



JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Meeting of August 26, 2026

Supplemental Reading File

Subject

1. Guadalupe River Bridge Replacement Project (GRBRP)

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

July 31, 2026

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1.0 EXECUTIVE SUMMARY

1.1 Introduction

Caltrain will extend and replace two bridges over the Guadalupe River in The City of San José (Santa Clara County) just north of Caltrain Tamien Station. The Project is technically and logistically complex due to the age of the existing structures, their geographical location over a river, and the need to obtain and comply with multiple permits issued by various federal, state, and regional agencies.

The Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT-1"), a partial replacement, including seismic improvements, of the southbound bridge (Main Track Bridge 2 or "MT-2") and modifications to the existing Guadalupe River channel. The improvements address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability. The Project will enhance surrounding aquatic and upland habitats on the Project site, will purchase habitat credits from the Santa Clara Valley Habitat Agency and will partner with the Midpeninsula Regional Open Space District on a restoration project at Hick's Creek to satisfy mitigation requirements resulting from the environmental impact arising from the Project.

1.2 Background and Recent Accomplishments

In 2023, Caltrain completed demolition and extension of the MT2 bridge, relocation of all signaling cables from the MT1 bridge to the new MT2 bridge, relocation of all privately-owned utilities from the MT1 bridge to the new MT2 bridge and placement of the new MT2 bridge into passenger service. Due to constructability issues with the existing environmental permits, the construction work was paused in 2024 while Caltrain worked to amend the environmental permits to align with the revised approach for completing the project.

While the Construction work was paused, Caltrain issued three limited notices to proceed (LNTPs) to Walsh in February 2025. The LNTPs enabled Walsh to begin fabricating materials (e.g., rebar and casings), procure pipes for river diversion, and mobilize workers, subcontractors, and equipment to commence work on June 15, 2025. Caltrain completed a thorough assessment of all aspects of the program including cost, schedule, risks, and organization and completed a global settlement with the Construction Contractor. Caltrain received JPB board approval for the re-baselined project budget and schedule in June of 2025. Upon receipt of the amended permits, Caltrain provided notice to proceed (NTP) to Walsh to resume construction in June 2025.

Walsh successfully completed the 2025 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 July 2026, Walsh continued with the 2nd dry season construction phase, completing installation of the river diversion system. Significant construction progress

included construction of the MT1 bridge deck and curb walls, which completes the superstructure of the bridge. Other work that has progressed includes MT2 retrofit foundations, excavation for the river channel expansion and placement of habitat restoration scope in the river channel. Walsh also focused efforts on maintaining sitewide erosion control measures. Near the end of July, a bird nest on the project impacted access and progress on a limited scope of habitat restoration activities. The location of the bird nest impacted an isolated area along the outside perimeter of the project and has introduced some inefficiencies to the planned work while waiting for the birds to fledge the nest, expected by the first week of August. The presence of the bird nest will not affect Walsh's ability to complete the project on schedule as they have been able to re-sequence activities to work around the exclusion zone established by the project biologists.

In channel construction work for completion of MT1 and MT2 bridges initially required 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 the remaining three weekends have been confirmed with Caltrain Operations to avoid any special events requiring Caltrain operational support.

The remaining work for completion of the MT1 bridge, track embankment, completion of seismic retrofit of the MT2 bridge foundations, 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 remainder of the dry season. The construction is on schedule to achieve interim Milestone 2 for completion of all in channel work by October 15, 2026. Construction activities outside of the channel, including HMMP plantings, site restoration and demobilization will continue up to the Substantial completion milestone in 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 2026, all environmental permitting agencies completed review and provided required approvals for the onsite HMMP construction to proceed onsite in the 2026 dry season.
- 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).

- Once the onsite HMMP topics are resolved with RWQCB, 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 has been 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. Midpen will present the Mitigation Agreement to the Midpen board in September, after JPB Board approval is received in August.
 - 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.
 - In July of 2026, ICF drafted all required regulatory permit applications for JPB review. Permit applications will be submitted by early August.
 - JPB and FTA will complete a NEPA re-evaluation for Offsite Mitigation.
 - Advertisements for construction contract procurement will begin fall 2026.

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 July 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 July 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 \$3,309,864 in drawdowns to the Contractors Risk Allowance.
- Approximately \$1,780,484 in potential costs to complete the 2026 dry season have been submitted by Walsh Construction and are currently under review. The CM Team will work with Walsh to mitigate these costs to the extent feasible.
- Once the current \$4M risk pool balance is exhausted, a change order will be issued to increase the contract for the cost of the remaining risk items. The change order will draw from, but not exceed, the budgeted construction contract contingency.
- No drawdowns to the project contingency of \$8.8 million.

1.5 Project Progress and Schedule

As of July 31, 2026, the overall bridge construction completion is at 77% 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 July 2026:

- Completed River Diversion installation including temporary diversion lines and pumps, 36" gravity flow pipes, cofferdam materials and active treatment system (ATS).
 - Additional work in July to manage water seepage by use of additional pumps and cofferdam improvements continued. Work to improve leaking of the 36" diversion pipes was performed by Walsh, including replacement of segments of pipe
 - All work with potential to impact the aquatic environment was completed under the supervision of the approved fisheries biologists.
- Continued to remove temporary sheet piles installed for wet season construction.
- MT1 Bridge Construction:
 - Structural backfill placement and grading for track embankment continued.
 - Poured CIP Deck & curb walls
- MT-2 Bridge Construction:
 - Excavation in channel for access to piers 3 and 4.
 - Piers 3 and 4 retrofit CIDH Piles were installed.
 - Work to install rebar for foundations continued.
- Performed mass excavation for river channel and continued installation of habitat restoration scope per the HMMP design.
- Worked to finalize HMMP Planting scope with Walsh subcontract, Marina.
- Continued cost estimating efforts for additional access point along the site perimeter to provide future access from Willow St.
- Worked with Walsh construction to develop risk mitigations for remaining risks and refine risk pool allowance for completion of the project.
- Hosted monthly update meeting with the Environmental Permitting Agencies, including FTA.

- Hicks Creek offsite mitigation project
 - Finalized design and began permitting process.
 - Drafted permit applications for review by Mid-Peninsula Regional Open Space District and Caltrain Staff
 - Began development of IFB package
 - Continued coordination on cooperative agreement with Mid-Peninsula Regional Open Space District staff and legal counsel for both parties. Agreement was approved by JPB TOPS committee in July.
 - JPB prepared CEQA documentation that was also approved by JPB TOPS committee in July.

1.7 Upcoming Work

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

- 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.
- Gain JPB Board approval for Cooperative Mitigation Agreement with MidPen as well as CEQA approval.
- 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 July 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. • Although these mitigation actions were implemented, a bird nest still formed on the site in July 2026. The team has worked with Walsh Construction to re-sequence work and accelerate to recover the lost time caused by the bird nest

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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 installation and removal 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.

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2.0 SAFETY

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

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

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
July 2026	6,406	45	5	14	1	3
Cumulative (from June 2025)	81,286	414	458	445	11	40

Safety Event Synopsis:

1. 07/11/26: Water Truck Driver - Rule Violation. No Injury. Driver not RWP trained.
2. 07/20/26: River Diversion Pipe - First Aid. Employee slipped while walking on top of 36" pipe.
3. 07/24/26: McLellan & Harliss - Rule Violation/Close Call. No Injury. Rental Outfit operated equipment without permission.
4. 07/31/26: Junction Panel - Property Damage/Other. No Injury. Small straw waddle fire caused by overheated electrical cord.

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 July 31, 2026, the overall delay to the critical path is 0 days. The contractor re-sequenced dry season work to minimize schedule impact caused by bird nesting 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 July 31, 2026.

Major Milestones	Re-Baseline Date	Forecast Date	Notes
2025 Dry Season Mobilization	06/15/2025	06/15/2025A	Completed
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A	Completed
2025-2026 Wet Season (outside of river channel) • 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.

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4.0 COST AND BUDGET

4.1 Introduction

The JPB approved a revised Project budget of \$171.38 million. Table 4-1 depicts a summary level of project budget, costs, and estimate at completion based on the latest project cost update as of July 31, 2026.

4.2 Project Budget and Cost

Table 4-1. Budget Summary by Project

Description of Work	Current Budget (A) ¹	Cost This Month (B) ²	Cost To Date (C) ³	Estimate To Complete (D)	Estimate At Completion (E) = (C) + (D)	Variance at Completion (F) = (A) – (E)
Guadalupe River Bridges Replacement	\$171,389,598	\$3,830,323	\$115,103,604	\$56,285,995	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$3,830,323	\$115,103,604	\$56,285,995	\$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	\$2,349,223	\$69,192,076	\$20,594,950	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$28,207	\$1,604,918	\$535,082	\$2,140,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$385,355	\$9,999,171	\$3,647,435	\$13,646,606
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$13,276	\$501,131	\$11,967,118	\$12,468,250
Management Oversight & Support	\$23,180,900	\$23,180,900	\$527,903	\$17,020,788	\$5,596,160	\$22,616,948
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$526,360	\$11,509,575	\$5,117,403	\$16,626,978
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	\$3,830,323	\$115,103,604	\$56,285,995	\$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 July 2026

Risk Allowance Pool Category	Risk Amount	Current Month	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750.00	\$15,573.76	\$86,012.07	\$304,737.93
Bird Deterrent Mitigation	\$250,000.00	\$153,157.60	\$153,157.60	\$96,842.40
Permit Requirements	\$1,000,000.00	\$7,896.00	\$824,691.74	\$175,308.26
Track Access Impacts	\$360,000.00	\$162,285.00	\$162,285.00	\$197,715.00
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	\$280,394.62	\$843,207.84	\$(93,207.84)
Contingency	\$102,250.00	\$0	\$725,034.38	\$(622,784.38)
Total	\$4,000,000.00	\$619,306.98	\$3,309,864.47	\$690,135.53

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 July 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

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4.4 Contract Incentives

The Global Re-set included incentives based on Early Interim Milestone Completion. Table 4-5 provides a status of Contractor incentives Budgeted, Awarded, and remaining Balance. There is \$420,000 drawn from contract incentives as of July 2026.

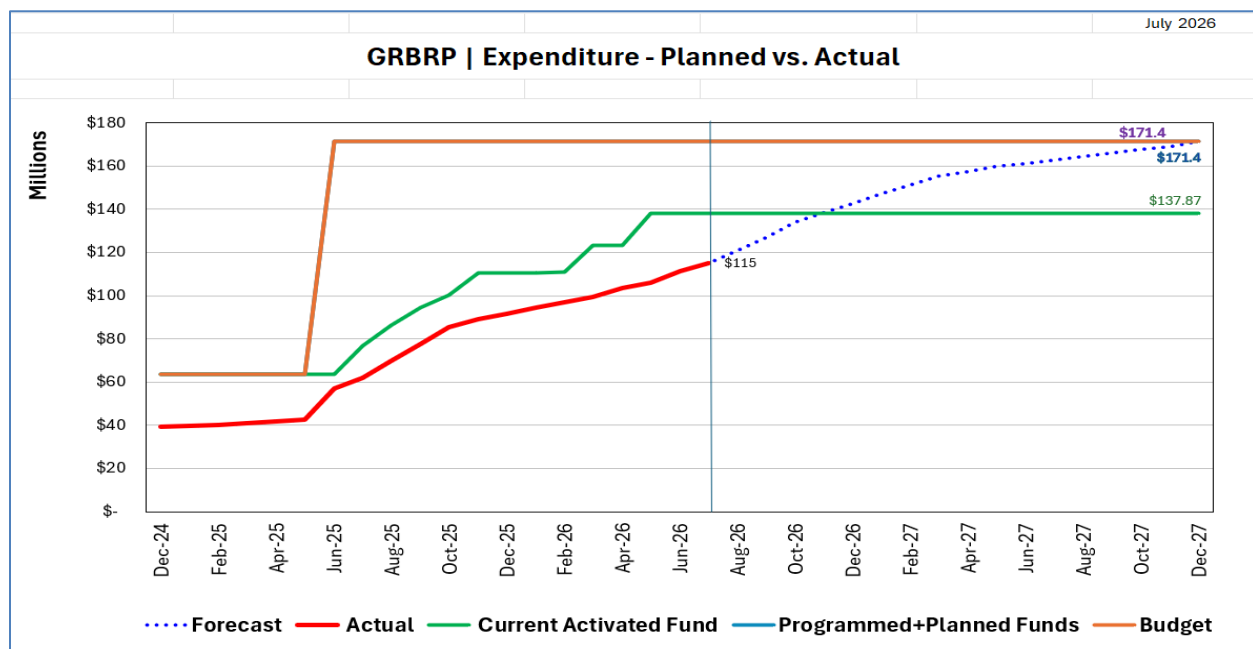
Table 4-5. Construction Contractor Incentives

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 July 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.
- June 2026 Allowance Draw
 - Phytophthora Management for 2025-2026 Wet Season
 - Bat Mitigation Measures
 - Bird Deterrent Measures
 - MT1 Temporary Shrinkage Steel
 - HWY 87 Supplemental Lane Closures

5.2.2 Approved Risk Allowance or Change Order Items:

- 2026 Dry Season After Hours Refueling of Generators and Equipment
- Phytophthora Management in 2026 Dry Season

5.2.3 Upcoming Risk Allowance Items or Change Orders:

- Risk allowance usage requested by Walsh in the month of July is \$1,780,484 and was provided to forward price the ongoing risks through the 2026 dry season. The forward pricing is being managed to reduce costs and is currently pending review and approval of final actual costs. The following risk allowance items are currently being reviewed:
 - Ongoing Phytophthora Management Costs during the 2026 dry season.
 - MT1 Abutment Differing Site Condition Additional costs.
 - Ongoing costs for HWY 87 Supplemental Lane Closures to improve track access
 - Ongoing Dry Season after hours refueling of generators and equipment
- 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 \$3.3 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 utilize contingency allocated to the Construction Contract and will not impact on the project budget.

- Pending Potential 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, including an allowance of \$500k for planting scope.
 - Walsh’s subcontractor responsible for the planting scope submitted a quote recently that increased Walsh’s HMMP total from \$5,516,288 to approximately \$7M.
 - Once negotiations have been completed, a change order will be issued to reflect the final GCCO item 3 price.
 - 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 July 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. • Developed plans with Walsh to avoid potential impacts on productivity to allow Walsh to perform fueling of mobile equipment after work hours cease each day. • 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.