



JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Meeting of February 25, 2026

Supplemental Reading File

# Subject

1. Receive Update on Guadalupe River Bridge Project

# Guadalupe River Bridge Replacement Project (GRBRP)



## Executive Monthly Progress Report

January 31, 2026

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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 to commence work on June 15, 2025. 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.

Walsh successfully completed the 2025 first dry-season work, achieving the MT1 bridge critical work milestone as scheduled. The planned MT2 seismic retrofit foundation work also progressed; however, completion was delayed due to nesting bluebirds within the project limits in June 2025. The remaining MT2 seismic work is planned for completion in the second dry season.

Walsh Construction, in coordination with the Caltrain project team, has evaluated recovery options to address the schedule impacts and enable completion of the remaining work during the 2026 dry season, maintaining the overall project completion target of March 2027.

In the month of January 2026, Walsh proceeded with wet season work without delay to any critical milestones. Advancement of MT1 bridge construction, including installation of large concrete bridge girder spans 1, 3 and 4 continued behind temporary sheet pile walls that isolate the construction from the river flows. Other work, such as site grading activities and installation of bird deterrent measures on the MT1 bridge structure, were also ongoing throughout January. In addition, Walsh focused efforts on maintaining erosion control and other winterization measures of the inactive areas of the site. By completing work necessitating de-energization of the OCS on January 31, 2026, Caltrain was able to resume train service between Diridon and Tamien Stations and discontinued the bus bridge service that has been operating since June 2025.

In channel construction work for completion of MT1 and MT2 bridges will require de-energization of the OCS and reduced service for up to five discreet weekends during the 2026 dry season.

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) and the 2026 “dry season”. 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.

To ensure successful completion of the work during the 2026 dry season, the team has conducted multiple constructability, sequencing, and risk-reduction workshops with the contractor and environmental team to carefully evaluate lessons learned from the 2025 dry season and identify opportunities to further minimize environmental impacts while improving schedule certainty.

Through this process, staff identified several refinements to the approved construction approach that are intended to reduce in-water work duration and avoid unnecessary disturbance. Several of these measures will require amendments to the Resource Agency Permits, if approved, as well as CEQA Addendum approval. While these permit modifications are still under review, the team is approaching the agencies to discuss the potential to include the following modifications:

- Additional access road from Willow St across JPB ROW to:
  - improve site access and flow of materials needed to complete

- construction.
- provide permanent access for future maintenance.
- Pruning the floodplain starting in April to mitigate potential bird nesting in the footprint of the river diversion piping to be installed for the dry season
- Early start of vegetation clearing and staging river diversion pipe in the floodplain on June 1
- Extended dry season work hours, limited to a few hours after sunset for refueling, material staging and housekeeping activities to help maximize daylight hours to focus on construction productivity
- Use of sandbags for construction of cofferdams as an option to the already permitted aquadams and gravel bags to improve the seal of the cofferdams and control seepage into the dewatered work zone that impacted productivity during the previous 2025 river diversion.
- Modification of the river diversion “pump-around” duration during river diversion removal increasing from approximately 2 weeks to 4 weeks. This extension will help provide surety that the contractor can complete the in-channel work prior to October 15<sup>th</sup>.

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. As of January, all comments were received from the permitting agencies. JPB continues to coordinate with agencies and SCVWD on the remaining comments and gain approval of the HMMP package. While this activity has fallen behind schedule, the team remains optimistic that approval of the HMMP will be acquired in time to complete construction by March 2027.
- Upon approval of the HMMP package, JPB will seek to Amend the USACE 408 permit for on-site mitigation work.
- JPB will continue to work with SCVWD to acquire HMMP Encroachment Permit #2 for approval to perform on-site habitat mitigation within the district’s land prior to the 2026 Dry Season Construction start.

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 to achieve a portion of the required mitigation credits.
- Midpen Board approved the Hick’s Creek Mitigation project on July 9<sup>th</sup>.
  - 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. In early December 2025, ICF completed the 60% design and submitted for permitting agency review.
  - 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 January 2026, the project is within budget:

- The current project total cost at completion (EAC) is the same as the Board approved budget of \$171.38 million.
- As of January 2026, the project cost is on track to be completed within the approved budget.
- To date, there have been \$717,728 drawdowns to the Contractors Risk Allowance.
- Several requests for Risk Allowance usage totaling approximately \$1.24 million have been submitted by Walsh Construction and are currently under review for final cost approval.
- No drawdowns to the 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 January 31, 2026, the overall bridge construction completion is 65% 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 January 2026:

- Completed work on MT1 Pier 4, Abutments 1 and 5 outside of the river channel behind temporary sheet pile walls.
- Installation of concrete bridge girder sections.
- Continued temporary and final site grading activities.
- Continued to refine design for additional access point along the site perimeter to improve access and mitigate potential site congestion during the 2026 Dry Season Construction as well as provide future Caltrain access.
- Continued efforts to finalize onsite HMMP design and prepare for final permit applications.
- Began installation of temporary bird deterrent measures on MT1 bridge.
- Advanced design work with ICF for the offsite Hick's Creek project design.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.

## **1.7 Upcoming Work**

For the next month, the Project team will be focusing on the work below:

- Continue MT1 bridge construction activities that are outside of the channel.
- Continue to work with permitting agencies to obtain permits for HMMP onsite

- work.
- Work with resource agencies to request modifications to permits to mitigate construction risks in 2026.
- Continue to work toward Hick’s Creek offsite mitigation final 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.
- Hold quarterly status meeting with Funding Partners.
- Finalize design for additional access to improve efficiency during the 2026 Dry Season Construction.
- Work with Walsh Construction to reconcile risk allowance drawdowns resulting from 2025 work

**1.8 Risk Management**

As of January 2026, 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"> <li>• Bird deterrents are installed on new bridge structures to prevent nesting over the 2025-2026 wet season.</li> <li>• Walsh advanced all contract required tree removals in 2025 dry season to eliminate locations for nesting birds.</li> <li>• Biological monitors scan sites regularly to prevent development of new nests.</li> <li>• Working in coordination with Walsh Construction, Construction Management Staff and Caltrain Environmental staff to evaluate modifications to the planned work that will mitigate 2025 nesting bird impacts and reduce schedule risk in 2026 dry season.</li> <li>• Working with Regulatory Permitting Agencies to gain approval for advancing pruning activities in potential bird nesting locations that could affect the 2026 dry season work area.</li> </ul>
Work needed to execute construction deviates from what is permitted, specifically the river diversion methods for 2026	<ul style="list-style-type: none"> <li>• Ongoing collaboration with Walsh Construction, Construction Management Staff and Caltrain Environmental staff to hold regular bi-weekly workshops to review site conditions and develop work plans for the 2026 dry season river diversion that incorporate lessons learned from 2025 river diversion implementation.</li> <li>• Work with Walsh Construction to evaluate 2026 river diversion implementation risks and potential mitigations to ensure work can be completed in 2026 dry season work window.</li> <li>• Work with the JPB environmental team to evaluate potential risk mitigations and propose modifications to the regulatory agencies.</li> </ul>
Unforeseen subsurface or structural conditions	<ul style="list-style-type: none"> <li>• Advanced potholing, when possible, to uncover potential utility conflicts and differing structural conditions (MT2)</li> </ul>
Unpredictable Water or weather conditions	<ul style="list-style-type: none"> <li>• River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels.</li> <li>• Monitoring forecast to allow time to sufficiently prepare for weather events</li> <li>• 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.</li> </ul>

	<ul style="list-style-type: none"> <li>• Adjusting schedule to pause construction activities to avoid forecasted weather that could result in high flows and impacts to environment.</li> <li>• Develop work plans and implement measures to manage groundwater and other water accumulating behind sheet pile walls to prevent discharges to the river.</li> </ul>
<p>Delays to approval of onsite HMMP</p>	<ul style="list-style-type: none"> <li>• Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs.</li> <li>• 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.</li> <li>• Engage executive staff level support to contact Permitting agencies who have been unresponsive.</li> <li>• 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) is being used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.</li> </ul>
<p>Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick’s Creek Offsite mitigation project</p>	<ul style="list-style-type: none"> <li>• Working with Santa Clara Valley Water District to find mutually agreeable solutions to include as much mitigation scope on their property as possible.</li> <li>• Evaluating Hick’s Creek Offsite mitigation project for additional opportunities to satisfy requirements.</li> <li>• Evaluating other options for offsite mitigation opportunities.</li> </ul>

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**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 January 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
January 2026	3,079	25	95	43	1	0
Cumulative (from June 2025)	58,336	163	282	350	9	19

**Safety Event Synopsis:**

- Close Call: 01/09/2026 - Walsh employee observed working at heights without fall protection.

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.

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**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 31, 2027. The off-site habitat mitigation work will carry through 2027 for completion at Hick’s Ranch site owned by Mid-peninsula Regional Open Space District.

As of January 31, 2026, the overall delay to the critical path is 0 days. The contractor re-sequenced dry season 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 September 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 January 31, 2026.

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) <ul style="list-style-type: none"> <li>• MT1 Foundation and Super Structure</li> <li>• MT2 Pier 4 Work</li> </ul>	06/1/2026  01/23/2026	06/01/2026  01/23/2026	Re-baseline date contained significant float for wet season work, allowing for work to be completed by June 1, 2026, prior to the next dry season.  MT1 foundation and superstructure work (Concrete Girders) were completed in January.  MT 2 Pier 4 work will be deferred to later in the season when weather is more favorable.
2026 Dry Season—Milestone 2 (All in-channel work) <ul style="list-style-type: none"> <li>• MT1 Deck &amp; Finishes</li> <li>• MT2 Finishes</li> </ul>	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.

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**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 January 31, 2026.

**4.2 Project Budget and Cost**

**Table 4-1. Budget Summary by Project**

Description of Work	Current Budget (A) <sup>1</sup>	Cost This Month (B) <sup>2</sup>	Cost To Date (C) <sup>3</sup>	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	\$171,389,598	\$3,508,559	\$95,105,832	\$76,283,767	\$171,389,598	\$0
<b>GRB TOTAL</b>	<b>\$171,389,598</b>	<b>\$3,508,559</b>	<b>\$95,105,832</b>	<b>\$76,283,767</b>	<b>\$171,389,598</b>	<b>\$0</b>

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

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

<sup>3</sup> 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	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$2,279,849	\$55,518,007	\$34,269,019	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$35,701	\$1,198,680	\$831,320	\$2,030,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$234,928	\$8,563,642	\$5,039,349	\$13,602,990
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$75,000	\$378,515	\$12,061,285	\$12,439,800
Management Oversight & Support	\$23,180,900	\$23,180,900	\$446,140	\$14,803,548	\$7,960,035	\$22,763,583
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$436,940	\$9,367,494	\$8,157,790	\$17,525,284
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	\$7,964,970	\$7,964,970
<b>Grand Total</b>	<b>\$171,389,598</b>	<b>\$171,389,598</b>	<b>\$3,508,559</b>	<b>\$95,105,832</b>	<b>\$76,283,767</b>	<b>\$171,389,598</b>

**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 January 2026**

<b>Risk Allowance Pool Category</b>	<b>Risk Amount</b>	<b>Current Month</b>	<b>Executed to Date</b>	<b>Remaining Balance</b>
Differing Site Conditions	\$390,750	\$0	\$47,248	\$343,502
Bird Deterrent Mitigation	\$250,000	\$0	\$0	\$250,000
Permit Requirements	\$1,000,000	\$0	\$40,292	\$959,708
Track Access Impacts	\$360,000	\$0	\$0	\$360,000
Water Management	\$250,000	\$0	\$0	\$250,000
Warehouse Storage	\$297,000	\$0	\$66,925	\$230,075
Isolation Casings	\$600,000	\$0	\$0	\$600,000
Phytophthora Management	\$750,000	\$562,813	\$562,813	\$750,000
Contingency	\$102,250	\$0	\$0	\$102,250
<b>Total</b>	<b>\$4,000,000</b>	<b>\$562,813</b>	<b>\$717,278</b>	<b>\$3,282,722</b>

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 January 2026, 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**

	<b>Project Contingency</b>		
	<b>Allocated (A)</b>	<b>Unallocated (B)</b>	<b>Subtotal C = (A+B)</b>
<b>Project Contingency</b>	\$7,624,247	\$0	\$7,624,247
Drawn Contingency	\$0	\$0	\$0
<b>Remaining Contingency</b>	\$7,624,247	\$0	\$7,624,247
Pending Changes	\$0	\$0	\$0
<b>Forecasted Remaining Contingency</b>	\$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 \$420,000 drawn from contract incentives as of January 2026.

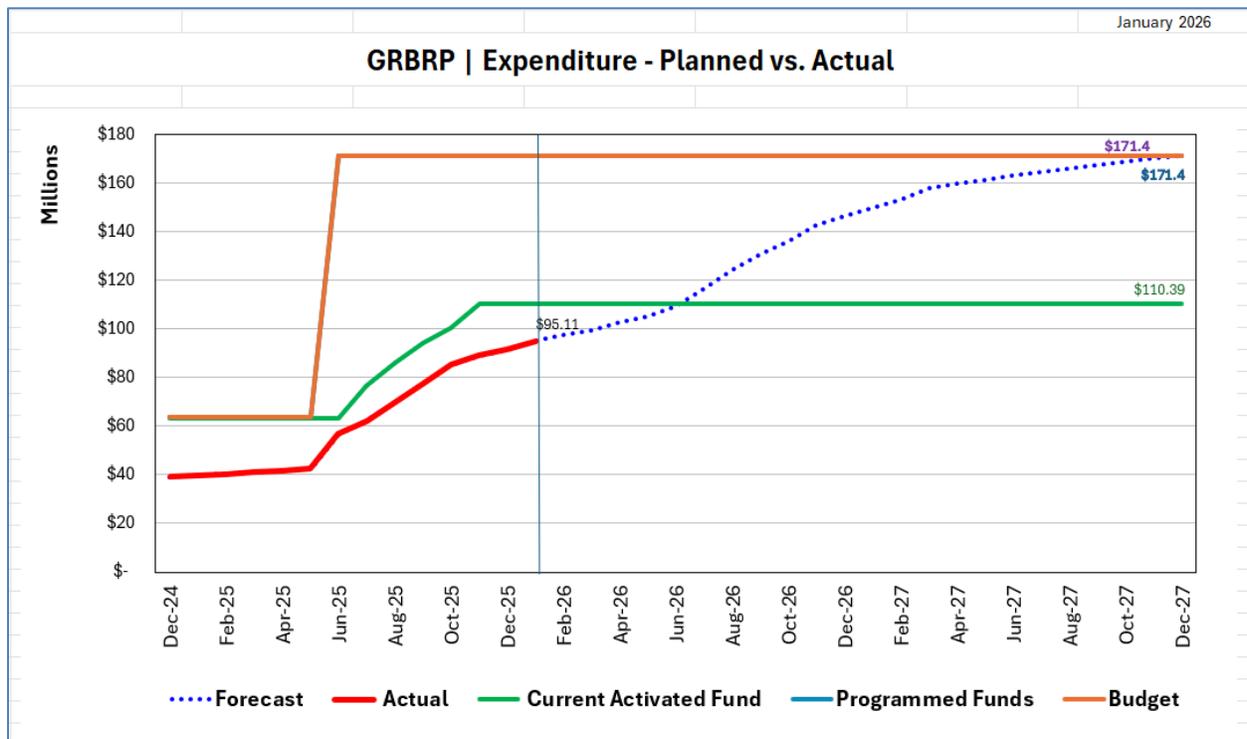
**Table 4-5. Construction Contractor Incentives**

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
<b>Interim Milestone</b>				
Install Steel Girders on MT1 Span 2	\$540,000	\$420,000	\$0	\$120,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
<b>Total Contract Incentive</b>	<b>\$1,080,000</b>	<b>\$420,000</b>	<b>\$540,000</b>	<b>\$660,000</b>

**4.5 Project Cash Flow and Funding**

The remaining project expenditures are cash flowed in Figure 4-1.

**Figure 4.1. Expenditure – Funding Cash Flow**



**4.6 Issues**

**Table 4-7. Cost and Funding Issues Identified, and Actions Taken for January 2026**

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

**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 or CCO Items

- CCO-30 – Global Re-set Change Order
- Risk Allowance:
- CCO-31 - Utility Services (Owner's Field Office)
  - CCO-33 - FI 029 - Demo MT-1 Solid Bents
  - CCO-34 - Unanticipated COZEEP Requirements

5.2.2 Approved Risk Allowance or Change Order Items:

- CCO-35 - Caltrans Property Fence
- CCO-36 – Phytophthora Management

5.2.3 Upcoming Risk Allowance Items or Change Orders

- Risk allowance usage requested by Walsh through the month of January is \$1,238,797 and is currently pending review and approval of final costs.
- 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
  - Bird Deterrent additional scope
  - Bat mitigation measures
  - Costs related to nesting bluebird delay in June
  - Additional compensation due to impacts related to regulatory permit conditions beyond baseline assumptions in 2025 Dry Season
- Pending Change Orders
  - Willow Access Road Construction

**5.3 Issues**

**Table 5-1. Change Management Issues Identified, and Actions Taken for January 2026**

Issues	Actions
River Diversion cofferdams have not sealed completely and are resulting in greater seepage quantities than	<ul style="list-style-type: none"> <li>• Working with the contractor to develop a plan for improvements and in compliance with permits.</li> </ul>

**Guadalupe River Bridge Replacement Project**  
**Monthly Progress Report – January 2026**

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<p>anticipated. There is no direct impact on critical path work.</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Will hold a “lessons learned” meeting with the contractor and environmental staff to discuss improvements for future work.</li> </ul>
<p>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.</p>	<ul style="list-style-type: none"> <li>• Worked with Walsh to develop fueling plans for approval by JPB for fueling non-mobile equipment within JPB ROW.</li> <li>• Monitoring potential impacts on productivity due to fueling restrictions related to mobile equipment and working with the contractor to mitigate where possible.</li> <li>• Use of risk allowance to compensate Walsh for work that is beyond baseline assumptions.</li> </ul>