



JPB Board of Directors
Meeting of August 6, 2026

Supplemental Reading File

Subject

1. Receive Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter Four
2. Receive Update on Battery Electric Multiple Unit (BEMU) Project – June 2026
3. Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – June 2026

JPB TOPS Committee Supplemental Reading File – July 29, 2026

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. Guadalupe River Bridge Replacement Project (GRBRP)

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Santoro, Chief Administrative Officer, SamTrans
For: August 2026 JPB Board of Directors Meeting
Subject: **Receive Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter Four**

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Pursuant to Resolution No. 2025-26, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) directed staff to provide a report to the Board on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Staff provides the attached Contracts and Procurement Quarterly Report on Technology Purchases for the Fourth Quarter of Fiscal Year 2026 (Attachment A) to the Board for informational purposes only. There is no recommended action.

Discussion

Pursuant to Resolution No. 2025-26, the Board authorized the Executive Director or designee to execute contracts and amendments exceeding \$250,000 for:

- a. Technology systems equipment and related services through JPB-approved cooperative purchasing programs and piggyback contracts to meet the JPB's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the JPB's statutory procurement authority and procurement policy;
- b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of JPB-owned information technology, hardware, and software;
- c. Professional and staff augmentation services for information technology, pursuant to the JPB's procurement authority and policy;

- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services; and
- e. Authorizes the Executive Director or designee to execute contracts that commit the JPB to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget.

Budget Impact

There is no impact on the budget.

Prepared By: Kevin Yin

Director, Contracts and Procurement

7/13/2026

C&P Quarterly Report of Technology Purchases for the Fourth Quarter of Fiscal Year 2026**JPB**

The purchases listed below are for Information Technology Licenses, License Renewals, Maintenance Service, and Professional Services > \$250K

Resolution #2025-26
Total Board Approved Authority
\$3,000,000

C&P Quarterly Report of Technology Purchases for First Quarter of Fiscal Year 2026

July 1, 2025 - September 30, 2025				1st Quarter		
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-26	Total Contract or PO Amount (latest change included)	Remaining Authority
NIL	NIL	NIL	NIL	NIL	NIL	
			Subtotal	\$ -	\$ -	\$ 3,000,000.00

C&P Quarterly Report of Technology Purchases for the Second Quarter Fiscal Year 2026

October 1, 2025 - December 31, 2025				2nd Quarter		
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-26	Total Contract or PO Amount (latest change included)	Remaining Authority
NIL	NIL	NIL	NIL	NIL	NIL	
			Subtotal	\$ -	\$ -	\$ 3,000,000.00

C&P Quarterly Report of Technology Purchases for the Third Quarter Fiscal Year 2026

January 1, 2026 - March 31, 2026				3rd Quarter		
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-26	Total Contract or PO Amount (latest change included)	Remaining Authority
1/22/2026	24-J-L-025 A1	DLT Solutions LLC	Oracle Aconex Software as a Service (SAAS)	\$417,335.00	\$1,183,451.51	
			Subtotal	\$ 417,335.00	\$ 1,183,451.51	\$ 2,582,665.00

C&P Quarterly Report of Technology Purchases for the Fourth Quarter Fiscal Year 2026

April 1, 2026 - June 30, 2026				4th Quarter		
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-26	Total Contract or PO Amount (latest change included)	Remaining Authority
NIL	NIL	NIL	NIL	NIL	NIL	
			Subtotal	\$ -	\$ -	\$ 2,582,665.00
			TOTAL CONTRACT & PO AMT TO DATE	\$ 417,335.00		\$ 2,582,665.00

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors
Through: Michelle Bouchard, Executive Director
From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For: August 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Battery Electric Multiple Unit (BEMU) Project – June 2026**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

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

Staff will provide monthly updates covering Battery Electric Multiple Unit (BEMU)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

The BEMU Pilot is a research and development project with the end goal of producing a BEMU qualified to run on the general railroad system, and on Caltrain's Right-of-Way (ROW) including a round trip between the Tamien and Gilroy stations specifically under battery power.

The BEMU is a change order option train ordered from Caltrain's Electric Multiple Unit (EMU) contract and is a shorter version of a fully capable EMU paired to a battery cab car designed to run in daily round-trip service from Gilroy to San Jose under battery power with service to San Francisco on the traction power system. The BEMU has four cars, three of which accommodate passengers with a total of 280 seats. The BEMU can be charged under the overhead catenary system (OCS) either stationary or in service or have its charge "topped off" during overnight layover using standard 480 volts wayside charging stations.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the BEMU. The BEMU will be equipped with Positive Train Control and qualified on both the non-electrified portion of Caltrain service on Union Pacific Railroad territory as well as the Caltrain ROW electrified portion. BEMU Positive Train Control (PTC) will require detailed documentation and approval by the Federal Railroad Administration.

Monthly Update

1. Project Schedule and Milestones

- BEMU project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of June 30, 2026. Preliminary Design Review (PDR) is 100 percent complete.
- Final Design Review (FDR) will likely be delayed due to an issue found during preliminary propagation testing of the batteries. Additional propagation testing is being planned. In addition, alternative battery types are also being considered. Staff will provide a path forward in Fall 2026.

<u>Key Project Activity</u>	<u>Notice to Proceed (NTP) + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 06/30/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Stadler Notice to Proceed	0	08/25/2023	Completed	Completed	
Approval of Master Program schedule	3	04/22/2024	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/2025	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/2025	Completed	Completed	
Final Design Review (FDR)	20	12/12/2025	09/2026	Delayed	
Battery First Article Inspection	30	04/10/2026	09/2026	Delayed	
Completed Carshells	40	05/01/2026	06/2026	Delayed	
Authorization to Ship to Transportation Test Center	45	06/25/2027	In Planning	On Track	
Completion of Testing at Transportation Test Center (TTC)	50	12/10/2027	In Planning	On Track	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/2028	In Planning	On Track	
Final Acceptance	60	11/20/2028	In Planning	On Track	

2. Cost – Spend versus Budget with Actuals and Accruals through June 30, 2026

Project 100782 BEMU - Budget and Cost (As of June 30, 2026)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 26.17	\$ 35.36	\$ 61.54	\$ -	42.53%
Other Contracts	\$ 1.00	\$ 0.06	\$ 1.06	\$ 0.10	\$ 5.21	\$ 5.31	\$ (4.24)	1.81%
Program Mngt. & Admin Costs	\$ 9.96		\$ 9.96	\$ 0.99	\$ 7.06	\$ 8.05	\$ 1.91	12.26%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 3.65	\$ 3.65	\$ 3.20	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.08	\$ 1.38	\$ 1.46	\$ (0.86)	5.22%
Total BEMU Project	\$ 80.00	\$ -	\$ 80.00	\$ 27.33	\$ 52.67	\$ 80.00	\$ 0.00	34.16%

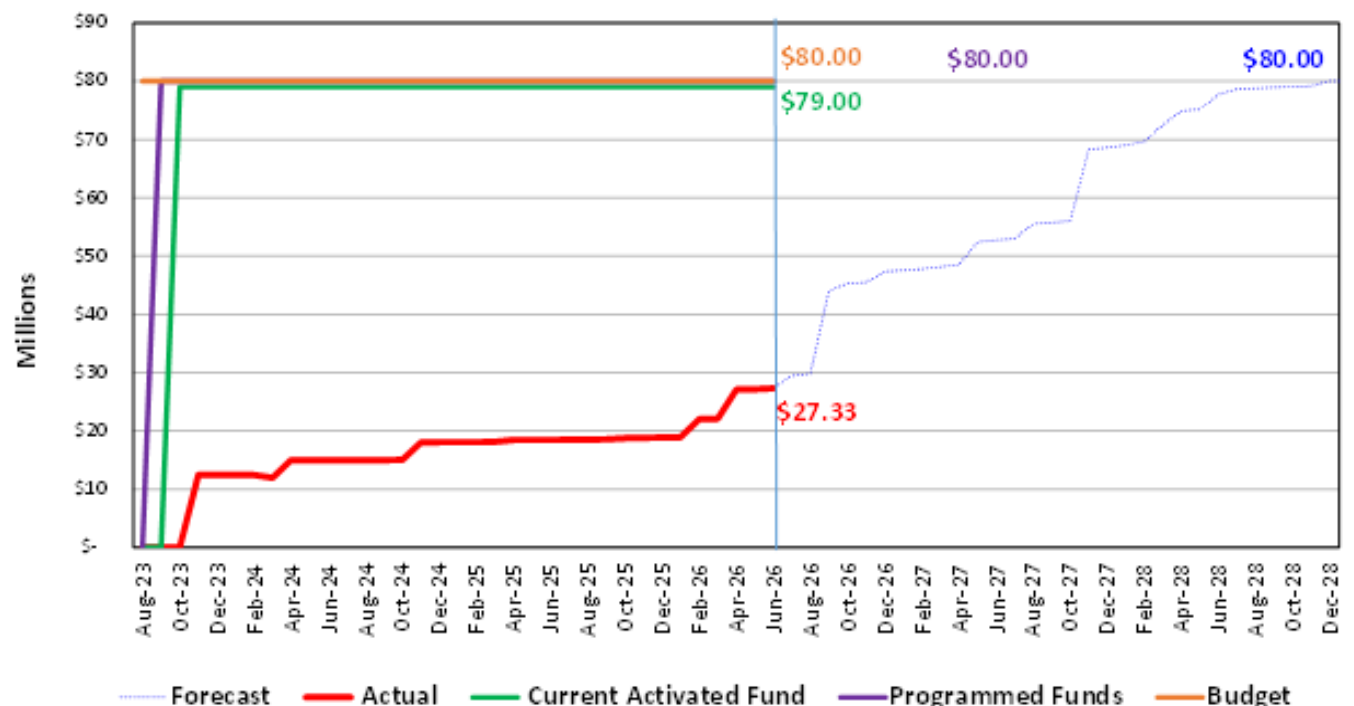
Note:

- 1). Expended and Accruals To-Date is through June 30, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes Wayside Upgrades;
- 4). ICAP under Original Budget was calculated based on FY24 ICAP rate of 4%. Current ICAP is calculated at FY26 ICAP rate of 8.14% and 11% for FY27 and beyond.

3. Cost Curve:

JUNE 2026

BEMU | Expenditure - Planned vs. Actual



4. Major Activities for June 2026:

- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Held on-going safety coordination meetings (monthly).
- Held battery testing meetings and discussed alternative battery type options.
- The first article inspection (FAI) for the Battery (BB)-car carbody was scheduled for July 21 and the pre-FAI package was submitted to Caltrain for review.
- The BB-car carbody structural tests were scheduled for the week of August 31.
- Reviewed the monthly progress report and schedule, carbody quality documentation, the revised emergency evacuation concept, and the revised BB-car carbody structural test specification.

5. Upcoming Key Activities:

- Prepare for next quarterly Federal Railroad Administration (FRA) meeting.
- Finalize exact dates for the BB-car carbody structural tests.
- Continue reviewing safety submittals (and other submittals as needed).
- Introduce BEMU project to Union Pacific Railroad (UPRR) (at Project Manager level) and start coordination efforts.
- Continue meetings/discussions regarding battery testing and path forward.
- Finalize BEMU Concept of Operations with Rail Planning and Operations.

6. Change Management:

- In August 2023, the JPB approved a change order for not to exceed \$60,976,504 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option of one four-car BEMU trainset.
- A contract change order (CCO) #57 was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is \$40,019.18. This change will be covered by the contingency and there is no change to the project budget.

- A CCO #60 in the amount of \$520,500 to increase the battery capacity from the baseline 1.9 megawatt-hours (MWh) requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.
- A Purchase Order in the amount of \$65,000 for PTC radio licenses and PTC control messaging licenses (two licenses) has been issued to Meteorcomm LLC under BEMU project. This change will be covered by the contingency and there is no change to the project budget.
- A CCO #20 to Nomad Digital in the amount \$242,308.08 for passenger Wi-Fi materials, installation, testing and service for the BEMU train was issued. This change was not included in the original scope and budget. This change will be covered by the contingency and there is no change to the project budget.
- A change notice was issued for the addition of a cab camera crash-hardened memory module to meet the requirements of an FRA regulation that was released after the BEMU contract was signed (49 CFR 229.136).

7. Risk Management:

The following are top risks for implementation of BEMU project:

Risk Descriptions	Mitigation Actions
1. Redesign of the battery car body will cause schedule delays	The schedule was modified to absorb the delay and maintain the overall project schedule. Some contingency was used and specific activity durations were reduced (production, testing, commissioning).
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely
3. Potential issues passing battery propagation tests	Work with carbuilder and battery supplier to put contingency plans in place

8. FRA Coordination Status:

- A notice was sent to the FRA regarding BB-car carbody structural testing. The FRA responded with an acknowledgement of receipt.
- A regular quarterly meeting will be held in July 2026.

Budget Impact

There is no impact on the budget from receiving this report.

Prepared By: Sherry Bullock

Deputy Executive Director,
Engineering, Capital and
Modernization

7/17/2026

Greg Cameron

Electric Multiple Units Project
Manager

7/07/2026

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization

For: August 2026 JPB Board of Directors Meeting

Subject: **Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – June 2026**

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

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

Staff will provide monthly updates covering Electric Multiple Unit Option Cars (EMU Option 1 and 2)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

In 2016, Caltrain executed a contract with Stadler USA, Inc., to procure Electric Multiple Unit trains to serve Caltrain passengers upon completion of the Peninsula Corridor Electrification Project (PCEP), which will electrify the corridor from San Francisco to San Jose. The Stadler contract included two option periods. The option offers Caltrain the opportunity to purchase additional EMU trainsets (TS) at a substantially lower cost than would be available if Caltrain were to undertake a new procurement. In addition to cost savings, the option allows Caltrain to move closer to the goal of a zero-emission corridor while improving service and reliability for Caltrain passengers.

- The EMU Option 1 is a change order option train ordered from Caltrain's EMU contract that adds 37 Option cars to the contract. This comprises of (a): 16 additional cars to be inserted into the Base contract 16, six-car trainsets to provide fully integrated and tested seven-car trainsets and (b): three additional seven-car trainsets. In December 2018, the JPB approved change order for not to exceed \$172,800,047 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option that adds 37 Option cars to the contract.

- The EMU Option 2 is a change order option train ordered from Caltrain's EMU contract that adds 28 Option cars to the contract. In August 2023, the JPB approved change order for not to exceed \$183,217,581 to Stadler US Inc., Contract No. 14-PCJPB-P-056 for an option that adds 28 Option cars to the contract. This comprises of four seven-car trainsets.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the EMU Option cars as well as mock-ups, spare parts, special tools, test equipment, manuals, training, and related parts and services. Purchasing additional Option Cars will support the Caltrain Business Plan, reduce diesel trips on the JPB's corridor, and enhance seating capacity on the JPB's commuter rail service, all in furtherance of helping the State achieve transportation, safety and climate goals.

Caltrain has commenced fully electrified EMU service since September 2024, currently a total of 18 seven-car EMU trainsets have been final accepted. This monthly report will provide status of trainsets 17 through 19 as the remaining Option 1 scope and trainsets 20 through 23 as the remaining Option 2 scope.

Currently all 19 EMUs were on site and conditionally accepted; all trainsets have also reached final acceptance (trainsets 18 and 19 reached final acceptance in March 2026).

Monthly Update

1. Project Schedule – Major Milestones for EMU Option 1 project as of June 30, 2026:

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 06/30/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	12/22/2018	Completed	Completed	
Approval of Master Program schedule		Completed	Completed	
Submission of Major Systems Purchase Orders		Completed	Completed	
Completion of Carbody – Trainsets 1 thru' 19	11/20/2022	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainsets 1 thru' 17	08/20/2024	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainset 18	04/23/2025	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainset 19	06/22/2025	Completed	Completed	
Notice of Conditional Acceptance - Trainsets 1 thru' 17	01/07/2025	Completed	Completed	
Notice of Conditional Acceptance – Trainset 18	05/23/2025	Completed	Completed	
Notice of Conditional Acceptance – Trainset 19	07/21/2025	Completed	Completed	
Notice of Final Acceptance - Trainset 17	03/24/2025	Completed	Completed	
Notice of Final Acceptance - Trainset 18	07/04/2025	03/13/2026	Completed	
Notice of Final Acceptance - Trainset 19	09/21/2025	03/31/2026	Completed	
Final Milestone: Conditional Acceptance of 19 trainsets	07/21/2025	Completed	Completed	

2. Project Schedule – Major Milestones for EMU Option 2 project as of June 30, 2026:

In 2024, Stadler announced a potential delay due to a force majeure event (flooding) at their aluminum extrusion supplier's facility. This storm event had ceased aluminum global production temporarily. This project was one of many Stadler projects affected by the event. In October 2025, Caltrain received notice from Stadler, and the effect of this force majeure was nine-month delay to shell production; however, through rigorous recovery measures, the impact has now been fully realized and the schedule re-baselined, and production has been stabilized. There was overall six months impact on car shell production, Stadler is implementing aggressive mitigation during final assembly to reduce the overall schedule impact by two and a half months. In addition, the Automatic Passenger Counter and Video Recording (CCTV) systems are being redesigned due to fleetwide issues with the current systems. The redesigned systems will first be implemented on Trainset 20 and preliminarily tested prior to shipment.

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Planned Completion (Re-Baseline)</u>	<u>Progress as of 06/30/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	08/14/2023	08/14/2023	Completed	Completed	
Approval of Master Program Schedule	11/08/2023	11/08/2023	Completed	Completed	
Submission of Major Systems Purchase Orders	05/09/2024	05/09/2024	Completed	Completed	
Completion of EMU Carshells – Trainset 20	12/2024	12/2024	Completed	Completed	
Completion of EMU Carshells – Trainset 21	05/2025	05/2025	Completed	Completed	
Completion of EMU Carshells – Trainset 22	09/12/2025	09/12/2025	Completed	Completed	
Completion of EMU Carshells – Trainset 23	02/2026	02/2026	Completed	Completed	
Authorization to Ship from Contractor's Facility – Trainset 20	03/2026	08/2026	09/2026	On Track (per re-baseline)	Train being held back for fleetwide APC/CCTV redesign effort

Authorization to Ship from Contractor's Facility – Trainset 21	03/2026	08/2026	10/2026	Late	Train awaiting parts for fleetwide APC/CCTV redesign effort
Authorization to Ship from Contractor's Facility – Trainset 22	01/2027	06/2027	12/2026	On Track	
Authorization to Ship from Contractor's Facility – Trainset 23	01/2027	06/2027	12/2026	On Track	
Notice of Conditional Acceptance – Trainset 20	04/2026	10/2026	10/2026	On Track	
Notice of Conditional Acceptance – Trainset 21	04/2026	10/2026	11/2026	Late	Train awaiting parts for fleetwide APC/CCTV redesign effort
Notice of Conditional Acceptance – Trainset 22	02/2027	07/2027	In Planning	On Track	
Notice of Conditional Acceptance – Trainset 23	02/2027	07/2027	In Planning	On Track	
Notice of Final Acceptance – Trainset 20	05/2026	10/2026	In Planning	On Track	
Notice of Final Acceptance – Trainset 21	05/2026	10/2026	In Planning	On Track	
Notice of Final Acceptance – Trainset 22	03/2027	08/2027	In Planning	On Track	
Notice of Final Acceptance – Trainset 23	03/2027	08/2027	In Planning	On Track	

3. Cost – Spend versus Budget with Actuals and Accruals through June 30, 2026, 2026

Project 100400 EMU Option Car 1 - Budget and Cost (As of June 30, 2026)

	(A)	(B)	(C)	(D)	(E) = (G) - (D)	(F)	(G) = (C) - (F)	(H) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 172.80	\$ 6.38	\$ 179.18	\$ 172.94	\$ 6.25	\$ 179.18	\$ 0.00	96.51%
Program Mngt. & Admin Costs	\$ 2.00		\$ 2.00	\$ 0.95	\$ 0.04	\$ 1.00	\$ 1.00	95.61%
Project Contingency	\$ 7.84	\$ (6.77)	\$ 1.07		\$ 2.07	\$ 2.07	\$ (1.01)	0.00%
ICAP	\$ -	\$ 0.39	\$ 0.39	\$ 0.38	\$ 0.00	\$ 0.39	\$ -	99.08%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 1 Project	\$ 182.64	\$ 0.00	\$ 182.64	\$ 174.27	\$ 8.37	\$ 182.64	\$ 0.01	95.42%

Note:

- 1). Expended and Accruals To-Date is through June 30, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 1 trainsets;

Project 100778 - EMU Option 2 - Budget and Cost (As of June 30, 2026)

	(A)	(B)	(C)	(D)	(E) = (F) - (D)	(F)	(G) = (C) - (F)	(H) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 183.22		\$ 183.22	\$ 98.72	\$ 84.50	\$ 183.22	\$ 0.00	53.88%
Other Contracts	\$ -	\$ 0.29	\$ 0.29	\$ 0.29	\$ -	\$ 0.29	\$ -	100.00%
Program Mngt. & Admin Costs	\$ 9.67		\$ 9.67	\$ 5.35	\$ 5.57	\$ 10.92	\$ (1.26)	49.01%
Project Contingency	\$ 26.43	\$ (0.29)	\$ 26.14	\$ -	\$ 24.55	\$ 24.55	\$ 1.60	0.00%
ICAP	\$ 0.68		\$ 0.68	\$ 0.36	\$ 0.66	\$ 1.02	\$ (0.34)	35.68%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 2 Project	\$ 220.00	\$ -	\$ 220.00	\$ 104.73	\$ 115.27	\$ 220.00	\$ 0.00	47.60%

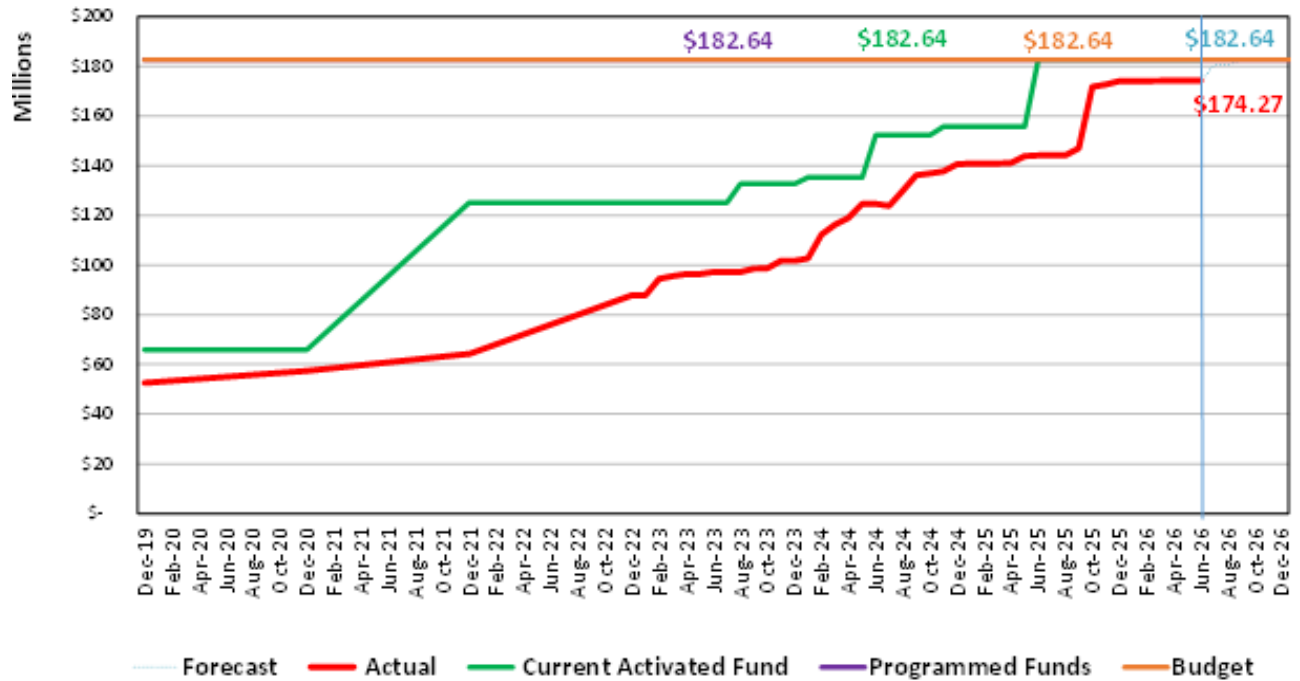
Note:

- 1). Expended and Accruals To-Date is through June 30, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 2 trainsets;
- 3). ICAP was updated in Dec'25 report to reflect the FY26 ICAP rate; the ICAP increase was offset by contingency;

4. Cost Curve:

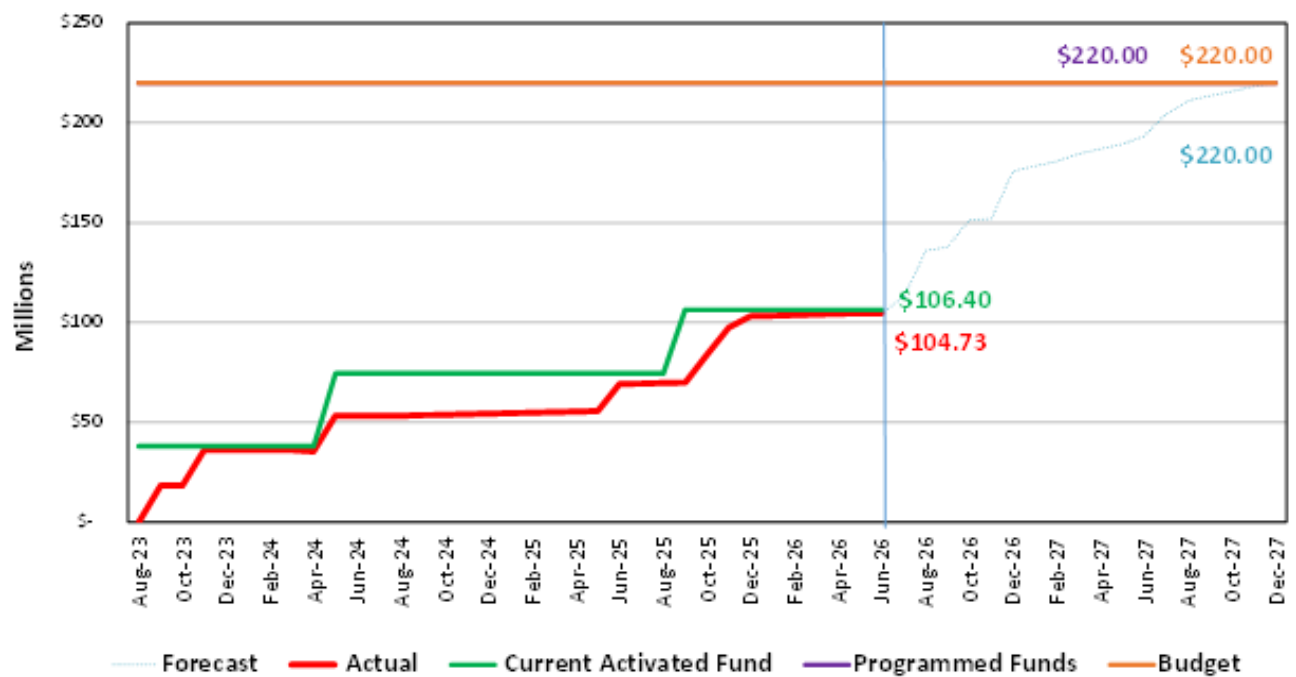
JUNE 2026

EMU Option Cars 1 | Expenditure - Planned vs. Actual



JUNE 2026

EMU Option Cars 2 | Expenditure - Planned vs. Actual



5. Major Activities for June 2026:

- Car assembly continued for TS 20, TS 21, TS 22 and TS 23 in Salt Lake City
- Overhead Catenary System (OCS) inspection system (CATVue) soaking period on TS 18 and TS 19
- System functional descriptions (SFDs) finalized for Automatic Passenger Counter (APC) and Closed-Circuit Television (CCTV) redesign
- Field modification for wifi grounding began

6. Upcoming Key Activities:

- Continue/complete OCS inspection system (CATVue) commissioning/soaking
- Continue car assembly for TS 20, 21, 22 and 23
- Close open items related to automatic passenger count system and passenger information systems

7. Change Management:

A total of \$6.38 million in change orders have been issued under EMU Option 1 project.

- Performance Bond – \$920,000
- Contract Change Order (CCO) 022 – Add Flip up seats into bike cars - \$1.96 million
- CCO 026 – Update Virtual Reality Experience - \$43,000
- CCO 040 – Special Tools - \$110,000
- CCO 042 – Project Time Extension Milestone 1 - \$2.67 million
- CCO 044 – Passenger Convenience Outlet Current Limit - \$239,000
- CCO 049 – Pre-Revenue Services - SRS EMU Maintenance - \$201,000
- CCO 054 – Bridge Plate Changes - Trainsets 1 through 19 - \$99,000
- CCO 056 – OCS Monitoring System - \$725,700

- CCO 059 – Repairs to Trainset 6 - \$5.14 million
- CCO 062 – Downtown Rail Extension (DTX) Special Track Evaluation – \$148,000
- CCO 063 – Wi-Fi Grounding - \$273,000

The above changes were covered by the project contingency and there is no change to the project budget.

- Change Order 056 – OCS Monitoring System is funded by Rail Operations and Maintenance.
 - Change Order 059 – Repairs to Trainset 6 is funded by Rail Operations and insurance reimbursement.
 - Change Order 062 – DTX Special Track Evaluation is funded by Portal DTX project.
 - Change Order 063 – Wi-Fi Grounding is funded 50 percent by Broadband Wireless project, and was executed in November 2025
- A change notice was issued for passenger Wi-Fi for Option 2 cars.
 - A change notice was issued for 49 CFR 229.136 compliance (addition of cab camera crash-hardened memory module) for the Option 2 cars.
 - A Purchase Order in the amount \$291,000 for PTC (Positive Train Control) radio licenses and PTC control messaging licenses (eight licenses plus one spare) has been issued to Meteorcomm LLC under EMU Option 2 project.

Upcoming Changes:

- Option 1: PTC radio and control messaging licenses estimated at \$194,000 for six licenses.

8. Risk Management:

The following are top risks for implementation of EMU Option projects:

Risk Descriptions	Mitigation Actions
1. In July 2024, the aluminum extrusion supplier claimed force majeure due to flooding. This delayed the start of some carshell production for Option 2.	Make up a portion of the lost time during final assembly. The schedule was rebaselined.
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely. A supplier risk matrix is reviewed monthly.

9. Federal Railroad Administration (FRA) Coordination Status:

- None required at this time (option car designs are the same as base EMUs, which is already FRA approved).

Budget Impact

There is no impact on the budget. New potential changes will be covered by the Project Contingency.

Prepared By: Sherry Bullock

Deputy Executive Director,
Engineering, Capital and
Modernization

7/17/2026

Greg Cameron

Electric Multiple Units Project
Manager

7/07/2026

**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

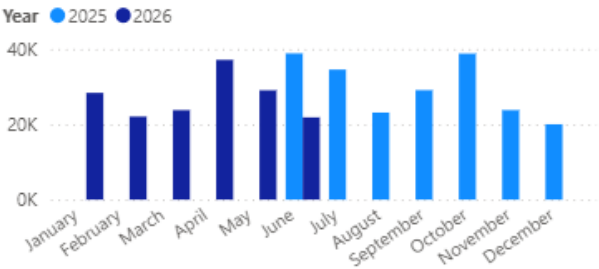
Delivery Start Date / End Date

6/2/2025 6/30/2026

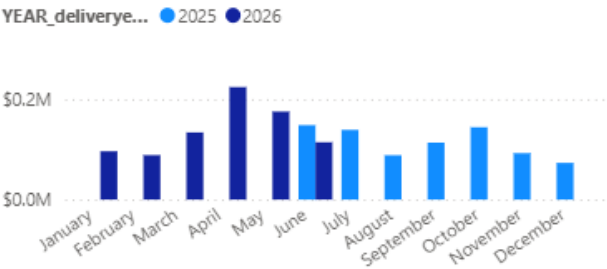


- ShipTo
- Select all
 - Gilroy Rail Yard
 - Transit America Services

Quantity by Month



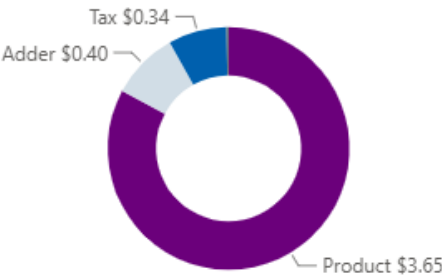
Cost by Month



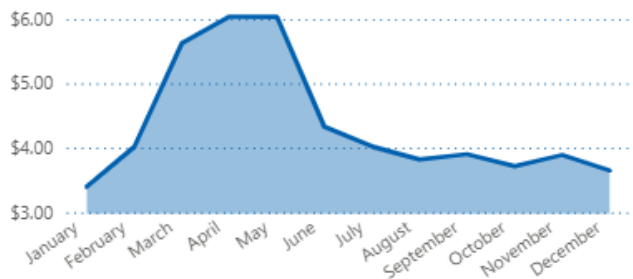
Quantity Distribution : Product Commodity Top 5



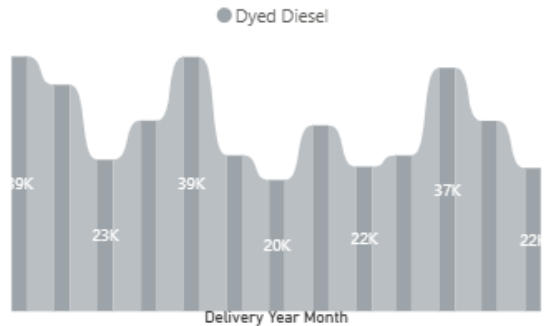
Total Cost Distribution



Cost Per Unit by Month



Quantity Trend : Product Commodity Top 5



**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			
			Conсор		\$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.	Conсор	\$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.	Conсор	\$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 oversight 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 to 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 (A)	Current Budget (B)	Cost This Month (C)	Cost To Date (D)	Estimate To Complete (E)	Estimate At Completion (F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$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.

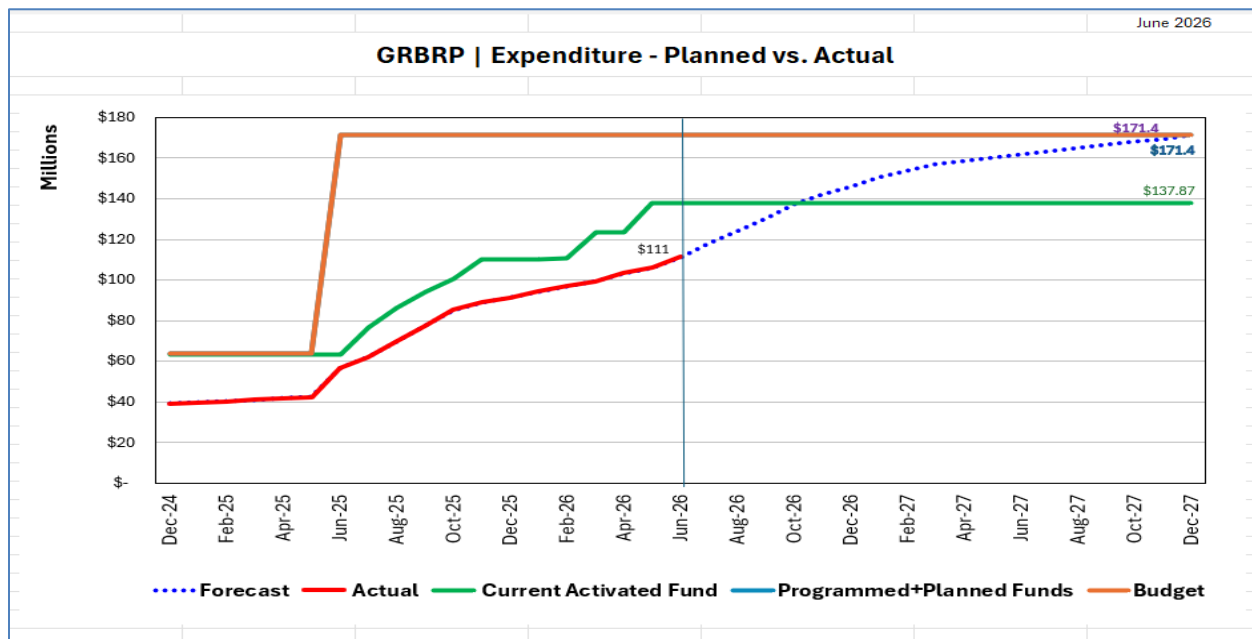
Table 4-5. Construction Contractor Incentives

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.
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