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AGENDA

Peninsula Corridor Joint Powers Board Technology, Operations, Planning, and Safety (TOPS) Committee Meeting

July 23, 2025, 1:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Rico E. Medina (Chair), Pat Burt (Vice Chair), Shamann Walton

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/81186731470?pwd=OUE3b0ZiY3ZoYzRCN280UG5Gb19WZz09> or by entering Webinar ID: **811 8673 1470**, Passcode: **274739**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, or any other noticed location.

Public Comments: Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

July 23, 2025 - Wednesday

1:30 pm

All items to which [Government Code section 84308](#) applies have been marked with an asterisk.

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes for May 28, 2025 Motion
6. Authorize Executive Director to Execute Two Memoranda of Understanding with Motion
San Mateo County Transportation Authority (TA) and City of Burlingame for
Broadway Burlingame Grade Separation**
7. Receive Update Regarding Guadalupe River Bridge Project Informational
8. Receive Updates on Caltrain Safety Performance for Quarter Three (Q3) 2025 Informational
and Trespasser/Suicide Prevention Safety Plan
9. Receive Update on Regional Coordination Efforts: Bay Area Transit Reliability Informational
and Accessibility Network Scheduling Framework and Equitable Regional
(TRANSFER) Plan
10. Committee Member Requests
11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, August 27, 2025 at 1:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
12. Adjourn

Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

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Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board
Technology, Operations, Planning, and Safety (TOPS) Committee**

1250 San Carlos Avenue, San Carlos, CA 94070

DRAFT Minutes of May 28, 2025

Members Present: Shamann Walton

Members Present via Teleconference: Pat Burt (Vice Chair), Rico E. Medina (Chair)

Staff Present: M. Bouchard, S. Bullock, A. Davol (Metropolitan Transportation Commission), J. Harrison, J. Hogan, L. Ko, L. Lumina-Hsu, G. Rogers, B. Tietjen, B. Thompson, H. Zhu

1. Call to Order

Chair Medina called the meeting to order at 1:30 pm.

2. Roll Call

Loana Lumina-Hsu, JPB Deputy Secretary, called the roll and confirmed a quorum was present.

3. Pledge of Allegiance / Safety Briefing

Chair Medina led the Pledge of Allegiance and delivered the safety briefing.

4. Public Comment on Items not on the Agenda

Aleta Dupree, Team Folds, commented on the timing of train gate crossings.

Roland commented on material posting and the cancellation of the JPB Advocacy and Major Projects (AMP) Meeting.

5. Approval of Meeting Minutes for April 23, 2025

Motion/Second: Burt/Walton

Ayes: Burt, Walton, Medina

Noes: None

6. Guadalupe River Bridge Replacement Project

Sherry Bullock, Program Director, and Brent Tietjen, Manager, External Affairs, provided the presentation that included the following:

- Continuation of obtaining permits, addressing compliance issues, and construction preparation
- Completion of Project Reset, Construction Contractor Global Reset, risk evaluation and allowance, funding plan, and concurrence receipt
- Project completion in two dry seasons (anticipated October 2026, end of second dry season)

- \$4 million risk allowance for potential risk and mitigation, with an addition \$4.5 million for project contingency
- Original Walsh Construction contract at \$31,126,833, to now total \$89,787,026
- Santa Clara Valley Transportation Authority (VTA) Bus Bridge Agreement to provide service between Diridon and Tamien stations, \$2 million cost of estimated services
- Increase aggregate for HDR Engineering Consultant Services from \$8,703,073 to \$10,289,139
- Single source Troutman Pepper Locke contract extension and capacity increase
- De-energization of tracks to decrease service at Tamien station for six months
 - Continuation of diesel service, in addition to VTA
 - Service changes to be delivered through online and offline platforms

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Bottom risk assessment, predicting costs and scheduling setbacks
- Risk allowance, accounting for additional risks and higher price escalation
- Additional costs outside of original scope
- Email from Gilroy Council Member Zach Hilton regarding bus bridge usage
- Risk allocations and relationships with other agencies to reduce unknown

Motion/Second: Burt/Walton

Ayes: Burt, Walton, Medina

Noes: None

Public Comment

Doug DeLong commented on investigations relating to issued project permits and concerns for newly issued project permits.

Roland commented on the extensiveness of the project compared to the original plans and suggested a method to relieve track traffic issues.

7. Receive Update on Rail Operations and Maintenance Successor Contract

Graham Rogers, Project Manager, provided the presentation that included the following:

- Identification of potential firms and teams for services through Request for Expressions of Interest (RFEI)
- Feedback received on contract scope and approach, risk and delivery, performance requirements and data, experience and workforce, mobilization and transition, proposal process and roadblocks
- Parallel procurement schedule aligning with peer agency solicitations

Public Comment

Roland commented on the bundling of specific services and the accountability of agencies for providing these services.

8. Receive Update on Apprenticeship Program

John Hogan, Chief Operating Officer, provided the presentation that included the following:

- Recognized by the California Department of Industrial Relations and the Federal Department of Labor
- Eligible for high school graduates and above; two-and-a-half-year program and provides college credit
- Mission College to complete the program in December 2025 and kick off apprenticeship in Fall 2026
- Federal and state benefits to developing curricula

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Learning environment critical for specialized trades
- Outreach and organizations to prompt hiring

9. Receive Update on San Francisco Station Boarding Process Improvements

Mr. Hogan provided the presentation that included the following:

- Crowd control and fare enforcement after events with no security and scheduling issues
- Plans for expansion and refinement of process through staff and customer experience

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included passenger feedback collection.

Public Comment

Aleta Dupree, Team Folds, commented on the clarification of the Clipper card process during the funneling of passengers.

10. Receive Update on Next Generation Clipper Implementation, Challenges, and Mitigation Strategies

Bruce Thompson, Manager, Fare Program Operations, and Hui Zhu, Data Analyst, Fare Program Operations, provided the presentation that included the following:

- Next Generation Clipper features and rollout timeline
- Challenges and mitigation plans for fare enforcement device limitations, card balance check, Caltrain monthly pass adjustments

- Pre-launch, soft launch, and hard launch phases to create awareness of changed policies through materials, social media, outreach, frequently asked questions (FAQ), announcements, videos, and use of customer support

Public Comment

Aleta Dupree, Team Folds, commented on the upcoming Clipper Executive Board Meeting and the loopholes during the adoption of the new Clipper card.

Adina Levin, Seamless Bay Area, commented on staff's initiative to support passengers through rollout.

11. Committee Member Requests - There were none.

12. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, July 23, 2025, at 1:30 pm.

13. Adjourn - The meeting adjourned at 3:04 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Interim Chief, Design and Construction
For: August 2025 JPB Board of Directors Meeting
Subject: **Authorize Executive Director to Execute Two Memoranda of Understanding with San Mateo County Transportation Authority (TA) and City of Burlingame for Broadway Burlingame Grade Separation**

<input type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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Purpose and Recommended Action

The Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List. The Project also is part of the San Mateo County Transportation Authority's (TA) grade separation pipeline of projects. In March 2025, the City of Burlingame, the TA, and the Peninsula Corridor Joint Powers Board (JPB or Caltrain) agreed that the Project should be redesigned to pursue a more cost-effective option, which includes removing the new Broadway Caltrain Station from the design. Staff recommend the Board of Directors (Board) of the JPB:

1. Authorize the Executive Director to execute separate Memoranda of Understanding (MOU) with the TA and the City of Burlingame that formalize each party's roles and financial responsibilities as the Project is redesigned to the 65 percent design milestone.
2. Authorize Caltrain's contribution of **\$3.83 million**, which represents twenty-five percent of the agreed **\$15.3 million** redesign budget; and
3. Authorize the Executive Director to accept conveyance of two TA-owned parcels in Burlingame—Assessor Parcel Numbers 026-131-230 and 026-234-020—at a cost of **\$635,125**, so that essential right-of-way is in Caltrain's control well in advance of construction.

Discussion

65 Percent Redesign and Funding Plan

The Broadway Grade Separation Project reached 65 percent design in 2022 under a scope that included an elevated Broadway Station, new center platform, temporary shoofly track, and significant utility and creek relocations. At that time, the total project cost was estimated at approximately \$316 million. However, updated construction estimates prepared in 2024 by both the Construction Manager/General Contractor (CMGC) and an independent estimator

indicate significantly higher costs — potentially exceeding \$800 million. The cost escalation is primarily driven by:

1. Extended construction durations required to comply with strict environmental regulations and to safely build around live, electrified rail infrastructure.
2. Post-pandemic market conditions, including high inflation impacting labor and material costs.
3. Design changes and scope refinements since 2022.

In response, Caltrain, the TA, and the City of Burlingame have collaboratively identified the need to pursue a redesign that focuses on cost-effective delivery while preserving the Project's core safety and operational objectives. As part of this redesign, the parties have agreed to reassess key design elements, including the Broadway Station, shoofly configurations, vertical alignment, and construction phasing. The goal of the redesign is to reduce complexity, minimize long-lead risks, and improve the Project's readiness for external funding.

Total cost of the 65 percent redesign and right-of-way (ROW) support effort is \$15.3 million, and the parties have agreed to a 50 percent (TA)-25 percent (JPB)-25 percent (City) cost-sharing structure.

- **Caltrain Funding Contribution:** \$3.83 million.

This one-time contribution supports reaching the 65 percent design phase. Caltrain will cover 25 percent of the total \$15.3 million design cost. This contribution will cover Caltrain staff costs/overhead (\$1.825 million) and ROW support (\$2 million). San Mateo County Measure A (2008) funds or original Measure A (1988) funds will cover the \$3.83 million.

- **City Funding Contribution:** \$3.83 million.

The City of Burlingame will contribute up to 25 percent of the total \$15.3 million design cost.

- **TA Funding Contribution:** \$7.65 million.

The TA will contribute up to 50 percent of the total \$15.3 million design cost.

Right-of-Way Agreement

To support the Project's future delivery, Caltrain will acquire two parcels of land located along the railroad right-of-way in Burlingame. These parcels, identified by Assessor Parcel Numbers 026-131-230 and 026-234-020, were originally acquired by the TA in 1996 and are currently occupied by private tenants. The TA has deemed these properties "exempt surplus land" under Government Code Section 54221(f)(1)(D), allowing for their direct transfer to another public agency.

The current planned use for these properties is to support the Broadway Burlingame Grade Separation (BBGS) Project. Should the Project not move forward, or if the properties are not

needed under a redesigned alternative, the JPB will reconsider their uses for a broad range of potential purposes that could support new opportunities in Burlingame or other railroad capital and operating needs.

The TA Board approved a valuation of \$635,125 for both properties based on a “make whole” methodology reflecting the TA’s original purchase price plus inflation. This approach was supported by an Ad Hoc Advisory Committee of the TA Board. The acquisition will be funded through the Original Measure A Caltrain Improvements category, and the parcels will be incorporated into the Project as needed for construction staging, ROW access, or permanent facilities.

Together, the 65 percent redesign, the related MOUs, and the early ROW transfer enable the partners to refine the project scope before committing to construction, while maintaining eligibility for external funding programs focused on rail safety and grade separation improvements.

Budget Impact

Caltrain’s \$3.83 million share of the \$15.3 million redesign effort will be funded using available revenues in the San Mateo County Measure A (2008) Caltrain Improvements category. The property acquisition cost of \$635,125 will also be funded through the Original Measure A (1988) and does not require additional appropriations. These investments are consistent with Caltrain’s strategic goals to advance shovel-ready projects, leverage regional partnerships, and improve systemwide safety and grade separation outcomes.

Prepared By: Roland Mouawad

Project Manager

July 15, 2025

Resolution No. 2025-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorize Executive Director to Execute Two Memoranda of Understanding
with SMCTA and City of Burlingame for Broadway Burlingame Grade
Separation**

Whereas, the Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List; and

Whereas, the Project also is part of the San Mateo County Transportation Authority's (TA) grade separation pipeline of projects; and

Whereas, the Broadway Grade Separation Project reached 65 percent design in 2022 under a scope that included an elevated Broadway Station, new center platform, temporary shoofly track, and significant utility and creek relocations; and

Whereas, the total project cost was estimated at approximately \$316 million. However, updated construction estimates prepared in 2024 by both the Construction Manager/General Contractor (CMGC) and an independent estimator indicate significantly higher costs — potentially exceeding \$800 million; and

Whereas, the cost escalation is primarily driven by:

1. Extended construction durations to comply with strict environmental regulations and to safely build around electrified rail infrastructure.
2. Post-pandemic market conditions, including high inflation impacting labor and material costs.
3. Design changes and scope refinements since 2022.

Whereas, in March 2025, the City of Burlingame, the TA and the Peninsula Corridor Joint Powers Board (JPB) agreed that the Project should be redesigned to pursue a more cost-effective option, which includes removing the new Broadway Caltrain Station from the design; and

Whereas, the parties have also agreed to reassess key design elements such as shoofly configurations, vertical alignment, and construction phasing; and

Whereas, total cost of the 65 percent redesign and right-of-way (ROW) support effort is \$15.3 million, and the parties have agreed to a 50 percent (TA)-25 percent (JPB)-25 percent (City) cost-sharing structure; and

Whereas, the Caltrain Funding Contribution of \$3.83 million will cover Caltrain staff costs/overhead (\$1.825 million) and ROW support (\$2 million). The funds are sources from San Mateo County Measure A (2008) funds or original Measure A (1988) funds; and

Whereas, to support the Project's future delivery, Caltrain will acquire two parcels of land located along the railroad right-of-way in Burlingame (Assessor Parcel Numbers 026-131-230 and 026-234-020), which were originally acquired by the TA in 1996 and are currently occupied by private tenants; and

Whereas, the TA has deemed these properties "exempt surplus land" under Government Code Section 54221(f)(1)(D), allowing for their direct transfer to another public agency; and

Whereas, the TA Board approved a valuation of \$635,125 for both properties based on a "make whole" methodology reflecting the TA's original purchase price plus inflation; and

Whereas, the acquisition will be funded through the Original Measure A Caltrain Improvements category, and the parcels will be incorporated into the Project as needed for construction staging, ROW access, or permanent facilities.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute separate Memoranda of Understanding (MOU) with the TA and the City of Burlingame to formalize each party's roles and financial responsibilities as the Project is redesigned to the 65 percent design milestone; and

Be It Further Resolved that the Board of Directors hereby authorizes Caltrain's contribution of \$3.83 million, which represents twenty-five percent of the agreed \$15.3 million redesign budget; and

Be It Further Resolved that the Board of Directors hereby authorizes the Executive Director to accept conveyance of two TA-owned parcels in Burlingame—Assessor Parcel Numbers 026-131-230 and 026-234-020—at a cost of **\$635,125**, so that essential right-of-way is in Caltrain's control well in advance of construction.

Regularly passed and adopted this 7th day of August, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: August 2025 JPB Board of Directors Meeting
Subject: **Receive Update Regarding Guadalupe River Bridge Project**

<input type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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Purpose and Recommended Action

This report includes an informational update that requires no action by the Board of Directors ("Board") of the Peninsula Corridor Joint Powers Board ("JPB").

Staff will provide monthly updates covering Guadalupe River Bridge Project-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

Due to unforeseen challenges that have resulted in project delays and increased expense, the Guadalupe River Bridge Replacement Project concluded project reset with a revised budget, schedule, and funding plan. In June of 2025, the JPB approved Staff's request of additional \$107,691,005 to complete the Project, bringing the total cost estimate for the project to \$171,389,598 as the revised project budget. The JPB also authorized bus bridge agreement with Santa Clara Valley Transportation Authority (VTA) in support of bridge Construction.

The Executive Oversight Committee, convened by the Executive Director Michelle Bouchard, continues to meet regularly, providing additional project oversight and making recommendations regarding Caltrain's responses to the resource agencies, including reviewing and proactively implementing improvements to internal processes and controls for current and future projects.

Staff successfully secured all necessary permits in time to resume construction at the start of the dry season on June 15, 2025. Staff are also committed to providing monthly updates to the Technology, Operations, Planning, and Safety (TOPS) Committee through a monthly progress report. This report will ensure full transparency on key aspects of the Project, including project highlights, hazardous materials management plan (HMMP) work, project cost, schedule, change

orders, issues, and top risks. Each monthly report will be included in the JPB board packet, making it accessible to all board members and the public.

Monthly Update

See attached Monthly Progress Report.

Prepared by: Sherry L Bullock Interim Chief, Design and Construction July 15, 2025

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

June 30, 2025

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1.0 Executive Summary

1.1 Introduction

Caltrain will extend and replace two bridges over the Guadalupe River in The City of San José (Santa Clara County) just north of Caltrain Tamien Station. The Project is technically and logistically complex due to the age of the existing structures, their geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies.

The Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1"), a partial replacement, including seismic improvements, of the southbound bridge (Main Track Bridge 2 or "MT-2") and modifications to the existing Guadalupe River channel. The improvements address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability. The Project will enhance surrounding aquatic and upland habitats on the Project site, will purchase habitat credits from the Santa Clara Valley Habitat Agency and will partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek to satisfy mitigation requirements resulting from the environmental impact arising from the Project.

1.2 Background and Recent Accomplishments

In 2023, Caltrain completed demolition and extension of the MT2 bridge, relocation of all signaling cables from the MT1 bridge to the new MT2 bridge, relocation of all privately-owned utilities from the MT1 bridge to the new MT2 bridge and placement of the new MT2 bridge into passenger service. Due to constructability issues with the existing environmental permits, the construction work was paused in 2024 while Caltrain worked to amend the environmental permits to align with the revised approach for completing the project.

While the Construction work was paused, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February 2025. The LNTPs enabled Walsh to begin fabricating materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers, subcontractors, and equipment in order to commence work on June 15.

Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks, and organization and completed a global settlement with the Construction Contractor. Caltrain received JPB board approval for the re-baselined project budget and schedule in June of 2025.

Upon receipt of the amended permits, construction was resumed in June of 2025. Remaining project work including demolishing and reconstructing the MT1 bridge, installation of seismic retrofit piles for the MT2 bridge, widening the Guadalupe River channel, and implementing environmental mitigation in the form of habitat restoration and enhancements will continue through the completion date of March 2027.

1.3 Resource Agency Permitting Status

The team has been working with the resource agencies and secured revised permits for the Project in time to commence construction on June 15, 2025, the beginning of the 4-month “dry” construction season, followed by limited construction activities in “wet months” (October 15, 2025 – June 15, 2026). The following permits were received including conditions and mitigation requirements:

- San Francisco Bay Regional Water Quality Control Board (RWQCB) revised 401 Water Quality Certification
- U.S. Army Corps of Engineers (USACE) Section 404 reverification and the existing 408 permit is sufficient for Caltrain to resume bridge construction
- The California Department of Fish and Wildlife (CDFW) 1600 Streambed Alteration Agreement.
- Santa Clara Valley Water District (SCVWD) bridge construction encroachment permit extension and amendment.

The Habitat Mitigation Management Plan (HMMP) was revised substantially due to comments from SCVWD. The Environmental Team is actively working toward finalizing the HMMP, which will capture both on-site and off-site mitigation requirements. The following are highlights of habitat mitigation effort:

- Submit on site package for resource HMMP agency review and approval by July 18, 2025.
- Amend the USACE 408 permit for on-site mitigation work.
- Obtain SCVWD HMMP Encroachment Permit #2 for approval to perform on-site habitat mitigation within the districts land.

Offsite compensatory mitigation was selected through the Santa Clara Valley Habitat Agency (Habitat Agency) and the Mid-Peninsula Open Space District (Midpen).

- Participating in Special Entity (PSE) agreement through the Habitat Agency
- Midpen Board approved the Hick’s Creek Mitigation project on July 9th
 - A Cooperative Mitigation Agreement is currently being drafted between Midpen and JPB.
 - CEQA Addendum approval needed for Offsite Mitigation.
 - JPB and FTA to complete NEPA evaluation for Offsite Mitigation.

1.4 Project Cost and Budget

On June 5, 2025, the JPB board approved to amend the Guadalupe River Bridge Replacement Project Budget from \$63,698,593 to \$171,389,598. As of June 2025, the project is on budget:

- The current project total cost at completion (EAC) is the same as the Board approved budget of \$171.38 million.
- As of June 2025, the project cost is on track to complete the project.
- No drawdown occurred to the Contractors Risk Allowance and project contingency of \$7.6 million.

1.5 Project Progress and Schedule

As of June 30, 2025, the overall bridge construction completion is 40% and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for the Guadalupe River Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

1.6 This Month's Accomplishments

The project team has completed the following notable activities for the month of June 2025:

- Worked with environmental permitting agencies and successfully acquired all amended permits required to resume construction in June 2025.
- Obtained the Board approval for the re-baselined budget, schedule, and funding plan for the project.
- Finalized and issued a global reset change order for the costs to complete the project, including schedule for completion and detailed risk pool with Walsh Construction
- Caltrain executed a service agreement with VTA to supply a bus bridge between Diridon and Tamien Stations to accommodate OCS de-energization and minimize disruption to construction productivity resulting from electrified train service.
- Onboarded the new Construction Management Team and hosted several construction readiness meetings with all parties involved.
- Issued several work directives and contract amendments for ongoing project needs such as TASI support, Design Support during Construction, Legal support, Construction Management Services among others.
- Worked with third parties to execute land use agreements and encroachment permits for use of surrounding land parcels needed during construction.
- Staff performed outreach to the surrounding community to notify of the project and held a public meeting regarding traffic control impacts
- Environmental awareness training was delivered to all staff from the field level to the executive level.
- Discovered bird nesting and worked with environmental biologists and construction for workaround and schedule recovery.

1.7 Upcoming Work

For the next month, the GRBRP team has set additional goals as described below:

- Complete construction of the River Diversion of the Guadalupe River and begin Demolition of the MT-1 Bridge
- Begin construction of the new MT1 bridge foundations
- Complete the onsite Habitat Mitigation and Monitoring Plan (HMMP) design for submission to the Environmental Permitting Agencies
- Acquire Mid-peninsula Regional Open Space District board approval for use of Hick's Ranch for an offsite mitigation project and execute a contract for advancement of the design.
- Host monthly and quarterly update meetings with the Environmental Permitting Agencies, including FTA.

- Continue to execute various work directives and contract amendments needed for completion of the project.

1.8 Risk Management

As of June 2025, the top critical items and related actions are listed below.

Table 1-1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Bird nesting impact to construction work	<ul style="list-style-type: none"> • Current issue: Bird Nesting impacted the start of river diversion work by three weeks. Schedule impacts will be mitigated by resequencing the work. • Bird deterrents are installed on bridge structures to prevent nesting. • Biological monitors scan sites regularly to prevent development of new nests.
<p>Work needed to execute construction deviates from what is permitted:</p> <p>For example, the VW permits does not allow refueling of equipment on VW property. This poses a significant challenge to the project because of the site constraints. Some equipment is immobile and even moving the mobiles ones off of VW property for fueling leads to inefficiencies for the work.</p>	<ul style="list-style-type: none"> • Worked in advance with the Construction Contractor when developing Environmental Permit applications to ensure the permitting materials accurately described planned work methods. • Ongoing work with the construction contractor to review work plans and confirm alignment with permit conditions prior to work proceeding. • The construction team closely coordinates with the environmental team to understand the intent of permit conditions and if needed, engage permitting agencies for clarity. • Where exceptions are required, work with contractor to come up detailed work plans and mitigations to address agency concerns.
Unforeseen subsurface or structural conditions	<ul style="list-style-type: none"> • Performing advanced sampling of known areas of contamination to determine limits and plan for proper disposal in advance of work. • Performing investigation, to the extent feasible, of the existing MT-1 bridge structure to properly plan demolition activities in advance. • Advanced potholing, when possible, to uncover potential utility conflicts.
Unpredictable Water or weather conditions	<ul style="list-style-type: none"> • River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels. • Monitoring forecast to allow time to sufficiently prepare for weather events • Response plan was developed with Construction Contractor to mitigate “over-topping” of river diversion in case of weather event that will affect water levels in river.
Delays to approval of onsite HMMP	<ul style="list-style-type: none"> • Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs • Set date of July 18th for submission to permitting agencies to allow for revisions to be addressed and sufficient time for permit issuance before the work needs to begin in the dry season of 2026 • Primed permitting agencies for the anticipated submittal date and turnaround time needed.

2.0 SAFETY

Walsh Construction provides a full-time safety manager on the project who oversees and implements the Health and Safety program for the project. Walsh's safety manager continues to provide relevant training, host safety meetings, safety related inspections, reporting and managing responses to safety issues. This role will continue for the duration of the project.

Walsh reports the following safety activities for the month of June 2025:

Man Hours	Safety Meetings	Inspections	Observations	Near Misses	Incidents
5,345	20	7	20	0	0

Caltrain staff and consultants have experienced two incidents in the month related to the GRBR project.

- A first aid incident due to a stray dog from an unhoused encampment. The incident did not result in lost time. Measures were put in place to mitigate future occurrences.

An inspector injured their ankle on the fencing at the project trailer site. The inspector initially sought first aid and then sought further medical attention from a medical professional, which resulted in one week of rest.

3.0 PROJECT SCHEDULE

3.1 Introduction

The JPB has approved project re-baseline schedule as part of project reset with a substantial completion date of March 03, 2027, and Final Acceptance of March 30, 2027. The offsite habitat mitigation work will carry through 2027 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

As of June 30, 2025, the overall delay to the critical path is 0 days. The contractor re-sequenced water division work to minimize schedule impact caused by bird nesting. Bridge Construction will be completed in two dry seasons.

3.2 Re-Baseline Schedule

Guadalupe River Bridge Replacement (GRBR) project re-baseline schedule was established. The following are the status of major Milestones as of June 30, 2025.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/27/2025	
2025-2026 Wet Season (outside of river channel) <ul style="list-style-type: none">• MT1 Foundation and Super Structure• MT2 Pier 4 Work	01/23/2026	01/23/2026	
2026 Dry Season—Milestone 2 (All in-channel work) <ul style="list-style-type: none">• MT1 Deck & Finishes• MT2 Finishes	10/15/2026	10/15/2026	
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	
Substantial Completion	03/03/2027	03/03/2027	
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	

Table 3-1. Re-Baseline Schedule

3.3 Critical Path Analysis

The critical path in 2025 dry season goes through 2 separate paths: One path is through MT1 which includes river diversion, CIDH work and installation of steel girders. The other path is through MT2 which includes completion of Pier 2 and Pier 3 as well as completing some of the site work. The critical path continues through the 2026 dry season and includes completing the remaining MT1 bridge work, remaining grading and HMMP work.

4.0 COST AND BUDGET

4.1 Introduction

The JPB approved a revised Project budget of \$ \$171.38 million. Table 4-1 depicts a summary level of project budget, costs, and estimate at completion based on the latest project cost update as of June 30, 2025.

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A) ¹	Cost This Month (B) ²	Cost To Date (C) ³	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	\$171,389,598	\$15,305,048	\$57,911,665	\$113,477,933	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$15,305,048	\$57,911,665	\$113,477,933	\$171,389,598	\$0

1. Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.

2. Column B "Cost This Month" represents the cost of work performed this month.

3. Column C "Cost To Date" includes actual (amount paid) and accruals (amount of work performed) to date.

Table 4-2 depicts project budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional details for the project and is broken down by major work elements for the project, minor contracts, environmental, designer, project management oversight, HMMP and other indirect support costs.

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget (A)	Current Budget (B)	Cost This Month (C)	Cost To Date (D)	Estimate To Complete (E)	Estimate At Completion (F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$13,528,286	\$29,468,590	\$60,318,436	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$66,566	\$868,671	\$1,444,259	\$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$14,124,097	\$336,845	\$6,667,556	\$7,456,541	\$14,124,097
Offsite Habitat Mitigation (HMMP) – Incl 100% Design	\$12,250,000	\$12,250,000	\$0	\$0	\$12,250,000	\$12,250,000
Management Oversight & Support	\$23,180,900	\$23,180,900	\$529,553	\$11,179,332	\$12,001,568	\$23,180,900
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$843,798	\$4,451,571	\$12,382,882	\$16,834,453
PRIOR COSTS - Planning/Engineering & CalMod Improvements	\$5,275,945	\$5,275,945	\$0	\$5,275,945	\$0	\$5,275,945
Contingency	\$7,624,247	\$7,624,247	\$0	\$0	\$7,624,247	\$7,624,247
Grand Total	\$171,389,598	\$171,389,598	\$15,305,048	\$57,911,665	\$113,477,933	\$171,389,598

4.3 Contractor's Risk Allowance Pool

Caltrain and Walsh continued to implement new mechanisms to support a collaborative approach to project delivery. The parties jointly completed a detailed review of project risks and mitigation strategies, acknowledging that certain risks may materialize under specific conditions. To address this, both parties agreed to establish an allowance pool to cover additional costs related to risk mitigation following the start of construction in June 2025.

As part of the global reset, a \$4 million Risk Allowance Pool was created to proactively and collaboratively manage risks with the contractor. This pool is intended to compensate the contractor for additional costs incurred if identified risks are realized. Table 4-3 summarizes the current month's drawdown from the Risk Allowance Pool, the cumulative drawdown to date, and the remaining balance by risk category.

Table 4-3. Risk Allowance Pool Status as of June 2025

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750	\$0	\$0	\$390,750
Bird Deterrent Mitigation	\$250,000	\$0	\$0	\$250,000
Permit Requirements \$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000
Track Access Impacts	\$360,000	\$0	\$0	\$360,000
Water Management	\$250,000	\$0	\$0	\$250,000
Warehouse Storage	\$297,000	\$0	\$0	\$297,000
Isolation Casings	\$600,000	\$0	\$0	\$600,000
Phytophthora Management	\$750,000	\$0	\$0	\$750,000
Contingency	\$102,250	\$0	\$0	\$102,250
Total	\$4,000,000	\$0	\$0	\$4,000,000

In addition to the established Risk Allowance Pool with Walsh, the Re-Baseline Budget includes a project contingency of \$7.6 million to cover potential changes and unknowns not related to Walsh. As of the June 2025 Re-Baseline Budget, the total project contingency—was \$7.6 million. Table 4-4 summarizes the current remaining and forecasted contingency balance as of the latest monthly update.

Table 4-4. Overall Project Contingency

	Project Contingency		
	Allocated (A)	Unallocated (B)	Subtotal C = (A+B)
Project Contingency	\$7,624,247	\$0	\$7,624,247
Drawn Contingency	\$0	\$0	\$0
Remaining Contingency	\$7,624,247	\$0	\$7,624,247
Pending Changes	\$0	\$0	\$0
Forecasted Remaining Contingency	\$7,624,247	\$0	\$7,624,247

4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There is \$0 drawn from the contract incentives as of June 2025.

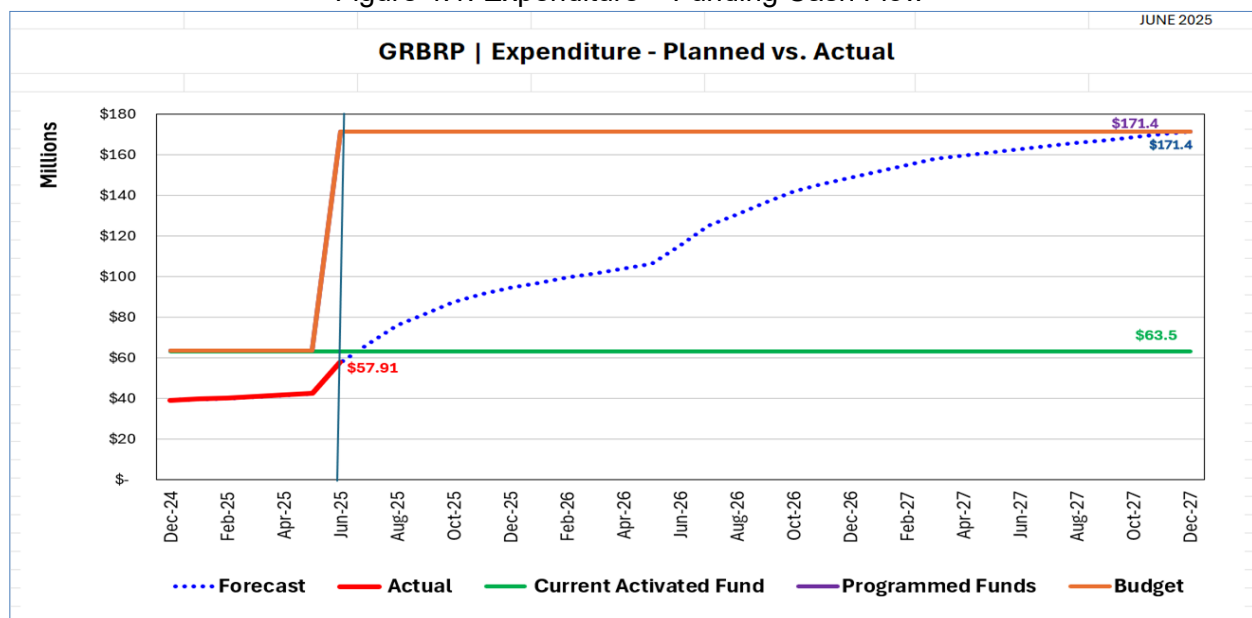
Table 4-5. Construction Contractor Incentives

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
Interim Milestone				
Install Steel Girders on MT1 Span 2	\$540,000	\$0	\$540,000	\$540,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
Total Contract Incentive	\$1,080,000	\$0	\$1,080,000	\$1,080,000

4.5 Project Cash Flow and Funding

The remaining project expenditures are cash flowed in Figure 4-1. With the award of full funding, the project does not expect any cash flow issues due to funding.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

Table 4-7. Cost and Funding Issues Identified, and Actions Taken for June 2025

Issues	Actions
None	<ul style="list-style-type: none"> N/A

5.0 CHANGE MANAGEMENT**5.1 Introduction**

The change management process establishes a formal administrative work process associated with the initiation, documentation, coordination, review, approval, and implementation of changes during the design and construction of GRB. The change management process accounts for the impacts of the changes and ensures prudent use of contingency.

5.2 Construction Change Orders / Risk Allowance Pool**5.1.1 Executed Risk Allowance/CCO Items**

- CCO-30 – Global Re-set

5.1.2 Approved Risk Allowance/Change Order Items:

- None as of June 2025

5.1.3 Upcoming Risk Allowance Items or Change Orders

- None as of June 2025

5.3 Issues

None.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Mike Meader, Chief Safety Officer
For: August 2025 JPB Board of Directors Meeting
Subject: **Receive Updates on Caltrain Safety Performance for Quarter Three (Q3) 2025 and Trespasser/Suicide Prevention Safety Plan**

<input type="checkbox"/> Finance Committee Recommendation	<input type="checkbox"/> Technology, Operations, Planning, and Safety Committee Recommendation	<input type="checkbox"/> Advocacy and Major Projects Committee Recommendation
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Purpose and Recommended Action

This item is for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs) and to provide an update on the development of the Caltrain Suicide/Trespasser Prevention Safety Plan. Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of key safety data and management of associated risk. Regularly reviewing this data will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance for our employees, passengers and the communities we serve.

Caltrain will provide quarterly safety reports to the board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our #1 Core Value – **Safety** – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

Budget Impact

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Mike Meader

Chief, Caltrain Safety

July 8, 2025

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning
For: August 2025 JPB Board of Directors Meeting
Subject: **Receive Update on Regional Coordination Efforts: Bay Area Transit Reliability and Accessibility Network Scheduling Framework and Equitable Regional (TRANSFER) Plan**

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This presentation is for information purposes only and is intended to highlight recent regional coordination efforts between transit providers throughout the nine-county Bay Area. The focus of this presentation will be on the Bay Area Transit Reliability and Accessibility Network Scheduling Framework and Equitable Regional Plan (TRANSFER Plan), which is a transit operator-led, near-term regional plan that aims to improve transfer timing at key regional hubs throughout the region. For the August 2025 Service Change, the operator-led Project Working Group, which includes representatives from Caltrain and San Mateo County Transit District (SamTrans), has focused on improving transfer timing at the Palo Alto Caltrain, Daly City Bay Area Rapid Transit (BART), Dublin/Pleasanton BART and Concord BART stations. Caltrain will not be making a schedule change in August 2025.

Discussion

This report and accompanying presentation are submitted to keep the JPB Technology, Operations, Planning, and Safety (TOPS) Committee apprised of ongoing efforts to improve regional scheduling coordination between Bay Area transit providers.

As part of the TRANSFER Plan effort, several routes, including those operated by SamTrans and the Dumbarton Express will have their schedules modified for the regional August 2025 Service Change. These mostly minor schedule changes are aimed to improve transfer timing and overall travel time for riders at the key peninsula transfer hubs of Palo Alto Caltrain and Daly City BART.

The TRANSFER Plan Project Working Group has worked closely with scheduling and planning representatives from Caltrain, SamTrans, Santa Clara Valley Transportation Authority (VTA), BART, San Francisco Municipal Transportation Agency (SFMTA), The Dumbarton Express, and Stanford Marguerite to analyze key transfer connections at Palo Alto Caltrain and Daly City BART and develop recommendations that will improve the transfer experience for transit riders

on the peninsula. The aforementioned transit operators have recently determined which recommendations can and cannot be implemented for the upcoming August 2025 Service Change, and this report will highlight how the rider experience will be improved for those making inter-agency connections.

Budget Impact

This project will have no impact on the budget.

Prepared By:	Dahlia Chazan	Chief, Caltrain Planning	July 11, 2025
	Andy Metz	Principal Planner, Alameda-Contra Costa Transit District (AC Transit)	July 11, 2025