



BOARD OF DIRECTORS 2025

STEVE HEMINGER, CHAIR
RICO E. MEDINA, VICE CHAIR
MARGARET ABE-KOGA
PAT BURT
DAVID J. CANEPA
DAVID COHEN
JEFF GEE
SHAMANN WALTON

MICHELLE BOUCHARD
EXECUTIVE DIRECTOR

AGENDA

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

October 29, 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: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, 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.

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

Each public comment is limited to two minutes. The Committee 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.

October 29, 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 September 24, 2025 Motion
6. Adopt 2026 Meeting Calendar Motion
7. Receive Results of the Annual Caltrain Customer Satisfaction Survey Informational
8. Receive Update on Guadalupe River Bridge Project Informational
9. Receive Update Regarding Caltrain's Preparations for Major Events in 2026 Informational
10. Committee Member Requests
11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, November 19, 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 Committee. Staff recommendations are subject to change by the Committee. 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.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

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. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, 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 Committee 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 September 24, 2025**

Members Present: Shamann Walton, Pat Burt (Vice Chair)

Members Present via Teleconference: Rico E. Medina (Chair)

Staff Present: N. Atchison, M. Bouchard, S. Bullock, J. Harrison, L. Ko, L. Lumina-Hsu, M. Meader, G. Rogers

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 Ms. Lumina-Hsu delivered the safety briefing.

4. Public Comment on Items not on the Agenda - There were none.

Aleta Dupree, Team Folds, commented on Caltrain Clipper 2 integration and renewable energy efforts.

5. Approval of Meeting Minutes for August 27, 2025

Motion/Second: Burt/Walton

Ayes: Burt, Walton, Medina

Noes: None

6. Receive Update on Rail Operator Re-Bid Process

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

- Operating costs totaling \$1.5 billion for Fiscal Year (FY) 2013 to FY25; five percent increase FY26) to FY35 and will exceed \$200 million by FY34
- Two-year solicitation timeline extension, with expected transition on July 1, 2029
- Financial transparency, competitive proposals, and handover efficiency

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

- Transit America Services, Inc. (TASI) involvement in procurement process
- Future contract costs above projected inflation
- Automated passenger counters (APC) and increasing service, resulting in higher costs and ridership

Motion/Second: Burt/Walton
Ayes: Burt, Walton, Medina
Noes: None

Public Comment

Aleta Dupree, Team Folds, commented on TASI rail personnel and the New Jersey rail strike.

Adrian Brandt commented on operations and maintenance cost reductions, contract staffing policies, and fare enforcement.

Roland commented on contract renewals, smaller contracts, and customer experience driven ridership.

7. Receive Update on Guadalupe River Bridge Project – August 2025

Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director, provided the presentation that included the following:

- Continued construction on Main Track 1 (MT1) and MT 2
- Winterization Plan and Habitat Mitigation and Monitoring Plan (HMMP) finalization
- No Occupational Safety and Health Administration (OSHA) reportable incidents
- Activities with permit agencies
- Interim Milestone 1 completed by forecasted date
- No funds used from contingency and contractor risk pool; no changes to budget
- Considerations: permitted work, different site conditions, bird nesting, unpredictable environmental conditions, and approval timeline for HMMP
- Mid-dry season and post-dry season construction

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included shuttle ridership and performance, on-time project delivery, and project budget.

Public Comment

Roland commented on the Santa Clara Valley Transportation Authority (VTA) shuttle connectivity between Diridon and Tamien stations.

8. Receive Annual Tree Report and Status Update Regarding Tree Assessment, Pruning, and Removal Program, Including Effectiveness of Replacement Tree Incentive and Budget

Mike Meader, Chief Safety Officer, provided the presentation that included the following:

- Regular tree assessments along right-of-way (ROW); coordination with municipalities and private owners for adjacent trees
- Over 1,000 trees removed or pruned (142 removed by Caltrain, 127 trees removed on Caltrain property, 8 trees on municipal property, 7 trees on private property)
- \$306,000 spent for last 12 months; \$250,000 for FY25 budget; zero incentives distributed to date

9. Receive Fiscal Year 2025 Annual Ridership Report

Nicholas Atchinson, Planning Analyst, provided the presentation that included the following:

- Service and fare changes within FY25
 - Over one million riders in June 2025 – first time since pandemic
 - Weekend ridership increased post-electrification (Saturday at 101.7 percent, Sunday at 98 percent); weekday ridership increased by 46.3 percent
 - At least 15 percent increase seen for weekday and weekend Giants game ridership
- APC system configuration, validation, and troubleshooting

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

- Comparison and calibration of previous ridership model to the APC data
- Projected ridership post electrification
- Increasing commute hour service; revenue and fare enforcement; hourly ridership for different parts of the day

Public Comment

Aleta Dupree, Team Folds, commented on post-Covid ridership, fares, and late-night service.

Roland commented on tagging, automated bicycle counters, and at-capacity trains.

Adrian Brandt commented on APC data collection, bicycle ridership, late-night service, and fare inspection.

10. Committee Member Requests - There were none.

11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, October 29, 2025, at 1:30 pm.

12. Adjourn - The meeting adjourned at 2:32 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Margaret Tseng, JPB Secretary
For: November 2025 JPB Board of Directors Meeting
Subject: **Adopt 2026 Meeting Calendar**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommend the JPB Finance Committee approve the attached meeting calendar for 2026.

Discussion

The JPB Technology, Operations, Planning, and Safety (TOPS) Committee meetings are scheduled for the Wednesday, two weeks prior to the JPB Board Meeting of each month at 1:30 pm, with the exception of November and December due to the Thanksgiving and Christmas holidays, respectively.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng

JPB Secretary

10/14/2025



JPB Technology, Operations, Planning, and Safety (TOPS) Committee 2026 Meeting Calendar

Wednesdays, Two Weeks Prior to JPB Board Meeting* – 1:30 PM
January 28
February 25
March 25
April 29
May 27
June Recess – No Meeting
July 29
August 26
September 23
October 28
November 18*
December 16*

*Regular meetings are scheduled two Wednesdays prior to the Board meeting at 1:30 pm unless otherwise noted.

Meetings are conducted in-person at Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA, or noticed location, and remotely via Zoom. Dates or location may be subject to change. Beginning July 2026 or later, meetings will be conducted in-person at 166 Rollins Avenue, Millbrae, CA 94030. Any changes to the July 2026 meeting will be posted in advance in compliance to the Brown Act.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Emily Beach, Chief Communications Officer
For: November 2025 JPB Board of Directors Meeting
Subject: **Receive Results of the Annual Caltrain Customer Satisfaction Survey**

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The annual Customer Satisfaction Survey gathers customer feedback on Caltrain services, with a focus on the rider experience both onboard the train and at the station. The results are used to guide planning decisions aimed at enhancing the customer experience.

This presentation is for informational purposes only, and no Board action is required.

Discussion

This update provides the Committee with key insights into how effectively Caltrain is addressing rider priorities and its performance relative to those priorities. The discussion will also highlight projects aimed at addressing rider concerns.

Overall rider satisfaction is at a record high, 4.41 out of 5.00, with year-over-year improvements both onboard the train (4.08 in 2024, 4.42 in 2025) and at the station (4.07 in 2024 and 4.30 in 2025). A key driver of the high satisfaction was the 4.41 rating for on-time train performance, which helps build rider trust that they can reach their destination on schedule. This was the first customer satisfaction survey conducted since the launch of electrified service, and comparisons were made with the ratings from the 2024 survey that was conducted pre-electrification. The largest improvements in the ratings were for cleanliness of interiors (3.82 in 2024, 4.51 in 2025) and the schedule/arrival frequency (3.54 in 2024, 4.15 in 2025). Key benefits of the new electric trains include shorter travel time/faster trains (55 percent) and increased frequency/more trains per hour (52 percent).

Caltrain is advancing multiple initiatives to enhance the rider experience and maximize the benefits of electrified service. Updates include new display materials with refreshed content and video graphics, expanded Wi-Fi coverage through tree trimming, maintenance, and increased number of radio antennas. Schedule enhancements support continued on-time performance, while improvements to station communications have increased the accuracy of

train arrival predictions, with further refinements planned for more precise platform notifications.

Budget Impact

No impact on the budget.

Prepared By: Julian Jest

Manager, Market Research

10/16/2025

**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: November 2025 Board of Directors Meeting

Subject: **Receive Update on Guadalupe River Bridge Project**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

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” or “Caltrain”).

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

The Executive Oversight Committee, convened by Executive Director 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, 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.

Budget Impact

There is no impact to the budget impact from receiving this status report.

Prepared by	Sherry L. Bullock	Interim Chief, Design and Construction, and	10/19/2025
		CalMod Program Director	

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

September 30, 2025

This page is intentionally blank.

TABLE OF CONTENTS

1.0	Executive Summary	1-1
1.1	Introduction	1-1
1.2	Background and Recent Accomplishments	1-1
1.3	Resource Agency Permitting Status	1-2
1.4	Project Cost and Budget	1-2
1.5	Project Progress and Schedule	1-3
1.6	This Month's Accomplishments	1-3
1.7	Upcoming Work	1-3
1.8	Risk Management	1-3
2.0	Safety	2-1
3.0	Project Schedule	3-1
3.1	Introduction	3-1
3.2	Re-Baseline Schedule	3-1
3.3	Critical Path Analysis	3-1
4.0	Cost and Budget	4-1
4.1	Introduction	4-1
4.2	Project Budget and Cost	4-1
4.3	Contractor's Risk Allowance Pool	4-2
4.4	Contract Incentives	4-3
4.5	Project Cash Flow and Funding	4-3
4.6	Issues	4-3
5.0	Change Management	5-1
5.1	Introduction	5-1
5.2	Construction Change Orders / Risk Allowance Pool	5-1
5.3	Issues	5-1

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 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, Caltrain provided notice to proceed (NTP) to Walsh to resume construction in June 2025.

In the month of September, with the Guadalupe River diverted in accordance with regulatory permits, Walsh advanced the construction of MT1 and MT2 seismic retrofit. MT1 steel girder spans were installed two days in advance of the construction contract milestone one. Walsh earned the first contract incentive. The remaining work for reconstruction of 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 as part of HMMP on-site work will continue through the completion date of March 2027.

1.3 Resource Agency Permitting Status

The team worked 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 the “wet season” (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 permits 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 satisfy both on-site and off-site mitigation requirements. The following are highlights of habitat mitigation effort:

- On site HMMP package was submitted for agency review and approval on July 18, 2025. In August, partial comments were received from the permitting agencies. JPB will continue to coordinate with agencies on the remaining comments and gain approval of the HMMP package.
- Upon approval of the HMMP package, JPB will seek to 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 district's 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.
 - In August, JPB executed a contract with ICF to perform design and permitting services for the Hick's Creek Mitigation project.
 - CEQA Addendum approval is 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 September 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 September 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

After June 2025 NTP was issued, a nesting blue bird within the project delayed the start of water diversion work. However, the project team has been working with the Contractor on resequencing to minimize the critical path impact.

As of September 30, 2025, the overall bridge construction completion is 55% 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 September 2025:

- Installed piers two and three 8' diameter piles, bent caps and 110' steel girders at MT1 span 2.
- Continued MT2 seismic retrofit work at pier 2.
- Site excavation for access at the MT1 abutments,
- Continued tree removals to mitigate risk of bird nesting
- Continued installation of sheet pile walls to accommodate continuation of wet season work.
- Acquired comments from CDFW and Valley Water for the onsite HMMP design.
- Advanced design site surveys and design work with ICF for the offsite Hick's Creek project design.
- Hosted quarterly update meeting with the Environmental Permitting Agencies, including FTA.
- Continue with temporary and permanent site grading activities.

1.7 Upcoming Work

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

- Complete dry season construction of MT1 bridge piers and MT2 retrofit piles within the river channel.
- Continue MT1 bridge construction activities that are outside of the channel.
- Install sheet pile walls to facilitate wet season work in accordance with regulatory permits.
- Remove river diversion, armor banks, install erosion control measures and restore the Guadalupe River to flow for the wet season.
- Continue to work with permitting agencies to gather feedback and finalize the onsite HMMP design
- Ongoing work to finalize agreement with Mid-peninsula Regional Open Space District for use of Hick's Ranch for the offsite mitigation project
- Host monthly status meetings with the Environmental Permitting Agencies.

1.8 Risk Management

As of September 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	- Walsh provided a recovery schedule to defers some MT2 work to 2026 dry season and maintains current substantial completion date. - Bird deterrents are installed on new bridge structures to prevent nesting over the 2025-2026 wet season. - Walsh advanced all contract required tree removals in 2025 dry season to eliminate locations for nesting birds. - Biological monitors scan sites regularly to prevent development of new nests.
Work needed to execute construction deviates from what is permitted: Example: Winterization plans contemplated ideal staging that was modified during project execution to accommodate various constraints not previously planned for.	- 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 the contractor to come up with detailed work plans and mitigations to address agency concerns. - For fueling issues, worked with the contractor to find alternate locations for fueling away from VW property and developed a fueling plan that is acceptable by Caltrain.
Unforeseen subsurface or structural conditions	- 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	- 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. - Adjusting schedule for river diversion removal activities to avoid forecasted weather that could result in high flows and impacts to environment.
Delays to approval of onsite HMMP	- Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs. - Previously 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. - Engage executive staff level support to contact Permitting agencies who have been unresponsive. - Provided draft HMMP plans to Walsh to confirm baseline schedule assumptions and to prepare for advertisements to subcontractors. To maintain schedule, draft HMMP (90% complete) will be used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.

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 September 2025:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
Sep 2025	16,676	20	19	65	2	3
Cumulative (from June 2025)	38,465	72	57	176	5	13

Safety Event Synopsis:

- 9.25.25: Upstream cofferdam failure caused flooding on a portion of the site.
- 9.24.25: Close Call: Walsh employee almost struck by transiting excavator
- 9.20.25: Equipment damage: A forklift struck the underside of a parked man-lift causing damage to the basket (right side bent upward and toe board creased).
- 9.11.25: First Aid: Employee suffered minor strain to the lower back.
- 9.08.25: Close Call: Unauthorized Site Access.

There are no OSHA reportable incidents and no Caltrain ROW incidents.

Definitions:

Incident: Any event occurring on or in the vicinity of the Work Site involving personnel, property or equipment associated with the Work which results in personal injury to any person or damage to any property.

Close Call: Any event resulting in no injury or no damage, but which had potential to result in injury or damage to persons or property.

Observation: The act of watching and recording specific workplace activities, conditions, and behaviors as they occur. The intent is to identify safe and unsafe actions, conditions, and positive safety behaviors, with the goal of preventing incidents before they occur. The process is driven by behaviors, actions and workspace conditions observed by the person(s) conducting the observation.

Inspection: The act of conducting a specific or multiple element job site evaluation of a workplace, equipment, or operational process aimed at identifying potential hazards, ensuring compliance with safety regulations, and promoting a safe working environment. Typically, a checklist based upon regulatory standards is used during the process.

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 September 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.

Milestone 1 (MT-1 Installation of Steel Girder Span 2) was completed on time on 9/25/2025

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 September 30, 2025.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
2025-2026 Wet Season (outside of river channel) - MT1 Foundation and Super Structure - MT2 Pier 4 Work	01/23/2026	01/23/2026	
2026 Dry Season—Milestone 2 (All in-channel work) - 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 goes through MT1 Abutments 1 and 5 works before linking to MT2 Piers 2, 3 and 4 retrofit. The critical path continues through the 2026 dry season and includes completing the remaining MT1 and MT2 bridge work, and final 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 September 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	\$7,079,160	\$76,809,632	\$94,579,966	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$7,079,160	\$76,809,632	\$94,579,966	\$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	\$5,320,000	\$43,604,765	\$46,182,261	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$72,174	\$1,007,512	\$1,305,417	\$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$275,557	\$7,327,857	\$6,606,441	\$13,934,298
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$39,830	\$51,211	\$12,388,589	\$12,439,800
Management Oversight & Support	\$23,180,900	\$23,180,900	\$573,429	\$12,759,719	\$10,421,181	\$23,180,899
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$798,170	\$6,782,622	\$10,051,831	\$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	\$7,079,160	\$76,809,632	\$94,579,966	\$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 September 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 September 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	\$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 September 2025 Re-Baseline Budget, the total project contingency is \$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 September 2025.

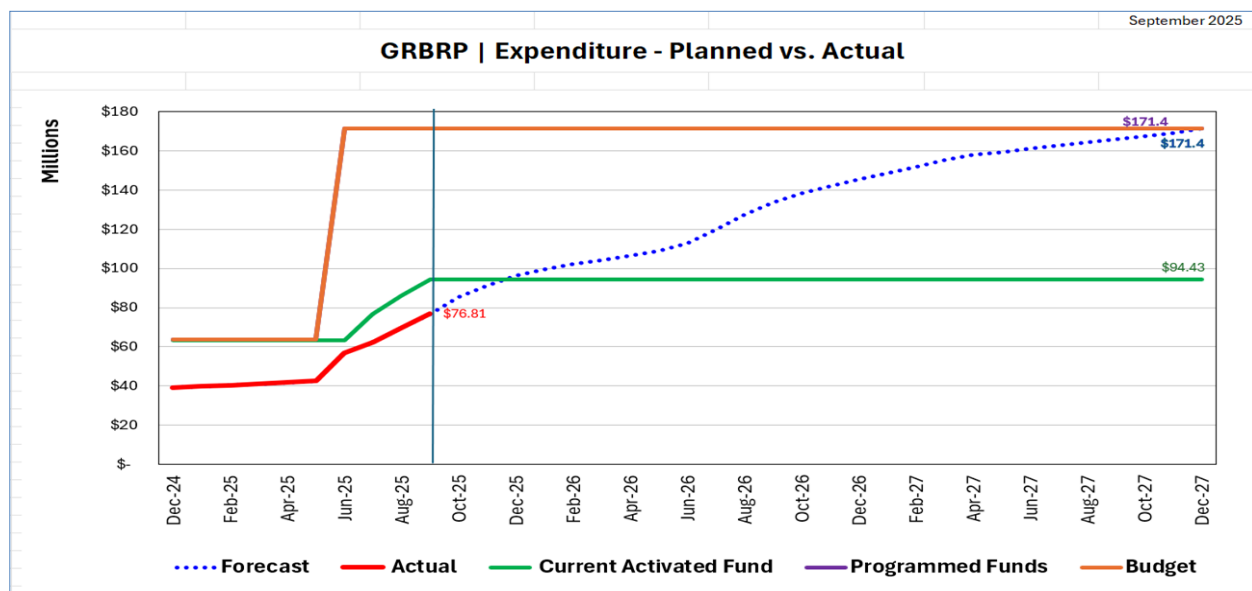
Table 4-5. Construction Contractor Incentives

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	\$420,000	\$0	\$120,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
Total Contract Incentive	\$1,080,000	\$420,000	\$540,000	\$660,000

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 September 2025

Issues	Actions
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

5.2.1 Executed Risk Allowance/CCO Items

- CCO-30 – Global Re-set

5.2.2 Approved Risk Allowance/Change Order Items:

- None as of September 2025

5.2.3 Upcoming Risk Allowance Items or Change Orders

- Risk allowance usage requested by Walsh through the month of September is \$1,152,891 and is currently pending review and approval.
- Pending Risk allowance usage for:
 - CIDH pile modifications
 - Removal of Fallen tree in river obstructing installation of river diversion
 - Additional generator for river diversion pumping and double handling of equipment to accommodate Valley Water fueling restrictions
 - Demo of additional unforeseen concrete at existing MT1 piers
 - Removal of unforeseen buried concrete
 - Additional pumps needed for river diversion
 - Added ATS system to support dewatering needs
 - Additional compensation due to impacts related to regulatory permit impacts in June and July 2025

5.3 Issues

Table 5-1. Change Management Issues Identified, and Actions Taken for September 2025

Issues	Actions
River Diversion cofferdams have not sealed completely and are resulting in greater seepage quantities than anticipated. There is no direct impact on critical path work.	• Working with the contractor to develop a plan for improvements and in compliance with permits. • Use of risk allowance anticipated to compensate Walsh for work that is beyond the baseline assumptions including additional dewatering pumps and an additional ATS system. • Will hold a “lessons learned” meeting with the contractor and environmental staff to discuss improvements for future work.

Valley Water added an unexpected permit condition about fueling at the very last minute before construction. No fueling on VW property was not included in previous permits.	• Worked with Walsh to develop fueling plans for approval by JPB for fueling non-mobile equipment within JPB ROW. • Monitoring potential impacts on productivity due to fueling restrictions related to mobile equipment and working with the contractor to mitigate where possible. • Use of risk allowance to compensate Walsh for work that is beyond baseline assumptions.
---	--

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: November 2025 JPB Board of Directors Meeting
Subject: **Receive Update Regarding Caltrain's Preparations for Major Events in 2026**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Caltrain is preparing for the Bay Area to host major sporting events in 2026, including the National Football League (NFL) Super Bowl LX and the Fédération Internationale de Football Association (FIFA) World Cup 2026.

This presentation is for informational purposes only, and no Board action is required.

Discussion

Caltrain is coordinating across multiple departments and regional partners to ensure operational readiness, safety, and enhanced rider experience during the 2026 major events. Levi's Stadium in Santa Clara will host both Super Bowl LX (February 2026) and multiple FIFA World Cup matches (June-July 2026), with other Bay Area cities expected to host fan events, media activations, and related activities that will drive significant ridership increases.

Caltrain has established a coordinated internal planning effort across departments and is meeting regularly with partner agencies, including the Bay Area Host Committee, Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), San Mateo County Transit District (SamTrans), and local jurisdictions in San Francisco, San Jose, and Santa Clara.

Budget Impact

No impact on the budget.

Prepared By: Brent Tietjen Manager, External Affairs 10/22/2025