Application		TBD	TBD
FFGA Execution	Q4 2024	TBD	TBD
Start of BART OCC Validation	Q4 2035	Q3 2036*	Q3 2036*
VTA Target Revenue Service Date	Q2 2037	Q2 2037*	Q2 2037*
FFGA Revenue Service Date	Q1 2039	Q1 2039	Q1 2039

*Subject to change based on ongoing assessments. VTA is reassessing the milestones based on the rebaseline cost estimate, schedule and risk assessments and will provide an update in January 2027

2.2 SUMMARY NARRATIVE

The following activities are advancing as planned and are actively tracked throughout the Master Program schedule re-baselining process:

1. Right of Way: Updates to various ROW activities.

2. Utilities: Updates to various utility owners' activities caused slippage in the schedule and the critical path assessment will be evaluated after the rebaseline schedule is developed.
3. CP2 Early Works Construction: Early work construction is ongoing
4. CP2 NTP for Pre-tunnel activities was issued on August 14, 2026. In continuation of Change Order 17, KST began mobilization tasks based on this NTP.

2.3 SCHEDULE CONTINGENCY DRAWDOWN

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

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

The BSVII team is currently working on developing a new baseline schedule to reflect updated design, construction, and procurement activities pertaining to the revised contract packaging along with the proposed CP2 related Board Action. During this interim period (until the rebaseline is finalized), staff will report on key working milestones, and key activities. The summary schedule, schedule contingency drawdown sections reporting will be restarted as soon as rebaseline schedule is adopted for use. Figure 2 and this section reflects the same contigency drawdown as of November 2025 and no updates are being reflected yet. VTA's rebaseline schedule will include the schedule impacts realized to date and a new contingency profile will be developed for adoption. Once the rebaseline is presented and approved, contingency drawdowns will be reported on a monthly basis against the new contingnecy profile.

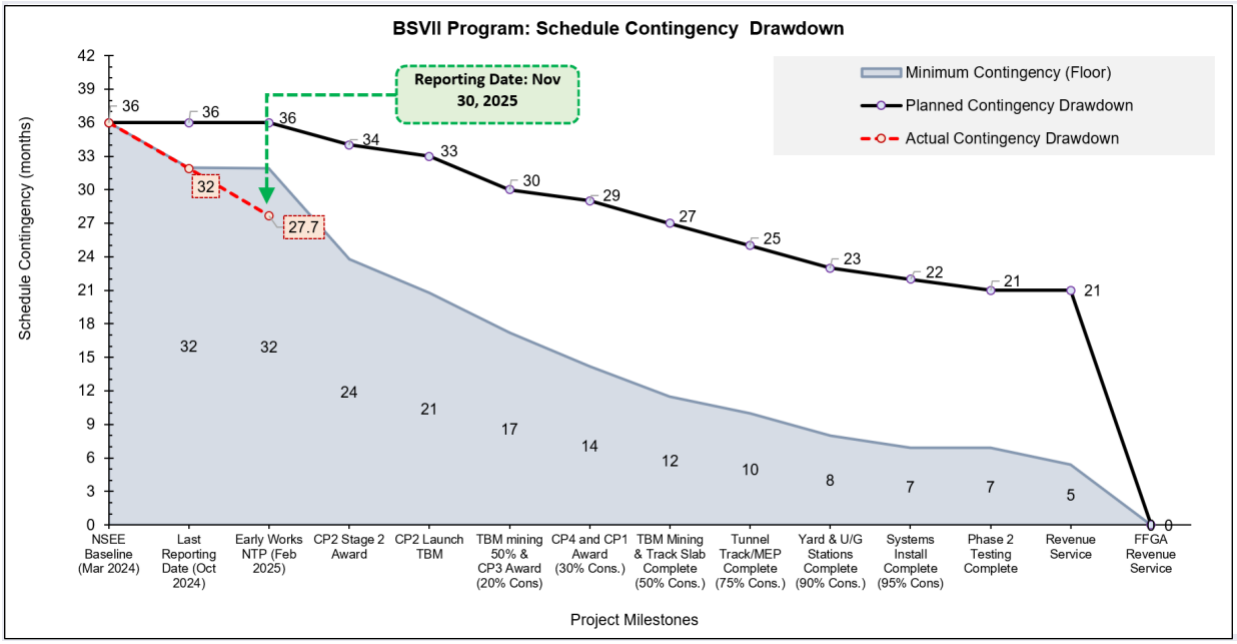


Figure 2 – Schedule Contingency Drawdown

3 COST SUMMARY

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

3.1 SUMMARY COST REPORT

This section provides the summary cost report by Standard Cost Code (SCC) through this reporting period. Table 14 outlines the baseline budget by SCC, commitments in VTA's financial system (SAP) and forecasted expenditures as of this reporting period. VTA is continuing to progress the design and developing a comprehensive updated cost estimate incorporating the advanced cost saving design, current market conditions, contract packaging approach, and an updated risk assessment to support VTA's FFGA application. ROM forecast will be included after the rebaseline is developed and adopted.

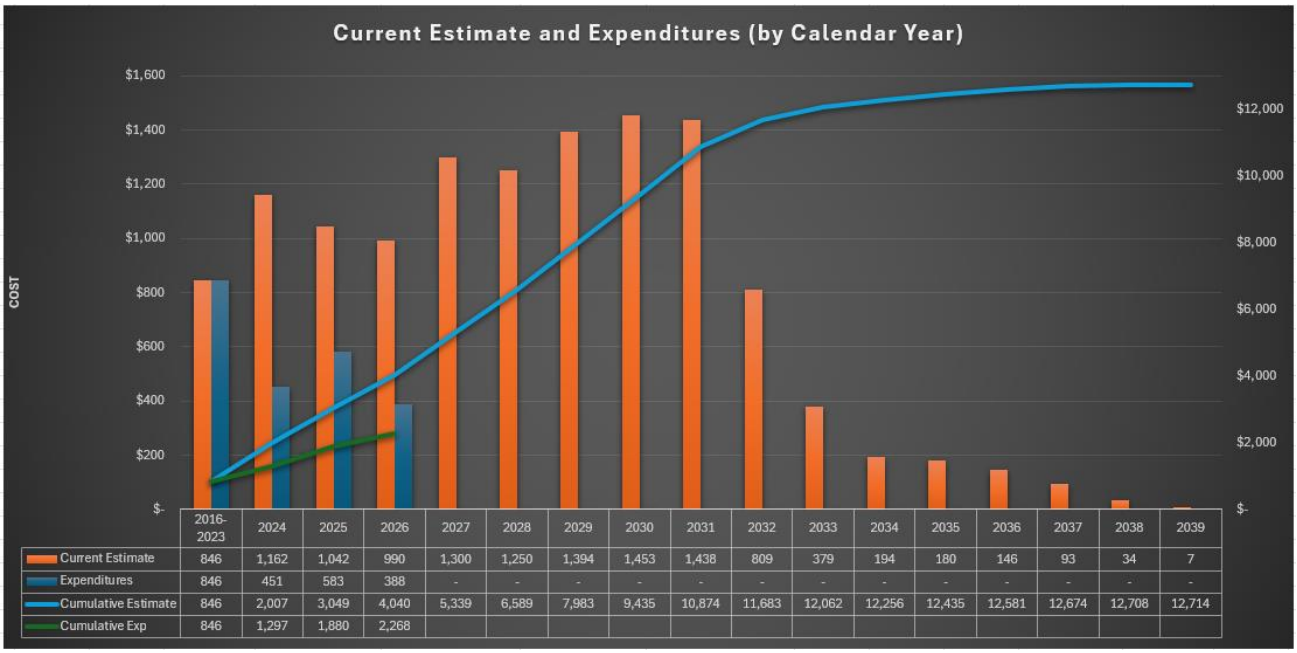
Table 14 – Summary Cost Report (in $M) [1]

FTA Standard Cost Category (SCC)	Baseline Entry into New Starts Estimate (from mid-2024)	Approved Changes	Baseline Entry into New Starts Estimate +Approved Changes (from mid-2024) [5]	Commit – ments	Actuals Paid (thru Septem-ber 2026)	Actuals this period[2] (Septem -ber 2026)	Accruals[3]
10 – Guideway & Track	$2,899.8	$144.2	$3,044.0	$907.7	$495.7	$7.2	$59.9
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	$229.0	$194.5	$2.5	$2.4
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	$152.7	$143.4	$2.6	$0.2
70 – Vehicles[4]	$204.8	**($31.1)**	$173.7	$175.5	$86.3	$0.0	$0.0
80 – Professional Services	$2,972.5	$71.2	$3,043.7	$1,433.2	$1,252.7	$15.3	$32.3
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**	**$2,898.0**	**$2,172.7**	**$27.6**	**$94.8**

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 approved changes to the baseline estimate based on Approved Changes (as of the current reporting period)

See Section 3.2 for budget transfer details.

Figure 3 outlines the time-phased current estimate based on information submitted as part of NSEE application incorporating vehicles contract reduction; and expenditures including actual paid and projected accruals as of the reporting period. The expenditure by calendar years is subject to change. The overall time-phased estimate is subject to change and will be revised in the upcoming months based on the adopted rebaseline estimate.



	2016-2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Current Estimate	846	1,162	1,042	990	1,300	1,250	1,394	1,453	1,438	809	379	194	180	146	93	34	7
Expenditures	846	451	583	388	-	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative Estimate	846	2,007	3,049	4,040	5,339	6,589	7,983	9,435	10,874	11,683	12,062	12,256	12,435	12,581	12,674	12,708	12,714
Cumulative Exp	846	1,297	1,880	2,268													

Figure 3 –Current Estimate and Expenditures by Calendar Year*

3.2 BUDGET TRANSFERS AND CONTINGENCY UPDATES

This section outlines the work in progress and executed budget transfers to date against the baseline NSEE budget. As outlined in the summary, contingency drawdowns are on hold until the rebaseline cost is developed and adopted.

Executed this period

a. None this period.

Under development or under final review:

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

Contingency Summary:

Contingency drawdowns against the baseline will be on hold until the rebaseline is finalized. Table 15 outlines the BSVII allocated and unallocated contingency summary.

Table 15 – Contingency Summary (in $M)

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

Contingency Drawdown:

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

Figure 4 provides a snapshot of the BSVII Program Cost Contingency drawdown that occurred through a certain period. The grey portion in Figure 4 represents the minimum contingency threshold VTA identified for each major program milestone as minimum contingency to be preserved to account for future risks. If the actual remaining contingency falls into the grey zone, VTA would initiate a risk assessment to evaluate if the

remaining contingency level is adequate for remaining program risks or additional contingency is required. As outlined in the summary, contingency drawdowns are on hold until the rebaseline cost is developed and adopted. VTA's rebaseline cost estimate will include the cost impacts realized to date and a new contingency profile will be developed for adoption. Once the rebaseline is presented and approved, contingency drawdowns will be reported on a monthly basis against the new contingency profile.

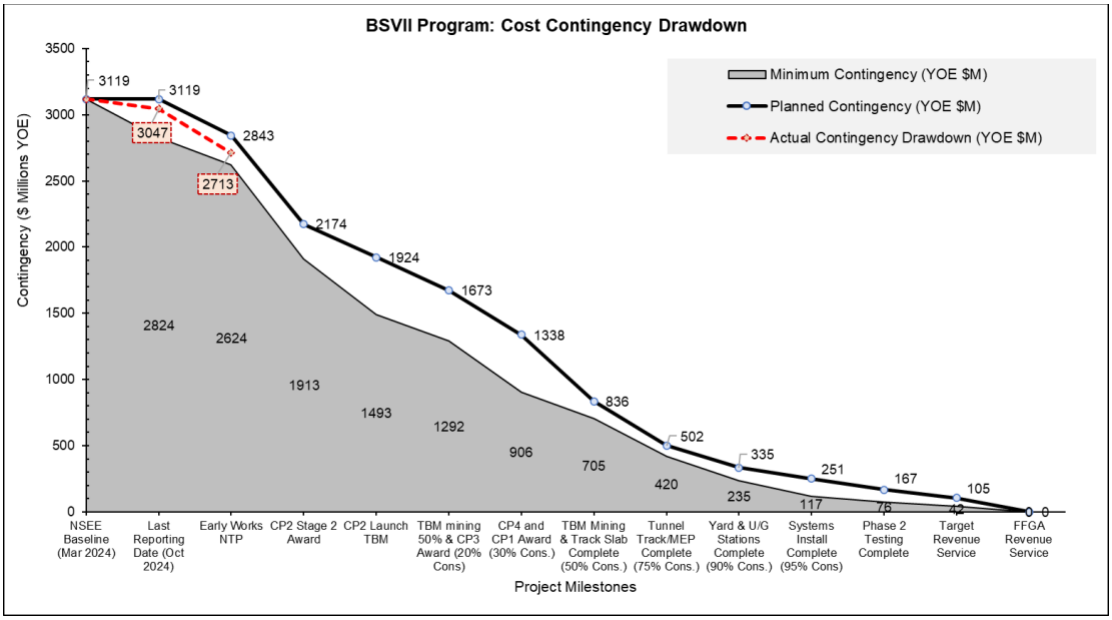


Figure 4 – Cost Contingency Drawdown

3.3 FUNDING SUMMARY

VTA continues to pursue other funding sources. Table 16 – Funding Summary provides a snapshot of current funding summary.

Table 16 – Funding Summary (in $M)

Funds Currently Spending	Source	Amount	Notes
VTA Measure A	Local	$2,564	Escalates w/Inflation
VTA Measure B	Local	$2,512	Escalates w/Inflation
TIRCP Cycle 2	State	$258	Expended
SB1 (SCC, LPP)	State	$110	Primary Non-Local Funding Sources for Pre-tunneling Construction Work
RM3	Regional	$192.5	Primary Non-Local Funding Sources for Pre-tunneling Construction Work
Future Funds	**Source**	**Amount**	**Notes**
RM3	Regional	$182.5	Discussing drawdown plan with MTC
TIRCP SB125	State	$375	Discussing drawdown plan with MTC
TIRCP Cycle 3, 6	State	$867	Discussing drawdown plan with CTC and CalSTA; currently requires FFGA with FTA before spending
FTA CIG	Federal	$5,098	Discussing drawdown plan with CTC and CalSTA; currently requires FFGA with FTA before spending

Cost is rounded to closest million.

4 CHANGE SUMMARY

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

4.1 CONFIGURATION CHANGES

All the prior configuration changes have been superseded by the baseline submittal to FTA. Three configuration changes were executed in July 2024. Table 17 reflects status of the configuration changes using baseline submittal to FTA as reference. VTA is working on an updated rebaseline configuration and the table will be revised after the rebaseline is adopted for use.

Table 17 – Configuration Changes

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

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

4.2 CP2 CONTRACT AMENDMENTS

Status of identified amendments is reflected in Table 18.

Table 18 – CP2 Contract Amendments

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
001	TBM Procurement (EWP 1A)	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	$144.2M
002	Additional Design Funds	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	$43.3M
003 (includes CCO-1)	EWP 3A, 7A, 11A, Stage 1 Bond	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	$110.6M

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
004 (includes CCO-2)	EWP 3C.1 – LNTP, EWP 11B, PCO-002	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	$44.7M
005	D10 Design progression thru AFC; Pending 85% design funds, Bond	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	$21.2M
CCO-3 (previously reported as UCO-1)	Unilateral Change Order for certain design changes	Executed	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	The overall schedule and budget were not impacted. Budget transfer (excluding EWP 3C.1) for Amendments 1-5 and CO 3 was executed.	$6.6M
006	Revised contract terms	Executed	None	None	$0
007	EWP 3B	Executed	None	$30M Unallocated contingency drawdown	$35.0M
008	EWP 3C.2	Executed	+5 months (4 months contingency drawdown)	$194M Unallocated Contingency drawdown	$366.4M
CCO-4	Change Order for certain design changes	Executed	None	Unallocated Contingency drawdown	$11.1M
CCO-5	Change Order for providing security at certain parcels	Executed	None	Allocated Contingency drawdown	$2.5M
CCO-6	Change Order for certain construction changes	Executed	None	Unallocated Contingency drawdown	$0.7M
CCO-7	Change Order for continuing to providing security at certain parcels	Executed	None	Allocated Contingency drawdown	$2.2M
CCO-8	Change Order for certain design changes	Executed	None	Unallocated Contingency drawdown	$0.4M

Amendment-ID	Scope	Status	Schedule impacts	Overall Budget Impact	Estimated Value*
CCO-9	Change Order for certain construction changes	Executed	None	Unallocated Contingency drawdown	$0.6M
CCO-10	Change Order for DB management fee.	Executed	None	Unallocated Contingency drawdown	$13.3M
CCO-11	Change Order for continuing to providing security at certain parcels	Executed	None	Both Allocated and Unallocated Contingency drawdown	$3.8M
CCO-12	Change Order for certain design changes, rent deductions and allowances transfer	Executed	None	Unallocated Contingency addback	-$1.1M
CCO-13	Change Order for DB management fee.	Executed	None	Unallocated Contingency drawdown	$29.8M
CCO-14	Change Order for Confinement walls and allowance transfer	Executed	None	Allocated and Unallocated Contingency drawdown	$10.3M
CCO-15	Change order for resolution of prior change orders and allowance adjustments	Executed	None	Unallocated Contingency drawdown	$1.5M (of which 0.2M is Diridon Intermodal cost)
CCO-16	Change Order for time extension and allowance budget transfers.	Executed	+46 days to EWP 3C substantial completion.	None	$0M
CCO-17	Change Order for certain permitted early activities	Executed	TBD (pending rebaseline)	TBD (pending rebaseline)	$0M
Stage 1 Modification (under CP2 Amended and Restated Agreement)	Modifications to CCO-17 design budget and Stage 1 budget.	Executed	TBD (pending rebaseline)	TBD (pending rebaseline)	$22.5M
CP2 Amended and Restated Agreement	Amended and restated agreement for pre-tunneling and certain tunneling activities.	Executed	TBD (pending rebaseline)	TBD (pending rebaseline)	$2.4B

*Cost rounded to nearest million

5 RISK SUMMARY

As part of developing a new risk baseline, the BSVII team is currently working on developing a detailed risk register reflecting the latest board action on CP2 and updated contracting packaging approach. Reporting on the NSEE based risk profile as well as the watchlist risks in Scenario 1 have been paused, and a revised watchlist of risks developed as part of the rebaseline process. Risks identified as part of the NSEE and Scenario 1 are being reviewed and, if still valid under the path forward scenario, transferred to and included in the rebaseline risk register.

During this interim period (until risk rebaseline is fully developed), staff are holding small discipline-specific sessions to review risks as well as identify new risks based on the path forward. Risk scoring for probability and cost and schedule impact will be discussed, and risk mitigations and action plans will be developed as part of the rebaseline development. Risk identification will also continue as the new path forward is defined, and contract interfaces are further identified. Staff will report on key risks that have been identified to date.

Table 19 shows the risks (threats) identified that are currently part of the draft watchlist items and pending full assessment (including the risk scoring).

Table 19 – Top Identified Risks (Watchlist) – Threats only

Identified Risk	Proposed Mitigation
TBM advance rate assumptions not being met	A&R agreement includes **fee-at-risk tied to tunneling schedule**. This includes milestones for both start and finish of tunneling.
Truck traffic volume for disposal of muck from the tunnel higher than assumed	KST is progressing muck management activities, including evaluation of **on-site storage capacity**, reassessment of **disposal site options within Santa Clara County**, and planning for off-haul trucking agreements.
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.
Design interfaces leading to integration issues, errors and disputes	VTA contract task force discussions ongoing to reduce the impact as GEC continues to design to 85% and KST is restarting their design based on CCO 17. VTA Engineering Director has established a interface working organization including both the engineering and construction participants.
Unclear construction interfaces, handover milestones due to revised contract packaging	Define **clear, enforceable handover milestones** between lead and follow-on- contractors in each contract. Re-baseline schedule reflects current contract package assumptions.
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	**Rebaseline** effort underway project cost estimate to reflect current market conditions to assess any potential impacts. Adaptive Plan efforts initiated, including review of additional funding Opportunities.
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**.

Identified Risk	Proposed Mitigation
VTA financial capacity / funding plan to finance potential future project cost increases	Continue to **explore funding options**.

6 OTHER UPDATES

6.1 MANAGEMENT CAPACITY

1. VTA BSVII's latest project organization chart, effective September 2026, is shown in Figure 5 below. No major changes from last period. Additional Organisation charts are under Appendix C.

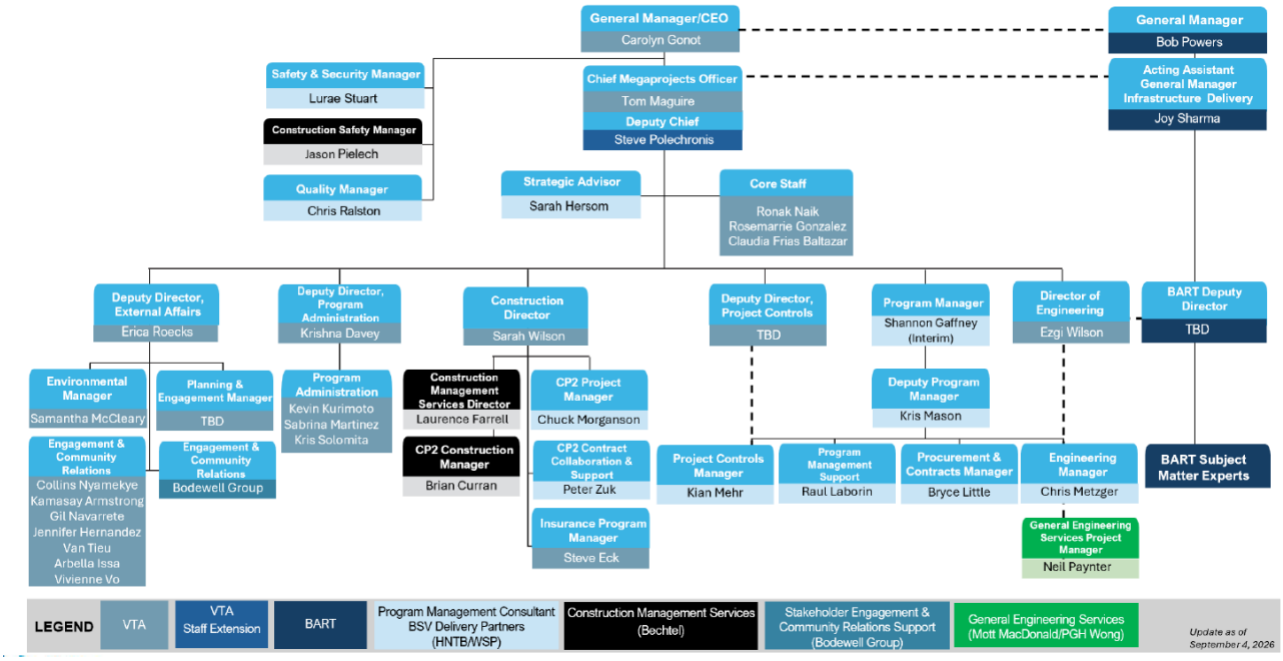


Figure 5 – BSVII Organization Chart – Key Positions

6.2 RIGHT OF WAY (ROW)

Table 20 provides a high-level summary of the acquisition status as of end of September 2026. Right of Way work continues to progress. No new possessions were obtained during this period. Negotiations with property owners continues.

Table 20 – Real Estate Status Summary

PROJECT ACQUISITION STATUS					
Description	**Total**	**Possession Obtained**	**Parcels in Acquisition Process**	**Relocation******	
				Required	**Completed**
Total Parcels*	**75**	**42**	**33**	**37**	**28**
BPE (& Other Takes**)	**3**	**0**	**3**	**3**	**0**
Full Fee Only	**10**	**9**	**1**	**15**	**14**
Multiple Takes (not incl. BPEs)	**3**	**0**	**3**	**15**	**12**
Tunnel Easement	**45**	**29**	**16**	**0**	**0**
Roadway Easement	**3**	**0**	**3**	**0**	**0**
Utility Easement	**4**	**0**	**4**	**0**	**0**

PROJECT ACQUISITION STATUS					
Description	Total	Possession Obtained	Parcels in Acquisition Process	Relocation****	
				Required	Completed
Temporary Construction Easement	7	4	3	4	2

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

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

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

6.3 UTILITIES

Figure 6 and Table 21 outlines the summary status of Utility Relocations. Utility Relocation work continues to progress. Coordination with owner agencies continues.

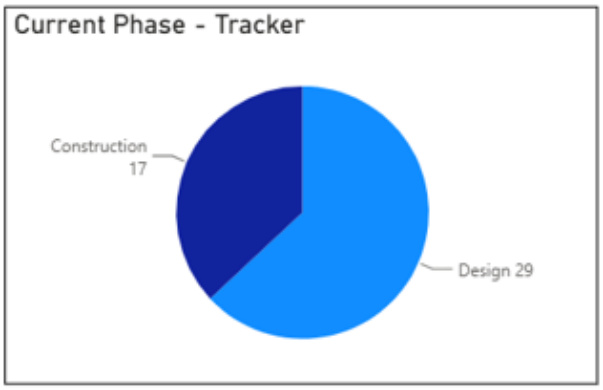


Figure 6 – Utilities Summary

Table 21 – Utilities Relocations Summary

Percentage Complete	Construction	Design
1% - 30%	2	12
31% - 59%	1	3
60% - 85%	3	5
86% - 99%	0	8
Complete – 100%	11	1
Total	**17**	**29**

6.4 THIRD PARTY AND PERMITS

Table 22 outlines the summary of third-party agreements categorizations as of September 2026. The Caltrans Joint Use and Maintenance Agreement is considered "Critical for FFGA" and critical for the Construction/TBM Encroachment Permit. VTA has developed responses to Caltrans comments and will schedule legal review with Caltrans.

Table 22 – Third Party Agreements Categorization

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

6.5 PMC CONTRACT SUMMARY

Table 23 is revised to reflect the new Program Management Consultant (PMC) contract summary.

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

a. Management of Program wide functions: Safety and Security, Quality, Third Party Coordination, BART Engagement, Requirements management, Interface Management, IT Support, Right of Way Coordination, Utility Relocation Coordination and Oversight.

b. Program Controls Support: Program Schedule Development and Management, Program Cost Management, Risk Management, Reporting, Development/Validation of Independent Cost Estimates

c. Management of CP2 Contract: Project Management, Contract Management and Engineering Management.

d. Management of General Engineering Consultant (GEC)

e. FTA Grant Support, strategic and advisory services, strategic and advisory services, strategic and advisory services, strategy and other as-needed support.

Table 23 – Program Management Consultant Contract Summary

AWP Number	AWP Status	Period Start and End	Authorized Task Orders/Final Commitments	Expenditures to Date	Expenditures / Forecast* (Per AWP)	Expenditures / Forecast* (Cumulative)	V23161 Contract Balance based on Forecast*
Contract Value:	**$ 180.1 (1)**						
AWP01	In Progress	July 2026 to Jun 2027	$ 39.4	$ 7.4	$ 39.4	$ 39.4	$ 140.7
V23161 Contract Total:			**$ 39.4**	**$ 7.4**		**$ 39.4**	**$ 140.7**

(1) Contract value only includes base 5-year period. Expenditures reflect invoices pending final review and approval

** Expenditures/Forecast is projected and subject to change.*

Cost rounded to closest hundred thousandth of millions.

6.6 GEC CONTRACT SUMMARY

Table 24 shows the MMD-PGH Wong Contract Summary and executed Task Orders to date. Task Order 14 was amended to extend the services through September 2026.

At September 2026 Board meeting, the Board authorized approval of a contract amendment with the Mott MacDonald/PGH Wong Engineering Inc. Joint Venture (Contract S18088) for an amount of $80,000,000 reduced from the staff-proposed $150,000,000, to continue providing General Engineering services for VTA's BART Silicon Valley Phase II Extension (BSVII) Project through December 31, 2028. The $80M authorization reflects for design progression to 85% and other relevant costs for the first year whereas staff recommendation was for design progression to AFC. The amendment was approved for 2-year duration.

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

a. Progression of design development of Construction Package (CP) 1 (Systems), CP3 (Newhall Yard and Santa Clara Station) and CP4 (Underground Stations).

b. Design criteria manual configuration, design integration, requirements, cost estimate development for CP1, CP3 and CP4.

c. Design support during construction for all CPs.

d. Others as needed support to VTA, PMT.

Table 24 – General Engineering Consultant Contract Summary

Task Order Number and Description	Task Order Status	Period Start and End	Authorized Not to Exceed amount	Expenditures to Date	Expenditures / Forecast* (Per Task Order)	Expenditures / Forecast* (Cumulative)	S18088 Contract Balance
S18088 Contract Value -->	**$474.2**						
Task Order 1-Project Specific Professional Liability Insurance Costs	Closed	Apr 2019 to Jun 2019	$3.4	$3.4	$3.4	$3.4	
Task Order 2-BART Phase II- General Engineering Consulting (GEC) Services	Closed	Apr 2019 to Jan 2021	$35.9	$35.9	$35.9	$39.3	
Task Order 3-BART Phase II- General Engineering Consulting (GEC) Services	Closed	Aug 2019 to Sep 2020	$1.5	$1.5	$1.5	$40.8	
Task Order 4-BSV Phase II GEC Services for SWO Period	Closed	Mar 2020 to Oct 2020	$20.7	$20.7	$20.7	$61.5	
Task Order 5-BSV Phase II GEC Support- Integrated Work Program (IWP)	Closed	Nov 2020 to Aug 2021	$46.5	$46.5	$46.5	$108.1	
Task Order 6-BSV Phase II TOD Design Development Framework - Downtown Station	Closed	Dec 2020 to Aug 2021	$0.6	$0.6	$0.6	$108.7	
Task Order 7-BSVII General Engineering Services - IWP FY22	Closed	Aug 2021 to Jun 2022	$37.9	$37.9	$37.9	$146.6	
Task Order 8-Supplemental Project Specific Professional Liability Insurance Costs	Closed	Apr 2022 to Jun 2023	$0.9	$0.9	$0.9	$147.5	
Task Order 9-Program Support, Engineering Production, Design Services During Construction	Closed	Jul 2022 to Dec 2022	$17.0	$17.0	$17.0	$164.5	

Task Order Number and Description	Task Order Status	Period Start and End	Authorized Not to Exceed amount	Expenditures to Date	Expenditures / Forecast* (Per Task Order)	Expenditures / Forecast* (Cumulative)	S18088 Contract Balance
Task Order 10-Program Support, Engineering Production, Design Services During Construction	Closed	Jan 2023 to Jun 2023	$30.2	$30.2	$30.2	$194.7	
Task Order 11-Program Support, Engineering Production, Design Services During Construction	Complete, pending closure	Jul 2023 to Jun 2025	$132.7	$132.6	$132.7	$327.4	
Task Order 12-Program Support, Engineering Production, Design Services During Construction	Closed	Sep 2023 to Oct 2023	$0.044	$0.044	$0.044	$327.5	
Task Order 13-Downtown San Jose South Entrance Task Force Support	In Progress	Sep 2024 to Dec 2026	$0.062	$0.048	$0.062	$327.5	
Task Order 14-BSV2 General Engineering Support During FY 2026	In Progress	Jul 2025 to Sept 2026	$66.6	$64.1	$66.6	$394.1	
Task Order 15-Support VTA's Demolition of the Goodlife Building	Complete, pending closure	Jun 2025 to Nov 2025	$0.091	$0.091	$0.091	$394.2	
Task Order 16-BSV2 General Engineering Support During FY 2027	In Progress	Sept 2026-Jun 2027	$68.0	$4.0	$68.0	$462.2	
	Remaining Contract Balance		$0.0	$0.0			$12.0
Total:			**$462.2**	**$395.6**		**$462.2**	**$12.0**

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

Cost rounded to closest hundred thousandth of million. Expenditures reflect invoices pending final review and approval

6.7 CMS CONTRACT SUMMARY

Table 25 is revised to reflect VTA Task Order issued to Bechtel primarily providing construction management services to West Portal Enabling works and Launch structure.

Table 25 – Construction Management Services Contract Summary

Task Order	Status	Period Start and End	Authorized Not to Exceed amount	Expenditures to Date*	Expenditures / Forecast*	Expenditures / Forecast* (Cumulative)	V23194 Contract Balance
V23194 Contract Value -->	**$490.8M**						
Task Order 0 - Mobilization AWP 1	Complete - Pending closure	May 2024 to Jun 2024	$0.9	$0.5	$0.9	$0.9	

Task Order	Status	Period Start and End	Authorized Not to Exceed amount	Expenditures to Date*	Expenditures / Forecast*	Expenditures / Forecast* (Cumulative)	V23194 Contract Balance
Task Order 1 - AWP 2 + AWP 2.1 + AWP 2.2	Complete - Pending closure	Jul 2024 to Sep 2025	$11.7	$9.1	$11.7	$12.6	
Task Order 2 - AWP 3.0 + AWP 3.1	Complete - Pending closure	Oct 2025 to Jun 2026	$18.1	$10.0	$18.1	$30.7	
Task Order 3 - AWP 4.0	In Progress	Jul 2026 to Jun 2027	$32.6	$3.7	$32.6	$63.3	$427.5
Total			$63.3	$23.3			

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

Cost rounded to closest hundred thousandth of million. Expenditures reflect invoices pending final review and approval

APPENDIX A – MAJOR CONTRACTS SUBCONSULTANTS LIST

V23161 – HNTB+PB Joint Venture
APPROVED SUBCONTRACTORS

NAME OF SUBCONTRACTOR	CONTACT PERSON	CONTACT INFORMATION	SCOPE OF WORK TO BE PERFORMED
Aldea Engineering Services PC (LJBInc)	Robert Goodfellow	5940 Frederick Crossing Ln Frederick, MD 21704 (240) 432-5196 rgoodfellow@aldeaservices.com	Underground risk management support
AZAD Engineering PC	Julie Greengard	649 Mission St., 5th Floor San Francisco, CA 94105 (267) 939-5515 julie@azadeng.com mahsa@azadeng.com	Interface support, technical/stakeholder management support
BKF Engineers	Gordon Sweet	1730 N. First Street, Suite 600 San Jose, CA 95112 (408) 467-9140 GSweet@BKF.com	Utility agreements and coordination
Cordoba Corporation	Randall Martinez	428 J St., Suite 400 Sacramento, CA 95814 (916) 273-8535 rmartinez@cordobacorp.com	FTA support
Cumming Group	Matt Clark	475 Sansome Street, San Francisco, CA 94111 (647) 669 9804 Matt.clark@bttcgroup.com	Contract Management Advisory Services (Cost Reimbursable contract SME)
Deenscorp	Hajaah Deen	2175 The Alameda, Suite 100 San Jose, CA 95126 (408) 345-3860 hdeen@deenscorp.com	Civil Engineering and CTMP support
dss+ Transportation LLC	Mark Davis	20 S. Charles St., Suite 1103 Baltimore, MD 21201 (202) 355-3744 mdavis@consultdss.us.com, rarvin@consultdss.us.com	Fire/life safety support services
Ed Cording	Edward Cording	119 W. Huntingdon St. Savannah, GA 31401 (217) 369-7122 Cordingconsult@gmail.com	Tunnel Advisory Panel
ELLE Consultants Incorporated	Daniel Badelita	720 Pine St. San Francisco, CA 94108 (415) 341-3348 Daniel.badelita@elleconsultantsinc.com	Cost estimating services
EPC Consultants, Inc.	Chris Metzger	101A Clay St., #110 San Francisco, CA 94111 (415) 675-7580 cmetzger@epcconsultants.com	Engineering Management and support

NAME OF SUBCONTRACTOR	CONTACT PERSON	CONTACT INFORMATION	SCOPE OF WORK TO BE PERFORMED
Gregg E. Korbin	Gregg Korbin	1167 Brown Ave. Lafayette, CA 94549 (925) 284-9017 gekorbin@earthlink.net	Tunnel Advisory Panel
Hollins Consulting, Inc.	Guy Hollins	870 Market St., #700 San Francisco, CA 94102 (415) 238-1300 ghollins@hollinsconsult.com	Project controls support services
Intueor Consulting, Inc	Vijay Mididaddi	7700 Irvine Center Dr., Ste 610 Irvine, CA 92618 (949) 753-9011 mididaddi@intueor.com	Project controls
Jensen Hughes, Inc.	Ashley Pitts	PO Box 7410242 EIN 52-1199515 Chicago, IL 60674 (720) 499-1595 apitts@jensenhughes.com	Accessibility consulting services Subject Matter Expert
Josephine's Professional Staffing, Inc.	Josephine Hughes	2158 Ringwood Ave San Jose, CA 95131 (408) 943-9586 josephine@jps-inc.com	Document control, administrative support
Keish Environmental	Rachael Keish	6768 Crosby Ct. San Jose, CA 95129 (408) 359-7248 rachael@keish.com	Environmental compliance
KivettConsult	Hanan Kivett	55600 Wisconsin Ave., Unit 1209 Chevy Chase, MD 202815 (703) 727-0020 kivettconsult@gmail.com	Transit architect Subject Matter Expert
KTW Consulting, LLC	Katy Tseng-Wong	160 Marietta Dr. San Francisco, CA 94127 (510) 368-1776 kwrailconsulting@gmail.com	Rail systems engineering and integration oversight
Luster National, Inc.	Lawrence Frost	38 Miller Ave., Suite 14 Mill Valley, CA 94941 (404) 640-7159 lfrost@luster.com	Project controls support and stakeholder management support, staff augmentation
Markus Thewes	Markus Thewes	Neusser Landstr. 11 41470 Nuess Germany +49 151 6136 2438 markus.thewes@rub.de	Tunnel Advisory Panel
Noriega Management Group	Rene J Noriega	4314 Coventry Court, Union city, CA 94587 (510) 816 7363 noriegamanagementgroup@gmail.com	Real Estate Acquisition Coordination
O2EPCM, Inc. dba O2 Engineering, Projects, &	Omone O. Livingston	1999 Harrison St., 18th Floor Oakland, CA 94612 (213) 267 8284 omoneo@o2epcm.com	Project Management support, contract administration, claims management,

NAME OF SUBCONTRACTOR	CONTACT PERSON	CONTACT INFORMATION	SCOPE OF WORK TO BE PERFORMED
Construction Management			project controls support, staff augmentation
PRISK Solutions LLC	Suresh Kataria, President	PO Box 580118, Elk Grove, CA 95758 (510) 406 6829 skataria@prisksolutions.com	Risk Management Support
Quality Engineering, Inc.	Keith Gilliam	PO Box 1146 Clayton, CA 94517 (510) 301-9185 kgilliam@qecorp.com	Project quality management support
Schnabel Engineering (formerly JCK Underground)	Jim Foley	33 Centre St. Lexington, MA 02421 (219) 806-0713 jfoley@schnabel-eng.com	Cost estimating support
Signet Testing Laboratories, Inc.	Nicholas Nguy	3526 Breakwater Ct. Hayward, CA 94545 (510) 887-8484 Nnguy@singettesting.com	Material and laboratory testing
Sonika Corporation	Matthew Ajiake	845 Market St., Suite 420 San Francisco, CA 94105 (415) 655-1801 info@sonikacorporation.com	Utility coordination support
SORA Engineering	Rishi Patel	2030 Franklin St, Oakland, CA 94612 (510) 306 1636 rishi@soraengineering.com	Stakeholder and interface management support, BART coordination support
Structural Integrity Associates, Inc.	Vince Jacob	5215 Hellyer Ave. San Jose, CA 95138 (408) 617 4538 VJacob@Structint.com	Engineering reviews and subject matter expertise (structural and geotechnical)
Sunrise Pacific, Inc.	Ching Wu	460 Center St., Suite 6168 Moraga, CA 94556 (925) 247-4266 chingwu@gmail.com	Office administration support
VST Engineering, Inc.	Dominic Tafoya	2030 Franklin St., Suite 700 Oakland, CA 94612 (303) 868 1448 dtafoya@vst.engineering	Engineering management support including interface, requirements and configuration

CONTRACT S18088 – MMW Joint Venture
APPROVED MMW SUBCONTRACTORS

Firm Name	Address	Discipline
3Vi, Inc.	2603 Camino Ramon, Suite 200 San Ramon, CA 94583	Electrical Engineering

Firm Name	Address	Discipline
Alliance Engineering Consultants, Inc.	4701 Patrick Henry Drive, Bldg. 10 Santa Clara, CA 95054	Electrical Engineering
Anil Verma Associates, Inc.	1970 Broadway, Ste #668 Oakland, CA 94612	Architectural Design
Acoustic Strategies, Inc. (ATS)	215 N. Marengo Ave., Ste# 100 Pasadena, CA 91101	Noise/Vibration
BA Inc.	555 W 5th St. Suite 35th floor Los Angeles, CA 90013	General Engineering Resource
Bennett Engineering Services	1082 Sunrise Avenue, Suite 100 Roseville, CA 95661	Traffic Engineering
Biggs Cardosa Associates	865 The Alameda San Jose, CA 95126	Structural Engineering
CPM Associates, Inc.	65 McCoppin Street San Francisco, CA 94103	Project Controls
Corrpro Companies, Inc.	20991 Cabot Blvd Hayward, CA 94544	Corrosion Engineering Services
Fehr & Peers	160 W. Santa Clara Street, Ste #675 San Jose, CA 95113	Station Circulation and CTMP
FMG Architects	330 15th Street Oakland, CA 94612	Architectural Design
Foster + Partners	1000 Sansome Street, Ste #240 San Francisco, CA 94111	Architectural Design
GeoPentech, Inc	101 Academy, Ste # 100 Irvine, CA 92617	Geotechnical Engineering
Gregg Drilling, LLC	950 Howe Road Martinez, CA 94553	Geotechnical Exploratory Drilling
HMH Engineers	1570 Oakland Road San Jose, CA 95131	Survey Utilities
JCL Consulting Group	93 Wapello Street Altadena, CA 91001	Community/Business Outreach Specialist
Josephine's Professional Staffing, Inc.	2158 Ringwood Avenue San Jose, CA 95131	Administrative/ Project Management Augmentation

Firm Name	Address	Discipline
Krebs Corporation	1840 Sun Peak Dr., Suite B-102 Park City, UT 84098	Estimating
Lamoreaux Associates, Inc.	2686 North 775 West Cedar City, UT 84721	Systems Design
Lerch Bates, Inc.	9780 S. Meridian Blvd Suite 450 Englewood, CO 80112	Vertical Transport Consultant
Merrill Morris Partners	249 Front Street San Francisco, CA 94111	Landscape Architect
MxV Rail	350 Keeler Parkway Pueblo, CO 81001	Trackwork Design Advisor
NORCAL Geophysical Consultants, Inc.	321A Blodgett Street Cotati, CA 94931	Geotechnical/Geophysical Logging Survey
Parikh Consultants, Inc	2360 Qume Drive, Suite A San Jose, CA 95131	Geotechnical Services
Pitcher Services, LLC	218 Demeter Street East Palo Alto, CA 94303	Geotechnical Exploratory Drilling (Contractor)
Robin Chiang & Company	381 Tehama Street San Francisco, CA 94103	Architectural Design
Ross Infrastructure Development	555 4th St. Ste #927 San Francisco, CA 94107	TOJD Project Elements
Schaaf & Wheeler	4699 Old Ironsides Rd. , Ste. 350, Santa Clara, CA 95054	Hydrology Services
SOHA Engineers	48 Colin P. Kelly Jr. Street San Francisco, CA 94107	Structural Engineering
STV Incorporated	505 14th Street, Suite 1060 Oakland, CA 94612	A/E design services – NMF, Santa Clara Station
Sunrise Pacific, Inc.	PO BOX 6168 Moraga CA 94556	General Engineering Services
TEC-Cuatro S.A.	Lepant, 350, 3º, 08025 Barcelona, Spain	Technical Advisor
Virtual Engineering & Construction (VEC)	388 Market St. Suite 1300 San Francisco, CA 94110	BIM/Digital Delivery Support

Firm Name	Address	Discipline
VSCE, Inc.	1610 Harrison Street, Suite E West Oakland, CA 94612	General Engineering Services
Walker Consultants	601 California Street, Suite 820 San Francisco, CA 94108	PE/Design for Parking Garages
Wilson Ihrig	6001 Shellmound Street Suite 400 Emeryville, CA 94608	Acoustics, Noise and Vibration
WriteRight Technical Communications	3511 West 10th Avenue, Vancouver, British Columbia, Canada, V6R 2E9	Technical Writing/Specifications
YEI Engineers, Inc.	7677 Oakport Street, Suite 200 Oakland, CA 94621	M&P Engineering Services
Dr. Youssef Hashash	1803 Golfview Drive Urbana, Illinois 61801	Geotechnical Advisor
Budlong Inc.	44853 Fremont Blvd. Fremont, CA 94538	M&P Engineering Services

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

Firm Name and Location	Area of expertise
Bechtel Infrastructure Corporation 707 Wilshire Blvd., Suite 3088 Los Angeles, CA 90017	Program Management, Construction Management
Sener Engineering and Systems Inc. 800 Wilshire Blvd., Suite 700 Los Angeles CA 90017	Inspection, Systems Constructability, TBM and Large Bore Tunnel specialist
The Allen Group, LLC 50 Osgood Place, Suite 320 San Francisco, CA 94133	DBE/Workforce Development, Utilities Coordination, Community Outreach, Project Administration
The Kleinfelder Group, Inc 25 Metro Drive Suite 110 San Jose, CA 95110	Claims, Geotechnical Site & Instrumentation, Materials Testing & Inspection, Specialty Track Inspection
Mueser Rutledge Consulting Engineers 14 Penn Plaza, 225 W 34th St New York, NY 10122	Ground Settlement & Compensation Grouting, Ground Freezing
Montez Group 249 Onondaga Age San Francisco, CA 94112	Quality Assurance/Quality Control, Scheduling, Document Control

Firm Name and Location	Area of expertise
Conerstone Concilium 241 Fifth Street San Francisco, CA 94103	Tunnel Inspection
Dabri, Inc 850 S Van Ness Ave San Francisco, CA 94110	Electrical Inspection, Environmental Compliance
Acumen Building Enterprises, Inc. 7770 Pardee Lane, Suite 200 Oakland, CA 94621	Survey Coordination, Labor Compliance
Josephine's Professional Staffing, Inc. 2158 Ringwood Ave San Jose, CA 95131	Requirements Administration, Project Administration
Safework CM 800 Wilshire Blvd, Suite 1525 Los Angeles, CA 90017	Tunnel Safety
Morgner Technology Management 1880 Century Park East, Suite 1402 Los Angeles, CA 90067	Environmental Compliance, Tunnel Inspection
Saylor Consulting Group, Inc. 505 Montgomery Street, 11th Floor. San Francisco, CA 94111	Project Controls
Pro-Tec Safety Consultants, Inc. 249 Onondaga Age San Francisco, CA 94112	Construction Safety
Elle Consultants 1536 Barcelona Drive, Suite 100 El Dorado Hills, CA 95762	Project Controls
360 Total Concepts 7677 Oakport Street, Suite 230 Oakland, CA 96621	Third-Party Agreements

Contract V20210

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

KST Joint Venture

List of Prime Contractors and Key Subcontractors

Prime Contractors:

FIRM	ADDRESS	AREA OF RESPONSIBILITY
Kiewit Infrastructure West Co.	4650 Business Center Drive, Fairfield, CA 94534	Design-Builder
J.F. Shea Construction, Inc.	667 Brea Canyon Rd, Suite 30, Walnut, CA 92789	Design Builder

Traylor Bros., Inc..	835 N. Congress Ave., Evansville, IN 47715	Design Builder

Construction Subcontractors:

FIRM	AREA OF RESPONSIBILITY
Malcolm Drilling Company, Inc.	Slurry Walls West Portal (Partial) West Retaining Cut - Stockton Avenue Mid Tunnel Facility (Partial)
Keller North America, Inc.	Ground Improvement Downtown San Jose Station Headhouse (Partial) Downtown San Jose Station – 2nd Entrance (Partial) Downtown San Jose Station – East Vent & Egress (Partial) Diridon Station Headhouse (Partial) White Street Egress Structure (Partial) Autumn Street Egress Structure (Partial)
Kiewit Foundations Co.	Foundations West Portal (Partial) West Retaining Cut- Stockton Avenue Mid Tunnel Facility (Partial) Downtown San Jose Station Headhouse (Partial) Downtown San Jose Station – 2nd Entrance (Partial) Downtown San Jose Station – East Vent & Egress (Partial) Diridon Station Headhouse (Partial) White Street Egress Structure (Partial) Autumn Street Egress Structure (Partial)
Cupertino Electric, Inc.	Temporary Electrical Services Electrical Design Services Permanent Electrical Work
Mass. Electric Construction Company	Temporary Electrical Services Electrical Design Services Permanent Electrical Work
Herrenknecht Tunnelling Systems USA, Inc.	EWP 1A TBM Procurement
Team North Construction Services	EWP 3A Street Sweeper EWP 3B Off-Haul Trucking
Morgner Technology Management	EWP 7A Instrumentation & Monitoring
A1 Trucking SVS Inc	EWP 3A Water Truck and Off-Haul Trucking
Discount Waste Inc	EWP 3A General Waste Disposal
Onsite Health & Safety	EWP 3A Onsite Nurse/EMT
Construction Testing Services Inc	EWP 3A Quality Control

FIRM	AREA OF RESPONSIBILITY
1 Cerberus Security & Patrol	EWP 3A Security Guard
Golden Bay Fence Plus Iron Works	EWP 3A Temporary Fencing
Kroner Environmental Services Inc	EWP 3A/3C Noise & Vibration Monitoring
RailPros Field Services Inc	EWP 3A/7A Railroad Flaggers
Earth Safety Dynamics Inc	EWP 3A CIH & Air Monitoring
Service-Connected Inc.	EWP 3A Portable Toilets
DirtMarket LLC	EWP 3A Off-Haul Trucking and Aggregates
Vulcan Industries, Inc.	EWP 3A Aggregates
National Railroad Safety Services	EWP 3A/7A Railroad Flaggers
Granite Rock Company	EWP 3A AC Paving and Lime Treatment
Sixense Inc	EWP 7A Satellite Ground Motion
Giron Construction	EWP 3A Structural Fill
St Francis Electric	EWP 3A Power Pole Demo
Hammer Head Protection Inc	EWP 3A/DLTR Security Guards
Behrens & Associates Inc	EWP 3C Sound Wall
Towill, Inc.	Survey
Bess Testlab Inc.	EWP 3A Utility Locates/Potholing
Central Concrete Supply	EWP 3A/3B/3C Read-Mix Concrete Supply
Chien Distribution Inc.	EWP 9A TBM Support Equipment
Community Tree Service	EWP 3A Tree Removal
Con-Quest Contractors	EWP 3A Relocate Rail
Forefront Deep Foundations	EWP 3B Sheet Piles
Fulkrum Technical Resources	EWP 1A TBM Inspection
Gonsalves & Santucci Inc. dba Conco	EWP 3B/3C Concrete Pumping
H+E Logistics USA Inc	EWP 1A Extension Assembly
Jensen Enterprises Inc	EWP 3A/3B Precast Utility Structures
Lombardo Diamond Core Drilling Co	EWP 3A Core Drilling
Magellan Construction Inc	EWP 3A Road Striping
McGrath Rentcorp dba Mobile Modular	EWP 3A Office Trailers

FIRM	AREA OF RESPONSIBILITY
Naman Trucking Inc	EWP 3A Hazardous Waste Disposal
Nor-Cal Pipeline Services	EWP 3A Pipe Video Inspection
Pedro Estrada	Janitorial Services
San Jose Tree Service	EWP 3A Tree Survey
St. Francis Electric, LLC	EWP 3A Power Pole Removal
Stanton Wash Systems	EWP 3A Wheel Wash Stations
Team EES, Inc	EWP 3A SWPPP
Wayne E Swisher Cement Contractors	EWP 3A Concrete Paving
Williams Scotsman	Office Trailers
Enterprise Soil Solutions	EWP 3C Off-Haul Trucking
Analysis & Solutions Consultants	EWP 3C Instrumentation & Monitoring
CMC Rebar	EWP 3C Rebar

Design Subcontractors:

FIRM	AREA OF RESPONSIBILITY
Kiewit Infrastructure Engineering	Design Management and Discipline Engineering
ARUP	Tunnel and Underground Design including EWP 1 & 2
Shannon Wilson	Geotechnical
JMA Civil, Inc	EWP 3
RSE Corporation	EWP 5
Viatechnik LLC	BIM/CAD Support
Brierley Associates Corporation	Support of Excavation
Bender Consulting LLC	Dewatering
Ground Control Inc	Building Demolition Support
Dr Sauer & Partners Corp	Geotechnical Engineering – Peer Review
HB+Assoc. Architects, Inc.	Architecture
Telamon Engineering Consultants	Utilities Relocation Engineering / Support
OLMM Consulting Engineers	Structures Engineering
PB&A Inc	Geotechnical Engineering – Peer Review

FIRM	AREA OF RESPONSIBILITY
M-P Consultants, PC	Interface Staff Augementation
Ground Rules Engineering Inc.	GBR Review
DC Engineering Group	Traffic Control Planning (MOT)
NBA Engineering, Inc.	MEP Design
WaterVation, PLLC	Drainage Design Support
Structus Inc	Structural Engineering
Smith Monroe Gray Engineers Inc	EWP 3C Temporary Structures and Construction Devices (TSCD) Engineering
Vizion Utility Partners, Inc	EWP 3C Temporary Structures and Construction Devices (TSCD) Engineering

APPENDIX B – CONSTRUCTION PICTURES



Working Slab 4C Concrete Finish

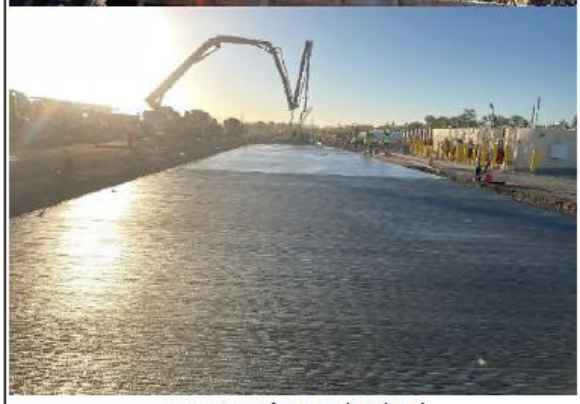
Cat Shaft Working Slab rebar installation

Leak Repairs on D-Walls





Progress of Cut & Cover D-Wall Bracing Removal



Concrete Pour of PCCP North Haul Road



A&R Scope - Headwall Dowels Installed



Concrete Placement for TIBO Slab 4 (PCCP)



A&R Scope - Plinth Templates for TBM Thrust Frame Assembly



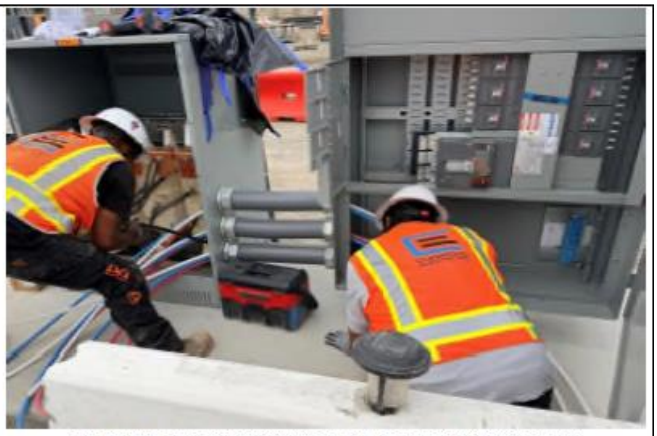
SMP 1 Reinstalled



A&R Scope - TBM Thrust Frame Anchor Bolts placed inside the Cat Shaft



A&R Scope - Installation of Industrial Water Line



Electrical Work at T1A/T3A Transformer & Associated Distribution Panels



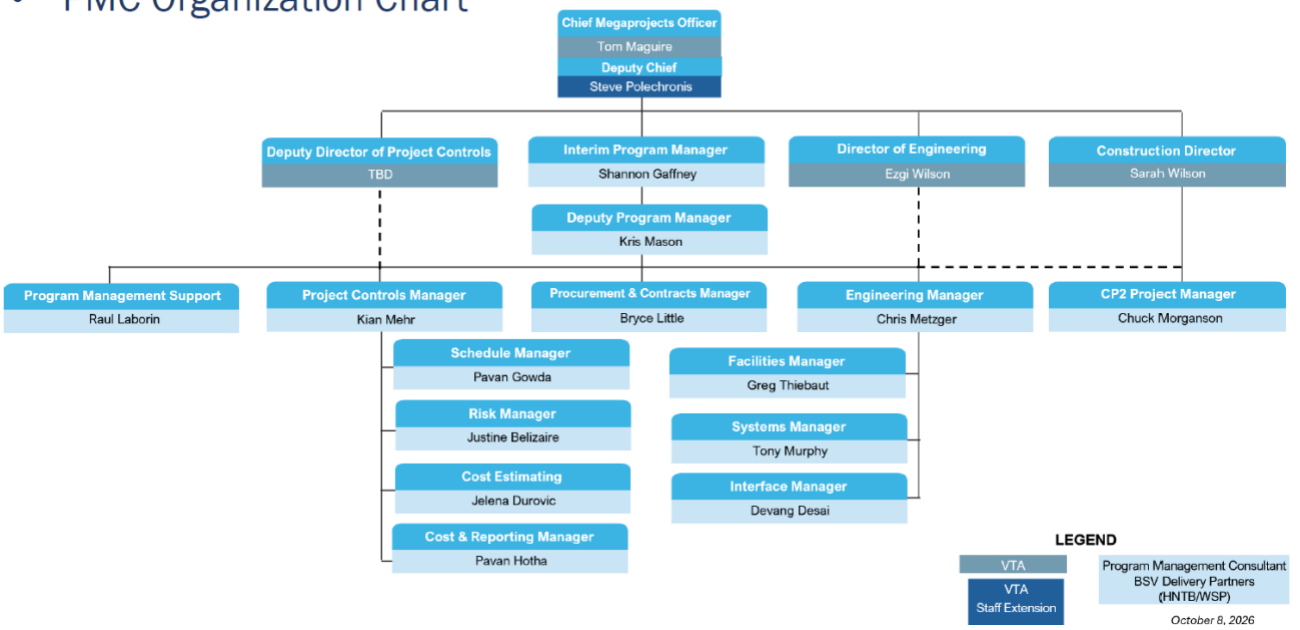
MV5-2 Pad Concrete Placement at MV5S



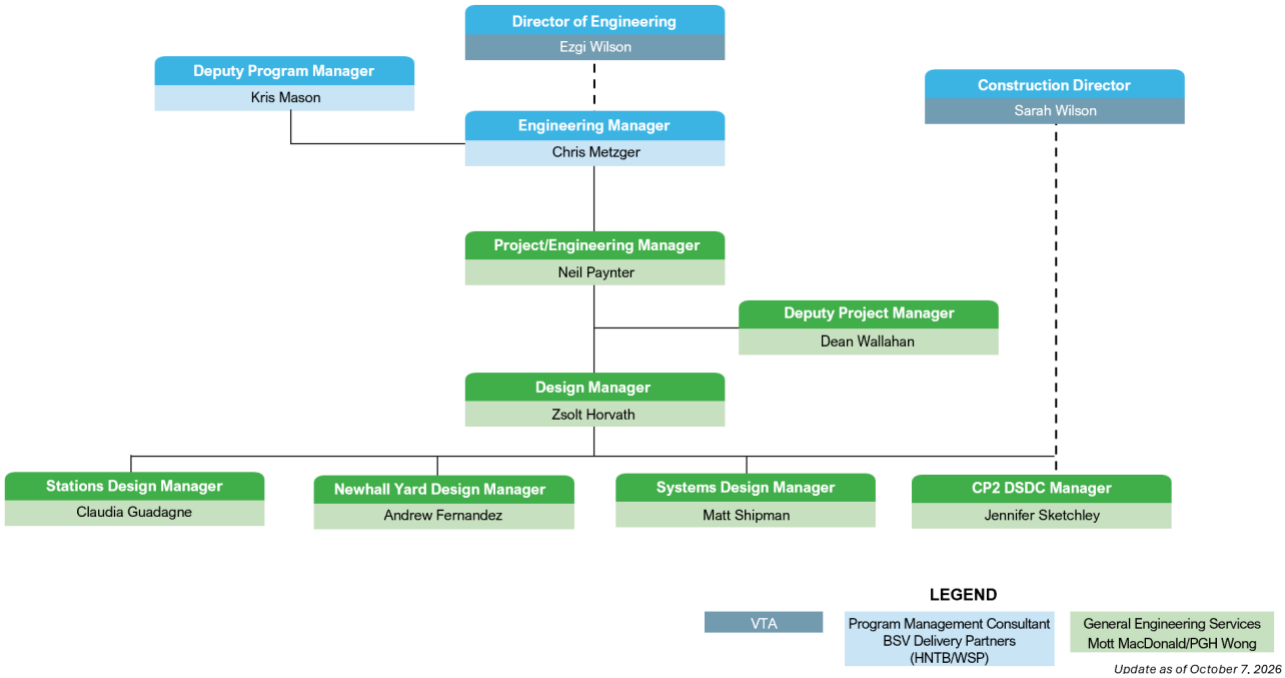
Conduit Caps and Fittings for Air Compressor Generator Pad

APPENDIX C – ORGANIZATION CHARTS

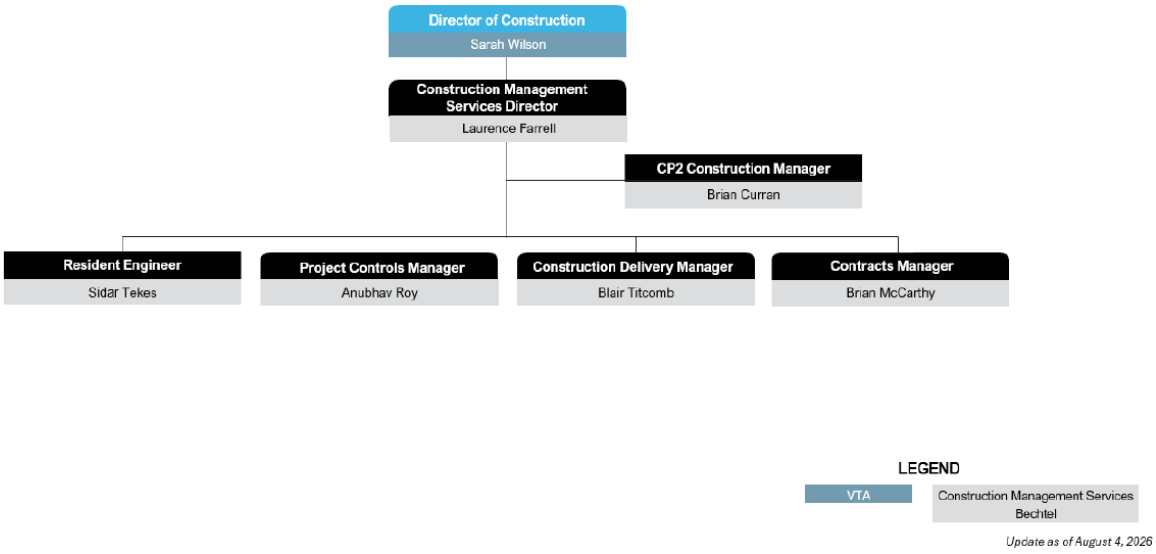
- PMC Organization Chart



- GEC Organization Chart



VTA's BART Silicon Valley Phase II Extension
Construction Management Services (CMS) – July 2026
Functional Organization Chart



- KST Organization Chart

