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

Supplemental Reading File

#	Subject
1.	Receive Quarterly Cooperative Purchasing Contract to Mansfield Oil Company for Fuel and Fueling Services Contract 25-J-CO-094 Report
2.	Receive Quarterly On-Call Contracts Portfolio Report
3.	Executive Director's Monthly Report – Guadalupe River Bridge Replacement Project (GRBRP)

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Theodore Burgwyn, Chief Operating Officer, Rail
For:	August 2026 JPB Board of Directors Meeting
Subject:	**Receive Quarterly Cooperative Purchasing Contract to Mansfield Oil Company for Fuel and Fueling Services Contract 25-J-CO-094 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

Pursuant to Resolution No. 2025-17, the 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 (JPB) 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 April 1, 2026, through June 30, 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, Rail Contracts and Budget	07/02/2026
	Henry Flores	Director, Rail Vehicle Maintenance	07/02/2026

Table 1

Contract Summary	Years	Amount
Total Capacity:	2.3	$2,527,274
Total Fueling Cost:		$1,618,478
Remaining Exercised Capacity:		$908,796

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
850	401	47%	64%

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	$1,618,478	**Total Fuel Gallons**	367,610
Previous Reporting Period	$1,105,636	**Previous Reporting Period**	279,645
Current Reporting Period	$512,842	**Current Reporting Period**	87,965

Table 5


Transaction Analytics
Delivery Start Date / End Date
6/2/2025
6/30/2026
ShipTo
Select all
Gilroy Rail Yard
Transit America Services
Total Quantity
370,195
Total Cost
$1,629,796
Average Cost Per Unit
$4.40
Total Invoices
295
Quantity by Month
Year 2025 2026
40K
20K
0K
January February March April May June July August September October November December
Cost by Month
YEAR_deliverye... 2025 2026
$0.2M
$0.0M
January February March April May June July August September October November December
Quantity Distribution : Product Commodity Top 5
Product Commo...
Dyed Diesel
Dyed Diesel
100%
Total Cost Distribution
Tax $0.34
Adder $0.40
Product $3.65
Cost Per Unit by Month
$6.00
$5.00
$4.00
$3.00
January February March April May June July August September October November December
Quantity Trend : Product Commodity Top 5
Dyed Diesel
39K
23K
39K
20K
22K
37K
Delivery Year Month

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Dahlia Chazan, Chief, Caltrain Planning
	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
	Theodore Burgwyn, Chief Operating Officer, Rail
For:	August 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 report is an information item and consolidates thirteen 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 April 1, 2026, through June 30, 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 Administrators	07/01/2026
	Connie Tung	Caltrain Contract Management and Budget Administration	07/01/2026

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	$5,121,873	$4,323,570	92%	80%
			HNTB		$9,170,559			
			Kimley-Horn		$16,643,233			
			ARUP		$2,728,113			
			Mott Mac		$12,991,887			
			WSP		$1,520,765			
2	22-J-P-024	Communication and Signal Services	RSE	$18,000,000	$13,816,029	$3,021,100	80%	78%
			STV		$1,162,871			
			WSP		$-			
			Xorail		$-			
3	24-J-P-002	Program Management Oversight	Ghirardelli	$55,000,000	$-	$37,373,699	32%	33%
			Jacobs		$11,122,847			
			Consor		$6,503,454			
4	24-J-P-003	Construction Management	Ghirardelli	$40,000,000	$744,244	$30,465,147	24%	35%
			Gannett Fleming		$3,513,618			
			WSP		$5,276,991			
5	24-J-P-010	General Engineering Consultant Design	AECOM	$50,000,000	$3,189,151	$41,263,959	17%	48%
			HDR		$873,309			
			TY Lin		$4,673,581			
6	24-J-P-016	Alternative Project Delivery Negotiation	Kelly McNutt	$3,150,000	$2,791,895	$358,105	89%	50%
7	24-J-P-030	Management of Soil, Hazardous Waste, And Other Environmental Compliance	Millennium	$4,000,000	$789,603	$3,210,397	20%	43%

Item #	Contract #	Type	Vendor	Capacity	Issued to Date	Remaining	% Used	% Time Elapsed
8	24-J-P-055	Professional Support	Mott Mac	$42,000,000	$926,262	$37,752,265	10%	37%
			RSE		$2,844,693			
			WSP		$476,780			
9	24-J-P-096	Design Review	TranSystems	$8,000,000	$104,217	$7,895,783	1%	19%
10	24-J-P-098	Transportation Planning	Fehr & Peers	$60,000,000	$557,606	$54,755,858	9%	20%
			Kimley-Horn		$4,243,264			
			Mott Mac		$443,272			
11	25-J-P-064	Alternative Project Delivery	Kelly McNutt	$6,228,400	$900,919	$5,327,481	15%	20%
12	25-J-P-109	System Engineering	Burns	$23,000,000	$1,795,526	$20,199,926	12%	5%
			HATCH		$1,004,548			
			RSE		$-			
13	26-J-P-017	Business and Operations Support Services	DB E.C.O.	$10,000,000	$-	$8,490,292	15%	5%
			HATCH		$-			
			WSP		$1,509,708			
Total On-Call Contracts Portfolio				**$371,878,400**	**$117,440,818**	**$254,437,582**	**30%**	

Table 2 Work Directives & Amendments Issued This Reporting Period

Contract #	WD #	Title & Description	Vendor	Amount
20-J-P-006 Transportation Planning	11292	Station Access Policy Implementation Consultant to provide consultant support for Caltrain Station Access Policy Implementation work, A1 extended from 6/30/25 to 12/31/25, **Closed with $29,532 balance.**	ARUP	**($29,531)**
	11513	**Caltrain Long Range Service Vision Update** Transportation planning and communications services to develop an update to Caltrain's current (2019) Long Range Service Vision. A1 was to add SOW no budget increase. **Closed with $44,666 balance.**	Fehr & Peers	**($44,666)**
	11545	**BART Silicon Valley Coordination Support** To monitor and track the BART Silicon Valley Phase II. **Closed with $101.67 balance.**	Kimley Horn	**($101.67)**
	11548	**Bayview Caltrain Station Location Study Review Support** Requires consultant support to review material from the Bayview Caltrain Station Location Study. A1 Extended for time. **Closed with $31.09 balance.**	Kimley Horn	**($31.09)**
	11680	**Redwood City Grade Separation and 4-Track Hub Station Planning** Support to provide consultant support for pre-environmental planning work for the Redwood City Grade Separation and 4-Track Hub Station. A4 extended from 9/30/25 to 12/31/25. **Closed with $214k balance.**	Mott MacDonald	**($214,823)**
	10703	**TASI Readiness to Perform EMU Maintenance** Support to assess TASI's readiness to perform EMU maintenance. A1 added $179k for additional support. A2 added $102k for additional support. A3 extended to 12/1/25. A4 extended to 12/31/25. A5 added $130k for additional support and extended from 12/31/25 to 3/31/26. **A6 added $250k for additional support and extended from 3/31/26 to 7/31/26.**	HNTB	**$250,000**
	11769	**Diridon Station O&M Cost Estimate** Support to the development of operations and maintenance (O&M) cost estimates for the Diridon Station Redevelopment	HNTB	**$149,873**

Contract #	WD #	Title & Description	Vendor	Amount
		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. **A1 added $150k to fully fund the proposal.**		
22-J-P-024 Communication and Signal Services	10859	**Crossing Optimization** Support to acquire dedicated signal system engineering support services for Caltrain's Crossing Optimization Project and PCEP Signal, 2 speed check implementation. A2 added $405k for additional support. A3 added $88k for additional support. A4 added $36k for additional support. A5 added $241k for additional support and extended to 12/31/24**.** A6 added $74,080.00 for additional support and extended to June 30, 2025. **A7 added $488,902.30 for additional support and extend to June 30, 2026. A8 to extend term through 6/30/2027**	RSE	**$488,902**
	12077	**At-Grade Crossing Safety Program-Technical PM** Support to acquire signal system engineering/technical project manager support services for Caltrain's At-Grade Crossing Safety Program. **A1 extended term to 2/28/27**	RSE	**$0**
	12078	**2026 Grade Crossing Hazard Assessment** Requires the consultant 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 risk for each crossing. **A1 increase WD amount by $60,151.21**	RSE	**$60,151**
	12080	**Villa Terrace Grade Crossing Closure Design-RSE** Requires the consultant to perform design services associated with the Villa Terrace Grade Crossing Closure Project This includes updating Sigal and PTC documentation, design of removal of existing crossing infrastructure, modification of signal circuitry and equipment, and development of cutover testing, and coordination	RSE	**$299,964**

Contract #	WD #	Title & Description	Vendor	Amount
		plans required to support the permanent closure of the grade crossing.		
24-J-P-002 Program Management Oversight	11423	**Senior Project Manager for the S. Linden Ave. and Scott St. Grade Separation Project and other Rail Development Projects, as needed** Sr. project management services for the preconstruction phase of the South Linden Avenue and Scott Street Grade Separation Project and other Rail Development projects as required and bring the projects to construction phase as option to second phase. A1 added $616,851 for additional support and extended from 05/20/2025 to 05/31/2026. **A2 added $153,675 for additional support and extended from 05/31/2026 to 03/31/2027.**	Jacobs	**$153,675**
	12102	**CalMod Document Control (DC) Support Services** To provide Document Control (DC) Support Services for the Caltrain Modernization Program (CalMod) including Peninsula Corridor Electrification Project (PCEP) and the Portal (DTX). **A1 extended from 06/30/2026 to 07/31/2026.**	Jacobs	**$0**
	11440	**Contract Administrator Services** Contract administration services for Caltrain operational systems. A1 revised to descope the Contract Controller support consultant effective 08/01/2024 due to changes in consultant resource availability. A2 extended from 04/01/2025 to 05/01/2025. A3 extended from 05/01/2025 to 04/30/2026 and added $304,994 for additional support. **A4 extended from 04/30/2026 to 04/30/2027 and added $305,564 for additional support.**	Consor	**$305,564**
	11438	**Senior Project Manager for Various Capital Systems Projects** Sr. project management services for developing, managing, and administering Capital Systems Projects and other Rail Development projects as required. A1 added one project with a slightly different role for the PM. A2 extended from 4/1/25 to 6/30/26 and added $717,597 for additional support. **A3 extended from 06/30/2026 to 12/31/2027 and added $866,165 for additional support.**	Consor	**$866,165**

Contract #	WD #	Title & Description	Vendor	Amount
24-J-P-003 Construction Management	11398	**San Francisquito Bank Stabilization CM Services** To provide construction management services for the San Francisquito Creek Bank Stabilization Project. **A1 added $19,001 for additional support.**	Ghirardelli Associates	**$19,001**
	11394	**Mini-High Platforms Project** Construction management services for the administration of a construction contract for the PCJPB Mini-High Platform Project. A#1 added $500k for additional support. A2 added $98,676 for additional support. **Closed with $7,778 balance.**	Gannett Fleming	**($7,778)**
24-J-P-010 General Engineering Consultant Design	11417	**Level Boarding Roadmap** To assist in planning level boarding improvements at each station and to evaluate construction options. A1 extended from 06/30/2025 to 12/31/2025. **Closed with $113,375 balance.**	HDR Engineering, Inc.	**($113,375)**
	11706	**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% design plans for the crossing alternatives. A#1 added $18,013 for additional services. **A#2 added $116,299 for additional support.**	TY Lin International, Inc.	**$116,299**
	12151	**22nd Street ADA Final Design** To advance the ADA Improvement at 22nd Street Station from the previously completed 30% design to final design including site investigation, review and confirmation of prior design documentation, development of intermediate design submittals and preparation of the complete 100% design package.	TY Lin International, Inc.	**$526,375**
	11413	**Middle Avenue Rail Undercrossing Project Design** Consultant services to perform engineering design of the Middle Avenue Rail Crossing Project (Project) and to collaborate with the Construction Manager General Contractor (CMGC) assigned to this Project. A1 extended from 12/30/2025 to 04/31/2026. **A2 extended from 04/31/2026 to 12/31/2027 and added $635,000 for additional support.**	TY Lin International, Inc.	**$635,000**
	11639	**Mini High Platform Design Services**	AECOM	**$0**

Contract #	WD #	Title & Description	Vendor	Amount
		To continue providing Design Services for the "Mini-High Platform Implementation" at 13 stations on the Caltrain network. A1 extended from 3/31/25 to 12/31/25. A2 extended from 12/31/2025 to 06/30/2026. **A3 extended from 06/30/2026 to 12/31/2026.**		
24-J-P-016 Alternative Project Delivery Negotiation	11472	**Broadway Burlingame Grade Separation Negotiation Support** Alternative Project Delivery Support Consultant to provide cost estimating, constructability review, scheduling, risk analysis and negotiation support. **A#1 to provide the cost estimate for the 65% design packages.**	Kelly McNutt Consulting, LLC	**$0**
24-J-P-030 Management of Soil, Hazardous Waste, And Other Environmental Compliance		**No WDs issued this reporting period**		
24-J-P-055 Professional Support	11611	**Rail Datacenter System Engineer - Rail Systems Administrator** Provide administration, maintenance, testing, and troubleshooting of Caltrain's high availability mission-critical rail operating network and control systems. A1 extended from 06/30/2025 to 06/30/2026 and added $257,213 for additional support. **A2 added $40,734 for additional support.**	RSE Corp	**$40,734**
	11611	**Rail Datacenter System Engineer - Rail Systems Administrator** Provide administration, maintenance, testing, and troubleshooting of Caltrain's high availability mission-critical rail operating network and control systems. A1 extended from 06/30/2025 to 06/30/2026 and added $257,213 for additional support. A2 added $40,734 for additional support. **A3 extended from 06/30/2026 to 06/30/2027 and added $335,788 for additional support.**	RSE Corp	**$335,788**
	11614	**Senior Structure Engineer Support Services**		**$450,996**

Contract #	WD #	Title & Description	Vendor	Amount
		To provide seconded senior level structure engineering staff for a variety of capital and State of Good Repair (SOGR) projects. A1 extended from 09/30/2025 to 03/31/2026. **A2 extended from 03/31/2026 to 03/31/2027.**	RSE Corp	
	11615	**Manager, Engineering (Traction Power) Support Services** Responsible for engineering and oversights aspects of the Agency's traction power and OCS. A1 extended from 05/11/2025 to 11/11/2025 and added $245,851 for additional support. A2 extended from 11/11/2025 to 02/12/2026 and added $62,917 for additional support. A4 extended from 04/12/2026 to 06/30/2026 and added $77,914 for additional support. **A5 extended from 06/30/2026 to 06/30/2027 and added $258,364 for additional support.**	Mott MacDonald	**$258,364**
	11616	**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 09/30/2025 to 06/30/2026. A2 extended from 06/30/2026 to 12/31/2026 and added $73,394 for additional services. **A3 added $130,337 for additional support.**	WSP	**$130,337**
24-J-P-096 Design Review	11809	**Geotechnical Memo and D10 Submittals Review** To provide technical review services related the "Damming Effect of the West Portal Underground Structure" geotechnical memo and the D10 Bored Tunnel Design Package 100% submittal for the VTA-Bart Silicon Valley Phase II project.	TranSystems	**$79,488**
24-J-P-098 Transportation Planning	12152	**Comprehensive Capital Grant Strategy** 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). **A1 to extend term to 12/31/26 and increase NTE by $4,434.47**	Fehr & Peers	**$4,434**

Contract #	WD #	Title & Description	Vendor	Amount
	11918	**Strategic Planning to Support Caltrain's Plan for the Next Decade** Requires consultant to provide support to the incoming Program Director with organizational development and assist with strategic planning related to the construction phasing of the Diridon Station.	Kimley-Horn	**$487,081**
	11935	**San Francisco Railyards Program Development Stage 2** Consultant to provide project management support for a program of mixed-use development and rail improvements at the 4th/King station and railyard site in San Francisco (San Francisco Railyards program) during the environmental review and entitlement phase.	Kimley-Horn	**$496,026**
	12233	**Diridon Station Program Director Advisory Services** Consultant to provide support to the incoming Program Director with organizational development and assist with strategic planning related to the construction phasing of the Diridon Station.	Kimley-Horn	**$75,000**
	12229	**Diridon Station Ridership Forecast Modeling** Requires consultant to provide support to the incoming Program Director with organizational development and assist with strategic planning related to the construction phasing of the Diridon Station.	Kimley-Horn	**$170,974**
	11925	**Real Estate Advisor for San Francisco Railyards** Caltrain seeks an experienced real estate advisor to support the JPB in development of deal terms and negotiations for a major public-private development project at its San Francisco Railyards.	Mott MacDonald	**$228,460**
25-J-P-064 Alternative Project Delivery	11942	**Palo Alto Grade Separation Construction Schedules & ICE** Consultant service to provide construction schedules and independent cost estimates for three grade separations in the City of Palo Alto.	Kelly McNutt Consulting, LLC	**$615,998**
25-J-P-109 System Engineering	12277	**Rail Network Engineering Support Services** To retain technical expertise to Caltrain's Systems Engineering department, primarily in the area of rail operations-critical back-office network and datacenter systems. This includes the high-availability virtual		**$994,653**

Contract #	WD #	Title & Description	Vendor	Amount
		systems, cloud environment, network, communications, cybersecurity implementation, etc., necessary to facilitate the mission-critical rail operations systems. These critical systems and responsibilities include on-board, office, wayside, communications subsystems, system integration and systems engineering including Positive Train Control (PTC), Rail Operations Control System (ROCS), traction power Supervisory Control and Data Acquisition (SCADA) System, Predictive Arrival and Departure System (PADS), Network, Cybersecurity, Back Office Virtualization and Cloud, and Radio Dispatcher System (RDS). Major work includes technical support for subsystem and system integration, systems engineering, third parties, TASI Tier 1 support, and major product vendors.	Burns	
	12270	**Systems Engineering & Integration Technical Support Services** To provide systems engineering and integration technical support services.	Burns	**$800,872**
	12212	**Systems Engineering Back Office and PTC Services** Requires the provision of services to support this project as agreed upon in the Agreement between the JPB and HATCH Consulting Services Inc.	HATCH	**$705,265**
	12202	**OCS Support Services** To procure a consultant for Caltrain OCS support for various CalMod (Portal) and Capital Projects. The service request is for an Overhead Contact System (OCS) technical expert to support OCS planning, design, implementation, testing, start-up and close out throughout various projects.	HATCH	**$299,281**
26-J-P-017 Business and Operations Support Services	12204	**Portal Program Concept of Operations** The purpose of this Work Directive (WD) is to complete a scope of work that will help Caltrain develop a program-level Concept of Operations (ConOps) supporting preparedness for revenue service of the Portal Project and extension of Caltrain service	WSP	**$760,000**

Contract #	WD #	Title & Description	Vendor	Amount
		underground to Salesforce Transit Center. Building upon previous work, this ConOps will provide a readiness plan, identify operational needs and inform future design and contracting.		
	12221	**Contract Operator Rebid Support Services** The Agency is requesting a work directive technical and cost proposal covering planning and execution support services for the upcoming procurement of a new Contractor Operator that will be responsible for Rail Operations, Maintenance, and Support Services.	WSP	**$749,707**

Guadalupe River Bridge Replacement Project (GRBRP)

Executive Monthly Progress Report

June 30, 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 dry season and wet season work, achieving the MT1 bridge critical work as well as MT2 seismic retrofit foundation work; however, completion was delayed due to nesting bluebirds within the project limits in June 2025. Walsh Construction, in coordination with the Caltrain project team, has evaluated and implemented several recovery options to minimize the schedule impacts. The Project is plan to complete bridge construction during the 2026 dry season and maintain the overall project completion target of March 2027.

In the month of June 2026, Walsh began the 2nd dry season work. Upon approval from the environmental permitting agencies, work to install the river diversion system commenced early on June 1st within the flood plain. The remaining river diversion activities in the river channel proceeded beginning June 15th. Other significant construction progress in June included continuation of MT1 bridge construction and excavation for the river channel expansion. With the increased bird nesting activities beginning in February, increased Biologist's support has continued to ensure prevention of bird nesting that could impact construction progress. Walsh also focused efforts on maintaining sitewide erosion control measures.

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 contractor is currently on schedule for the work planned for the first of the five planned weekends, scheduled for July 11th and 12th.

The remaining work for completion 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 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 identified 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 required amendments to the Resource Agency Permits, all of which were received in May 2026 before the dry season began.

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.
- In April and May, all environmental permitting agencies completed review and provided required approvals for the onsite HMMP construction to proceed.
- Remaining HMMP topics will still need to be resolved with RWQCB relating to calculation of impacts and total mitigation requirements. Caltrain will continue to work with RWQCB to expedite resolution of this topic.

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 April 2026, ICF completed the final design for the Hick's Creek project and continues to work with regulatory agencies to gain permit approvals.
    - 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 June 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 June 2026, the project cost is on track to be completed within the approved budget.
- Caltrain and Walsh have continued to review and update the project risk register to evaluate risk allowance projections for the 2026 dry season
- To date, there have been $2,690,557 in drawdowns to the Contractors Risk Allowance.
- Approximately $575,846 additional Risk Allowance usage has been submitted by Walsh Construction and are currently under review for final cost approval.
- No drawdowns to the project contingency of $8.8 million.

1.5 Project Progress and Schedule

As of June 30, 2026, the overall bridge construction completion is at 73% and the current project schedule is still on track with the contractors' substantial completion date of March 2027 for Bridge Replacement and Habitat Mitigation work on the Guadalupe Bridge Site. Additional work will be ongoing through 2027 for completion of an offsite habitat mitigation project at the Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

1.6 This Month's Accomplishments

The project team has completed the following notable activities for the month of June 2026:

- River Diversion installation including temporary diversion lines and pumps, 36" gravity flow pipes, cofferdam materials and active treatment system (ATS).
  - Installed upstream River Diversion Dam.
  - Installed downstream river diversion aqua dam.
  - Fish Relocation completed during river diversion installation.
  - Dewatered work zone area.
  - Installed temporary sheet pile wall upstream.
  - Started Initial HMMP excavation and installation in the upstream portion of the river channel
- Removed temporary sheet piles installed for wet season construction.
- MT1 Bridge Construction:
  - Damp proofing completion, drainage pipe/basins installation.
  - Structural backfill placement.
  - Constructed Walkway on deck.
  - Formed CIP Deck & installed deck rebar reinforcement
- MT-2 Bridge Construction:
  - Exposed MT-2 pier 3 & 4 for preliminary excavation.
  - Relocated riprap around the MT-2 piers.
- Performed mass excavation and hazardous material removal from site
- Finalized price for HMMP construction with Walsh.
- Began cost estimating efforts for additional access point along the site perimeter to provide future access.
- Worked with Walsh construction to assess remaining risks and establish risk pool allowance for completion of the project.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.
- Hicks Creek offsite mitigation project
  - Received all comments on final design from Mid-Peninsula Regional Open Space District
  - Held Pre-filing meeting with Environmental permitting agencies
  - Drafted permit applications for review by Mid-Peninsula Regional Open Space District and Caltrain Staff
  - Began coordination on cooperative agreement with Mid-Peninsula Regional Open Space District staff and legal counsel.

1.7 Upcoming Work

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

- Complete installation of river diversion system.
- Sanctuary sheet piling removal continuation.
- Continue MT-1 bridge construction over river channel.
- Continue MT-2 remaining pier 3 & 4 seismic retrofit work.
- HMMP grading and other HMMP related work.
- General SWPPP & site maintenance.
- Continue to work with SCVWD to resolve future license agreement for use of land for HMMP installations.

- Continue to work with RWQCB to finalize HMMP credit discussion.
- Continue to work toward regulatory agency permit approvals for Hick's Creek.
- Ongoing work to finalize agreement with Mid-Peninsula Regional Open Space District for use of Hick's Creek for the offsite mitigation project.
- Hold standing monthly status meetings with the Environmental Permitting Agencies.
- Hold quarterly status meeting with all three funding agencies in September.

1.8 Risk Management

As of June 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	• Bird deterrents were 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 increase site monitoring during bird nesting season to prevent development of new nests. • Gained approval from permitting agencies for modifications to the planned work that will mitigate nesting bird impacts and reduce schedule risk in 2026 dry season. • Gained permissions from Regulatory Agencies to perform advanced pruning activities in potential bird nesting locations that could affect the 2026 dry season work area.
Work needed to execute construction may deviate from what is permitted, specifically the river diversion methods for 2026	• 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.
Unpredictable Water or weather conditions	• River Diversion 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.
Reductions to onsite HMMP require additional mitigation that cannot be achieved with the current Hick's Creek Offsite mitigation project	• Identified other options for offsite mitigation opportunities, should they be needed. • Working with HMMP consultant staff to review "as-built" impacts and refine calculations to assure accurate measure of impacts causing mitigation needs.

2.0 SAFETY

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

Walsh reports the following safety activities for the month of June 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
June 2026	5,314	61	3	15	0	8
Cumulative (from June 2025)	74,880	369	453	431	10	37

Note: Walsh Onboarded new Safety Officer on 05/11/26.

Safety Event Synopsis:

1. 06.10.26: Skid Steer Incident: Equipment Damage. Broken window on Walsh skid steer.
2. 06.12.26: Flood Plains Incident: First Aid. Small cut on right-hand thumb.
3. 06.15.26: Hot Work Incident: First Aid. Burn on right arm from contact with hot metal.
4. 06.17.26: River Dam Incident: First Aid. Small cut on right-hand finger.
5. 06.19.26: Jute Mat Incident: Fire. No injury. No property damage. Spark carried to jute mat due to windy conditions.
6. 06.23.26: Equipment Incident: Equipment Damage. Rental generator pinched between ground and boom of excavator.
7. 06.24.26: Dry Brush Incident - Fire. No injury. No property damage. Spark created by rip-rap movement with excavator.
8. 06.30.26: 87 South Slope Incident - Fire. No injury. No property damage. Spark created by rip-rap movement with excavator.

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 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 June 30, 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 in the 2025 dry season. 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 June 30, 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) • MT1 Foundation and Super Structure • MT2 Pier 4 Work	01/23/2026 (For Concrete Girders)	06/01/2026	Completed
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 June 30, 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	$5,232,193	$111,390,270	$59,999,328	$171,389,598	$0
GRB TOTAL	**$171,389,598**	**$5,232,193**	**$111,390,270**	**$59,999,328**	**$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	$3,821,954	$66,842,853	$22,944,173	$89,787,026
Design Services during Construction	$2,312,930	$2,312,930	$30,903	$1,582,470	$557,530	$2,140,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	$14,124,097	$13,753,300	$272,129	$9,643,022	$3,985,993	$13,629,015
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	$12,250,000	$12,620,798	$37,385	$487,856	$11,980,394	$12,468,249
Management Oversight & Support	$23,180,900	$23,180,900	$469,190	$16,514,384	$6,077,564	$22,591,948
Others (TASI & Bus Bridge Support, ICAP)	$16,834,453	$16,834,453	$600,633	$11,043,741	$5,625,828	$16,669,570
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**	**$5,232,193**	**$111,390,270**	**$59,999,328**	**$171,389,598**

4.3 Contractor's Risk Allowance Pool

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

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

Table 4-3. Risk Allowance Pool Status as of June 2026

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	$390,750.00	$0	$70,438.31	$320,311.69
Bird Deterrent Mitigation	$250,000.00	$0	$0	$250,000.00
Permit Requirements	$1,000,000.00	$0	$816,795.74	$183,204.26
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	$0	$448,550.88	$151,449.12
Phytophthora Management	$750,000.00	$0	$562,813.22	$187,186.78
Contingency	$102,250.00	$0	$725,034.38	$(622,784.38)
Total	**$4,000,000.00**	**$0**	**$2,690,557.49**	**$1,309,442.51**

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 June 2026, the total project contingency remains $8.8 million. Table 4-4 summarizes the current remaining and contingency forecast 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	$1,203,598	$8,827,845
Drawn Contingency	$0	$0	$0
Remaining Contingency	$7,624,247	$1,203,598	$8,827,845
Pending Changes	$0	$0	$0
Forecasted Remaining Contingency	$7,624,247	$1,203,598	$8,827,845

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 June 2026.

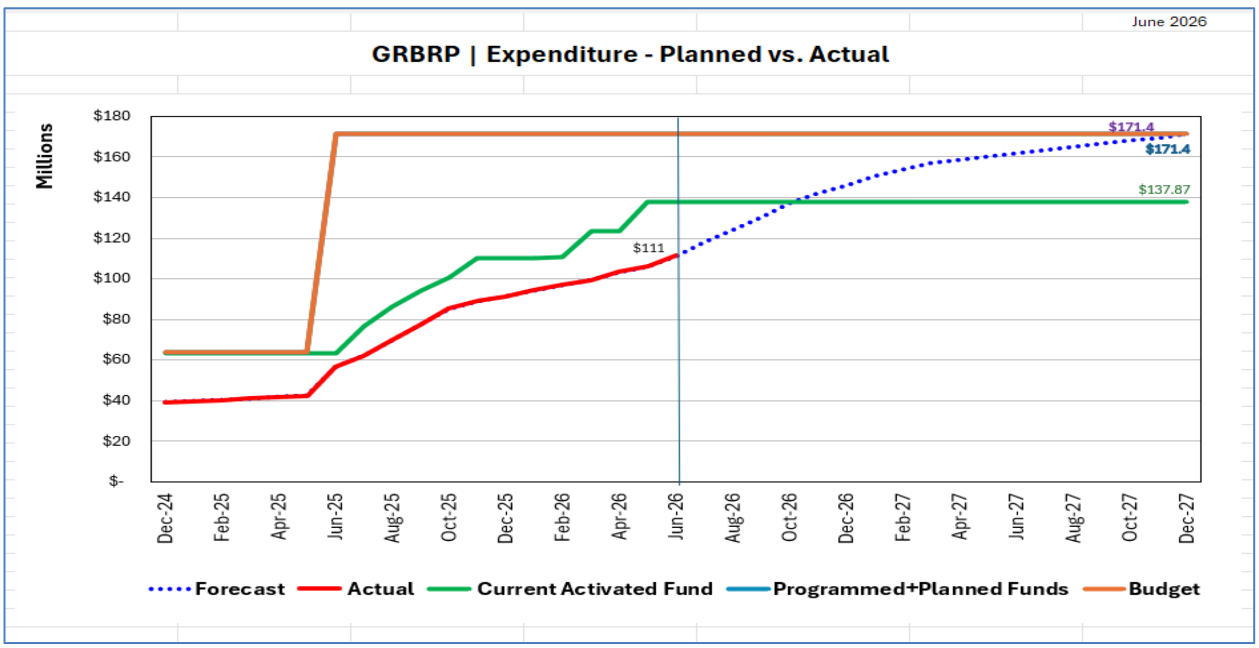
Table 4-5. Construction Contractor Incentives

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 June 2026

Issues	Actions
Funding allocations and activation may not align with the timing of project cash flow needs	Staff are coordinating funding allocations from partner agencies (SMCTA and SFCTA) with project cash flow. Staff are mitigating the risk of cash flow gaps by structuring drawdown schedules around the most conservative funding availability and using Capital Reserve as a buffer to balance funding lags.

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
- CCO-041 - Offsite Refueling from November 2025 through February 2026
- CCO-042 – Dry Season Risk Allowance Item Settlement: CCO-042 was issued to capture the following outstanding risk allowance items resulting from the 2025 Dry Season Construction:
  - 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 10/20/2025.
  - 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.

5.2.2 Approved Risk Allowance or Change Order Items:

- CCO-043 – Phytophthora Management from Oct 2025 – Feb 2026
- Bat Mitigation Measures
- Bird Deterrent Measures.

5.2.3 Upcoming Risk Allowance Items or Change Orders:

- Risk allowance usage requested by Walsh in the month of May is $667,957 and is currently pending review and approval of final costs. The following risk allowance items are currently being reviewed:

- Ongoing Phytophthora Management Costs during the 2025-2026 wet season.
- MT1 Abutment Differing Site Condition Additional costs.

- Caltrain staff and Walsh construction are currently evaluating potential future risk allowance items and will increase the risk allowance balance to include:
  - Fuel cost increases
  - Increase in excavation quantities beyond GCCO estimated values
  - Double handling of equipment to accommodate Valley Water fueling restrictions in the 2026 dry season.
  - Additional costs for river diversion beyond the baseline assumptions
  - 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.

The forecast for the increased risk allowance balance needed to complete construction is approximately $3 million in addition to the original Risk Allowance Value of $4 million. Final risk allowance amount is still under review and will require Management Approval. This increase in risk allowance will not impact on the project budget.

- Pending Change Orders:
  - Willow Access Road Construction – On hold.
  - HMMP GCCO Item 3 Cost Reconciliation – The GCCO established an "allowance" for the HMMP scope of work as the HMMP design was not yet final at the time of the GCCO Settlement. The costs of the HMMP scope were finalized with Walsh for a total of $5,516,288. A change order will be issued to reduce this allowance from $7.3M established in the GCCO. The remaining funds will be applied to the risk pool allowance for no change to the contract value.
  - Potential Excavation Quantity Overrun – Caltrain is working with Walsh Construction to reconcile potential differences in quantities which may result in additional costs.

5.3 Issues

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

Issues	Actions
Valley Water added an unexpected permit condition restricting fueling at the very last minute before construction began in 2025. The fueling restriction 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.

Valley Water permit conditions and measures required for mitigation for the spread of Phytophthora.	• 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 evaluated non-labor intensive methods for phytophthora controls. Due to timeline for approval of alternatives by the regulatory agencies, these alternatives were abandoned. Caltrain and Walsh will work to manage the labor efficiently through construction.