



JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Meeting of April 29, 2026

Supplemental Reading File

Subject

1. Receive Quarterly On-Call Contracts Portfolio Report
2. Receive Quarterly Report of the Cooperative Purchasing Contract to Mansfield Oil Company for Fuel and Fueling Services Contract No. 25-J-CO-094
3. Receive Update on Guadalupe River Bridge Project

**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, Rail Planning
Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director
For: May 2026 JPB Board of Directors Meeting
Subject: **Receive Quarterly On-Call Contracts Portfolio Report**

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

Purpose and Recommended Action

This report is for information only. No Board of Directors (Board) action is required.

Discussion

This revamped report is an information item and consolidates eleven quarterly on-call contract staff reports to provide a high-level and transparent overview of total contract capacity, utilization, and work directive activity for the reporting period.

The tables below provide an update of contract activities from January 1, 2026, through March 31, 2026, and reports on the following:

- Table 1 Portfolio Contract Summary: List of on-call contracts, capacity, and work directive (WD) amounts issued to date by vendor
- Table 2 Work Directives and Amendments Issued This Reporting Period: Description and amounts of all the WDs and amendments issued in the reporting period

Budget Impact

There is no impact on the budget.

Prepared By:	Tomisha Young	Contract Administrator, Rail Contracts and Budget	4/1/2026
	Connie Tung	Contract Administrator, Rail Contracts and Budget	4/1/2026

Table 1 Portfolio Contract Summary

Item #	Contract #	Type	Vendor	Capacity	Issued to Date	Remaining	% Used	% Time Elapsed
1	20-J-P-006	Transportation Planning	Fehr & Peers	\$52,500,000	\$5,166,539	\$4,434,290	92%	100%
			HNTB		\$8,770,685			
			Kimley-Horn		\$16,643,336			
			ARUP		\$2,757,645			
			Mott Mac		\$13,206,710			
			WSP		\$1,520,765			
2	22-J-P-024	Communication and Signal Services	RSE	\$18,000,000	\$12,967,011	\$3,870,118	78%	73%
			STV		\$1,162,871			
			WSP		\$-			
			Xorail		\$-			
3	24-J-P-002	Program Management Oversight	Ghirardelli	\$55,000,000	\$-	\$38,699,103	30%	30%
			Jacobs		\$10,969,172			
			Conсор		\$5,331,725			
4	24-J-P-003	Construction Management	Ghirardelli	\$40,000,000	\$725,243	\$30,476,370	24%	31%
			Gannett Fleming		\$3,521,396			
			WSP		\$5,276,991			
5	24-J-P-010	General Engineering Consultant Design	AECOM	\$50,000,000	\$3,189,151	\$42,428,258	15%	42%
			HDR		\$986,684			
			TY Lin		\$3,395,907			
6	24-J-P-016	Alternative Project Delivery Negotiation	Kelly McNutt	\$3,150,000	\$2,791,895	\$358,105	89%	45%

Item #	Contract #	Type	Vendor	Capacity	Issued to Date	Remaining	% Used	% Time Elapsed
7	24-J-P-030	Management of Soil, Hazardous Waste, And Other Environmental Compliance	Millennium	\$4,000,000	\$789,603	\$3,210,397	20%	38%
8	24-J-P-055	Professional Support	Mott Mac	\$42,000,000	\$667,898	\$38,507,935	8%	32%
			RSE		\$2,477,125			
			WSP		\$347,042			
9	24-J-P-096	Design Review	TranSystems	\$8,000,000	\$24,728	\$7,975,272	0%	15%
10	24-J-P-098	Transportation Planning	Fehr & Peers	\$60,000,000	\$553,171	\$56,217,834	6%	11%
			Kimley-Horn		\$3,014,183			
			Mott Mac		\$214,812			
11	25-J-P-064	Alternative Project Delivery	Kelly McNutt	\$6,228,400	\$284,921	\$5,943,479	5%	15%
Total On-Call Contracts Portfolio				\$338,878,400	\$106,757,239	\$232,121,161	32%	

Table 2 Work Directives (WD) and Amendments Issued This Reporting Period

Contract #	WD #	Title and Description	Vendor	Amount
20-J-P-006 Transportation Planning	10704	Rail Operations and Maintenance Planning Manager Consultant services for Rail Operations and Maintenance (O&M) Planning for electrified service. The service request includes one full time Rail O&M Planning Manager to manage all work related to railroad readiness for electrified service. A1 added \$323,000 for additional support and extended to 12/31/25. A2 extended from 12/31/2025 to 2/28/2026. A3 added \$226,000 for additional support and extended from 2/28/2026 to 6/30/2026.	HNTB	\$465,171
	11769	Diridon Station O&M Cost Estimate Support to the development of operations and maintenance (O&M) cost estimates for the Diridon Station Redevelopment Project. More specifically, Caltrain seeks to develop goals and objectives for the development of O&M cost estimates; quantify future O&M costs associated with the Diridon Redevelopment Project, and project cost data inputs to the environmental documentation and funding strategy work scopes for the program.	HNTB	\$71,548
22-J-P-024 Communication and Signal Services	10930	Right-of-Way Survey Consultant to provide field survey support for construction work on our Right-of-Way (ROW) and firmly establish the limits of our property and as necessary assist with as-built data for disputes that arise with adjacent property owners. It is imperative that new ROW fencing is placed on the limits of our property so we can avoid future re-locations.	RSE	\$124,980

Contract #	WD #	Title and Description	Vendor	Amount
22-J-P-024 Communication and Signal Services (Cont.)	12078	2026 Grade Crossing Hazard Assessment Support to collect data at all JPB at grade crossings. The data shall include video data to capture the traffic counts and movements for vehicles, bicycles and pedestrians. The data collection shall also include any physical changes to the grade crossings. The new data will be used to update the Caltrain Grade Crossing Hazard Analysis risks for each crossing.	RSE	\$194,589
	12079	Signal Software and Positive Train Control (PTC) updates for Predictive Arrival/Departure System (PADS) Improvement Project To continue progressing updates to the signal application software updates in support of the PADS Improvement Project, to bring in newly available field status indications to the Rail Operations Control System Front End Processor (ROCS FEP). This work directive (WD) intends to cover all aspects of the necessary lead engineering design, software updates, verification, documentation, PTC subdivision updates, installation and cutover planning, and coordination activities as a member of the capital project team reporting to the Lead Project Engineer.	RSE	\$499,938
24-J-P-002 Program Management Oversight	11424	Senior Project Manager for Mountain View and Rengstorff Senior project management services for the reconstruction phase of the Mountain View Transit Center Project and Rengstorff Avenue Grade separation Project, and other Rail Development projects as required. A1 added \$385,246 for additional support and extended from 5/20/2025 to 5/31/2026. A2 revised end date from 5/31/2026 to 11/30/2025. Closed with \$383,714 balance.	Jacobs	(\$383,714)

Contract #	WD #	Title and Description	Vendor	Amount
24-J-P-002 Program Management Oversight (Cont.)	11782	Senior Project Manager for Middle Avenue Pedestrian Crossing Senior project management services for overall management of the scope, schedule, budget and quality of the project lifecycle from planning to closeout for Middle Avenue Pedestrian Crossing. Canceled	Conzor	(\$493,628)
	12012	CalMod Document Control (DC) Support Services To provide document control support services for the Caltrain Modernization Program.	Jacobs	\$133,331
	11420	Project Controls Analyst Consultant services to provide project controls expertise to support the administration of the capital projects. Canceled.	Jacobs	(\$195,329)
	2411447000	CalMod PCEP Document Control Senior Analyst Document Controls Senior Analyst – Ann Morris to provide consultant services for CalMod/Peninsula Corridor Electrification Project (PCEP). Closed with \$2,451 balance.	Jacobs	(\$2,451)
	11524	Risk Analyst-Estimator Consultant services to support Project Controls group (Manager of Project Estimates) in project risk management and project estimates. A1 extended from 12/31/2025 to 12/31/2026.	Jacobs	\$0
	12103	Central and San Francisquito Offices Document Control Support Services Consultant services to support in records management and document control tasks for the central office and do document control for the San Francisquito Creek Bank Stabilization Project.	Conzor	\$285,917

Contract #	WD #	Title and Description	Vendor	Amount
24-J-P-002 Program Management Oversight (Cont.)	12104	Central and San Francisquito Offices Document Control (DC) Support Services Consultant services to support in records management and document control tasks for the central office and do document control for the San Francisquito Creek Bank Stabilization Project.	Jacobs	\$90,000
24-J-P-003 Construction Management	11398	San Francisquito Bank Stabilization Contract Management (CM) Services To provide construction management services for the San Francisquito Creek Bank Stabilization Project.	Ghirardelli Associates	\$725,243
	11491	Central Control Facility HVAC CM Services Construction management services for Central Control Facility (CCF) Heating, Ventilation, and Air Conditioning (HVAC) Installation project. A3 extended from 7/1/2025 to 12/31/2025. Closed with \$6,163 balance.	WSP USA, Inc.	(\$6,163)
	11395	San Mateo Parking Track Project Construction management services for the administration of a construction contract for the PCJPB San Mateo Replacement Parking Track Project. A1 added \$236,348 for additional support. A2 extended from 7/1/2025 to 6/30/2026. Closed with \$36.35 balance.	WSP USA, Inc.	(\$36)
24-J-P-010 General Engineering Consultant Design	11709	South San Francisco Flood Assessment & Mitigation Project South San Francisco Flood Assessment & Mitigation Project: To provide preliminary engineering services to confirm causes of flooding, quantify hydraulic constraints, and develop feasible long-term mitigation alternatives that minimize operational impacts and lifecycle O&M.	T.Y. Lin	\$192,657

Contract #	WD #	Title and Description	Vendor	Amount
24-J-P-010 General Engineering Consultant Design (Cont.)	11706	Palo Alto Grade Separation Project Palo Alto Grade Separation: To conduct appropriate data collection, development of the Basis of Design Report, refinement of the conceptual designs, and development of 15 percent design plans for the crossing alternatives. A1 added \$18,013 for additional services.	T.Y. Lin	\$18,013
	11707	Rail Network Engineering Support Services To provide technical expertise to Caltrain’s Systems Engineering department, primarily in the area of rail operations-critical back office network and datacenter systems. A1 added \$213,945 for additional services.	AECOM	\$213,945
	11414	Systems Engineering & Integration Tech Support Technical Lead is responsible for supporting Caltrain Systems Engineering (SE) department as an extension of technical team seconded staff, primarily serving as the PADS lead engineer. A1 added \$460,117 for additional services and extended until 03/31/26. A2 added \$108,353 for additional services and extended from 3/31/2026 to 6/30/2026.	AECOM	\$108,353
24-J-P-016 Alternative Project Delivery Negotiation		No WDs issued this reporting period.		
24-J-P-030 Management of Soil, Hazardous Waste, And Other Environmental Compliance	11555	Environmental Engineer/Geologist Consultant Support Services – Operations Provide technical and staff support to JPB Operations in soil management and hazardous waste planning and compliance. A1 added \$122,373 for additional support and extended from 12/31/2024 to 10/31/2025. A2 added \$89,820 for additional support and extended from 10/31/2025 to 12/31/2026.	Millennium Consulting Associates	\$89,820

Contract #	WD #	Title and Description	Vendor	Amount
24-J-P-055 Professional Support	11616	Geographic Information System (GIS) Specialist/GIS Analyst Support Services To support the Engineering Department with location analysis, data integrity, mapping, and right-of-way services used in the day-to-day design and construction of Caltrain projects. A1 extended from 9/30/2025 to 6/30/2026. A2 extended from 6/30/2026 to 12/31/2026 and added \$73,394 for additional services.	WSP	\$73,394
	11615	Manager, Engineering (Traction Power) Support Services Responsible for engineering and oversight aspects of the Agency's traction power and OCS. A1 extended from 5/11/2025 to 11/11/2025 and added \$245,851 for additional support. A2 extended from 11/11/2025 to 2/12/2026 and added \$62,917 for additional support. A3 extended from 2/12/2026 to 4/12/2026 and added \$31,216 for additional services.	Mott MacDonald	\$31,216
	11615	Manager, Engineering (Traction Power) Support Services Responsible for engineering and oversight aspects of the Agency's traction power and Overhead Catenary System (OCS). A1 extended from 5/11/2025 to 11/11/2025 and added \$245,851 for additional support. A2 extended from 11/11/2025 to 2/12/2026 and added \$62,917 for additional support. A4 extended from 4/12/2026 to 6/30/2026 and added \$77,914 for additional support.	Mott MacDonald	\$77,914
24-J-P-096 Design Review		No WDs issued this reporting period.		
24-J-P-098 Transportation Planning	12152	Strategic Planning to Support Caltrain's Plan for the Next Decade To provide consultant support, management and strategic advisory services on Caltrain ridership estimating to support Caltrain's Plan for the Next Decade (Service Vision Update Phase 2)	Fehr & Peers	\$49,606

Contract #	WD #	Title and Description	Vendor	Amount
24-J-P-098 Transportation Planning (Cont.)	11929	Connecting Palo Alto Support Caltrain staff request consultant support for the initiation, project management and general coordination of the Connecting Palo Alto project as it proceeds through 15 percent Design in the project lifecycle. This work will be tied to the Connecting Palo Alto Cooperative Agreement (Agreement) to be executed with the City of Palo Alto (City) and the Santa Clara Valley Transportation Authority (VTA).	Kimley-Horn	\$1,000,000
	11930	Grade Crossing Elimination Program Implementation Feasibility Study Requires consultant to provide program management and strategic advisory support to facilitate the environmental review process for the Diridon Station Program.	Kimley-Horn	\$653,392
	11931	Adoption of the Corridor Crossings Strategy (CCS) Programs by JPB Technical and strategic advisory services for the final adoption of the Corridor Crossings Strategy Programs by the JPB, and the preparation of engagement materials for specific events targeting local officials and corridor partners (Transportation Authorities and cities).	Kimley-Horn	\$124,885
25-J-P-064 Alternative Project Delivery		No WDs issued this reporting period.		

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning and Safety (TOPS) Committee

Through: Michelle Bouchard, Executive Director

From: Theodore Burgwyn, Interim Chief Operating Officer

For: May 2026 JPB Board of Directors Meeting

Subject: **Receive Quarterly Report of the Cooperative Purchasing Contract to Mansfield Oil Company for Fuel and Fueling Services Contract No. 25-J-CO-094**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

This report is for information only. No Board action is required.

Discussion

Pursuant to Resolution No. 2025-17, the Board of Directors (Board) awarded a Cooperative Purchasing Contract to Mansfield Oil Company of Gainesville, Inc. to supply Renewable and Standard Red-Dye, Ultra-Low Sulfur Diesel Fuel and Fueling Services consisting of a 27-month term, starting June 2, 2025, through September 30, 2027, for a total estimated amount of \$2,527,274.

This cooperative purchasing contract will provide the Peninsula Corridor Joint Powers Board (PCJPB) with Fuel and Fueling services for the remaining fleet of diesel locomotives to ensure continued, uninterrupted service for Caltrain operations.

This informational item is presented quarterly to the Board and reports on the following:

- Total amount of gallons of fuel purchased since contract inception
- Total cost of fuel since the last reporting period

The tables below provide an update of contract activities from January 1, 2026, through March 31, 2026. Table 1 summarizes the contract capacity status. Table 2 updates the percentage of capacity used against the percent time elapsed. Table 3 shows the Board approved dates and amounts. Table 4 aggregates the amount of fuel in cost and gallons. Table 5 shows the Fuel Net Report status for the quarter.

Budget Impact

There is no impact on the budget.

Prepared By: Tomisha Young Contract Administrator, 4/1/2026
Rail Contracts and Budget

Table 1

Contract Summary	Years	Amount
Total Capacity:	2.3	\$2,527,274
Total Fueling Cost:		\$1,105,636
Remaining Exercised Capacity:		\$1,421,638

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
850	309	36%	44%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	6/2/2025	9/30/2027	2.3	\$2,527,274	2025-17
Total:			2.3	\$2,527,274	

Table 4

Fuel Cost	Total Cost		Total Gallons
Total Fuel Cost	\$1,105,636	Total Fuel Gallons	279,645
Previous Reporting Period	\$796,445	Previous Reporting Period	207,786
Current Reporting Period	\$309,191	Current Reporting Period	71,859

Table 5

Transaction Analytics

Delivery Start Date / End Date

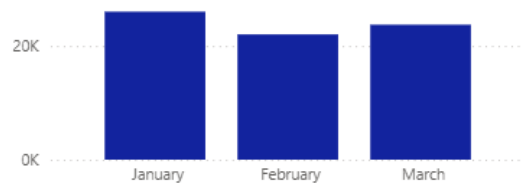
1/1/2026 3/31/2026

- ShipTo
- Select all
- Gilroy Rail Yard
- Transit America Services



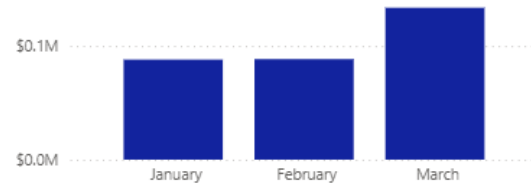
Quantity by Month

Year ● 2026



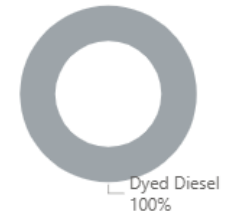
Cost by Month

YEAR_deliverye... ● 2026

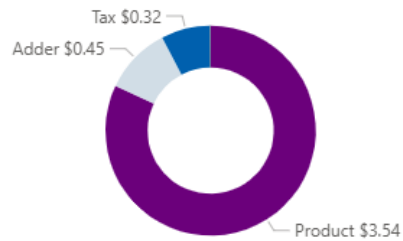


Quantity Distribution : Product Commodity Top 5

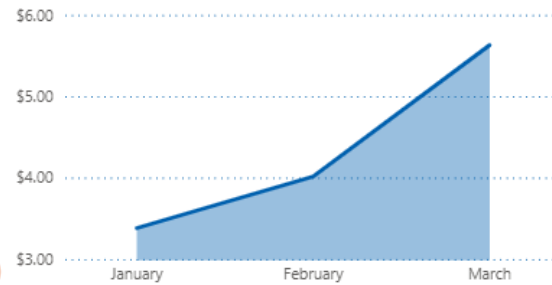
Product Commo...
● Dyed Diesel



Total Cost Distribution

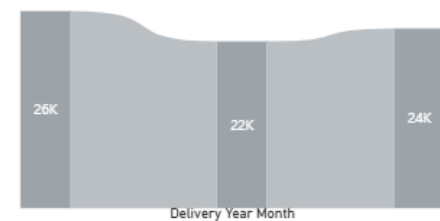


Cost Per Unit by Month



Quantity Trend : Product Commodity Top 5

● Dyed Diesel



Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

March 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 bridge construction during the 2026 dry season, maintaining the overall project completion target of March 2027.

In the month of March 2026, Walsh proceeded with wet season work without delay to any critical milestones. Activities included continuation of MT1 bridge construction and work planning for the 2026 dry season which included construction plans reviews for river diversion implementation, The work planning meetings were held with focus on the risk reductions necessary to complete work during 2nd dry season. With the increased bird nesting activities beginning in February, Biologists supporting have increased to assure prevention of bird nesting that could impact construction progress. Walsh also focused efforts on maintaining erosion control and other winterization measures of the inactive areas of the site.

In channel construction work for completion of MT1 and MT2 bridges require de-energization of the OCS and a service outage between Diridon and Tamien Stations for five discreet weekends during the 2026 dry season. The dates for these five weekends have been confirmed with Caltrain Operations to avoid any special events requiring Caltrain operational support.

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. Upon receiving additional feedback from the Resource Agencies, the following permit modifications have been formally requested:

- 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.

The Onsite Habitat Mitigation Management Plan (HMMP) was initially provided to agencies for review in July of 2025. The HMMP was then revised substantially due to comments from SCVWD and the regulatory agencies. The HMMP covers details of the proposed on-site mitigation and off-site mitigation required to address impacts of project construction. The following are highlights of recent habitat mitigation efforts:

- On site HMMP package was revised to address all previous comments and re-submitted for agency review on February 20, 2026. JPB requested that the agencies complete their review of the revised document by March 25, 2026.
- Both CDFW and RWQCB have responded positively, indicating they will prioritize their review of the February 2026 HMMP.
- Although the permitting agencies did not complete their reviews by March 25th, the project team remains optimistic that approval of the HMMP will be acquired in time to begin construction in 2026 dry season.
- JPB will continue to work with SCVWD to acquire approval of the HMMP and Encroachment Permit #2 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).

- JPB will prepare a Project Mitigation Summary Memo detailing the mitigation offered to offset habitat impact due to the project construction. This memo will be distributed to all agency partners.
- JPB is developing a Participating in Special Entity (PSE) agreement through the Habitat Agency to achieve a portion of the required mitigation credits. This agreement will be finalized after the agencies have approved the revised HMMP
- Midpen Board approved the Hick's Creek Mitigation project on July 9th, 2025
 - A Cooperative Mitigation Agreement is currently being drafted between Midpen and JPB that will be presented to the JPB Board for approval in August 2026 along with a third CEQA Addendum that is needed specifically to capture the Offsite Mitigation offered by the project.
 - In early December 2025, ICF completed the 60% design and submitted for permitting agency review. Final Design is anticipated to be completed by end of April 2026
 - JPB and FTA will complete a NEPA re-evaluation for Offsite Mitigation.
 - Advertisements for construction contract procurement will begin fall 2026 after acquiring all regulatory permits.

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 March 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 March 2026, the project cost is on track to be completed within the approved budget.
- Caltran and Walsh have agreed upon risk allowances for 2025 dry season
- To date, there have been \$2,687,375 in drawdowns to the Contractors Risk Allowance.
- Several additional requests for Risk Allowance usage totaling approximately \$368,299 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 March 31, 2026, the overall bridge construction completion is 68% 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 March 2026:

- Construction of MT1 and associated retaining walls continued.
- 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.
- Worked with Walsh Construction to reconcile risk allowance drawdowns resulting from work in the 2025 dry season.
- Various site meetings and workshops to review upcoming dry season construction plans and confirm alignment with current site conditions
- 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 gain approval of modifications to permits to mitigate construction risks in 2026.
- Continue to work toward Hick’s Creek offsite mitigation 100% 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.

1.8 Risk Management

As of March 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"> • 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 increasing site monitoring during bird nesting season to prevent development of new nests. • 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. • Requested permit amendments from Regulatory Agencies to gain approval for advancing pruning activities in potential bird nesting locations that could affect the 2026 dry season work area.
Work needed to execute construction deviates from what is permitted, specifically the river diversion methods for 2026	<ul style="list-style-type: none"> • 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. • 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. • Work with the JPB environmental team to evaluate potential risk mitigations and propose modifications to the regulatory agencies.
Unforeseen subsurface or structural conditions	<ul style="list-style-type: none"> • Advanced potholing, when possible, to uncover potential utility conflicts and differing structural conditions (MT2)
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. • Adjusting schedule to pause construction activities to avoid forecasted weather that could result in high flows and impacts to environment.

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	<ul style="list-style-type: none"> • Develop work plans and implement measures to manage groundwater and other water accumulating behind sheet pile walls to prevent discharges to the river.
<p>Delays to approval of onsite HMMP</p>	<ul style="list-style-type: none"> • Worked with permitting agencies to review draft HMMP and capture edits needed in advance of permit needs. • Regularly communicating status and timeline on monthly meetings to allow regulatory agencies to plan in advance for workload. • 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) is being used to advance bidding process. Any changes resulting from agency reviews will be addressed via addendum to the subcontractor.
<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"> • Working with Santa Clara Valley Water District to find mutually agreeable solutions to include as much mitigation scope on their property as possible. • Evaluating Hick’s Creek Offsite mitigation project for additional opportunities to satisfy requirements. • Identified other options for offsite mitigation opportunities, should they be needed.

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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 March 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
March 2026	2,860	52	72	31	0	1
Cumulative (from June 2025)	63,962	243	437	393	9	22

Safety Event Synopsis:

- 03.11.2026: Employee's glove was caught during grout mixing operations. Minor non-recordable injuries to left hand, Employee was treated on site. Standdown was held to address root causes and mitigation.

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 March 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 March 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"> • MT1 Foundation and Super Structure • MT2 Pier 4 Work 	01/23/2026	06/01/2026	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"> • 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.

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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 March 31, 2026.

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	\$2,648,306	\$99,882,729	\$71,506,869	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$2,648,306	\$99,882,729	\$71,506,869	\$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	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	\$1,588,745	\$58,510,329	\$31,276,697	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$109,310	\$1,389,177	\$750,823	\$2,140,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$248,529	\$8,922,226	\$4,876,472	\$13,798,698
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$75,000	\$435,376	\$12,032,874	\$12,468,249
Management Oversight & Support	\$23,180,900	\$23,180,900	\$388,142	\$15,531,012	\$7,200,147	\$22,731,159
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$238,580	\$9,818,664	\$6,542,011	\$16,360,675
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	\$8,827,845	\$8,827,845
Grand Total	\$171,389,598	\$171,389,598	\$2,648,306	\$99,882,729	\$71,506,869	\$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 March 2026

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750.00	\$23,190.17	\$70,438.31	\$320,311.69
Bird Deterrent Mitigation	\$250,000.00	\$0	\$0	\$250,000.00
Permit Requirements	\$1,000,000.00	\$557,461.20	\$813,613.42	\$186,386.58
Track Access Impacts	\$360,000.00	\$0	\$0	\$360,000.00
Water Management	\$250,000.00	\$0	\$0	\$250,000.00
Warehouse Storage	\$297,000.00	\$0	\$66,924.96	\$230,075.04
Isolation Casings	\$600,000.00	\$171,376.80	\$448,550.88	\$151,449.12
Phytophthora Management	\$750,000.00	\$0	\$562,813.22	\$187,186.78
Contingency	\$102,250.00	\$725,034.38	\$725,034.38	\$(622,784.38)
Total	\$4,000,000.00	\$1,477,062.55	\$2,687,375.17	\$1,312,624.83

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 March 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

	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

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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 March 2026.

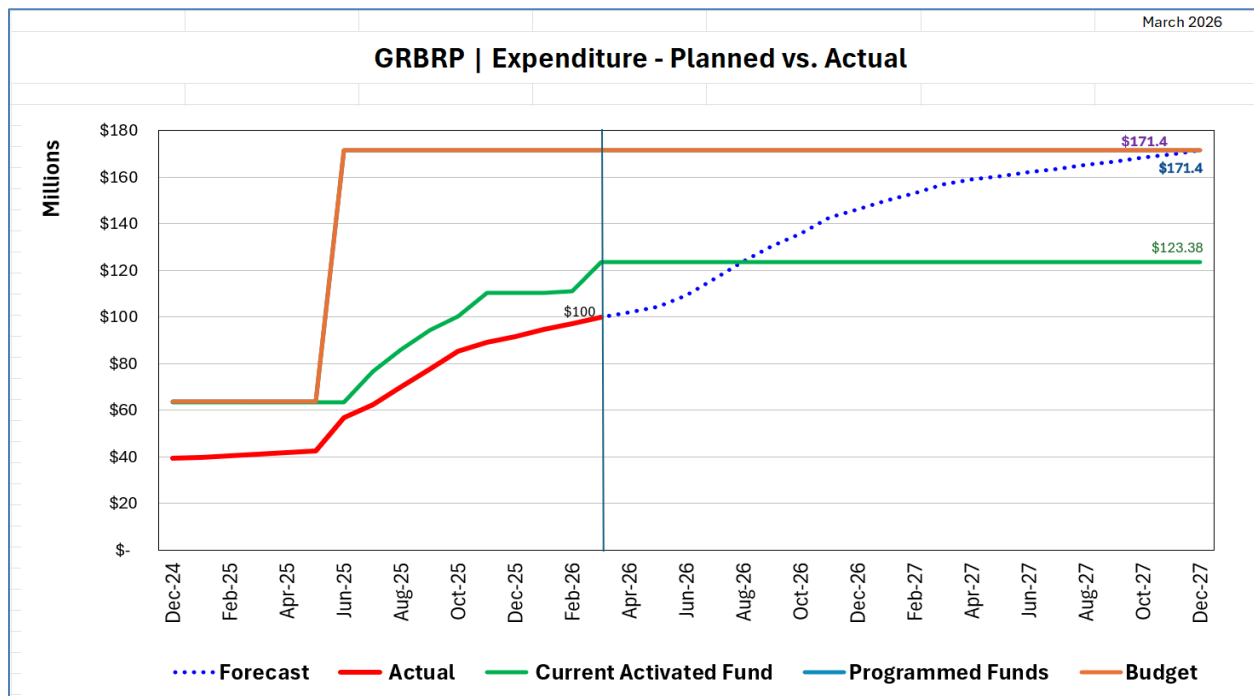
Table 4-5. Construction Contractor Incentives

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.

Figure 4.1. Expenditure – Funding Cash Flow



4.6 Issues

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

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 or CCO Items

- CCO-030 – Global Re-set Change Order
- CCO-031 - Utility Services (Owner's Field Office)
- CCO-032 - Suspension of DBE Requirements
- CCO-033 – Unforeseen Demolition for MT-1 Solid Bent
- CCO-034 - Unanticipated COZEEP Requirements
- CCO-035 - Caltrans Property Fence
- CCO-036 – Phytophthora Management
- CCO-037 - Isolation Casing Changes
- CCO-038 – Offsite Refueling
- CCO-039 - Surface Water Sampling
- CCO-040 - Overnight Maintenance and Watch for Pumps, ATS, and Site

5.2.2 Approved Risk Allowance or Change Order Items:

- CCO-041 – Offsite Refueling – Nov 2025- Feb 2026
- CCO-043 – Phytophthora Management from Oct 2025 – Feb 2026
- CCO-042 - JPB and Walsh management staff met in March and resolved all previous outstanding risk allowance items for 2025 Construction Dry Season. CCO-042 will be issued to capture the following outstanding risk allowance items :
 - 2025 Dry Season Impact – Measured Mile Analysis compensates the Contractor for all inefficiencies including, but not limited to the following: Schedule delays, Nesting Western Bluebird, Crotch's Bumble Bee Surveys, Winterization Acceleration, Sept and Oct 2025 storm events, and all other costs occurring before 10/15/2025.
 - Additional Environmental related support costs.
 - Excavation and turbidity limits that impacted River Diversion implementation.
 - Removal of unforeseen objects such as a fallen tree and subsurface boulders.
 - Additional ATS and TPH Filters.
 - Standby costs for drilling subcontractor.

5.2.3 Upcoming Risk Allowance Items or Change Orders:

- Risk allowance usage requested by Walsh in the month of March is \$368,299 and is currently pending review and approval of final costs. The following risk allowance items are currently being reviewed:
 - Double handling of equipment to accommodate Valley Water fueling restrictions during the 2025-2026 wet season.

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- Bat mitigation measures.
- Ongoing Phytophthora Management Costs during the 2025-2026 wet season.
- Potential Future Risk allowance items include:
 - Double handling of equipment to accommodate Valley Water fueling restrictions in the 2026 dry season.
 - Additional pumps are needed for river diversion.
 - Added ATS system to support dewatering needs in 2026.
 - Bird Deterrent additional scope.
 - Increase in Hazardous Waste Volume.
 - Additional costs for Traffic Control on Hwy 87.
 - Ongoing Phytophthora Management Costs through the end of the project.
- Pending Change Orders:
 - Willow Access Road Construction.

5.3 Issues

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

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.	<ul style="list-style-type: none"> ● 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.	<ul style="list-style-type: none"> ● 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.
Valley Water permit conditions and measures required for mitigation for the spread of Phytophthora.	<ul style="list-style-type: none"> ● To prevent spread of Phytophthora onto and off of the site, truck washing is required causing impacts to productivity. ● To assure full compliance with permits in 2025, JPB directed Walsh to include truck washers and gate guards at each site entrance point. With the 2026 season, there will be additional site access points further increasing the need for more truck washers and gate guards. ● To mitigate the cost exposure for this site condition and permit requirement, the JPB staff and contractor are working to develop non-labor intensive methods for phytophthora controls.