

MONTHLY MONITORING REPORT

Transbay Downtown Rail Extension Project, Phase 2

Transbay Joint Powers Authority (TJPA)

San Francisco, CA

October 2025

Final

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Length of time Assigned: 37 Months (October 2022 through October 2025)

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1.0 EXECUTIVE SUMMARY

1.1 Project Description

Transbay Joint Powers Authority (TJPA), the Project Sponsor, proposes to extend the Caltrain commuter rail line 2.2 miles from the China Basin/South Park neighborhood near the current Caltrain terminus at Fourth and King Streets to the multi-modal Salesforce Transit Center in downtown San Francisco. The proposed Project includes two underground rail stations, one located at Fourth and Townsend Street, the other one at the Salesforce Transit Center rail terminal. The Fourth and Townsend Street station is near Oracle Park, the home of the San Francisco Giants baseball team. The project, known as the Transbay Downtown Rail Extension Project, Phase 2 (Transbay DTX), will improve public access to bus and rail service and accommodate projected growth in travel demand in the San Jose–San Francisco corridor. The proposed Project will connect Caltrain’s regional rail system to the Salesforce Transit Center in downtown San Francisco, along with the future California High-Speed Rail Authority’s statewide rail system.

1.2 Project Status

The Locally Preferred Alternative (LPA) was completed in March 2003, and the National Environmental Policy Act (NEPA) action was completed in February 2005 with a Record of Decision (ROD). The Federal Transit Administration (FTA) amended the ROD in July 2019, and the LPA was adopted into the region’s fiscally constrained long range transportation plan in October 2021.

On February 17, 2023, the TJPA Executive Director formally submitted TJPA’s requests to the FTA for approval to Enter Engineering and to conduct the New Starts Project Rating. On August 14, 2023, TJPA submitted updated documentation and a revised rating package to the FTA. The PMOC completed its comprehensive scope, cost, schedule, and risk review in August 2023, and subsequently submitted its Readiness for Entry to Engineering Review report in October 2023 concluding that TJPA has adequately demonstrated substantial compliance with all the OP51 technical requirements at Entry to Engineering. The FTA notified TJPA on May 3, 2024 that the Transbay DTX Project had been approved to enter the New Starts Engineering phase. Recognizing the challenges to secure the local funding match, during July 2024 TJPA moved the target date for the Full Funding Grant Agreement (FFGA) out 27 months. The Project now expects to receive a FFGA in 2027 and initiate revenue service in 2035. Based on the final PMOC risk assessment results issued in August 2023, the estimated project cost is \$8,255 million Year of Expenditure (YOE) and the proposed FFGA Revenue Service Date (RSD) is June 27, 2035, including both cost and schedule contingency. Both the project cost and RSD will be updated during the risk assessment performed as part of the readiness review to execute the FFGA.

Through October 31, 2025, TJPA continued work advancing progress in the areas of support to the FTA CIG process, risk management, advancing the critical third-party agreements and program funding as well as work on the Right-of-Way property acquisitions, temporary and permanent easements. TJPA actively continued a high level of engagement with the other five project agency partners, including Caltrain and the California High Speed Rail Authority (CHSRA), under The Portal Project Implementation MOU with a focus on developing and

organizing the Integrated Project Delivery Team (IPDT), including all Management and Technical Lead positions, and identifying the specific IPDT management capabilities required for each construction contract. TJPA continued meetings and discussion with Caltrain on the Railyard Agreement for the Transbay DTX work in the existing rail yard at 4th and King Streets (Package 4KYB) based on the revised term sheet that is consistent with the Amended and Restated Interim Agreement. TJPA will procure and manage Contract 20-YA for the Package 4KYA work scope. Contract 50-TS (Track and Rail Systems) will be combined with Contract 55-YB (4KYB Track and Systems) to eliminate a significant construction contract interface. The resultant combined contract will be procured and managed by TJPA. The General Engineering Consultant (GEC) has is nearing completion of the preparations for pausing the engineering and design efforts on the Early Action (Enabling) Contracts and developing the Technical Issues Log for each package. TJPA continues to provide monthly updates to the revised project Master Schedule. TJPA continued incorporating the environmental review process for state and federal agencies the rail yard work under Package 4KYB into the NEPA/CEQA updates associated with four adopted Secondary Mitigations (cost and schedule) for the project. TJPA is nearing completion of the procurement process for the Civil and Tunnel Progressive Design-Build (PDB) contract and expects to issue the Request for Proposal (RFP) in early November 2025.

1.3 Major Issues and/or Concerns

1. TJPA has secured several funding commitments at the local, regional, state, national and federal levels. However, the Transbay DTX Project was not selected for two key funding source awards, Federal/State Partnership Grant and National Infrastructure Project Assistance (Mega) Grant, representing a total of \$216 million in federal funding. The FFGA Capital Investment Grant (CIG) award of \$3.38B will be 41.0% instead of the TJPA requested 49.4% of the total project cost and represents a funding shortfall of \$694 million that is part of the larger overall funding gap of approximately \$2.75B+. The increase in project duration based on the revised project Master Schedule will create additional cost pressures on the project budget and a resultant need for additional funding. *TJPA re-applied, with the City and County of San Francisco (CCSF), for the FRA Federal/State Partnership Grant in December 2024 but the FRA cancelled and reissued the FY2024 Notice of Funding Opportunity, with applications due in early 2026. See Section 2.13, Project Cost, and Section 2.14, Project Schedule, for details regarding the Project Sponsor's approach to mitigating cost and schedule impacts.*
2. *The PMOC observes that the schedule contingency has decreased from -144 to -180 (negative) workdays and the Target Date for Revenue Service continues to be delayed. Significant losses to contingency float cannot be absorbed in the schedule. In the current schedule update for September 2025, 36 workdays of contingency float was used. See Section 2.14, Project Schedule, for additional details including the Project Sponsor's mitigation approach.*
3. The Project continues to miss its forecast dates for issuing the Contract 40-CT RFP for the Heavy Civil and Tunnel Construction. This activity is on the Project Schedule critical path.

1.4 Status of Key Indicators Dashboard (Post Grant)

The Key Indicators Dashboard will be completed upon award of the Full Funding Grant Agreement and then updated monthly thereafter.

1.5 Core Accountability Items

Core Accountability Items				
		Original (Grant)	Current Forecast* (Million \$)	PMOC Assessment of Current Forecast
Cost	Capital Cost Estimate	(Note 1)	8,255	Acceptable
Contingency	Unallocated Contingency	(Note 1)	1,251	Acceptable
	Allocated Contingency	(Note 1)	867	Acceptable
	Total Contingency	(Note 1)	2,118	Acceptable
Schedule**	Target Start of Revenue Service FFGA RSD w/contingency	(Note 1)	Mar. 5, 2036 Jun. 27, 2035	Not Acceptable Acceptable
Note 1: FFGA anticipated in 2027.				
Project Progress:		Amount (\$M)	Percent of Total	
Total Expenditures	Actual cost of all eligible expenditures completed to date	(Note 2)	(Note 2)	
Planned Value to Date	Estimated value of all work planned to date	(Note 2)	(Note 2)	
Actual Value to Date	Actual value of all work completed to date	(Note 2)	(Note 2)	
Note 2: Project Sponsor is compiling costs/value to date.				
Contract Status:		Amount (\$)	Percent	
Total Contracts Awarded	Value of all contracts (design, support, construction, equipment) awarded; % of total value to be awarded	(Note 2)	(Note 2)	
Construction Contracts Awarded	Value of construction contracts awarded; % of total construction value to be awarded	(Note 3)	(Note 3)	

Physical Construction Completed	Value of physical construction (infrastructure) completed; % of total construction value completed		(Note 3)	(Note 3)
Note 3: Construction start anticipated in 4Q-2027 for utility relocation work under the Advance (Enabling) Works Program. No construction contracts have been awarded to date.				
Rolling Stock Vehicle Status	Date Awarded		No. Ordered	No. Delivered
(There are no direct TJPA procurements of revenue service vehicles included in the project scope of work)***	N/A		N/A	N/A
Major Issues	Date Identified	Status	Project Sponsor Action	PMOC Recommendation
N/A	N/A	N/A	N/A	N/A
Date of Next Quarterly Meeting (if known):			Next Monthly Meeting is on Nov. 19, 2025.	

*As of October 31, 2025. Final cost estimates and contingency have been reconciled with the adjusted SCC Workbook based on the final adjustments from the revised FTA Risk Assessment, completed in August 2023, including the reconciled project schedule. The Current Cost Forecast includes financing costs.

**The “Target Start of Revenue Service” date has been updated based on the revised project Master Schedule that reflects the new target date of July 2027 for the FFGA award. With regard to schedule contingency, please refer to Section 2.14, Schedule, for further discussion.

***Project scope includes the cost for Caltrain procurement of five non-revenue Maintenance of Way vehicles, the level-boarding door modifications to 23 new EMU revenue vehicles from Caltrain under their current procurement (2023) and for the cost of the existing Salesforce Transit Center train box that was completed in 2018 under the Transbay DTX Phase 1 Program. Refer to report Section 2.12, Vehicle Technology and Procurement, and to Section 2.13, Project Cost, for details.

2.0 OBSERVATIONS AND FINDINGS

2.1 Summary of Monitoring Activities

This report covers the period from October 1, 2025 through October 31, 2025.

PMOC monitoring included the following activities:

- *Completed draft PMOC Monthly Monitoring Report for August 2025 and finalized report after FTA's review and the TJPA "fact check" review.*
- *Continued review of updated Sponsor-provided presentations on Transbay DTX that included details of the overall program status, current funding initiatives and activities, and schedule of major milestones for advancing program funding, design and procurement of the three Advance (Enabling) Works Program contracts, third-party agreements and property acquisitions along the planned project alignment, along with the current cost, schedule and risk/contingency status and procurement of the Heavy Civil and Tunnel Construction Progressive Design-Build (PDB) Contract 40-CT.*
- *Reviewed the September 2025 Master Schedule update and narrative.*
- *Prepared agenda for the FTA/PMOC Monthly Monitoring Meeting with the Project Sponsor on October 15, 2025 and co-directed the meeting with the FTA; focus included real estate, ROW acquisition and procurement of the Progressive Design Build Contract 40-CT.*
- *Attended Sponsor program management meetings:*
 - *IPMT semi-monthly meetings (October 14 and 28, 2025)*
- *Attended, with the FTA, TJPA's April-June 2025 Risk Workshop on October 23, 2025.*
- *Attended the FTA/PMOC meeting with TJPA on October 30, 2025 for review of the projects Critical Third-Party Agreements.*

Based upon PMOC review of the documentation prepared and submitted by TJPA, it is the PMOC's opinion that TJPA has adequately demonstrated substantial compliance with all of the OP51 technical requirements at Entry to Engineering. On May 3, 2024, the FTA notified TJPA that the Transbay DTX Project had been approved to enter the New Starts Engineering phase.

Going forward, the PMOC will monitor the Sponsor's progress updating the Program Management Plan, along with other subplans, based on the PMOC's reviews and recommendations and in accordance with the specific time frames directed by the FTA. All plan updates are to be completed prior to TJPA's application for the FFGA in accordance with the PMOC review comments provided to TJPA in conjunction with the Entry to Engineering reviews.

2.2 Oversight Triggers

The PMOC will perform monthly oversight of the project and continue through the Engineering Phase to award of the Full Funding Grant Agreement in accordance with direction from the FTA.

2.3 Project Management Plan (PMP) and Sub-Plans

Under TJPA senior management direction, the PMCM consultant continued preparation of the draft updates to the PMP and associated Sub-Plans as discussed in this section. TJPA continues working on the FTA/PMOC PMP comment and FFGA requirements tracking spreadsheet that will include all of the PMOC OP review comments from the 2023 Readiness to Enter Engineering reviews.

Project Management Plan (PMP)

The PMOC completed the Final OP20 Review Report and submitted the report to the FTA, and the FTA subsequently transmitted the PMOC OP20 Review Report to TJPA on September 22, 2023. The PMOC determined that while the DTX PMP Revision 1 significantly meets the requirements for a project of the size and complexity of DTX at the Entry to Engineering stage of development, there are items that should be addressed in the near future. Accordingly, TJPA was requested to revise and resubmit the PMP within the next six months or prior to the start of construction, including construction under the pre-FFGA Advanced (Enabling) Works scope, whichever occurs first.

Safety and Security Management Plan (SSMP)

The PMOC submitted the Final OP22 Review Report to the FTA on September 8, 2023 and the FTA subsequently transmitted the PMOC OP22 Review Report to TJPA. The PMOC determined that the Final Draft SSMP meets the requirements of OP22 and FTA Circular 5800.1 at Entry to Engineering, except for several elements related to the later phases of project advancement. As a result, TJPA was requested to revise and resubmit the SSMP in the next update of the SSMP, prior to TJPA's request to execute the Full Funding Grant Agreement. The PMOC also expects that in the future as contractors are added to the project implementation team, their safety and security plans will be incorporated under TJPA's program, and their plans will also be reviewed by FTA/PMOC once they are approved by TJPA.

Real Estate Acquisition and Management Plan (RAMP)

The PMOC completed its review of the Transbay DTX Draft RAMP Revision D, dated October 2022 and the TJPA's Relocation Assistance Program Summary in accordance with OP23, Real Estate Acquisition and Management Plan Review, dated September 2015, for a project requesting Entry to Engineering. The review found the RAMP to be in partial compliance with OP23, with comments in the areas of acquisition and relocation processes, real estate team organization, document control, property management, and property disposition. TJPA completed the PMOC recommended revisions for both the RAMP and the Relocation Assistance Program Summary and resubmitted them on September 1, 2023. The PMOC reviewed the revised documents and determined that both meet the OP23 requirements for a project at Entry to Engineering. *In October 2025, TJPA advised that the updated RAMP and Relocation Plan that have been revised to conform both to the FTA Circular 5010 and 49CFR24 changes and continue in the final technical editing phase. Both documents are expected to be completed by mid-November 2025.*

Quality Assurance Plan (QAP)

The PMOC completed its review of the TJPA Quality Assurance Program documents in accordance with OP24, Quality Assurance – Quality Control Review, dated September 2015, and completed

the final OP24 report in August 2023. The PMOC found the information provided in the TJPA documents for its Quality Assurance/Quality Control Program meets the requirements of OP24 for a project of the size and complexity of the Transbay DTX Project at its current stage of development at Entry to Engineering. However, there are several areas noted in the PMOC OP24 report that require further development as the project advances into later phases. The FTA transmitted the PMOC OP24 Review Report to TJPA on August 17, 2023, and requested that TJPA revise and resubmit the QA/QC Program documents prior to application for the project FFGA. The PMOC also expects that in the future as contractors are added to the project implementation team, their quality plans will be incorporated under TJPA's program, and their plans will also be reviewed by FTA/PMOC once they are approved by TJPA.

Rail Fleet Management Plan (RFMP)

The PMOC analysis found that the combination of documents submitted by Caltrain and TJPA [Caltrain Fleet Management Plan, Revision 3, dated December 7, 2021; TJPA supplemental memo, "Fleet Management Plan Tech Memo to Validate 4 TPH Service" by DB E.C.O North America, Inc., dated April 2023] meets the technical requirements of OP37 at this stage of project advancement and are acceptable for Entry to Engineering. The PMOC's review noted several areas within the documents where revisions are highly recommended and requested resubmittal prior to application for the FFGA. Results have been shared with the Sponsor and have been formally documented in the separate OP51 report.

Risk and Contingency Management Plan (RCMP)

The PMOC reviewed the RCMP, Revision 0, dated October 27, 2021 in accordance with FTA OP40, "Risk and Contingency Review," dated March 2022, and results were provided to TJPA within the draft combined Scope, Cost, Schedule, Risk and Contingency Review report. TJPA and the PMOC collaborated on the comments and recommendations, especially to define the project's "contingency drawdown curves," and TJPA commenced a revision to the RCMP for resubmittal. TJPA submitted the revised RCMP on August 1, 2023, incorporating the comments from the draft combined Scope, Cost, Schedule, Risk and Contingency Review report. PMOC confirmed that the resubmittal satisfied all comments with the exception of the contingency draw down curves. TJPA subsequently revised the RCMP and submitted Revision 2, dated September 2023, on September 1, 2023. The PMOC completed a review of the RCMP Revision 2, and found that it meets the requirements of OP40, including addressing the one remaining draw down curve comment.

2.4 Management Capacity and Capability (MCC)

PMOC OP21 Management Capacity and Capability Review

The PMOC OP21 Review Report was completed and submitted to the FTA, finding that TJPA is a well-developed organization for the current stage of the DTX Project. Based upon PMOC review of the documentation prepared and submitted by TJPA, it is the PMOC's opinion that TJPA has demonstrated technical compliance with all Management Capacity and Capability requirements for this stage of the project to advance into the Engineering Phase. The FTA forwarded the report to TJPA on October 5, 2023 and requested that TJPA revise and resubmit the associated MCC documents, including the PMP, prior to start of construction, including construction under the pre-FFGA Advanced (Enabling) Works scope, but no later than start of the FFGA application process.

2.5 NEPA / CEQA Process and Environmental Mitigation

National Environmental Policy Act

The project received a Record of Decision (ROD) from the FTA for the Transbay Terminal / Caltrain Downtown Extension / Redevelopment in 2005, a ROD from the Federal Railroad Administration (FRA) for the Transbay Transit Center Train Box in 2010, and an amended ROD from FTA for the Transbay Terminal / Caltrain Downtown Extension / Redevelopment in 2019. Prior to the completion of the Project Development (PD) phase, the project had sought FTA NEPA clearance related to several subsequent modifications of the project's footprint. Final FTA approval of the NEPA re-evaluation was received on June 9, 2023. *There are currently no open NEPA action items as of October 31, 2025.*

The PMOC OP32B Review Report, NEPA and Design Document Comparison, was completed and submitted to the FTA in 2023. The report found that TJPA's documentation is in general conformance with the FTA requirements for a project of this size and complexity and at its current state of development moving from Planning to the start of Engineering, with several noted exceptions. The reported exceptions were subsequently resolved based on TJPA's revised preliminary engineering documentation and close-out of the PMOC recommendations.

The PMOC completed its review of the Q2-2025 Mitigation Monitoring and Reporting Plan Quarterly Report that was distributed on July 31, 2025 and has no comments. *The Q3-2025 Mitigation Monitoring and Reporting Plan Quarterly Report received on October 31, 2025 is under review by the PMOC.*

TJPA has completed its review of the work scope, budget and schedule of the NEPA/CEQA environmental review process for project elements identified under the four cost reduction initiatives. On November 20, 2024 TJPA had a coordination call with FTA Region 9 staff to review and coordinate the anticipated NEPA/CEQA and Section 106 work for 2025. TJPA continues their coordination with FTA Region 9. On December 5, 2024, TJPA held an initial meeting with the environmental consultant to discuss processes and procedures for performance of the work. Using the 2023 Addendum as the model, the team will draft an integrated technical memo that evaluates the impacts, if any, of the proposed cost reduction initiatives. During January 2025, TJPA reviewed and commented on the draft project description for the NEPA/CEQA environmental review of the elements associated with the three proposed cost reduction initiatives: Eliminate train box extension at the Salesforce Transit Center; Reduce length of PAX tunnel stub box; Delete High Speed Rail side platforms at Fourth and Townsend St. Station. For details of the proposed cost reduction initiatives, see Section 2.13, Project Cost. TJPA and Caltrain reached agreement that the 4KY environmental review will now be included with the analysis of the proposed three cost reduction initiatives resulting in a single CEQA Addendum and a single NEPA draft Re-Evaluation. TJPA is leading the work with Caltrain serving as the designated responsible agency. Caltrain has provided the current project description comment matrix and cultural resources reports. The Draft NEPA Re-Evaluation Report for FTA review is being prepared and completion had been anticipated in November 2024, but this was not achieved because the effort has been put on hold temporarily to add the three identified cost reduction initiatives discussed above.

On June 5, 2025, TJPA submitted to the FRA the final air quality memo and draft Record of Decision (ROD) language related to the 2024 CRISI grant award. On August 26, 2025, the FRA notified TJPA that it had withdrawn its selection of the Transbay DTX Project which had been selected under the Fiscal Year 2023-24 CRISI Grant Program.

California Environmental Quality Act

Caltrain continues the environmental review process in advance of the 4th and King Yard Preparation Package that is part of the Advance (Enabling) Work Program. The first part of the review will result in a California Environmental Quality Act (CEQA) Notice of Determination that will signal completion of Caltrain's CEQA requirement regarding the future DTX construction work planned within Caltrain's Right-of-Way (ROW) and constitutes a "Discretionary Action." The second part of the review is for the Caltrain Peninsula Corridor Electrification Project (PCEP) NEPA compliance, focused primarily on potential impacts to the PCEP infrastructure due to the TJPA DTX work within Caltrain's ROW and, more specifically, for the 4th and King Yard (4KY) Preparation work scope in Package 4KYB. Caltrain has retained an outside consultant to complete the NEPA/CEQA reviews and to determine the documentation requirements.

- Caltrain anticipated the need for a CEQA Addendum based on the Package 4KYB scope of work. The draft CEQA Addendum section inputs have been completed, the TJPA/Caltrain review process for the draft CEQA addendum was completed in August 2024 and the final Addendum had been anticipated in November 2024. *However, the effort was temporarily put on hold to coordinate preparation of a single addendum that includes the three identified cost reduction initiatives.* Caltrain provided review comments on the draft addendum on November 11, 2024 and met with TJPA on November 25, 2024 to review comments and discuss next steps.
- In January 2025, Caltrain and TJPA jointly agreed that TJPA should incorporate the environmental review process for state and federal agencies in advance of the rail yard work under Package 4KYB into the NEPA/CEQA updates associated with recently adopted Secondary Mitigations for the project involving the three identified cost reduction initiatives. TJPA's environmental consultant continued work on the project description and the required technical studies to support the CEQA Addendum related to value engineering results. *The first draft of the CEQA Addendum was received on June 30, 2025 and continues under review by TJPA with targeted completion in time for presentation to the TJPA Board in February 2026.* TJPA will file the Notice of Determination.

2.6 Project Delivery Method and Procurement

The Sponsor plans to construct the project using three project delivery methods.

TJPA Board-approved delivery approach in 2023 consisted of:

- Design-Bid-Build (DBB) for Advanced Packages Program (Early Action contracts) for Utilities Relocation, Railyard Infrastructure Relocation and Building Demolition.
- Progressive Design-Build (PDB) for the main heavy civil and tunnel construction.
- Construction Manager-General Contractor (CMGC) for track and rail systems, and for station fit-out.

The PMOC previously noted that the proposed approach using three different project delivery methods will require a high level of both design and construction interface coordination and management. To reduce delay risk, TJPA has completed the division of the Railyard Infrastructure Relocation Work scope into two packages: 4KYA will remain Design/Bid/Build for site clearing; 4KYB will change to CMGC for the actual rail infrastructure and systems relocation. Caltrain had agreed to the creation of the two packages and the procurement/delivery approach: TJPA will procure and deliver 4KYA; Caltrain will procure and deliver 4KYB. Construction Contract 55_YB for the 4KYB Package has been removed from the Advanced (Enabling) Works Program and will be a stand-alone contract. In July 2025, TJPA and Caltrain formally recommended combining Contract 50-TS (Track and Rail Systems) with Contract 55-YB (4KYB Track and Systems) to eliminate a significant construction contract interface. The resultant combined contract will be procured and managed by TJPA. On September 11, 2025, the TJPA Board approved the Project's recommendation to combine Contracts 50-TS and 55-YB.

Because the Advanced (Enabling) Works Program had previously been forecast to start during Q2-2024, prior to award of the FFGA that had been originally targeted for 2025, TJPA had earlier acknowledged the possible need for development of the basis for a Letter of No Prejudice (LONP) to qualify the costs of the Enabling Works Program for those elements not otherwise covered under pre-award authority in accordance with the FFGA. At this time, however, there is no apparent need for a LONP based on the current project plan and schedule that now forecasts the start of the first contract under the Advance (Enabling) Works Program, Utilities Relocation, during Q4-2027 under the pre-award authority granted with the FTA approval for Entry to Engineering.

Progressive Design-Build Contract

- TJPA has selected the Progressive Design-Build (PDB) delivery method for the heavy civil and tunnel scope of work and is currently advancing the procurement of this contract. On May 8, 2025, the TJPA Board approved Stage Gate 1 compliance, permitting RFP release.

During October 2025, TJPA reported that they have completed the following activities:

- *Partner Agency comments on the final draft contract have been resolved and incorporated accordingly.*
- *Insurance, SBE/DBE, Environmental and Right-of-Way language have been finalized.*

Activities that remain in progress include the following:

- *RFP, Contract and General Requirements technical editing.*
- *TJPA Executive Director and CFO final review comments.*
- *Finalization of all RFP documents.*

Key milestones achieved (A) and planned include the following:

- Informational Session - September 20, 2023 (A)
- Issue Request for Qualifications - October 27, 2023 (A)
- Industry briefing - November 2, 2023 (A)

- Last date for requests for clarification - January 10, 2024 (A)
- Last date for issuance of Addenda - January 17, 2024 (A)
- Four Statements of Qualifications received - January 31, 2024 (A)
- Notification of the three short-listed Respondents - March 2024 (A)
- Informational Meeting with short-listed Respondents – May 30, 2024 (A)
- View Soil Borings by short-listed Respondents – July 17, 2024 start; completed Aug. (A)
- Issue Balance of Draft Contract sections to short-listed Respondents - Feb. 17, 2025 [2-month delay] (A)
- Discussions with short-listed Respondents – [reported as on-going]
- Issue Request for Proposals – *November 2025 [13-month delay]*

2.7 Design

As part of the FTA/PMOC-led OP40 Risk Assessment and to support the PMOC's OP51 review of the project's readiness to enter the Engineering phase, the PMOC completed its review of the project scope in accordance with OP32C, Project Scope Review, dated September 2015. Based on TJPA's finalization of the project scope in July 2023, the PMOC updated and finalized its OP32C Scope Review during August 2023. The scope review results are detailed in the Final OP32C, 33, 34, 40 Scope, Cost, Schedule, Risk and Contingency Review Report that was submitted to the FTA on August 31, 2023.

In August 2025, TJPA advised that the project's active engineering and design work on the three Early Action (Enabling) Contracts and Contract 55-YB will be temporarily paused at the current percent completion stage for each contract for 5-6 months starting in late September 2025. Work will resume in mid/late-Spring 2026 by the consultant selected under the ongoing TJPA procurement for the new GEC professional services contract in preparation for working with the Contracts 40-CT, 50-TS/55-TB (combined), and 60-SF contractors as they advance all design work to completion under the planned Progressive Design Build and CM/GC contracts. TJPA's decision is based on achieving better alignment between the GEC's experience, management capability and skillsets and the specific needs required to support project design completion using the PDB and CM/GC project delivery methods.

The PMOC had previously noted that the as-built PCEP traction power and signal systems facilities will present conflicts with the planned Transbay DTX work involving or affecting the Caltrain rail yard and rail system infrastructure from the project limits to the existing Caltrain terminal at 4th and King Streets. This will require TJPA to relocate some Overhead Contact System (OCS) support structures as well as some wayside signal/train control equipment and associated cabling. The scope of work for relocation of selected PCEP facilities required to resolve conflicts with planned DTX work scope is included in the 4th and King Yard Preparation Package B (Contract 55-YB) for at-grade track and systems work.

The 4KYB Revised Concept Design was developed by Caltrain in response to the November 2023 constructability review that concluded the current design at that time (30% Design – September 2023) did not meet Caltrain operational requirements and would have unacceptable impacts to train service during construction. Additionally, the earlier design provided little or no opportunity to replace 2,300 feet of lost railcar storage capacity on the 4KY site.

The 4KYB Revised Concept Design provides the following advantages:

- Protects continuous two-track access into the 4KY and station.
- Provides 2,100 feet of storage tracks.
- Stage 1 will have a duration of 18-24 months and requires only 20-30 nights of work instead of 150+ nights under the current design.
- Stage 1 also has fewer impacts to the new Overhead Contact System (OCS) for traction power and existing OCS foundations remain but with modifications.
- Stage 2 will have a duration of 6-9 months and minimizes the need for de-energizing the OCS.
- The overall result is a reduction of construction duration.

In support of the 4KYB Revised Concept Design effort, the PMCM started work in February 2025 on the Concept of Operations Plan based on the work scope developed with Caltrain.

October 2025 Sponsor status and updates included:

- Advance (Enabling) Works Program Status
 - Utility Relocation (Contract 10-UR)
 - The original 90% Design package was completed in May 2024 and the comment resolution process was completed in late February 2025.
 - The original 90% Design cost estimate was accepted on September 9, 2024.
 - *Based on the proposed changes to the proposed new underground station located at 4th and Townsend Streets that significantly reduce the facilities size, TJPA worked with the GEC to optimize the utility relocation designs in Townsend Street to reduce both cost and construction duration.* During January 2025, the GEC initiated work on the revised 60% design that incorporates improved utility relocation design solutions based on the significant reduction of the plan footprint for the proposed underground station at 4th and Townsend Streets. The 60% Revised Design will also incorporate, where applicable, stakeholder review comments on the original 90% Design. The 60% Revised Design has been completed and was received on April 14, 2025. Review comments were returned on May 16, 2025, comment resolution has been completed and the acceptance letter was issued on August 28, 2025.
 - DTX 4th and King Yard Preparation Packages (4KY)
 - To reduce delay risk, in April 2024 TJPA divided the Yard Preparation Package into Package A (4KYA – Contract 20-YA) for site clearing along the 4th and King Yard north and east project limits and Package B (4KYB – Contract 55-YB) for at-grade track and systems work along the 4th and King Yard south and west project limits. Package B has been removed

from the Advance (Enabling) Work Program and will be monitored separately. See 4KYB item below for additional details.

- The 4KYA 60% Design Package was received on March 28, 2025 and was subsequently issued to the project stakeholders. Review comments were returned on May 16, 2025, comment resolution has been completed and the acceptance letter was issued on August 28, 2025.
- Additional design changes are required to raise the elevation of the re-located PCEP equipment to meet new flood elevation design criteria from SFPUC. *Caltrain comments on the proposed design changes were received in February 2025 and discussions with Caltrain continued through October 2025 to refine the new flood elevation requirements for the 90% Design.* SFPUC plans to perform flood modeling to provide input for determining the design flood elevations.
- *The GEC continues work on the 4KYA technical issues log to resolve as many issues as can be completed at this time during the GEC design pause phase.*

- Building Demolition Package (Contract 30-BD)

- 60% Design plans and specifications were accepted in August 2024.
- 60% Design construction cost estimate was accepted in May 2024.
- San Francisco Department of Building Inspection (SFDBI) will complete its full review at completion and acceptance of the 90% Design.
- Updated Contract 30-BD construction schedule has been incorporated into the revised project Master Schedule issued as the August 2024 schedule update. Design work is currently on hold at 60% and the schedule for completion of the 90% Design is aligned with the new ROW acquisition plan and schedule presented by TJPA in January 2025. Work on the 90% Design Package is expected to start in May 2026.

- DTX 4th and King Yard Preparation Package 4KYB (Contract 55-YB)

- Background

- Full 4KY work scope was divided into Packages A and B in April 2024.
- Package 4KYB (Contract 55-YB) was originally planned to be procured by Caltrain as a CMGC contract with Caltrain administering and managing the CMGC contract.
- Revised Concept Design Package 4KYB (Contract 55-YB) was developed by Caltrain in Q1-2024 based on the constructability review in Q4-2023.

- Status

- *The Draft 30% Revised Concept Design Package was received on September 26, 2025 and stakeholder review, including Caltrain, Prologis and SFPUC, continues.*

- Track alignments are being adjusted to maintain mainline operating speed at no less than 25 miles per hour.
 - Several alternative configurations for the replacement MOW track are being studied. The selected configuration will be included in the Requirements Memo and the Concept of Operation.
 - Construction staging plan concepts are being evaluated to minimize impacts to major rail operation elements.
 - There will be 3 sets of the Concept of Operations: current, interim and final. Each set will provide input to the associated design sequencing.
 - The GEC is advancing the design based on the construction staging workshop held in November 2024 and new flood elevation from SFPUC.
 - The Project's recommendation to combine Contracts 50-TS and Contract 55-YB was approved by the TJPA Board on September 11, 2025.
 - During January 2025, the PMCM initiated work on the Concept of Operations scope starting with validation of the 4KYB design strategy.
 - *In September 2025, TJPA reported that the Concept of Operations Study draft report has been completed and was submitted for TJPA and Caltrain review on August 29, 2025. The report is being finalized based on the comment resolution outcomes.*
 - Caltrain has completed its review of the simplified Mission Bay Drive at-grade rail crossing design that eliminates the need for installation of an additional track under the Transbay DTX project. It is anticipated that the simplified design will be approved by SFMTA. *TJPA has included the simplified grade crossing in the 30% 4KYB Revised Concept Design and the Concept of Operations Study.* CHSRA has been briefed and is also reviewing the design.
- Traction Power Load Flow Analysis (LFA)
 - The revised Draft LFA Report for the base case was submitted on October 14, 2024, has reached comment resolution completion and was accepted on December 11, 2024. The final report was completed in January 2025. The base case report was issued and accepted in February 2025. The model is being updated with the 4KYB Revised Concept Design that adds three electrified tracks.
 - Caltrain and CHSRA have agreed on a new approach for planning the Traction Power System design and construction.
 - Construction of Traction Power facilities will be in two phases:
 - 2035 Initial Build – under Transbay DTX
 - 2050 Ultimate Build – future expansion of 2025 Initial Build
 - Operational Design Inputs:
 - 2035 Initial Build: 6 (8-car) Caltrain trains; 4 (8-car) CHSRA trains
 - 2050 Ultimate Build: 8 (10-car) Caltrain trains; 4 (8-car) CHSRA trains
 - Analysis to be done now for 2035 and 2050 parameters.
 - *The 2050 Ultimate Build requirements will be included in 2025 Initial Build Design Criteria by December 31, 2025 as Caltrain provides their*

updated Traction Power and Train Control/Signal Systems standards. The Draft 2035 Initial Build Analysis Report was received on June 20, 2025. Review comments have been resolved and the draft report has been accepted. The Final 2035 Initial Build Analysis Report was accepted in October 2025.

- The 2035 Initial Build will be designed with space/system considerations for the future 2050 expansion.
- The 2050 Ultimate Build LFA will be deferred until the new GEC contract has been awarded and started in April 2026.
- Caltrain acknowledged that environmental review will be needed but the approach is expected to qualify as a “moderate growth” change.
- CHSRA is reviewing the LFA concurrently with Caltrain.
- Progressive Design-Build Contract 40-CT
 - TJPA has selected the Progressive Design-Build (PDB) delivery method for the heavy civil and tunnel construction.
 - PDB contractor will advance the TJPA 30% design during the pre-construction services period at the start of the contract.
 - Refer to Section 2.6 of this report for details of the PDB contract procurement.

2.8 Value Engineering and Constructability Reviews

The Sponsor has conducted several Value Engineering and Constructability Reviews. The corresponding reports provided to the PMOC were used for the PMOC’s OP32C Project Scope Review during 2023.

2.9 Real Estate Acquisition and Relocation

The Sponsor has completed the Draft Real Estate Acquisition and Management Plan (RAMP). Refer to the Project Management Plan section of this report for the status of the RAMP.

October 2025 Sponsor status and updates included:

- Status of property acquisitions and easements
 - TJPA has divided the acquisitions into multiple tranches that will be progressively advanced to levelize the workload and funding requirements. The first tranche includes five total acquisitions, funded through Regional Measure 3 MTC allocation, for FY2024-2025. The five associated Phase 1 Environmental Site Assessments (ESA) have been completed with no significant findings. Appraisal NTPs were issued to the Tranche 1 property owners during the first week of August 2025 and the real estate appraisers have commenced their work. TJPA advised that the FTA should expect, by late 2025, five appraisals and independent reviews for FTA review and approval.
 - Street vacation notice process continues. All notices have been sent out, approximately 1,300, as of August 31, 2025.

- TJPA advised that the right of way program is currently fully funded through Regional Measure 3 allocations totaling \$100.7 million to date. MTC signed the funding agreement for ROW Acquisition and related services on January 31, 2025.
- The subsequent Regional Measure 3 MTC allocations will be used for partial acquisitions and two additional full acquisitions.
- Acquisition of the remaining total acquisitions, 14 subsurface easements, the temporary construction easements and the seven rock-dowel easements will be advanced in tranches at the appropriate time given consideration to project risk, including construction sequencing. Partial acquisitions will be advanced as the project design progresses.
- Approximately 28 potential displacees have been identified.
- TJPA reported that the street vacation process between TJPA and the City of San Francisco is advancing to provide the necessary easement rights required for the project. The process includes completing the resolved boundary survey during 2025. *The Burton Act land parcels, mostly along Townsend St., have been identified for land exchange to lift development restrictions and the associated discussions with the Port of San Francisco continued through October 2025.*
- In January 2025, TJPA advised that the project has re-worked the Right-of-Way acquisition schedule and provided the timeline summary shown below. The new acquisition schedule was incorporated into the January 2025 schedule update with data date of December 31, 2024.

<u>Right-of-Way Activity</u>	<u>Start Date</u>		<u>Finish Date</u>	
Schedule Update Data Date	<u>12/31/2024</u>	<i>08/31/2025</i>	<u>12/31/2024</u>	<i>08/31/2025</i>
1. Street Vacation: Alignment	Mar. 2022	(N.C.)	Jul. 2026	Apr. 2027
2. Caltrans Parcel Acquisition	Jan. 2025	(N.C.)	Jun. 2025	<i>Dec. 2025</i>
3. Prologis Negotiations	Mar. 2025	(N.C.)	May 2026	(N.C.)
4. Tranche 1 Appraisals	Aug. 2025	(N.C.)	Oct. 2025	Jan. 2026
5. Tranche 1 <i>Acquisition</i>	Mar. 2026	Nov. 2025	Sep. 2026	Jan. 2027
6. Tranche 2 Appraisals	Nov. 2025	(N.C.)	Feb. 2026	Mar. 2026
7. Tranche 2 <i>Acquisition</i>	Jul. 2026	Feb. 2026	Jan. 2027	Feb. 2027
8. Tranches 3 & 4 Appraisals	Jan. 2027	(N.C.)	Mar. 2027	<i>Apr. 2028</i>
9. Tranches 3 & 4 <i>Acquisition</i>	Sep. 2027	Feb. 2028	Mar. 2028	<i>May 2029</i>

Note: (N.C.) indicates No Change

- In September 2025, TJPA advised that the Appraisal Finish dates have been adjusted to include time for review appraisal and FTA concurrence to just compensation amount. In addition, the Acquisition Start and Finish Dates have been updated to reflect the entire acquisition process in the Project Master Schedule.

- In April 2025, TJPA reported that completion of Activity No. 1 is expected to be delayed approximately 3 months due to additional time required for the legislative process and outreach. In August 2025, TJPA reported that completion of Activity No. 1 is forecast to be delayed an additional 4 months due to the survey delay and legislative requirements.
- Pre-acquisition work, ROW Activity No. 2, for Caltrans-owned property at 2nd and Harrison Streets (SE corner) required for the DTX tunnel ventilation building is ongoing. The multi-agency Cooperative Agreement was signed approximately 10 years ago. Transactional documents are in development and closing had originally been anticipated in January 2024 but was not achieved. *The current forecast is December 2025, two months later than previously forecast. TJPA noted that this activity is not on the Project Schedule critical path. The later date for closing better supports the project's need for the parcel as the "trigger event," as required by the agreement, is expected to be the Utility Relocation work planned under the Advance (Enabling) Works Package that is expected to commence during Q4-2027.*
- DTX Underpinning Work on Three Existing Structures
 - Detailed review of noise and vibration impacts is required prior to work on the critical property at 235 2nd Street.
 - The TJPA Executive maintains regular contact with the property owner.
 - Background noise and vibration readings were collected earlier in 2024.
 - Remote noise and vibration simulation of the EMU vehicle was completed.
 - Remote simulation results validated by noise and vibration measurements taken under actual operating conditions using EMU vehicles at operating speed on the completed southern part (Mountain View area) of the Peninsula Corridor Electrification Project.
 - The GEC is managing the site investigations/studies:
 - The GEC is preparing the draft report; final draft report had originally been anticipated by late January 2024 but was delayed due to: additional required field testing; re-performing a portion of the analysis; and independent verification of the modelling software.
 - Peer and stakeholders' (CCSF, SFCTA, CHSRA Operations, Caltrain Operations) review comments were received and comment resolution by TJPA and their consultant was reached on December 16, 2024. The updated draft final report was accepted on January 9, 2025. At the completion of review by TJPA management and counsel, and resolution of review comments, the report was finalized. The final report was transmitted to the property owner in February 2025. TJPA met with the property owner in early April 2025 to discuss the following: the 6 options proposed to mitigate train noise and vibration; future technical meetings to discuss selection of the mitigation method; the need for engaging the Contract 40-CT heavy civil and tunneling contractor for engineering and constructability review of the train noise and vibration mitigation options.

- In August 2025, TJPA advised that discussions with the property owner will advance after on-boarding the Contract 40-CT contractor. *The PMOC notes that the Contract 40-CT NTP No. 1 for the pre-construction phase to advance the project engineering and design is currently forecast for November 2026 which is 13 months from now.*

PMOC Concerns and Recommendations

The project Master Schedule was revised in August 2024 to reflect the new target date of July 2027 for the FFGA based on approval by the TJPA Board in July 2024. The revised project Master Schedule included restructuring of the ROW acquisition process to accommodate the available resources, including funding, and more precise timing for the parcels in advance of the follow-on construction work. In January 2025, TJPA presented a new Right-of-Way acquisition schedule that accommodates the Tranche 1 delays and has been included in the January 2025 Master Schedule update with Data Date of December 31, 2024. In August 2025, TJPA advised of an additional 4-month delay to completion of ROW Activity No. 1, Street Vacation of Alignment. The PMOC remains concerned about continuing delays to this ROW activity. See related discussion in Section 2.14, Project Schedule. *The PMOC is concerned about the five month delay to the start of the Tranches 3 and 4 Acquisition activity and the 14-month delay to the completion of this activity.*

The PMOC remains concerned about the significant delay, to November 2026, to advance the detailed discussions with the owner of the property located at 235 Second Street. The building is occupied and will require structural underpinning and effective construction techniques to achieve the required reduction of the noise and vibration generated by the train system operation.

2.10 Third-Party Agreements and Utilities

The project requires multiple third-party agreements and the temporary and permanent relocation of a large number of existing utilities. The PMOC continues to review the updated presentation material provided by the Sponsor and will continue in-depth reviews of specific project documents as they are made available. During May 2024, the PMOC completed its Final Report – Review of Third-Party Agreements for Major Capital Projects in accordance with the FTA’s OP39 requirements. The FTA transmitted the Final Report to TJPA in early June 2024.

October 2025 Sponsor status and updates included:

- Based on the TJPA Board decision during July 2024 to extend the FFGA award date 27 months to July 2027, policymakers agreed that the project’s critical third-party agreements could be similarly extended. Negotiations on all critical third-party agreements will continue. At their meeting on September 6, 2024, the Joint Ad Hoc Committee, consisting of a subset of the TJPA and Caltrain Boards’ members, requested that the Project provide an update of the status of the critical third-party agreements in the Fall of 2025. *In October 2025, TJPA advised that the Joint Ad Hoc Committee is currently inactive due to member changes on both the TJPA and Caltrain Boards. TJPA is prepared to present the status of*

the project's critical third-party agreements once the Joint Ad Hoc Committee is re-established and resumes its activities.

- The Portal Project Implementation MOU (formerly The San Francisco Peninsula Rail Program MOU)
 - Agency Partners include:
 - Transbay Joint Powers Authority (TJPA)
 - Metropolitan Transportation Commission (MTC)
 - San Francisco Municipal Transportation Agency (SFMTA)
 - Peninsula Corridor Joint Powers Board – Caltrain (PCJPB)
 - California High Speed Rail Authority (CHSRA)
 - City and County of San Francisco (CCSF)
 - The MOU partners recognize that the Transbay DTX project is a critical link in the Bay Area, mega-region, and state transportation system. The partners believe that the Transbay DTX can be more efficiently and effectively developed through a multi-agency partnership among local, regional and state stakeholder agencies with expertise in developing, funding and implementing major transportation infrastructure projects.
- City and County of San Francisco (CCSF) Agencies (10) – Interagency Cooperation Agreement (ICA).
 - The ICA provides a single agreement between CCSF and TJPA for Phase 2 of the Transbay Program, with a common set of terms negotiated with TJPA counsel and one team from the City Attorney's Office (CAO). The ICA is supplemented by two sets of appendices: Appendix A – Real Estate; Appendix B – Technical Scopes and Budgets by Agency.
 - The ICA FY2025-2026 budget process has been completed and is included in the TJPA Project Budget.
- Joint Trench Agreement
 - TJPA continues to work on a single agreement for 9 parties (Astound, Comcast, CVIN, Cogent, Extenet, Lumen, Verizon, Zayo, and the San Francisco Department of Technology) and will share the cost estimate with the 9 telecom entities upon design completion. TJPA is responsible for the costs associated with relocating San Francisco Department of Technology facilities while the private utilities are responsible for their share of the costs.
 - The 9 private telecom entities and the San Francisco Department of Technology have agreed to relocate their facilities in the proposed joint trench structure located in the center of Townsend St. between 3rd and 7th Streets.
 - The invitation to participate (Form A) was distributed in August 2023; all participating entities had responded by September 2023; in March 2024 TJPA sent a notice of

schedule relief associated with the Form A. An additional schedule relief letter was sent to the stakeholders in April 2025.

- Cost Estimate (Form B) will be distributed upon 100% Design completion.
- Coordination with the 11 telecom companies, including those who will not relocate in the joint trench facility, continues in support of the utility relocation design progression and development.
- Utility relocation construction work is scheduled to commence in November 2027. Utilities that are not relocating into the Joint Trench facility will be required to abandon all utilities within the Joint Trench excavation area by April 2028.
- California High Speed Rail Authority (CHSRA)
 - The Master Cooperative Agreement (MCA) with CHSRA will provide the respective roles and responsibilities of TJPA and CHSRA and detail the procedures for both to work cooperatively together for the joint operation of the new rail terminal at the Salesforce Transit Center to be constructed by TJPA as part of the Transbay DTX Project.
 - TJPA continues negotiation of the MCA with CHSRA.
 - Based on the revised project Master Schedule, TJPA announced in September 2024 that the overall deadline for the MCA with CHSRA will track the MCA with Caltrain and will shift to the Fall of 2026.
- Peninsula Corridor Joint Powers Board (PCJPB)
 - The Master Cooperative Agreement (MCA) with Caltrain will provide the respective roles and responsibilities of TJPA and Caltrain and detail the procedures for both to work cooperatively together for the design, construction, commissioning, operation, maintenance, funding, risk allocation and asset disposition of the Transbay DTX Project. TJPA continues working with Caltrain on the MCA.
 - Workplan timeline and status:
 - Completion of the MCA had earlier been anticipated in September 2024, then subsequently targeted for March 2025. Based on the revised project Master Schedule, TJPA announced in September 2024 that the overall deadline for the MCA with Caltrain will shift to the Fall of 2026.
 - The TJPA/Caltrain Interim Agreement has been completed and was approved by the PCJPB on August 3, 2023 and by the TJPA Board on August 10, 2023. Because of the delay completing the MCA, an amendment extending the Interim Agreement was approved at the December 2024 Board meetings for TJPA and Caltrain and provides for updating the annual scope and budget provisions. The Amended and Re-Stated Interim Agreement was approved by the TJPA and Caltrain Boards in December 2024 and subsequently executed by both parties. The Agreement is focused on reimbursement mechanics: work scope; Caltrain investments; resource scheduling and defers construction work

- Focus on Reimbursement Mechanics: Work Scope; Caltrain investments; Resource Scheduling.

➤ In July 2025, the earlier TJPA 4KY Railyard Agreement with Caltrain was incorporated into the new Railyard and Track and Systems Agreement that is planned to be completed prior to the release of the 50-TS procurement. TJPA advised that rail systems' asset disposition will be included in the Railyard and Track and Systems Agreement.

- TJPA continues negotiating an agreement with PG&E for providing power to the Transbay DTX project for the new underground rail station located at Fourth and Townsend Streets, the new rail terminal at the Salesforce Transit Center, all systems power, including traction power, and the tunnel ventilation facilities as well as relocation of existing utilities.

- The Agreement also includes both temporary and permanent relocation of multiple gas, electric and telecom lines located along the project ROW. A single agreement is anticipated but there may be a need for separate agreements based on work scoping and timing.
- Additional DTX power requirements have been identified and inputs revised. The corresponding revised Traction Power Load Flow Analysis (LFA) and model for the Caltrain Traction Power System are close to completion. The 2035 Initial Build Draft LFA Report, including the power loads based on the 4KYB Revised Concept, was received in June 2025. The Report review comments resolution has been completed and the Report has been accepted. *The 2035 Initial Build Final LFA Report was accepted by TJPA during October 2025.* See Section 2.7, Design, for further information regarding a change in the approach for modifying the LFA to include both the initial rail service in 2035 and for the future planned service changes in 2050.
- TJPA had previously noted that existing TJPA agreements with both Caltrain and SFPUC do present additional jurisdictional complexities. *Through October 2025, TJPA continued review of their 2013 Electrical Service Agreement with SFPUC.*
- Caltrain continues working with PG&E on wayside power requirements for Contract 20-YA, the 4th and King Rail Yard Preparation Package A.

- Prologis is the Property Fee Owner and Caltrain is the Permanent Easement Holder for the property on which the Transbay DTX Project will construct the new Caltrain 4th and King Rail yard.
- TJPA and Caltrain continue to engage Prologis frequently, including bi-weekly meetings, on specific topics and technical issues in support of development of the terms of the future agreement.

- Prologis encroachments on the project site are underground.
 - Project has identified two potential easements needed for an existing manhole and an at-grade billboard. Discussions with Caltrain continue.
 - During January 2025, TJPA executive leadership was briefed on the Prologis requirements. In February 2025, TJPA completed, with Caltrain, a review of the Prologis requirements.
 - Both TJPA and Caltrain met with Prologis on May 7 and 16, 2025. TJPA reported that both meetings were productive and focused on working collaboratively on a coordination agreement. Respective counsels are developing draft outlines for review and the attorneys met on August 15, 2025 to discuss the draft term sheet for the Three-Party Cooperation Agreement. *A preliminary version of the Agreement jointly developed by TJPA and Caltrain is planned to be presented to Prologis before the end of this year.*
- *On October 30, 2025, the FTA and PMOC met with TJPA to discuss the overall status of progress on advancing completion and execution of the critical third-party agreements. Topics included achieving concurrence on the third-party agreements deemed as critical and FTA legal review of the final drafts of the critical third-party agreements.*

PMOC Concerns and Recommendations

The PMOC remains concerned about the challenges presented to TJPA in negotiating agreements involving three diverse entities: an operating rail transit agency; local city and county government; private sector utilities and property fee owner. Under these circumstances, the negotiation process can require additional time and may require revisions to the project design, including acquisition of additional project Right-of-Way (ROW) property. The PMOC had previously expressed the opinion that, in general, the nature of critical third-party agreements presents a significant risk to the project. Many of the TJPA agreements involve multiple parties with diverse interests in both the private and public sectors. The scope of the agreements is wide and includes various combinations of the following key project elements: project design coordination; modifications to existing infrastructure not owned by TJPA; cost sharing; construction coordination and support; operation and maintenance of the new rail system extension, station and terminal

There had previously been 12 third-party agreements identified by the Project Sponsor as critical for the project. In the PMOC's Review Report – Third-Party Agreements for Major Capital Projects, dated May 2024, it was recommended that three additional agreements be considered as critical. The FTA and PMOC met with TJPA on December 16, 2024 to discuss these three additional third-party agreements and will continue these discussions going forward. In March 2025, TJPA acknowledged that one of the three additional agreements that the PMOC recommended be considered critical, the TJPA/Caltrain Agreement with Prologis, should be considered as a critical third-party agreement. The PMOC does note that while six agreements have been executed, some will require additional extensions and amendments.

The PMOC observes that work on advancing and executing the critical third-party agreements remains a top priority of TJPA management. The PMOC recommends that TJPA continue to maintain its focus on this essential FFGA requirement as all critical third-party agreements must be completed before the execution of the FFGA, now targeted for July 2027.

2.11 Construction

Forecast Construction Start

In January 2023, construction had been forecast to commence during 4Q-2023 with the Advance (Enabling) Work Program contracts. The forecast changed during March 2023 with the utility relocation work forecast to start late in 2Q-2024, a delay of approximately 5-6 months. The utility relocation work is now forecast to start in 4Q-2027, before schedule mitigations, a total delay of approximately 37-38 months to the earlier start date in late 2Q-2024 for the utility relocation work that had been forecast by TJPA in March 2023. The PMOC recognizes that the revised project Master Schedule incorporating the new FFGA target date of July 2027 resets the various start dates across all construction contracts. The PMOC also notes that TJPA has identified several mitigations to recover schedule time for the utility relocation work. See also Section 2.13, Project Cost, and Section 2.14, Project Schedule, for additional discussion.

Progressive Design-Build Contract

TJPA has selected the Progressive Design-Build (PDB) delivery method for the heavy civil and tunnel construction scope of work and is currently advancing the procurement of this contract. See Section 2.6, Project Delivery Method and Procurement, for details.

2.12 Vehicle Technology and Procurement

There are no direct revenue service vehicle procurements by TJPA included in the final DTX Project scope of work. During August 2023, TJPA included in the Transbay DTX Project scope of work the acquisition of five non-revenue Maintenance of Way vehicles and the level-boarding door modifications to the 23 new EMU revenue vehicles from Caltrain under their current procurement (2023).

2.13 Project Cost

An early Final Capital Cost Estimate, completed prior to the FTA/PMOC Risk and Contingency Assessment, was approved at the TJPA Board meeting on February 9, 2023. Based on finalization of the Program scope of work and the results of the FTA/PMOC Risk and Contingency Assessment, the Total Project Cost is \$8,255 million YOY, including financing cost and contingency, as presented in TJPA's revised SCC workbook dated August 25, 2023.

October 2025 Sponsor status and updates included:

1. Program Funding Status

- *The current Project Funding Plan Status Summary is included as Attachment H in the Report Appendix. There have been no changes recently. There is a large funding gap to be filled which is currently one of the largest risks on the Project. Estimates of the funding gap vary based on differing estimates of the total project cost and differences between current and projected funds to be provided from various sources. Certain assumptions are highlighted in the table.*

- The Sponsor continues working with local, regional and state agencies as well as other funding sources, including:
 - Discretionary funding applications
 - New Regional Measure (2026 Ballot)
 - *Re-authorization of California Cap and Invest Program has been approved by both the legislature and Governor.*
 - Revisions to local real estate-based funds: net tax increment, community facilities district.
- The Metropolitan Transportation Commission (MTC) advanced the Transbay DTX project to Level 1 in the regional Major Project Advancement Policy (MAP) during March 2025, thus expressing its approval and recognition of the Transbay DTX (Portal) Project as a top regional priority.. In April 2025, TJPA advised that this new status is tied to specific conditions related to Change Control Board Membership and the rail operations funding strategy to be updated by the end of 2025.
- TJPA has developed the cash flow forecast to support the project through the Engineering Phase to FFGA. The revised project Master Schedule reflecting the new July 2027 target for FFGA includes considerations for funding availability. The Project Team made a presentation at the July 10, 2025 TJPA Board meeting that showed the updated cost estimate, schedule and funding outlook reflecting the reduced funding gap.

2. Program Cost Status

- Reflecting the results of the FTA/PMOC Risk Assessment, TJPA submitted an updated SCC Workbook dated August 25, 2023. This Workbook is inclusive of the train box constructed under DTX Phase 1, the acquisition of five non-revenue Maintenance of Way (MOW) vehicles and the level-boarding door modifications to the 23 new EMU revenue vehicles from Caltrain under their 2023 procurement. The Workbook also includes contingency and finance costs and reflects a total project cost of \$8,255 million YOE. A summary version of the August 2023 SCC Workbook is shown below:

DTX Project SCC Cost Workbook Summary		
SCC Category	Description	YOE \$'s (\$B)
10	Guideway & Track Elements	\$2.5
20	Stations, Stops, Terminals, Intermodal	\$1.5
30	Support Facilities (Yards, Shops, Admin. Buildings)	\$0.03
40	Sitework & Special Conditions (incl Temp Facilities)	\$0.8
50	Systems	\$0.3
Subtotal	Construction	\$5.1
60	ROW, Land, Existing Improvements (incl Purchase or Lease of Real Estate)	\$0.4
70	Vehicles	\$0.06
80	Professional Services (incl Design and CM)	\$1.1

Subtotal (10-80)	Construction, Real Estate, Vehicles & Prof Services	\$6.6
90	Unallocated Contingency	\$1.2
Subtotal (10-90)	All Costs except Finance Charges	\$7.9*
100	Finance Charges	\$0.4
Total (10-100)	Total Project Cost	\$8.25B
* Where costs do not precisely add, this is due to rounding of numbers above.		

- Current cost estimate updates for Advance (Enabling) Works Program:
 - The Utilities Relocation 90% Design Cost Estimate was accepted by TJPA on September 9, 2024. The design effort was reset earlier in 2025 to the 60% level based on advantageous design improvement opportunities for cost savings and schedule efficiencies resulting from the significant reduction of the footprint of the proposed underground rail station at 4th and Townsend Streets. The associated cost estimate will follow.
 - 4th and King Railyard Site Work Design (Package 4KYA) – Final 60% Design cost estimate was completed and submitted in May 2025. The cost estimate review comments were received in July 2025, comment resolution has been completed and the acceptance letter was issued on July 15, 2025.
 - The Building Demolition 60% Design was completed in April 2024, comments were resolved and the cost estimate was accepted in May 2024. The 90% Design work is now scheduled to start in May 2026.
- Analysis and Reconciliation of the Rail Yard Allowance Cost Item.
 - Detailed cost breakdown is based on 30% Design for 4th and King Railyard sitework; 30% Design completion for Packages 4KYA and 4KYB was completed in April 2024; the separate cost estimates were submitted in May 2024, reviewed, reconciled and accepted on July 15, 2024.
 - *Based on the revised cost estimates, the fully loaded cost for all of the 4KYA+B work was reported to have increased \$28.4 million from \$155.7 million to \$184.1 million.*
- Contract 55-YB – 4th and King Yard Preparation Package B: At Grade Track and Systems
 - Cost Estimates for the Final 30% Design for the 4KYA and 4KYB Packages, original concept, were submitted in May 2024, have been reviewed, comments resolved and were accepted on July 12, 2024.
 - *The Draft 30% Revised Concept Design for the 4KYB Package (Contract 55-YB) commenced on May 31, 2024, has been completed and is currently in stakeholder review including Caltrain, Prologis and SFPUC. The associated cost estimate will follow.*

- Comprehensive Project Capital Cost Update
 - *The January 2025 Master Schedule update (Data date December 31, 2024) was used as the basis for updated cost escalation projections, however, as highlighted in the Project Schedule section of this report, Section 2.14, the schedule continues to slip and will likely result in additional cost escalation as construction activities are further delayed.*
 - Overall, TJPA's cost update effort captures the February 26/27, 2025 Quantitative Risk Assessment outcomes.
 - In June 2025, TJPA briefed the FTA, PMOC and the TJPA Board on the results of the cost update:
 - 2023 - \$8.25 billion
 - 2025 - \$7.57 billion
 - *The PMOC will review the updated cost estimate when the TJPA Basis of Estimate is revised, now expected in November 2025.*

- Reporting Cost Performance Against Budget
 - TJPA has, for some time, been in the process of loading cost data into its "InEight" PMIS platform. The PMIS is being programmed using Power BI to create specific reports for various users, including the FTA and PMOC. *It is anticipated that the initial draft monthly TJPA report to the FTA, which includes project expenditures to date, will be available in December 2025.*

- Proposed Cost Reduction Initiatives as Secondary Cost Mitigations

Four Scope/Cost reductions that total \$540M and that have been reviewed and approved by TJPA are listed below. Details on each of the four are included as Attachment I in the Report Appendix.

 1. Eliminate train box extension at the Salesforce Transit Center - \$130M
 2. Reduce length of PAX tunnel stub box - \$205M
 3. Defer HSR vertical circulation at Salesforce Transit Center - \$15M
 4. Delete HSR side platforms at 4th and Townsend St. Station - \$190M
 - The four initiatives listed above remain "proposed" until formally approved by the TJPA Board based on environmental review (NEPA, CEQA) and required stakeholder sign-offs are completed. *In October 2025, TJPA reported that the environmental reviews continue to proceed as planned.*
 - Estimated cost saving values are "fully cost loaded."
 - Other potential future cost mitigations are based on savings through such areas as reduced escalation by actualizing earlier projections and ROW costs.
 - Potential future secondary cost mitigation savings are based on future value engineering, design development and constructability considerations as designs advance from the current 30%.

PMOC Concerns and Recommendations

Program Funding

Under the FTA's Capital Investment Grant (CIG) Program, the FFGA award will be 41.0% instead of the TJPA requested 49.4% of the total project cost and represents a funding shortfall of \$694 million that is part of the larger overall funding gap of \$2.75B+. This presents a very significant additional challenge to TJPA in their efforts to secure matching funds as required by the FTA CIG Program. *The PMOC notes that the increase in project duration based on the revised project Master Schedule (FFGA+27) creates additional cost increase pressures on the project budget and a resultant need for additional funding. The PMOC recommends that TJPA continue to maintain program funding as a critical priority, particularly discretionary funding from the State of California, and seek other available funding sources either as a direct recipient or through eligible project stakeholders.* The PMOC notes that TJPA continues to work diligently on additional funding sources through available USDOT, FRA and the California state, regional and local programs. *TJPA re-applied, together with the CCSF, for the FRA Federal/State Partnership Grant on December 13, 2024 but the 2025 grant program was canceled and reissued with a new NOFO, and TJPA was reported to be considering whether to reapply by a January 7, 2026 deadline. Going forward, TJPA needs to show progress in obtaining state, regional and local grants. There is a wide gap between what is projected to be received from state, regional and local sources and what has been actually received to date. Continuing delays in securing local matching funds could create new issues regarding meeting the requirements of the previously announced FTA Capital Investment Grant.* The loss of the FRA 2024 CRISI grant award in August 2025 is a set-back for the Project and raises concerns regarding the future of this FRA grant program.

The PMOC notes that the six agency MOU known as The Portal Project Implementation Memorandum of Understanding (Implementation MOU) provides for a collaborative, long term effort by the six agencies to address the project funding gap for local share with specific collaborative advocacy priorities at the state, regional and local levels. *These efforts continued through October 2025.*

Program Cost

TJPA continues development of a comprehensive integrated system to provide more detailed cost reporting against the established project budget that includes a detailed quantitative monthly update with a narrative that discusses changes, impacts of current and anticipated project issues and use of cost contingency. Since July 2024, TJPA and the PMCM consultant have been actively setting up the project cost reporting system using a PMIS specifically tailored for the Transbay DTX project. *Working with the FTA, the PMOC has provided guidance to TJPA and an initial working template for reporting on cost status on a monthly basis similar to what LACMTA produces on its Los Angeles projects. The PMOC continues to recommend that TJPA complete its comprehensive cost reporting system and commence monthly detailed project cost reporting.* All expenditures to date should be reported on and updated on a monthly basis along with the update narrative. This will enable TJPA to provide more effective cost reporting, monitoring and forecasting as part of the overall risk management process.

2.14 Project Schedule

The Project Master Schedule, prepared prior to the FTA/PMOC Risk and Contingency Assessment, was approved at the TJPA February 9, 2023, Board meeting. Reflecting the result of the FTA/PMOC Risk Assessment completed in August 2023, TJPA accepted the results of the schedule analysis and finalized their updated Master Schedule to align with the analysis outcomes for the Target Start of Revenue Service of September 30, 2032 and the FFGA Revenue Service Date (RSD) of June 27, 2035, with contingency.

October 2025 Sponsor status and updates included:

- *The September 2025 Master Schedule update was provided in early October 2025 and has a data date of August 31, 2025.*
- *The Master Schedule (referred to as the FFGA+27 schedule) has been reviewed and accepted by TJPA as the revised Master Schedule and replaces the previous version of the Master Schedule. All references to schedule are about the current update to the FFGA+27 Master Schedule.*
- *During Q4-2024, the PMOC completed a comprehensive detailed review of the revised Master Schedule and the revised schedule was found to be in general conformance with the basic OP34 guidance.*
- *To date, the overall effect of adopting the new Master Schedule is a greater than two year change in the anticipated Target Start of Revenue Service from August 2033 to March 2036 since implementing the FFGA+27 Master Schedule in August 2024. This is an overall slip of 31 months in the Target Start of Revenue Service leaving the project without any contingency float. The Target Start of Revenue Service is now 180 work days past the FFGA RSD established during 2023 Risk and Contingency Review.*
- *TJPA adjusted the completion date for Revenue Service so the Master Schedule critical path (CP) remains a zero total float path to the Target Start of Revenue Service of March 5, 2036. The previous updates identified a variety of logic paths that were identified as critical (for each update) leading to the RSD. The frequent shift in the critical path on subsequent updates illustrates that the schedule is tight and changes in performance affects the overall schedule critical work. The current schedule update identifies as single logic path with zero float.*
- *The current CP has shifted in time with this update and is driven by procurement of the Contract 40-CT construction package.*

Critical Path

- *CT 40 RFP Released by November 14, 2025*
- *Identify Highest Ranked Firm by August, 2026*
- *Civil and Tunnel Design Validation by November 2027*
- *Civil and Tunnel Negotiate 60% Design by February 2028*
- *Civil and Tunnel Critical 60% Design Submission by June 2028*
- *Civil and Tunnel Critical 100% Design Submission by January 2029*
- *NTP Civil and Tunnel Construction (Shaft One) by April 2029*
- *Complete shaft 1, adit and mined excavation by August 2032*

- *Complete Track and Rail Systems by November 2034.*
 - *Complete Post-Install testing and commissioning by September 2035.*
 - *Complete Pre-Revenue testing by March 2036.*
 - *Target Start of Revenue Service on March 5, 2036.*
- TJPA has revised the Basis of Schedule report to further define contract packaging, Master Schedule structure, and contingency time treatment. The PMOC has reviewed the report and finds that it adequately supports and details the Master Schedule approach and methodology.
 - The ROW parcels have been divided into tranches and included in the new Master Schedule. Implementing this allows the TJPA team to move forward with the acquisitions and appraisals process in a staggered manner which is reflective of parcels' need dates. It allows the team to pursue activities that can be advanced to meet project needs. Two historical properties are proposed for acquisition and demolition. TJPA coordinated with the State Historic Preservation Officer (SHPO) and the recordation process for those properties in advance of demolition has been completed.
 - Securing ROW has been a critical component of the project. The timing of Real Estate activities has been adjusted for several schedule updates and is cause for concern. There can be many unknowns in the acquisitions and when they are part of the critical path it has the potential to create new project risks. TJPA has identified 4 tranches to track based on need. TJPA has analyzed and adjusted the ROW schedule to coincide with the needs for parcels. This is a continuing effort and TJPA has adjusted the expected performance to align with the project needs. *The 40-CT RFP procurement date continues to be delayed because a number of procurement documents are still under review and need to be finalized. The delay in issuing the 40-CT RFP has impacted all of the 40-CT work elements including procurement, preconstruction and construction activities, testing and the Target Start of Revenue Service. The schedule slip for CT-40 procurement continues to push the project completion into a later time frame.* Because of that, the Real Estate activities are no longer on the critical path but still have the potential to become critical. This is because the delay to 40-CT also impacted the Tranche 3 ROW activities (Civil and Tunnel Design Validation) which is a predecessor to the start of Tranche 3 appraisal process. Because the Real Estate procurement process has the potential to affect the overall project status, it is monitored closely, and any month to month changes are noted. The following table shows the relative status of the tranches as reported in the current Master Schedule update.

September 2025 Master Schedule Update

ITEM	COMPLETION
Tranche 1 Appraisals	<i>January 2026</i>
Tranche 1 Possession	<i>January 2027</i>
Tranche 2 Appraisals	<i>March 2026</i>
Tranche 2 Possession	<i>February 2027</i>
Tranche 3 Appraisals	<i>May 2028</i>

Tranche 3 Possession	May 2029
Tranche 4 Appraisals	July 2027
Tranche 4 Possession	June 2028

For this update, Tranche 3 is the most critical with 22 workdays of float relative to the Targeted Revenue Date.

- The elimination of the CHSRA platforms at the Fourth and Townsend Street Station resulted in a smaller plan footprint and reduction of the tunnel stub length have increased the area available for the required additional utility relocation design. The team is evaluating an updated schedule for revisions generated by these referenced secondary cost mitigation measures.
- *The Master Schedule has 1111 activities and 39 of the activities and milestones are on the critical path. This is 3.5% of the total, which is a reasonable amount considering the stage of the project.* It is recognized that all of the summary activities will be re-evaluated once the contractors submit and receive approvals of their working schedules.
- *more than a month's amount of schedule time was lost during this update period caused by continued delays to the Contract 40-CT procurement process. The Target Start of Revenue Service date was slipped to March 5, 2036 which is a variance of 36 work days.*
- *October 2025 Master Schedule Update Look-Ahead*
 - *Continued investigation and effort to secure local funding needed for the project.*
 - *Complete finalization of the Heavy Civil and Tunnel Contract 40-CT RFP documents.*
 - *Continued utility relocation design development and Real Estate activities.*

The PMOC notes that in developing the new Master Schedule, TJPA has investigated and produced an approach to accomplish the project objectives in the time frame desired. As a component of that development the schedule contains several long duration activities representing a collective set of work tasks. As construction contractors are selected, they will produce a schedule consistent with the project documents but may have proprietary means and methods that would alter the schedule. Therefore, the timing and sequence of activities may differ from those set forth in the current Master Schedule. Once the contractors' schedules are accepted the Master Schedule may require some adjustments.

The PMOC further notes that TJPA, in response to the program funding issue concerns in Section 2.13, Project Cost, has revised the timeline of certain critical path activities, including ROW acquisition. These revised activities have impacted the current Master Schedule, reducing the schedule contingency as observed by the PMOC. TJPA has acknowledged that a full evaluation of the Master Schedule, including review and update of the required schedule contingency, will be conducted as the local funding picture becomes clearer.

PMOC Concerns and Recommendations

As previously noted, the delay reported in the January 2024 schedule update was the recognition of additional time needed to finalize utility relocation plans which has now been incorporated into the schedule. This was a concern because utility relocations are an early work item that controls access to most of the project. The PMOC was concerned that the project was using valuable schedule contingency prior to the actual start of construction when contingency will be most needed. The revised Master Schedule (FFGA+27) of August 2024 had initially alleviated much of the PMOC's concerns about schedule slippage by shifting the Target Start of Revenue Service. However, subsequent updates have seen a continued slip in the Target Start of Revenue Service leaving the project without any reserve time. The original planned completion date forecast in August 2024 now appears unachievable. The slippage of the Target Start of Revenue Service coupled with the shifting critical path presents a serious challenge to managing the project. A changing CP shifts priorities and focus and may consume efforts that can be ineffective in the long run. It is recognized that the schedule is not a final product but the changes implemented have significantly affected the overall performance.

The PMOC observes that the schedule contingency has decreased rapidly over multiple schedule update periods as TJPA evaluated and updated the project schedule. The Project continues to miss its forecast dates for issuing the Contract 40-CT RFP for the Heavy Civil and Tunnel Construction and this activity is on the Project Schedule critical path. The remaining schedule contingency was depleted in the April 2025 Master Schedule update and the project continues to increase its schedule contingency deficit. Significant losses to contingency float cannot be recovered or absorbed in the schedule. It is absolutely essential that the project adheres to the schedule performance objectives going forward. It is expected that the schedule will be stabilized as the project prepares for the FFGA application. Lastly, the PMOC has not confirmed the adequacy of TJPA's schedule contingency since TJPA extended their schedule for the revised forecast FFGA date of July 2027. It is anticipated that adequate schedule contingency will be determined at the future FTA/PMOC Risk Refresh effort for the revised schedule and updated cost estimates.

2.15 Project Risk

The PMOC conducts risk assessments in accordance with OP40 at key project milestones when requested by FTA to support FTA's decision regarding project advancement and funding. To date, the PMOC has conducted one risk assessment of the DTX Project, which supported FTA's evaluation of the project's readiness to advance into the Engineering phase. The pre-Entry to Engineering Risk Assessment was completed between May and August 2023 and indicated an estimated project cost of \$8,255 million including finance cost and contingency, and a forecasted FFGA Revenue Service Date (RSD) of June 27, 2035, including schedule contingency.

The above cost and schedule values formed the baseline of the project as it advanced into the Engineering phase. However, TJPA subsequently decided to extend the Engineering phase by over two years to provide additional time to secure the required project funding (refer to section 2.14 of this report). In the PMOC's opinion, the extended schedule will significantly change the project cost in addition to the schedule. TJPA also is incorporating four major cost reduction initiatives which continue in the NEPA re-evaluation process (refer to section 2.5 of this report), and TJPA has accordingly made significant cost adjustments for these scope reductions and other reasons

(refer to section 2.13 of this report) and produced a completely updated project cost estimate which the PMOC has not yet reviewed in detail. In addition, the project sponsor is in the process of a comprehensive revision of the project's organizational structure to better focus on project delivery.

The PMOC notes that its 2023 Risk Assessment results indicating the P65 project cost (\$8,255 million) and forecast FFGA RSD (June 27, 2035) at Entry to Engineering remain the current official benchmarks. However, as a result of TJPA's subsequent extension of the project schedule by over two years, reduction of the project scope, comprehensive update of the project cost estimate (not yet reviewed by the PMOC), changes to the project MCC, and contract packaging changes, there is no longer any confidence in the 2023 risk assessment results. The PMOC recommends that an updated scope, cost estimate, schedule, etc., risk and contingency review be conducted prior to execution of the FFGA to re-establish a 65th percentile confidence level.

In the interim, the PMOC plans to perform a summary level review of TJPA's updated cost estimate, followed by a discussion of the risk scoring changes made during the Q1-2025 and Q2-2025 Quarterly Risk Register updates, and a review of TJPA's two cost risk models (Monte Carlo and Beta Range Factor – BRF). These reviews will inform an opinion of the recent TJPA risk results and provide input to the RCMP cost contingency drawdown curve.

In accordance with the DTX PMP and RCMP, the Sponsor prepared a risk register early in the project development. After the FTA/PMOC risk assessment, TJPA aligned both the project's risk register and its bottom-up cost model with the FTA's top-down model and used them to update the project's cost and schedule contingency drawdown curves. In compliance with its RCMP, TJPA updates the project risk register and provides a summary report to management on a quarterly basis.

TJPA's Q2-2025 risk register update review meeting was conducted on July 22, 2025. The updated Risk Register and Q2-2025 Quarterly Risk Memo were issued on October 10, 2025, and were reviewed by the PMOC. At the October 15, 2025, monthly project review meeting, the PMOC questioned the reduction of risk scores for several funding related risks, and TJPA offered to provide explanatory memos on the subject, which have not yet been received. Also, TJPA's Q3-2025 risk register update review meeting was conducted on October 23, 2025, covering the April through June 2025 period. TJPA reported that no risk scores were increased or reduced, and no risks were retired. However, three new risks, one each "red", "yellow", and "green", were added. TJPA also reported that concentrated effort is currently focused on mitigating near-term procurement related risks. The associated updated Risk Register and Q3-2025 Quarterly Risk Memo are still under preparation by TJPA and will be reviewed by the PMOC when received.

The top risks based on the July 2025 update of the Risk Register are presented in Attachment C of this report.

2.16 Quality Assurance/Quality Control

The Sponsor has completed preparing the Project Quality Assurance Plan, and the PMOC has completed its OP24 review. Refer to the Project Management Plan and Subplans discussion in Section 2.3 of this report for the status of the QAP.

2.17 Safety and Security

The Sponsor has completed the Project Safety and Security Management Plan (SSMP) and provided the SSMP to the PMOC on April 17, 2023, and the PMOC completed its review. See Project Management Plan and Subplans discussion in Section 2.3 of this report for the status of the SSMP.

2.18 Americans with Disabilities Act (ADA)

The PMOC has reviewed ADA compliance during the following reviews:

- OP20 – Project Management Plan
- OP22 – Project Safety and Security Management Plan
- OP32C – Project Scope Review

2.19 Buy America

The PMOC has reviewed Buy America compliance during the following reviews:

- OP20 – Project Management Plan
- OP32C – Project Scope Review

2.20 Start-Up, Commissioning, Testing

The project is currently at the Preliminary Engineering/Design Stage, approximately 30%. The PMOC evaluated the adequacy of the system start-up, testing and commissioning provisions in the Design Basis and Design Criteria documents, as well as in the SSMP, that was reviewed for the OP32C Project Scope Review.

2.21 Before-and-After Study Reporting

The PMOC confirmed that the Sponsor has addressed the requirements for the Before-and-After Study Reporting during the following reviews:

- OP21 – Management Capacity and Capability
- OP33 – Capital Cost Estimate
- OP51 – Readiness to Enter Engineering

2.22 Lessons Learned

OP26 – Lessons Learned is currently not included in the PMOC scope of work for either the Regional or Programmatic Task Orders for oversight services on the Transbay Downtown Rail Extension Project, Phase 2.

2.23 Actions Items Table

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status / Action Required
25-1.	Provide Report on Project Delivery Alternatives: Risk Analysis for Combining Contracts 50-TS and 55-YB.	TJPA	Jan. 15, 2025 at Monthly Meeting with FTA/PMOC	When available (end of Feb. 2025)	Aug. 20, 2025	Closed
25-2	Provide updated Basis of Cost Estimate.	TJPA	Sept. 17, 2025 at Monthly Meeting with FTA/PMOC	Oct. 31, 2025		Open
25-3	<i>Provide first draft of TJPA Monthly Report to FTA/PMOC.</i>	<i>TJPA</i>	<i>Oct. 15, 2025 at Monthly Meeting with FTA/PMOC</i>	<i>Dec. 31, 2025</i>		<i>Open</i>

3.0 MONITORING REPORT ATTACHMENTS

- A. List of Acronyms
- B. Safety and Security Checklist – In preparation by the Sponsor.
- C. Top Project Risks
- D. Awarded Contracts
- E. Rolling Stock Vehicle Status Report – (Not Applicable).
- F. Project Milestones/Key Events – Will be included in a subsequent Monthly Report based on the risk-informed Final Draft Master Schedule and current schedule updates.
- G. Roadmap to Revenue Operations – Will provide Roadmap for FFGA based on FTA development details.
- H. *Project Funding Plan Status Summary*
- I. *Secondary Cost Mitigation Details*
- J. Project Map
- K. Monthly FTA/PMOC Meeting Agenda and Attendees

Attachment A: List of Acronyms

ACOR	-	Alternate Contracting Officer Representative
ADA	-	Americans with Disabilities Act
ALTA	-	American Land Title Association
BRF	-	Beta Range Factor
CalSTA	-	California State Transportation Agency
CAO	-	City Attorney's Office
CCSF	-	City and County of San Francisco
CEQA	-	California Environmental Quality Act
CHSRA	-	California High Speed Rail Authority
CIG	-	Capital Investment Grant
CMGC	-	Construction Manager/General Contractor
CP	-	Critical Path (scheduling term)
CPM	-	Critical Path Method (type of project schedule)
CRISI	-	Consolidated Rail Infrastructure and Safety Improvements Program (FRA)
CTC	-	California Transportation Commission
DTX	-	Downtown Rail Extension (as in "Transbay DTX Project")
DBB	-	Design/Bid/Build
EMU	-	Electric Multiple-Unit (rail car vehicle)
ESA	-	Environmental Site Assessment
FEIS	-	Final Environmental Impact Statement
FFGA	-	Full Funding Grant Agreement
FMOC	-	Financial Management Oversight Contractor
FRA	-	Federal Railroad Administration
FTA	-	Federal Transit Administration
GEC	-	General Engineering Consultant
HSR	-	High Speed Rail
ICA	-	Interagency Cooperative Agreement
IFB	-	Issue for Bid (construction contract)
IPDT	-	Integrated Project Delivery Team
IPMT	-	Integrated Program Management Team
LFA	-	Load Flow Analysis (related to Caltrain's traction power system)

LONP	-	Letter of No Prejudice
LPA	-	Locally Preferred Alternative
MAP	-	Major Project Advancement Policy (Metropolitan Transportation Commission)
MCA	-	Master Cooperative Agreement (TJPA/Caltrain <u>or</u> TJPA/CHSRA)
MCC	-	Management Capacity and Capability
MMR	-	Mitigation Monitoring Report
MMRQ	-	Quarterly Mitigation Monitoring Report
MOA	-	Memorandum of Agreement
MOU	-	Memorandum of Understanding
MOW	-	Maintenance of Way
MTC	-	Metropolitan Transportation Commission
NEPA	-	National Environmental Policy Act
NODA	-	Notice of Decision and Appraisal
NOFO	-	Notice of Funding Opportunity
NSPS	-	National Society of Professional Surveyors
NTP	-	Notice to Proceed
OCS	-	Overhead Contact System
PAX	-	Pennsylvania Avenue Extension
PCEP	-	Peninsula Corridor Electrification Project (Caltrain)
PCJPB	-	Peninsula Corridor Joint Powers Board
PD	-	Project Development
PDB	-	Progressive Design-Build
PG&E	-	Pacific Gas & Electric
PMCM	-	Program Management/Construction Management
PMIS	-	Project Management Information System
PMOC	-	Project Management Oversight Contractor
PMP	-	Project Management Plan
PMPC	-	Program Management/Project Controls
QAP	-	Quality Assurance Plan
QA/QC	-	Quality Assurance/Quality Control
QRA	-	Quantitative Risk Assessment
RAMP	-	Real Estate Acquisition and Management Plan

RCMP	-	Risk and Contingency Management Plan
RFMP	-	Rail Fleet Management Plan
RFP	-	Request for Proposal
RFQ	-	Request for Qualifications
ROD	-	Record of Decision
ROW	-	Right-of-Way
RSD	-	Revenue Service Date
SCC	-	Standard Cost Categories
SFCTA	-	San Francisco County Transportation Authority
SFDBI	-	San Francisco Department of Building Inspection
SFMTA	-	San Francisco Municipal Transportation Agency
SFPUC	-	San Francisco Public Utilities Commission
SFPW	-	San Francisco Public Works
SHPO	-	State Historic Preservation Office (California)
SSMP	-	Safety and Security Management Plan
TIFIA	-	Transportation Infrastructure Finance and Innovation Act
TIRCP	-	Transit and Intercity Rail Capital Program
TJPA	-	Transbay Joint Powers Authority (Project Sponsor for Transbay DTX)
USDOT	-	United States Department of Transportation
WBS/CBS	-	Work Breakdown Structure/Cost Breakdown Structure
WD	-	Work Day
YOE	-	Year of Expenditure
4KY	-	4 th and King (Streets) Rail Yard

Attachment B: Safety and Security Checklist

In preparation by the Project Sponsor, Transbay Joint Powers Authority (TJPA).

Attachment C: Top Project Risks

The following are the top Transbay DTX Project risks, and their associated unmitigated risk scores as recorded in the DTX Risk Register Update meeting in July 2025:

Risk ID	Description	Score
CR13	Failure to secure cut and cover off-street muck-out staging area and having to muck out through ports in decking..	20
CR3	Delay in acquisition of funding – risk that 100% committed funding plan is not identified by time of FFGA approval (2027).	20
45	Addition of floating slab to minimize operating train noise and vibration on curved sections of direct fixation track.	16
139A	Noise and Vibration impacts during operational phase require additional mitigation.	16
24B	Unanticipated utilities in the Cut & Cover tunnel area.	15
138	Scope adjustment to advance work package for Caltrain 4 th & King work site	15
CR10	Delays in property acquisition	15

Risk Score/Rank

		Probability/Likelihood				
		1	2	3	4	5
Consequence / Severity	1	1	2	3	4	5
	2	2	4	6	8	10
	3	3	6	9	12	15
	4	4	8	12	16	20
	5	5	10	15	20	25

Key for Risk “Score”: 10-25 High (Red), >3-<10 Medium (Yellow), ≤3 Low (Green)

Attachment D: Awarded Contracts

1. General Engineering Consultant Contract: GEC/Parsons (4/5/25)

October 2025 Update: This contract has been extended to April 30, 2026 by the TJPA Chief Executive Officer based on the delegated authority granted by the TJPA Board. TJPA is in the process of re-competing and awarding a new professional services contract. The RFP was issued on October 20, 2025.

2. Program Management Construction Management: AECOM (7/1/29)

3. Construction Counsel: Meyers Nave (8/31/25)

October 2025 Update: This contract has been extended to February 28, 2026 by the TJPA Chief Executive Officer based on the delegated authority granted by the TJPA Board. TJPA is in the process of re-competing and awarding a new professional services contract. Proposals are due on November 3, 2025.

4. Archeological Consultant Services: Stantec (7/12/28)

5. Acquisition/Relocation/Specialty Appraisal Consultant Services: Associated Right of Way Services, Inc (8/4/27); Desmond, Marcello & Amster, LLC (4/13/27); Donna Desmond Associates (4/13/27); Hodges Lacey & Associates, LLC (4/13/27)

6. Appraisal and Appraisal Review Consultant Services: J. Kaeuper & Company (4/13/27); CBRE, Inc. (4/13/27)

7. Survey/ESA Phase 1&2 Consultant Services: Allwest (6/8/27); ACC Environmental Consultants, Inc. (4/13/27); Millennium Consulting Associates (8/4/27)

8. Title and Escrow Services: Chicago Title Company (5/4/27)

Note: Dates in parenthesis above indicate the expiration date for each contract.

Attachment E: Rolling Stock Vehicle Status Report

Not applicable - There are no direct TJPA procurements of revenue service vehicles included in the project scope of work.

Attachment F: Project Milestones/Key Events

Will be included in a subsequent Monthly Report based on the risk-informed Final Draft Master Schedule and current schedule updates.

Attachment G: Roadmap to Revenue Operations

Will provide Roadmap for FFGA based on FTA development details.

Attachment H: Program Funding Plan Status Summary

TJPA's Downtown Extension Project ("The Portal")					Reporting Period	Oct-25	TJPA projection
Funding Status Report (\$ in millions)					Total Funds Required (\$B)	\$8.25	\$7.57
Funding Program Description	Amount Received to Date	% of Total Funds Req'd	Total Funds Projected	Status	Notes		
Current/Projected Funding Gap	\$3,736.8	45%	\$1,414.5		TJPA states that Funding Gap = \$737M due to reduction in total project costs due to VE and reduced inflation assumptions which also = approx. \$737M		
Total Grants Offered to Date*/Projected	\$4,513.2	55%	\$6,835.5				
Federal Grant	\$3,784.5	46%	\$3,884.5				
FTA Capital Investment Grant	\$3,384.5	41%	\$3,384.5	FTA offered grant on 5/3/24	Maximum of \$3.4B or 41% of the estimate (\$8.25B) developed in concert with FTA/PMOC's pre-Entry to Engineering risk assessment		
Previous Federal ARRA Grant for the Train Box	\$400.0	5%	\$400.0		Train Box at Salesforce Transit Center completed in 2018		
FRA CRISI Grant	\$0.0		\$0.0	FRA rescinded, on 8/26/25, a \$24.6M grant that was offered in 10/24	No new NOFO announced. TJPA had previously applied for a CRISI grant in 2023 for \$60M but was not selected.		
FRA Federal/State Partnership Grant	\$0.0		\$100.0	TJPA previously submitted a grant request with CCSF for \$100.4M (to be paired, 40/60, with a \$150.6M local match) on 12/13/24 but Fed grant program in 2025 was cancelled.	Funds previously requested were to be used for Final Design of Civil/Tunnel work. New NOFO has 1/7/26 grant application deadline.		
USDOT National Infrastructure Project Assistance (Mega) Grant	\$0.0		\$0.0	TJPA has been twice denied, the first time for \$227M and the second time for \$118.6M.	Most recent grant denial notification was in 10/24.		
State/Regional Grant	\$567.7	7%	\$1,788.0				
Previous Local Match Funding of the Train Box	\$329.0	4%	\$329.0		Train Box completed in 2018		
MTC Regional Measure 3	\$175.7	2%	\$325.0	\$100.7M in 11/23; \$75M in 2/25	Source of funds was increases in bridge tolls (7 Bay Area bridges) through 2025. A new Regional Measure would need to be passed by voters in Fall, 2026 for more funding to be provided from future increases in bridge tolls.		
TIRCP	\$60.0	1%	\$560.0	Out of \$60M promised so far, \$22.6M has been allocated with \$37.4M to go.	Cycle 6. TJPA elected not to apply during Cycle 7 but plans to for Cycle 8. TIRCP funded by State Cap-and-Invest program (fka Cap-and-Trade). Total TIRCP program per year is about \$400M statewide.		
California High Speed Rail Pass-through	\$0.0		\$553.0				
State of California Discretionary Funding	\$0.0			Virtually a required funding source for the project.	\$1B/year pot from the State Cap-and-Invest program but those funds are for a wide variety of infrastructure projects, not just rail/transit.		
Other including RTIP Swap, Partner Agency (Caltrain) Contributions & Land Sales	\$3.0		\$21.0	\$3M is Caltrain Partner Agency Contribution	\$68M in funds from Land Sales was previously expected but now this is listed by TJPA as TBD.		
Local Measures (CCSF)	\$161.0	2%	\$1,163.0				
SFCTA Sales Tax Proposition Funds	\$30.0		\$321.0	Of \$30M allocated to date, \$21M from Prop K and \$9M from Prop L. \$12.5M requested by TJPA for FY26.	\$321M expected from this source but 1/2 of this is not expected until FY34-37. An expected revenue cash flow should be presented by TJPA.		
Central SOMA Community Facilities District (CFD) Bond Capital Funding Source	\$0.0		\$155.0		Need more information on this potential funding source.		
Transit District Capital Funding Source	\$131.0		\$577.0	\$105.2M CFD bonds + \$23.5M CFD "Pay-Go" receipts available after bond debt service+\$2.2M Impact Fees	Need more information on this potential funding source.		
Future Net Tax Increment Bonds & Pay-Go	\$0.0		\$110.0		Need more information on this potential funding source.		
* Federal Funds contingent on matching State and Local funds.							

Attachment I: Proposed Secondary Cost Mitigation Details

1. Eliminate train box extension at the Salesforce Transit Center - \$130M

- Delete Intercity Bus Facility that is no longer needed.
- Move Fan Plant from Train Box Extension to surface facility across Beale Street.
- Add an enclosed lobby with additional stairs at Beale Street Access.
- Retain existing Train Box and add air plenum to surface fan plant.
- All train platforms exceed 900 ft. in length; meet Caltrain and CHSRA requirements.

2. Reduce length of PAX tunnel stub box - \$205M

- SFCTA initially requested that Transbay DTX provide sufficient tunnel stub length to move the future Pennsylvania Avenue Extension (PAX) Project construction out of Townsend Street.
- Because the PAX project definition continues to be refined, SFCTA and the City of San Francisco agreed to proposed reduction in the tunnel stub length.
- The tunnel stub length has been reduced by 750 ft. in the proposed cost reduction initiative.

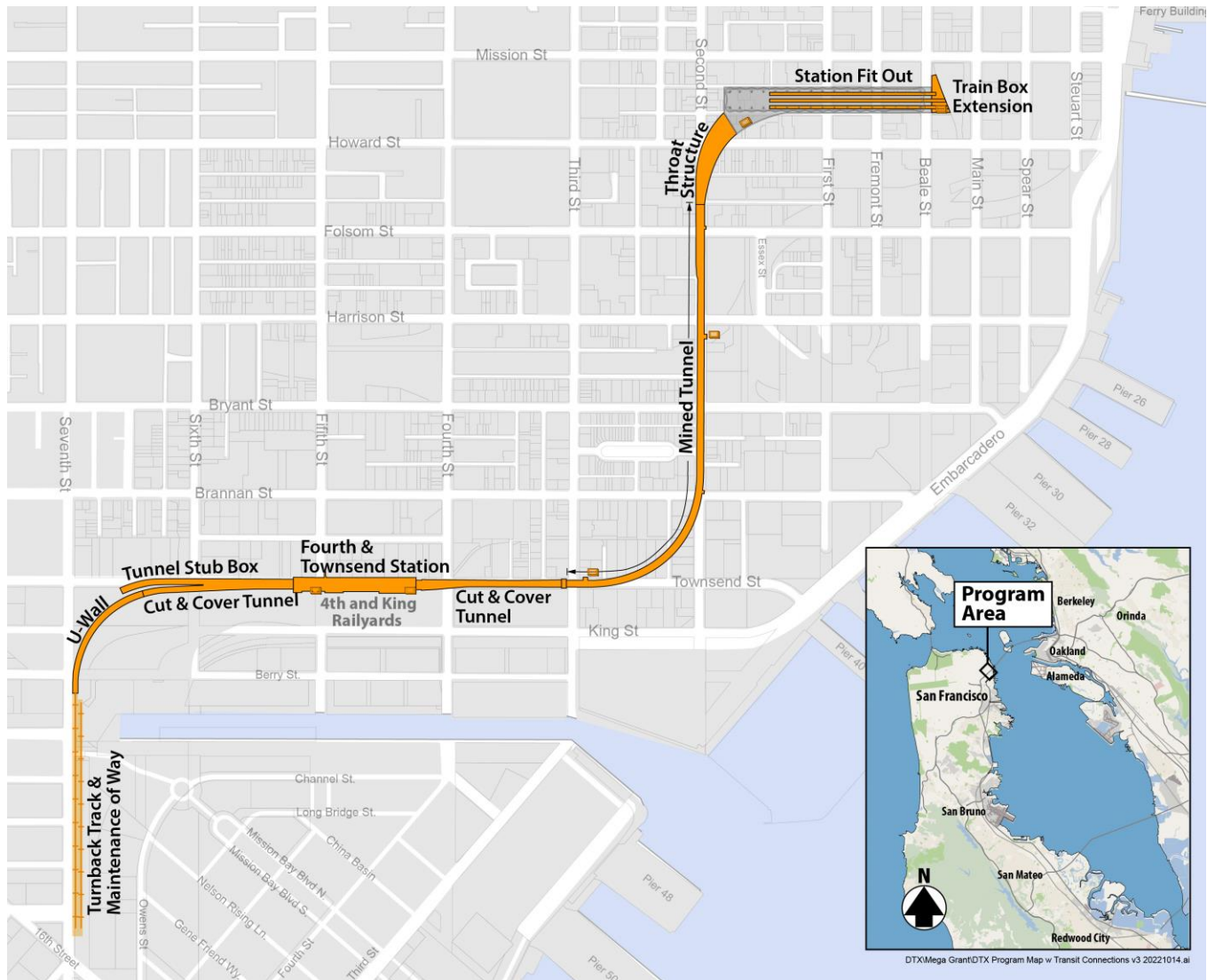
3. Defer HSR vertical circulation at Salesforce Transit Center - \$15M

- Due to uncertainty about when High-Speed Rail service will commence into the Salesforce Transit Center, the project is proposing to defer the installation of the one elevator and two escalators to the High-Speed Rail platforms.
- CHSRA has accepted the change.

4. Delete HSR side platforms at 4th and Townsend St. Station - \$190M

- Deletion of side platforms significantly reduces the footprint of the underground station and supports better utility relocation outcomes along Townsend Street with regard to scope, schedule and cost.
- There is TJPA and CHSRA executive level concurrence with this proposed change as well as agreement from Caltrain.

Attachment H: Project Map



Attachment I: Monthly FTA/PMOC Meeting Agenda and Attendees

Transbay Downtown Rail Extension Project, Phase 2

Grantee/Sponsor: Transbay Joint Powers Authority

FTA/PMOC Monthly Review Meeting – October 15, 2025

AGENDA

1. *Advance to Full Funding Grant Agreement [5 min.]*
 - *Planning Process – FTA Roadmap to FFGA*
 - *Key Agency-Level and Project Organizational Updates*
 - *IPDT Functional and Construction Contract Organization Charts*
2. *Environmental Process [5 min.]*
 - *National Environmental Policy Act (NEPA)*
 - *Mitigation Monitoring Reports*
 - *Status of Review against PCEP NEPA – Timeline*
 - *Status of NEPA Re-Evaluation – Timeline*
 - *California Environmental Quality Act (CEQA)*
 - *Progress on CEQA Addendum*
 - *Notice of Determination Process – Caltrain*
3. *Engineering/Design – Advance (Enabling) Works and Additional Work [10 min.]*
 - *Utility Relocation Package*
 - *Basis of Design Amendment – Progress Status*
 - *DTX 4th and King Yard Preparation Packages*
 - *4KYA 60% Design Package – Technical Issues Log Status*
 - *Revised 4KYB 30% Design Status*
 - *Mission Bay Drive Grade Crossing Design Change – Status of Approvals*
 - *Construction Concept of Operations – Progress Status*
 - *Combining Contracts 50-TS and 55-YB – Progress Status*
 - *Building Demolition Package*
 - *On hold @ 60% - Resume Work in May 2026*
 - *Traction Power Load Flow Analysis*
 - *2035 Initial Build Analysis Report - Status*
4. *Program Funding [5 min.]*
 - *Funding Applications Plan for CY2025*
 - *FRA Federal-State Partnership Grant*
 - *CTC Action on budgeted \$60M from TIRCP(6)*
 - *California TIRCP Cycle 8 – 2026 Application*

- *Community Facilities District Bond Capital Funding Source (CCSF)*
 - *Regional Measure 3 Funding*
 - *SFCTA 5-Year Prioritizations Program*
 - *Funding Plan Updates*
 - *Cash Flow through Engineering Phase to FFGA*
5. *Program Scope Status Update [5 min.]*
- *Scope Definition in Basis Documents*
 - *Design Requirements*
 - *Updated Program Total Cost Estimate*
 - *Current Master Schedule Update*
6. *Program Cost Status Update [5 min.]*
- *Basis of Cost Estimate – Update Status*
 - *Reporting Cost Performance Against Budget – Evaluation and Set-Up*
 - *Status of PMIS Implementation*
 - *Reporting Program Expenditures to Date*
7. *Program Schedule Status Update [10 min.]*
- *Monthly Schedule Discussion – September 2025 Update [Aug. 31 DD]*
 - *Critical Path and Progress on work to Key Milestones*
 - *Report on any late/delayed activities*
 - *Status of Critical Path activities scheduled for 4Q-2025/1Q-2026*
 - *Discuss Any Significant Logic Changes*
 - *Finalization of 4KYA/4KYB Staging Details in Master Schedule*
8. *Risk and Contingency Review [5 min.]*
- *Q1-2025 Risk Review Memo – PMOC Review*
 - *Q2-2025 Quarterly Risk Assessment Memo – Status*
 - *SFMTA Requested Townsend St. Improvements - Status*
9. *Critical Third-Party Agreements – Status [15 min.]*
- *Master Cooperative Agreement (MCA) with CHSRA*
 - *Status of Negotiations*
 - *Section 106 MOU with SHPO/FTA/FRA – 2026 Extension*
 - *The Portal Project Implementation MOU*
 - *ICA with (10) CCSF Agencies*
 - *October 2025 Technical Advisory Meeting Outcomes*
 - *Master Cooperative Agreement (MCA) with Caltrain*
 - *Overall Progress on MCA*
 - *Progress on 4KY Railyard, Track and Systems Agreement*
 - *Joint Trench Agreement*

- *Status: 60% Revised Design; Forms A and B*
- *Pacific Gas & Electric Agreement(s)*
 - *Status of determination of total power requirements for Transbay DXT*
- *Transbay DTX work at Fourth and King Streets*
 - *Caltrain and Prologis - Status*
 - *Required Prologis Easements.*
 - *Term sheet development/finalization*
 - *Development of agreement with TJPA/Caltrain*
 - *Resolution of Outstanding Issues – Progress Summary*
- *Tishman Speyer MOU*
 - *Scope/Timing for Construction Coordination Agreement*

10. Real Estate Acquisition - Status Updates [5 min.]

- *Right-of-Way Jan. 2025 Schedule Timeline: Oct. 2025 Activity Status Updates*
 - *Street Vacation of Alignment: Delay Impacts*
 - *Caltrans Parcel Acquisition SEC 2nd & Harrison: Delay Impacts*
 - *Tranches 3 & 4 Appraisals/Possession: Start Delay Impacts*
- *Structural Modifications Required for Property at 235 Second Street*
 - *Property in Tranche 4 on Project Critical Path*

11. Procurement [5 min.]

- *Progressive Design-Build Contract (40-CT)*
 - *Status of Resolution of Partner Agency Review Comments*
 - *Schedule Impacts of Delayed RFP Release – Nov. 2025*

12. Letter of No Prejudice (LONP) [\]

13. FTA/PMOC Review of TJPA Third-Party Agreements [5 min.]

- *TJPA Review of PMOC OP39 Report*

14. 2024 Project Management Plan Update [5 min.]

- *TJPA Approach and Schedule*

15. Additional Discussion/Action Items [5 min.]

- *Status of GEC and Construction Counsel Professional Services Contracts*

16. Next Monthly Meeting

- *Date/Time: Wed., Nov. 19, 2025 / Time: 11:00 AM-12:30 PM (PST)*
- *Location: Virtual MS Teams Meeting.*

Meeting Attendees:

Federal Transit Administration (FTA)

- *G. Reese (HQ)*
- *D. Kellman (HQ)*
- *C. Wei (TRO9)*
- *L. Lopez (TRO9)*

Federal Railroad Administration (FRA)

- *(None)*

Project Management Oversight Contractor (PMOC)

- *A. Royston*
- *E. Williamson*
- *D. Boe*
- *B. Kohlman*
- *W. King*

Transbay Joint Powers Authority (TJPA)

- *A. Rodriguez*
- *A. Harvey*
- *S. Polechronis*
- *D. Hunt*
- *R. Mincio*
- *A. Callagy*
- *M. Pryor*
- *J. Updike*
- *A. Acevedo*
- *A. Avestedt*

Caltrain

- *S. Cocke*
- *S. Bullock*

San Francisco County Transportation Authority (SFCTA)

- *J. Koehler*