JPB Board of Directors
Meeting of September 3, 2026

Supplemental Reading File Part 2

<u>#</u> <u>Subject</u>

1. Receive Update on Diridon Station Program – Environmental Phase
2. Receive Update on Battery Electric Multiple Unit (BEMU) Project – Jul 2026
3. Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – July 2026

JPB Finance Committee Supplemental Reading File – August 24, 2026

<u>#</u> <u>Subject</u>

1. Receive Quarterly Fuel Hedge Report Fiscal Year 2026 Quarter 4

Informational Items heard by JPB Technology, Operations, Planning, and Safety (TOPS) Committee – August 26, 2026

<u>#</u> <u>Subject</u>

1. Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects
2. Receive Update on the Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project
3. Receive Update on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study

JPB TOPS Committee Supplemental Reading File – August 26, 2026

#	Subject
1.	Guadalupe River Bridge Replacement Project (GRBRP)

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Board of Directors
Through:	Michelle Bouchard, Executive Director
From:	Marian Lee, Caltrain Liaison, Diridon Station Program
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Diridon Station Program – Environmental Phase**

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

Purpose and Recommended Action

The purpose of this information report is to provide updates on the Diridon Steering Committee program reorganization, the Diridon Station program year 2 budget, the Construction Authority enabling legislation, the Operations and Maintenance (O&M) funding strategy, and the environmental review of the Diridon Station Program as shown in the attachments. These documents were previously provided to the Diridon Station Steering Committee in August 2026.

This is an informational item that does not require any action.

Discussion

The staff memoranda and presentations attached provide updates on the quarterly report, Diridon Steering Committee program reorganization, the Diridon Station Program Year 2 budget, the Construction Authority enabling legislation, the O&M funding strategy, and the environmental review of the Diridon Station Program as presented by Bill Sirois, Diridon Station Program Director, to the Diridon Station Steering Committee in August 2026.

Attachments:

1. Diridon Station Program Quarter 2 2026 Progress Report
2. Staff Memorandum: Diridon Station Program – Program Reorganization
3. Presentation: Diridon Station Program – Proposed Program Reorganization
4. Staff Memorandum: Diridon Station Program – Year 2 Program Budget Adjustments
5. Presentation: Diridon Station Program – Proposed 2 Year Budget

6. Staff Memorandum: Diridon Station Program – Construction Authority Enabling Legislation

7. Presentation: Diridon Station Program – Construction Authority Enabling Legislation

8. Staff Memorandum: Diridon Station Program – Operations and Maintenance Funding Strategy

9. Presentation: Diridon Station Program – O&M Funding Strategy Update

10. Staff Memorandum: Diridon Station Program – Environmental Review Update

11. Presentation: Diridon Station Program – Environmental Review Update

Budget Impact

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

Prepared By: Marian Lee Caltrain Liaison, Diridon Station Program 08/26/2026

DIRIDON STATION REDEVELOPMENT PROJECT
QUARTER 2 2026 PROGRESS REPORT

April – June 2026

Prepared by: Diridon Program Team
In Partnership with: Caltrain, City of San José, California High-Speed Rail Authority (CHSRA), Santa Clara Valley Transportation Authority (VTA), and Metropolitan Transportation Commission (MTC)

Date: August 19, 2026

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SECTION 1: INTRODUCTION

The purpose of the quarterly progress reports is to document and share information with the Diridon Steering Committee and the public about project progress and use of project funds. Quarterly reporting ensures transparency, accountability, and effective communication. This is the eighth progress report prepared for the Diridon Station Redevelopment Project.

This report documents efforts from April to June (Quarter 2) 2026 of the Environmental Phase of the project. It is also the third report covering Environmental Phase work, which began in Quarter 4 2025.

Environmental Phase Scope and Budget

The scope of the Environmental Phase is:

- Prepare Alternatives Analysis Report
- Additional Engineering for Program of Project elements
- Prepare Project Description
- Notice of Intent/Notice of Preparation
- Technical studies to prepare environmental documentation
- Draft and Final EIS/EIR
- Response to comments on Final EIS/EIR
- Certification/Record of Decision
- Community engagement
- Develop and advance a long-term governance organization for project delivery
- Develop and implement a funding and advocacy plan

The total 3-year approved budget for this phase of work is $41M. The following table shows the total budget by task.

Table 1

Diridon Environmental Phase Total 3-Year Budget (Approved)				
Work Scope	**Year 1**	**Year 2**	**Year 3**	**Total**
Program Director	$.800M	$.824M	$.849M	$2.473M
Agency Partner Staff/Consultant Support	$.117M	$1.460M	$1.499M	$3.075M
Environmental, Engineering, 3rd-Party Review	$11.765M	$9.094M	$3.830M	$24.688M
Long-Term Governance / Funding and Advocacy Plan	$.950M	$.750M	$.750M	$2.450M
Program Management and Project Controls	$1.275M	$1.650M	$1.650M	$4.575M
Contingency (10%)	$1.491M	$1.378M	$.858M	$3.726M
TOTAL (Rounded)	**$16.4M**	**$15.2M**	**$9.4M**	**$41.0M**

The scope of work being led by the Partner Agencies is as follows:

- Caltrain for Program Director, program management and project controls, environmental documentation, engineering, and 3rd-party review
- City of San José for community engagement

- VTA for long-term governance and the funding and advocacy plan

Quarterly progress reports will track the budget and work progress by year and by agency. The following table shows the budget for Year 1.

Table 2

Work Scope	**Responsible Agency**	**Approved Budget**	**Funding Source**
Program Director Program Management/Project Controls Environmental, Engineering, 3rd-Party Review Project Office	Caltrain	$13,682,360	Measure B Regional Measure 3
Long-Term Governance / Funding and Advocacy Plan	VTA	$950,000	Regional Measure 3
Community Engagement	City of San José	$275,000	Regional Measure 3
Contingency	All	$1,490,736	Regional Measure 3
TOTAL		**$16,398,096**	

SECTION 2: QUARTER 2 2026 PROGRESS

The following work was completed in Quarter 2 (Q2) 2026 as part of the Environmental Phase.

Program Management and Project Controls

- Onboarded the new Program Director and initiated proposed program reorganization and transition activities.
- Prepared for and facilitated the April Executive Meeting and May Steering Committee Meeting.
- Developed and refined materials for decisions on Stockton Avenue Realignment, Auzerais Avenue, TOD, and barriers.
- Initiated the TOD assessment with RG Urban Advisors in coordination with Caltrain and the City.
- Continued coordination with Caltrain and the City regarding corridor safety/protection barriers.
- Continued engagement with tenant operators, including UPRR, ACE, Capitol Corridor, and Amtrak.
- Continued coordination with VTA's BART Silicon Valley Phase II Project team.
- Advanced the Operations and Maintenance Cost Estimate with HNTB.
- Initiated review of previous ridership modeling documentation and coordination with VTA technical staff.

Environmental Phase

- Developed and finalized the Outreach Plan.
- Developed the schedule framework for unbundling CEQA/NEPA for the Station Project, Southern Roadways, and TOD.
- Supported development of Senate Bill 1375 for the CEQA exemption of the Station Project.
- Advanced the Alternatives Analysis Summary.
- Developed and submitted the package for the State Historic Preservation Officer.
- Continued development of the Tribal Consultation Plan.
- Began engineering design of track and OCS components.

Long-Term Governance / Funding and Advocacy Plan

- Continued development of federal, state, and local funding strategies.
- Advanced O&M funding research and development of funding presentation materials.
- Advanced development of enabling legislation through workshops with partner agency staff
- Clarified direction on long term governance approach including considering flexibility in construction authority model.

Community Engagement

- Continued work on the Southern Neighborhood Access Study and coordination on transition of the study to ICF.
- Continued coordination on CEQA exemption legislation.

SECTION 3: QUARTER 3 2026 LOOK AHEAD

Program Management and Project Controls

- Advance recruitment of three program staff positions.
- Prepare for, attend, and present at the July Executive Meeting.
- Review Year 1 Budget expenditures.
- Prepare revised Year 2 budget for approval at the August Steering Committee Meeting.
- Present Program Reorganization for approval at the August Steering Committee Meeting.
- Finalize the TOD assessment in coordination with Caltrain and the City.
- Finalize coordination with Caltrain regarding the City's desire for corridor protection barriers.
- Continue engagement with tenant operators, including UPRR, ACE, Capitol Corridor, and Amtrak.
- Continue coordination with VTA's BART Silicon Valley Phase II Project team.
- Advance the Light Rail construction disruption strategy technical work.
- Continue to advance Operations and Maintenance Cost Estimate with HNTB.
- Advance ridership technical analysis.

Environmental Phase

- Advance Alternatives Analysis Summary report.
- Finalize the Tribal Consultation Plan and package for engaging the State Historic Preservation Officer.
- Begin engineering tasks related to 10% design comments for the Station Project, track, OCS, and flood modeling.
- Finalize workplans for Stockton Avenue Realignment, Auzerais Avenue, San Carlos Bridge replacement, and Park Avenue.

Long-Term Governance / Funding and Advocacy Plan

- Prepare materials for the July Executive Meeting and August Steering Committee Meeting.
- Continue work on capital and O&M funding strategy framework.
- Advance enabling legislation for Construction Authority including meeting with Ad Hoc Committee.

Community Engagement

- Initiate outreach to update the community on the Diridon Program, including preparation of materials for an email blast, social media campaign, and mailers.
- Refresh the project website.
- Initiate coordination with the Historic Working Group and the State Historic Preservation Office.
- Conduct stakeholder briefings.

SECTION 4: ENVIRONMENTAL PHASE BUDGET

The following table shows the budget approved by the Steering Committee for the 3-year duration of the Environmental Phase.

Table 3

Responsible Agency	Year 1 Approved Budget	Year 2 Approved Budget	Year 3 Approved Budget	3-Year Total
Caltrain	$13,682,360	$12,157,370	$6,940,206	$32,779,936
VTA	$950,000	$825,267	$827,524	$2,602,791
City of San José	$275,000	$794,400	$809,232	$1,878,632
Contingency	$1,490,736	$1,377,704	$857,696	$3,726,136
TOTAL	**$16,398,096**	**$15,154,741**	**$9,434,658**	**$40,987,495**

The following table shows the amount spent in Q2 2026 and total spent to date relative to the contracted amount for each agency, accounting for task-level budget adjustments. This also includes the total remaining of the contracted amount for each agency. In the table, text is color-coded to indicate differences from the Program Budget approved by the Steering Committee:

- Green text: A task-level budget adjustment that occurred in Q2 that increases the budgeted amount relative to the Program Budget as approved by the Steering Committee.
- Red text: A task-level budget adjustment that occurred in Q2 that decreases the budgeted amount relative to the Program Budget as approved by the Steering Committee

Table 4

Responsible Agency	Quarter 2 Task-Level Budget Adjustments	Year 1 Modified Budget Amount	Contract Amount	Uncontracted Budget	Expended Q2 2026	Total Expended	Total Remaining of Contracted Amount
Caltrain		$25,403,918	$23,573,189	$1,830,729	$1,059,557	$1,957,693	$21,615,496
VTA	+$496,016(1)	$1,739,083	$1,745,372(2)	$0	$123,667	$393,719	$1,351,653
City of San José		$314,142	$39,142	$275,000	$0	$0	$39,142
Contingency		$1,295,375	$0	$1,295,375	N/A	N/A	$0
TOTAL	**+$496,016**	**$28,756,143**	**$25,357,703**	**$3,401,104**	**$1,183,224**	**$2,351,412**	**$23,006,291**

(1) *VTA issued additional contracts to HR+A and Infrastrategies to continue work on the Long-Term Governance and Funding and Advocacy Plan tasks. HR+A was issued an additional $290,000 and Infrastrategies was issued an additional $304,766 to extend their contracts through December 2026. This required $496,016 from the Year 2 allocation for these tasks, along with $98,750 of the remaining uncontracted Year 1 allocation.*

(2) *VTA issued a contract to Arcadis for the Light Rail Construction Mitigation Study that differs from the unspent Business Case Phase funds allocated to VTA. This discrepancy will be addressed in future reports.*

The following sections provide information for each agency responsible for the consultant contracts and work directives issued to date.

Caltrain

Caltrain's budget for Year 1 of the Environmental Phase is $13,682,360. The following table shows Caltrain's Year 1 Environmental Phase budget by task.

Table 5

Steering Committee Approved Budget Year 1 - Caltrain	Year 1 Approved Budget
Environmental Review and Engineering	$10,000,000
Community Engagement	$500,000
Temporary Program Manager	$200,000
Program Management Support	$1,000,000
Project Office	$75,000
Program Director	$800,000
Tenant Coordination and Review	$150,000
PG&E Coordination and Review	$100,000
Caltrain Operations & Engineering Review	$50,000
Legal Support	$100,000
Other Direct Costs	$50,000
Caltrain Overhead	$657,360
TOTAL	**$13,682,360**

Caltrain's modified Year 1 budget amount is $25,403,918, accounting for the following task-level budget adjustments:

- Lighthouse Public Affairs' contract was increased by $79,936 over the approved budget to account for the timing of hiring and onboarding of the new Program Director. This additional budget was drawn from the Program Contingency and was approved by the Project Partners on February 10, 2026.
- Caltrain issued a contract to ICF in Year 1 for the full 3-year allocation for the Environmental Review and Engineering Task of $21,000,000. The Year 1 allocation for this task is $10,000,000, but progress reporting shows the full allocation to reflect the actual contracted amount.
- Caltrain consultant contracts must apply Caltrain's indirect cost rate (ICAP) and fringe benefit rates. These rates were increased for 2026, with the increased rates applicable to consultant billing in 2026. To cover ICAP increases in Year 1 of the program, the Program Technical Directors authorized drawing $34,320 from program contingency. Of this amount, $28,600 was applied to Kimley-Horn and $5,720 was applied to Lighthouse Public Affairs.

The breakdown by scope of work and contract is shown in the table below. In the table, text is color-coded to indicate differences from the Program Budget approved by the Steering Committee:

- Green text: A task-level budget adjustment that occurred in Q2 that increases the budgeted amount relative to the Program Budget as approved by the Steering Committee.
- Red text: A task-level budget adjustment that occurred in Q2 that decreases the budgeted amount relative to the Program Budget as approved by the Steering Committee.

Table 6

Caltrain Contracts / Work Task	Quarter 2 Task-Level Budget Adjustments	Year 1 Modified Budget Amount	Contractor	Contract Amount	Uncontracted Budget	Expended Q2 2026	Total Expended	Total Remaining of Contracted Amount
Environmental Review and Engineering Community Engagement		$21,500,000	ICF[2]	$21,101,346	$398,654[3]	$457,892	$745,271	$20,356,075
Temporary Program Manager		$285,656	LPA	$279,936	$5,720	$70,187	$225,498	$54,438
Program Management Support		$1,109,705	KH	$999,512	$110,193	$232,588	$689,498	$310,014
			Clarke Program Management LLC	$0		N/A	N/A	N/A
Project Office		$75,000		$0	$75,000	$0	$0	$0
Program Director		$800,000		$800,000	$0	$200,000	$200,000	$600,000
Tenant Coordination and Review		$150,000		$0	$150,000	$0	$0	$0
PG&E Coordination and Review		$100,000		$0	$100,000	$0	$0	$0
Caltrain Operations & Engineering Review		$50,000		$0	$50,000	$0	$0	$0
Legal Support		$100,000		$0	$100,000	$0	$0	$0
Other Direct Costs		$50,000		$0	$50,000	$0	$0	$0
Caltrain Overhead		$657,360		$0	$657,360	$0	$0	$0
Additional Technical Work		$526,197	HNTB *(O&M Cost Estimate)*[1]	$221,421	$0	$35,607	$92,400	$129,021
			KH *(Ridership Analysis)*[2]	$170,974	$0	$5,026	$5,026	$165,948

Caltrain Contracts / Work Task	Quarter 2 Task-Level Budget Adjustments	Year 1 Modified Budget Amount	Contractor	Contract Amount	Uncontracted Budget	Expended Q2 2026	Total Expended	Total Remaining of Contracted Amount
			Business Case Legal Invoices(3)	$0	$0	$20,000	$20,000	-$20,000
TOTAL		$25,403,918		$23,573,189	$1,804,440	$1,059,557	$1,957,693	$21,615,496

(1) A signed contract and NTP were issued in March 2026 for O&M Cost Estimate (HNTB) with a total contract value of $221,421.

(2) A signed contract and NTP were issued in May 2026 for Ridership Modeling (KH) with a total contract value of $170,974.

(3) Following the conclusion of the Business Case, reimbursement for remaining legal invoices was required. $20,000 was allocated from Additional Technical Work to fund this reimbursement, as the Additional Technical Work funds were left over from the Business Case Phase of the program.

Caltrain will have multiple funding agreements with VTA/MTC for Regional Measure 3 and Measure B. Two agreements have been executed to date: $24,582,880 for ICF consulting services for 3 years, Caltrain Operations & Engineering Review, Tenant Coordination & Review, PG&E Coordination & Review, and Legal Support; and $4,363,360 for the Program Director (3 years), Temporary Program Manager, Program Management Support, staff, and Additional Technical Work from the Pre-Environmental Business Case Phase. Additional agreements and/or amendments will be processed for future-year funding. Funding plan totals and budget allocation and expenses will be tracked separately.

VTA

VTA's budget for Year 1 of the Environmental Phase is $950,000. The following table shows VTA's Year 1 Environmental Phase budget by task.

Table 7

Steering Committee Approved Budget Year 1 - VTA	Year 1 Approved Budget
Long-Term Governance Development	$300,000
Funding and Advocacy Plan	$400,000
Grants Preparation	$150,000
Legal Support	$100,000
Agency Partner Staff	$0
TOTAL	**$950,000**

VTA's modified Year 1 budget amount is $1,745,372, accounting for the following task-level budget adjustments:

- The combined allocation for HR+A and Rick Meade LLC was increased by $250,000. This additional budget will come from the Grants Preparation and Legal Support tasks.
- $293,067 of the $897,176 unspent Business Case Phase funds were reallocated to VTA.
- The combined allocation for HR+A and Infrastrategies increased by $496,016. This additional budget will come from the Year 2 allocation for the Long-Term Governance and Funding and Advocacy Plan tasks.

The breakdown by scope of work and contract is shown in the table below. In the table, text is color-coded to indicate differences from the Program Budget approved by the Steering Committee:

- Green text: A task-level budget adjustment that occurred in Q2 that increases the budgeted amount relative to the Program Budget as approved by the Steering Committee.
- Red text: A task-level budget adjustment that occurred in Q2 that decreases the budgeted amount relative to the Program Budget as approved by the Steering Committee.

Table 8

VTA Contracts / Work Task	Quarter 2 Task-Level Budget Adjustments	Year 1 Modified Budget Amount	Contractor	Contract Amount	Uncontracted Budget	Expended Q2 2026	Total Expended	Total Remaining of Contracted Amount
Long-Term Governance	+$496,016[1]	$1,446,016	HR+A	$550,250	$0	$32,434	$160,344	$389,906
			Rick Meade LLC	$273,750		$3,453	$3,453	$270,297
Funding and Advocacy Plan			Infrastrategies	$622,016	$0	$87,780	$229,922	$392,094
Grants Preparation		$0		$0	$0	$0	$0	$0
Legal Support		$0		$0	$0	$0	$0	$0
Agency Partner Staff[2]		$0		$0	$0	$0	$0	$0
Additional Technical Work		$293,067	Arcadis *(Light Rail Construction Mitigation Study)*[2]	$299,356[3]	$0	$0	$0	$299,356
TOTAL	**$496,016**	**$1,739,083**		**$1,745,372**	**$0**	**$123,667**	**$393,719**	**$1,351,653**

(1) A signed contract and NTP were issued in June 2026 for Light Rail Construction Mitigation (Arcadis) with a total contract value of $299,356.

(2) VTA issued additional contracts to HR+A and Infrastrategies to continue work on the Long-Term Governance and Funding and Advocacy Plan tasks. HR+A was issued an additional $290,000 and Infrastrategies was issued an additional $304,766 to extend their contracts through December 2026. This required $496,016 from the Year 2 allocation for these tasks, along with $98,750 of the remaining uncontracted Year 1 allocation.

(3) VTA issued a contract to Arcadis for the Light Rail Construction Mitigation Study that differs from the unspent Business Case Phase funds allocated to VTA. This discrepancy will be addressed in future reports.

City of San José

For the Environmental Phase of the Project, the City has an approved budget of $275,000 for Year 1. The following table shows the City's Year 1 Environmental Phase budget by task.

Table 9

Steering Committee Approved Budget Year 1 – City of San José	Year 1 Approved Budget
City-Specific Outreach	$100,000
City Engineering Review	$100,000
City Planning CEQA and Historic Team	$75,000
Agency Partner Staff	$0
TOTAL	**$275,000**

The City's modified Year 1 budget amount is $314,142, accounting for the following task-level budget adjustments.

- The combined allocation for ARUP for the City Engineering Review was increased by $39,142. This additional budget was returned from remaining funds from the Business Case Phase and is not deducted from the approved City budget.

The breakdown by scope of work and contract is shown in the table below.

Table 10

City of San José Contracts / Work Task	Quarter 2 Task-Level Budget Adjustments	Year 1 Modified Budget Amount	Contractor	Contract Amount	Uncontracted Budget	Expended Q2 2026	Total Expended	Total Remaining of Contracted Amount
City-Specific Outreach		$100,000		$0	$100,000	$0	$0	$0
City Engineering Review		$139,142	ARUP	$39,142	$100,000	$0	$0	$39,142
City Planning CEQA and Historic Team		$75,000		$0	$75,000	$0	$0	$0
Agency Partner Staff		$0		$0	$0	$0	$0	$0
TOTAL		**$314,142**		**$39,142**	**$275,000**	**$0**	**$0**	**$39,142**

SECTION 5: KEY CHALLENGES

The Project Director continues to monitor and address risks or challenges. The following are identified as key challenges:

- The schedule to draft the Enabling Legislation will be aggressive. The Steering Committee has created an Ad Hoc Committee to support the schedule and development of the draft legislation. The goal is to submit a draft bill for the California Legislative session in 2027. Convening and collectively agreeing to the language of the proposed bill by all five partners agencies will be challenging given the very short timelines.
- Identifying funding for the next phase of work – preliminary engineering and operationalization of a construction authority subject to further consideration. Federal funding opportunities continue to be limited with the current federal administration.
- Schedule adherence given multiple workstreams advancing, including challenges related to staff capacity and managing multiple consultant contracts simultaneously. This will be addressed with the Project Director's reorganization of the program including hiring three new staff positions

APPENDIX A: ABOUT THE PROJECT

Diridon Station, a key transit hub at the western edge of Downtown San José, will be expanded and redesigned to address the region's future transit needs. A collaborative partnership between the City of San José (City), Caltrain, the Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) is underway to plan and build a new station.

Today, Diridon Station provides Caltrain, Altamont Corridor Express (ACE), Capitol Corridor, and Amtrak rail services; supports Union Pacific freight rail; and makes key transit connections with VTA Bus and Light Rail service. The new station will accommodate:

- Increased service levels and connections to the future San José Airport Connector, BART extension, and high-speed rail.
- Projected 100,000 daily trips by the year 2050, due to the introduction of high-speed rail, BART, and increased Caltrain service.
- Up to 12,900 new homes and a total of 14.7 million square feet of office and commercial space which is included in the Diridon Station Area Plan adopted by the City of San José.

The recommended At-Grade Station Project offers quick and seamless connections between all the transit modes that serve the station today and in the future. This includes Caltrain, ACE, Capitol Corridor, and VTA bus and light rail, as well as future high-speed rail and BART. The area around the station prioritizes pedestrians and has ample plaza space on both sides of the tracks.

In approving this station concept, partner agencies have committed to making several other improvements in and around the station, referred to as the Diridon Program of Projects. This includes grade-crossing improvements at Park, San Carlos, Auzerais, and West Virginia streets, as well as improvements to the Santa Clara Street underpass and the intersection at Stockton Avenue and The Alameda. For more information on the At-Grade Station Project and the Diridon Program of Projects, please visit: DiridonSJ.org.

SAN JOSÉ DIRIDON STATION

Memorandum

TO: Diridon Station Program Steering Committee

FROM: William Sirois, Diridon Station Program Director

DATE: August 19, 2026

SUBJECT: Program Reorganization

ACTION ITEM

INTRODUCTION

This is an action item. This memorandum and presentation describe the proposed program reorganization for the Diridon Station Program and request Steering Committee approval to proceed with the revised organizational structure.

DISCUSSION

On May 21, 2025, the Diridon Steering Committee directed a three-year work scope:

- Hire a Program Director
- Complete NEPA/CEQA environmental review and public outreach
- Set up a long-term governance organization
- Prepare and implement funding and advocacy plans

The Cooperative Agreement authorizes the Program Director to reorganize the program with Steering Committee approval.

Program Organization Prior to Hiring Program Director

Under the current structure, work is assigned to individual partner agencies, with each agency owning specific functional areas:

- Caltrain – Program Management, Environmental, Project Controls
- VTA – Governance, Funding
- City of San José – Community Outreach, Station Area Development
- MTC – Regional Planning, Advocacy, Funding
- CHSRA – High-speed rail matters

At present, coordination for the Diridon Program runs through a vertical chain from Steering Committee to Partner Agency Executives, Partner Agency Directors, and Partner Agency Technical Staff. There is no central program staff; responsibility for deliverables is distributed across multiple agencies with no central leadership.

Program Organizational Structure

With the hiring of the Program Director, leadership is now centralized and requires a supporting organizational structure to deliver the work scope. The proposed organizational update identifies three key staff positions to support the Program Director, with work organized around deliverables rather than agency ownership. This structure creates a bridge between the current program structure and the structure of the future entity established for program delivery.

The Diridon Program Director (Bill Sirois) reports to the Steering Committee and oversees five functional areas of the Program: Environmental, Outreach, Project Controls, Funding, and Governance. In future years, this list of functional areas will expand as the deliverables change and the program progresses.

To support the Program Director, the three identified positions include:

- Deputy Director – Lead on technical studies; outreach support
- Manager – Budget/contract management; project controls
- Planner – Overall program support; outreach support

Program consultants support each function, listed below. Contracts are held by VTA (Infrastrategies, HR&A, Arcadis, and Rick Meade) and Caltrain (ICF, Kimley-Horn, HNTB, Rick Clarke) and tie directly to the functional areas of the Diridon Program:

- Environmental – ICF
- Program Management – Kimley-Horn, Rick Clarke
- Outreach – ICF
- Project Controls – Kimley-Horn
- Governance – Infrastrategies, Rick Meade
- Funding – Infrastrategies, HR&A
- Other support – HNTB, Arcadis

Partner Agency Executives provide overall direction for agency input, attend quarterly meetings, and meet individually with the Program Director at least quarterly. Partner Agency Liaisons are the primary point of communication and coordination for the Program Team and are responsible for engaging all levels of their agency. Partner Agency engagement focuses on major policy issues affecting program direction and issues affecting agency areas of responsibility. Topic-specific technical working groups with the partner agencies will be convened as needed.

All work flows through the Program Director, who is responsible for close coordination with Executives and Liaisons, and is accountable to the Steering Committee. The organization is structured to align with project delivery: near-term focus is on current deliverables (Environmental, Construction Authority, Funding Plan), shifting later to Design/Engineering, operationalizing the Construction Authority, and securing funding.

ACTION ITEM

Diridon Steering Committee is requested to approve the proposed program organization.

NEXT STEPS

- Confirm partner agency liaison roles and communication protocols under the revised program structure.
- Implement the revised reporting and coordination structure following Steering Committee approval.
- Continue refining staffing, consultant support, and technical working group needs to support priority deliverables.

SAN JOSÉ DIRIDON STATION

August 19, 2026

Diridon Station Program

Proposed Program Reorganization

Caltrain
CALIFORNIA High-Speed Rail Authority
CITY OF SAN JOSE CAPITAL OF SILICON VALLEY
METROPOLITAN TRANSPORTATION COMMISSION
Santa Clara Valley Transportation Authority

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Steering Committee Direction

Direction from May 21, 2025 Steering Committee

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3-year Work Scope:

- Hire Program Director
- NEPA and CEQA environmental review and public outreach
- Set up long-term governance organization
- Prepare and implement funding and advocacy plans

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Proposed Organization

Current Organization

Diridon Steering Committee

Partner Agency Executives

Partner Agency Directors

Partner Agency Technical Staff

Agency Areas of Responsibility:

- *Caltrain* – Program Management, Environmental, Project Controls
- *VTA* – Governance, Funding
- *City of San Jose* – Community Outreach, Station Area Development
- *MTC* – Regional Planning, Advocacy and Funding
- *CHSRA* – HSR Matters

New Organizational Approach

To run Program effectively and efficiently:

- Anchor to three key staff positions
- Focus on deliverables
- Bridge to project delivery organization

Overall Structure

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Diridon Steering Committee

Diridon Program Director**

- Environmental
- Outreach
- Funding
- Governance
- Project Controls

Partner Agency Executives

Partner Agency Liaisons*

**Topic specific technical working groups with additional staff will be pulled together as needed.*

***Reflects work scope approved by Steering Committee. Organizational chart may be expanded for Engineering, Legal Services, and Government Affairs in future years of Program.*

Partner Agency Roles

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Partner Agency Executives

- Provide overall direction for agency input
- Attend quarterly meetings
- Individual meetings with Program Director (at least quarterly)

Partner Agency Liaisons

- Primary point of communication/coordination for Program Team
- Responsible for engaging all levels of agency

Primary focus of engagement

- Major policy issues impacting direction of program
- Issues directly impacting agency areas of responsibility

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Program Division of Responsibilities

Diridon Program Director
Bill Sirois

Program Consultants*

- Program Management (Kimley-Horn, Rick Clarke)
- Environmental (ICF)
- Funding (Infrastrategies, HR&A)
- Governance (Infrastrategies, Rick Meade)
- Outreach (ICF)
- Project Controls (Kimley-Horn)
- Other Support (HNTB, Arcadis)

Program Staff

Deputy Director
Role: Lead on technical studies; outreach support

Manager
Role: Budget/contract management; project controls

Planner
Role: Overall program support; outreach support

**Consultant contracts held by VTA (Infrastrategies, HR&A, Arcadis, Rick Meade) and Caltrain (ICF, Kimley-Horn, HNTB, Rick Clarke)*

Reporting Structure

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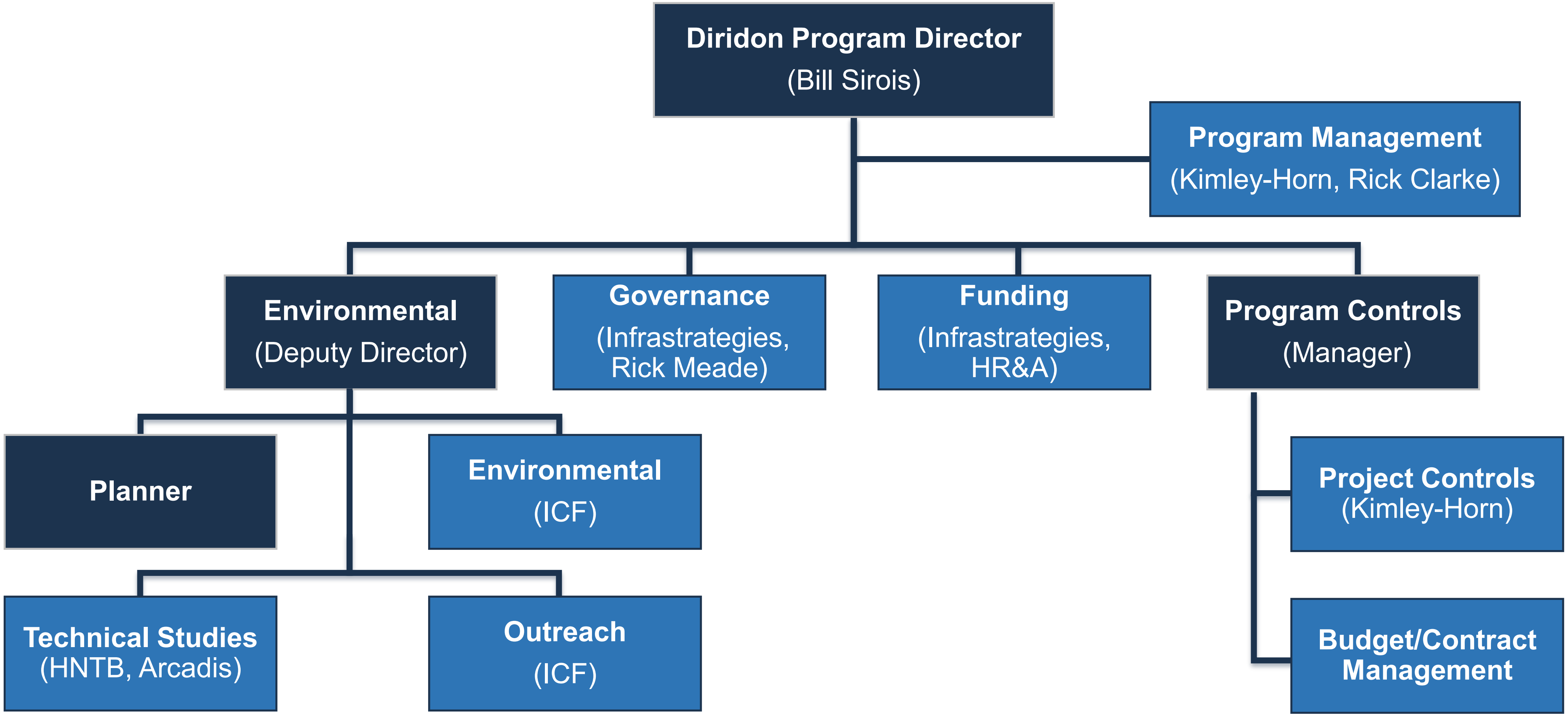

Summary

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Organization needs to focus on deliverables and flow through the Program Director

- Program Director's responsibility to ensure close coordination with Executive Directors and Partner Liaisons

Bridge to Project Delivery Organization

- Focus on current deliverables (Environmental, Construction Authority, Funding Plan)
- Focus will change (Design/Engineering, Operationalizing Construction Authority, Securing Funding)

Recommendation and Next Steps

Recommendation

- Approve the proposed program reorganization

Next Steps

- Confirm partner agency liaison roles and communication protocols under the revised program structure.
- Implement the revised reporting and coordination structure following Steering Committee approval.
- Continue refining staffing, consultant support, and technical working group needs to support priority deliverables.

Memorandum

TO: Diridon Station Program Steering Committee

FROM: William Sirois, Diridon Station Program Director

DATE: August 19, 2026

SUBJECT: Year 2 Program Budget Adjustments

ACTION ITEM

INTRODUCTION

This is an action item. This memorandum and presentation describe the proposed program Year Two budget for the Diridon Station Program and request Steering Committee approval to proceed with the revised budget.

DISCUSSION

On May 21, 2025, the Diridon Steering Committee directed a three-year work scope:

- Hire a Program Director
- Complete National Environmental Policy Act (NEPA)/ California Environmental Quality Act (CEQA) environmental review and public outreach
- Set up a long-term governance organization
- Prepare and implement funding and advocacy plans

This report presents the proposed Year 2 budget for Steering Committee action, including the resources needed to advance the approved work program.

Program Budget Prior to Hiring Program Director

Under the current budget, the Steering Committee approved a $41 million budget for a three-year work scope.

	Year 1 FY 25-26	Year 2 FY 26-27	Year 3 FY27-28	Total
Program Director	$.800M	$.824M	$.849M	$2.473M
Agency Partner Staff/Consultant Support	$.117M	$1.460M	$1.499M	$3.075M
Environmental, Engineering, 3rd-Party Review	$11.765M	$9.094M	$3.830M	$24.688M
Long-Term Governance; Funding & Advocacy Plan	$.950M	$.750M	$.750M	$2.450M
Program Management and Project Controls	$1.275M	$1.650M	$1.650M	$4.575M
Contingency (10%)	$1.491M	$1.378M	$.858M	$3.726M
Total (Rounded)	**$16.4M**	**$15.2M**	**$9.4M**	**$41.0M**

Note: Sum discrepancies due to rounding.

Program Year 2 Budget Adjustments

The proposed Year 2 budget, that will go from October 2026 through September 2027, makes adjustments in several areas to reflect actual spending and changes in assumptions from the original budget approved in May 2025. There are revised assumptions for the Program Director budget and Agency Partner staff support. Both categories were revised downward to account for actual costs and new assumptions about the use of Partner Agency staff for Program support. Environmental, Engineering, 3rd Party Review was reduced to reflect different assumptions associated with outreach support and engineering review and lower projected costs associated with payment for 3rd party reviews. Additional technical work was added as a new budget category to reflect a focus on technical studies outside the environmental process focused on project phasing and alternative project delivery. Finally, there are reduced projected needs for consultant project management support and project controls support. With all the projected adjustments the proposed Year 2 budget was reduced by approximately $650,000.

Note that staff are projecting that the budget will need to be extended to a fourth year depending on the environmental review schedule and other factors. If this were to be a necessity, staff is projecting that all work conducted in an extended budget period would be within the overall approved budget of $41 million. This issue will be tracked and communicated to the Steering Committee as the Program progresses.

	FY 26-27 (Steering Committee-Approved)	FY 26-27 (Updated)
Program Director	$.824M	$.650M
Agency Partner Staff/Consultant Support	$1.460M	$1.021M
Environmental, Engineering, 3rd-Party Review	$9.094M	$8.736M
Long-Term Governance; Funding & Advocacy Plan	$.750M	$.650M
Additional Technical Work	-	$1.050M
Program Management and Project Controls	$1.650M	$1.075M
Contingency (10%)	$1.378M	$1.318M
Total	**$15.155M**	**$14.500M**

Year 2 Milestones

- Environmental
  - Complete project definition
  - Make substantial progress on technical studies
  - Conduct outreach, engineering on new elements
- Governance
  - Draft legislation
  - Shepherd draft legislation through legislative process
- Funding

- Implement advocacy plan
- Update and implement O&M and capital funding plans

- Other
    - Program phasing and alternative project delivery analyses

ACTION ITEM

Diridon Steering Committee is requested to approve the updated Year 2 program budget.

NEXT STEPS

- Amend Year 2 funding agreement between VTA/Caltrain
- Continue to implement cost monitoring and controls

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August 19, 2026

Diridon Station Program

Proposed Year 2 Budget

Caltrain

CALIFORNIA High-Speed Rail Authority

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY

METROPOLITAN TRANSPORTATION COMMISSION

Santa Clara Valley Transportation Authority

Year 2 Budget

Program Budget – Approved May 2025

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	Year 1 FY 25-26	Year 2 FY 26-27	Year 3 FY27-28	Total
Program Director	$.800M	$.824M	$.849M	$2.473M
Agency Partner Staff/Consultant Support	$.117M	$1.460M	$1.499M	$3.075M
Environmental, Engineering, 3rd-Party Review	$11.765M	$9.094M	$3.830M	$24.688M
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Total (Rounded)	**$16.4M**	**$15.2M**	**$9.4M**	**$41.0M**

Year 2 (October ‘26 to September ‘27) Budget Adjustments

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	FY 26-27 (Steering Committee-Approved)	FY 26-27 (Updated)
Program Director	\$.824M	\$.650M
Agency Partner Staff/Consultant Support	\$1.460M	\$1.021M
Environmental, Engineering, 3rd-Party Review	\$9.094M	\$8.736M
Long-Term Governance; Funding & Advocacy Plan	\$.750M	\$.650M
Additional Technical Work	-	\$1.050M
Program Management and Project Controls	\$1.650M	\$1.075M
Contingency (10%)	\$1.378M	\$1.318M
Total	**\$15.155M**	**\$14.500M**

What Changed

- No change to $41M total budget
- Year 1 was slower to spend
- Refined use of Partner Agency staff
- Additional technical work to support early program actions
- Program budget expected to be extended into 4th year

Year 2 Milestones

Environmental	Governance	Funding	Other
• Complete project definition (Winter 2027) • Make substantial progress on technical studies (Throughout 2027) • Conduct outreach, engineering on new elements (Throughout 2026-27)	• Draft legislation (Winter 2026-27) • Shepard draft legislation through legislative process (February through September 2027)	• Implement advocacy plan (Throughout 2027) • Update and implement O&M and Capital funding plans (Fall 2027)	• Program phasing and alternative project delivery analyses (Summer/Fall 2027)

Recommendation and Next Steps

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Recommendation

- Approve the updated Year 2 program budget

Next Steps

- Amend Year 2 funding agreement between VTA/Caltrain
- Continue to implement cost monitoring and controls

Memorandum

TO: Diridon Station Program Steering Committee

FROM: William Sirois, Diridon Station Program Director

DATE: August 19, 2026

SUBJECT: Construction Authority Enabling Legislation

FOR INFORMATION

INTRODUCTION

This is an information item. This memorandum and presentation provide an update on the progress of the enabling legislation to establish the Diridon Station Construction Authority, including feedback provided by the Construction Authority Enabling Legislation Subcommittee.

DISCUSSION

This update focuses on an overview of the enabling legislation and the proposed board structure for the Construction Authority.

Enabling Legislation Overview

The Diridon Station Construction Authority will be established via legislative action by the California Assembly, which will define the legal existence, project scope, board composition, and core powers of the Construction Authority. The enabling legislation will also define criteria and establish procedures for accommodating mutually supported changes. While the enabling legislation institutes a framework for the Authority, further implementation details will be established in the Authority's supporting documents, such as bylaws and Master Cooperative Agreements with respective partner agencies. The legislation will include language on criteria and processes for accommodating mutually supported changes, ensuring that supporting agreements can be structured in ways acceptable to all partner agencies.

Legislative Process and Schedule

The enabling legislation is expected to be drafted through fall 2026 with input and direction from the Enabling Legislation Subcommittee and partner agency representatives. The draft legislation is then expected to be presented to the Steering Committee for action in December 2026. This schedule supports submission of a draft bill for consideration during the 2027 California Legislative Session.

Proposed Board Structure

The Diridon Program has worked with the Partner Agencies to define a proposed board structure for the Construction Authority, with the Partner Agencies agreeing that the proposed board structure will mirror the existing Steering Committee. Specifically, the Construction Authority

Board will be comprised of eight members with two seats each provided to The City of San José, Caltrain, and VTA, and one seat each provided to CAHSR and MTC. Additional considerations for the Board are under discussion, including the potential to add members in the future, voting procedures (e.g., in the event of a tie vote), and the definition of a quorum.

NEXT STEPS

The Diridon Program will advance the draft legislation through the late summer and fall 2026, with continued direction from the Enabling Legislation Subcommittee. Partner Agencies will continue to provide input and guidance as the Diridon Program consults with their respective government affairs and legal staff.

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August 19, 2026

Diridon Station Program

Construction Authority Enabling Legislation

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METROPOLITAN TRANSPORTATION COMMISSION
Santa Clara Valley Transportation Authority

Discussion Agenda

- **Overview of Enabling Legislation**
  - What is Enabling Legislation?
  - The boundary between Legislation, MCAs, and an MOU
- **Key Issues**
- **Legislation Development Schedule**
- **Board Structure Discussion**
- **Subcommittee Feedback**

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Overview: Enabling Legislation

What is the enabling legislation?

- State legislation that will formally create the new Construction Authority
- Establishes the Authority's legal existence, project scope, board composition, and core powers
  - e.g. contracting, eminent domain, debt issuance, ability to accept grants, etc.
- Intentionally high-level
  - Leaves implementation detail to be worked out in later documents

Clear Boundaries: Legislation, MCAs, and an MOU

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Legislation, as compared to the future MCAs or MOU, is simple, high-level, and durable.

Document	Role	Examples of What Is Included
Enabling Legislation	Creates the Construction Authority, Sets structural boundaries	Entity formation Board seats/voting structure Statutory Powers Dissolution trigger(s)
Master Cooperative Agreements (MCAs)	Defines each partner agency's specific relationship to the Authority *(one MCA per partner agency)*	Asset transfers Funding commitments Design review roles Scope-change approval thresholds
Memorandum of Understanding (MOU) Supported by Bylaws and Admin Code	Defines the relationship between the Authority and all partner agencies *(one MOU)*	Meeting procedures Staffing arrangements Internal committee structure(s)

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Key Legislative Issues

Key Issues

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- **Program of Projects**
- **Authority Powers**
- **Board of Directors**
- **MCA with Partner Agencies**
  - Transfer of remnant property at end of program
  - Planning, design, and construction review process
  - Funding sources or obligations
  - Definition of financial elements and approved budgets
- **MOU to address major design, construction, or scope changes**
- **Dissolution of project authority**
  - Criteria by which the authority can continue

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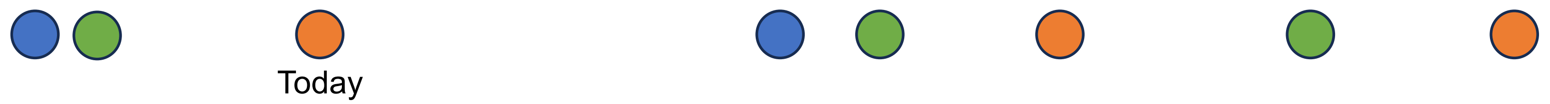
Legislation Development Schedule

Schedule & Process

	July 2026	August 2026	September 2026	October 2026	November 2026	December 2026	January 2027
Phase	**Agreement on Key Business Terms Framework** -Ongoing Directors workshops		**Draft Legislation** -Written comments & input sought from partner agencies -Directors regularly brief executives -Two Ad hoc meetings -Engagement with government affairs & legal counsel staff			**Finalize Draft Legislation**	

Meeting Milestones



Executive Meeting

Diridon Construction Authority Subcommittee Meeting

Steering Committee Meeting

JPB BOD Supplemental Reading File Part 2 Page 54

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Proposed Board Structure

Board Structure Considerations

- All 5 Partner Agencies should be represented
- Flexibility to add members in the future
- General consensus that Board Structure should be weighted

Suggested Concept: 2-2-2-1-1 Voting Structure

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Discussion with Partner Agency Executives yielded the following suggested concept, which mirrors the structure of the existing Steering Committee:

Item	Details
Initial Board Size (voting members)	8
Seat Allocation	*City, Caltrain, VTA:* 2 each *CHSR, MTC:* 1 each
Additional Seats	Additional seats can be allocated to any partner based on pre-defined financial contribution threshold or formula.[1]

1: Current understanding is that changes to the board composition would require returning to the legislature to amend the enabling legislation. Research is ongoing to identify possible alternative approaches.

Subcommittee Feedback

Feeback from Subcommittee

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- Support for Board structure concept
- Get legal opinion about continuation of Construction Authority
- Allow for Board alternates
- Pursue Senator Cortese as Bill sponsor with Assembly Member Ahrens as a co-sponsor

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Memorandum

TO: Diridon Station Program Steering Committee

FROM: Sam Sargent, Santa Clara Valley Transportation Agency

DATE: August 19, 2026

SUBJECT: Diridon Station Program Operations and Maintenance Funding Strategy

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FOR INFORMATION

INTRODUCTION
The August 19 Steering Committee meeting will include an update from Santa Clara Valley Transportation Agency (VTA) and the consultant team on the development of an operations and maintenance (O&M) funding strategy for the final, operational stage of the Diridon Station program of projects ("the Program"). Partner agency staff and the consultant team have completed an initial funding options review to identify potential on-site, district, local and region, and transit operator options for funding ongoing operations. A preliminary O&M funding budget is under development for review and discussion at a future Steering Committee meeting.

DISCUSSION
The O&M funding strategy will address the types of O&M costs that need to be considered at Diridon Station, the revenue sources that can fund those costs, and an initial strategy for which entities will oversee aspects of O&M, and which will fund aspects of O&M. A clear O&M funding strategy is a requirement for many state and federal grant applications, which require a demonstrated plan for sustaining the infrastructure over the long term.

The first step in the development of an O&M funding strategy for the Diridon Station program was identifying the categories of activities that will be required for a high-quality operation and maintenance of assets. These include platform and track maintenance, right-of-way cleaning, building maintenance (HVAC, elevators, etc.), housekeeping, fare collection, customer service, retail operations, and station security.

A range of potential sources of O&M funding, including on-site, district-wide, local, regional, and transit operator generated, are available to fund these activities. Unlike capital funding, state and federal sources are generally not designed to support ongoing operations. Because of this limitation, other sources need to be identified. The consultant team reviewed the O&M funding structures of comparable station projects, including Salesforce Transit Center, Denver Union Station, Moynihan Train Hall, and Los Angeles Union Station, to identify potential revenue sources for the program.

All four comparison stations use some combination of on-site, district-wide, local and regional, and transit operator revenues to fund ongoing operations. Salesforce Transit Center is a primary case study discussed because the Transbay Joint Powers Authority (TJPA) reports data on revenue sources used for operating and maintaining the Center. Key sources used by TJPA and other station operators include:

On-Site
On-site sources include advertising, concessions and retail space, naming rights and sponsorship deals, rentals and events, and infrastructure leases, such as telecom and electric vehicle charging. Similar stations, such as Salesforce Transit Center, have used on-site revenue to fund roughly 30% of annual operating expenses.

District Funding
Many stations receive funding through district sources, such as those generated by Business Improvement Districts (BIDs), special assessment districts, and off-site real estate transactions. Salesforce Transit Center funds a small amount (roughly 5%) of its O&M budget through district-based revenue sources.

Local and Regional Funding
There are a range of local and regional funding sources available to fund operations, including fees from sales tax measures, general fund transfers, mobility-related fees, express lanes, tickets and event fees, and transient occupancy taxes. Because they are locally and regionally controlled, these funding sources are among the most flexible to cover gaps in O&M budgets. Salesforce Transit Center generates nearly half of its O&M revenues from regional measures.

Transit Operators
Every precedent station generates some portion of its O&M budget from the transit operators using the transit infrastructure. This can take several different forms, including operator rent, passenger fees, and/or direct transfers of funding. Transit operator funds can vary greatly depending on the governance structure surrounding operations. In the case of Salesforce Transit Center, roughly 15% of its O&M revenues are generated from transit operators.

Funding ongoing operation of Diridon Station will require a range of sources. On-site revenues and transit operator contributions alone are unlikely to be able to fully fund O&M. Funding ongoing operations will require coordination to access district-wide, local, and regional sources.

NEXT STEPS
The team will continue advancing the O&M funding strategy with a focus on estimating the amount of potential revenue that can be generated by each of the funding sources. The team will also continue to advance the capital funding strategy, including developing an advocacy plan for federal, state and local funding. The team will continue to provide regular updates to the Steering Committee.

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August 19, 2026

Diridon Station Program

O&M Funding Strategy Update

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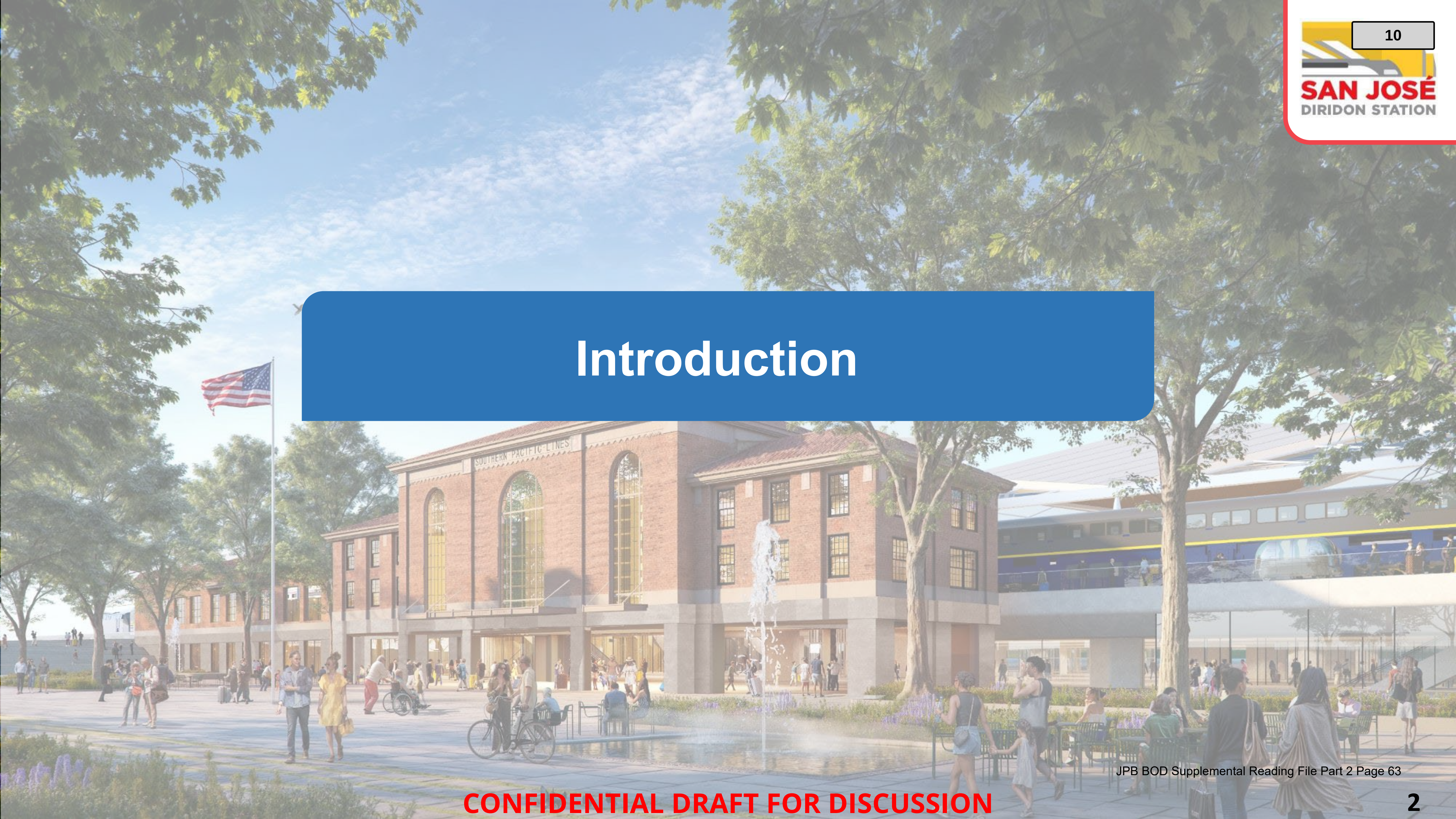

Introduction

Objectives for Today

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1. Consider how an **O&M funding framework** is needed to advance the project, how other stations are funded, and what funding options exist
   - *Note: Potential Cost Allocation and Cost Sharing frameworks will be discussed after O&M cost estimates become available*

2. Discuss **Construction Authority** funding options, and develop short-list to advance

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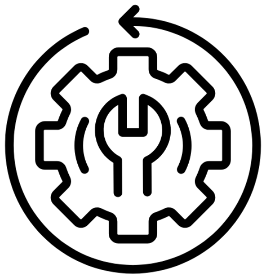
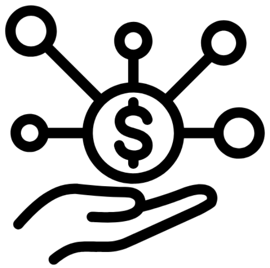
O&M Funding Strategy

O&M Funding Strategy

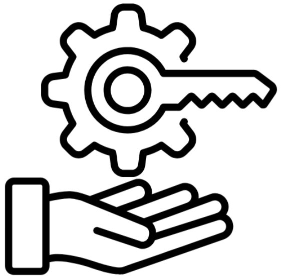
The O&M Funding Strategy will address several key questions:



What O&M costs need to be considered?



What types revenue sources exist cover O&M costs?

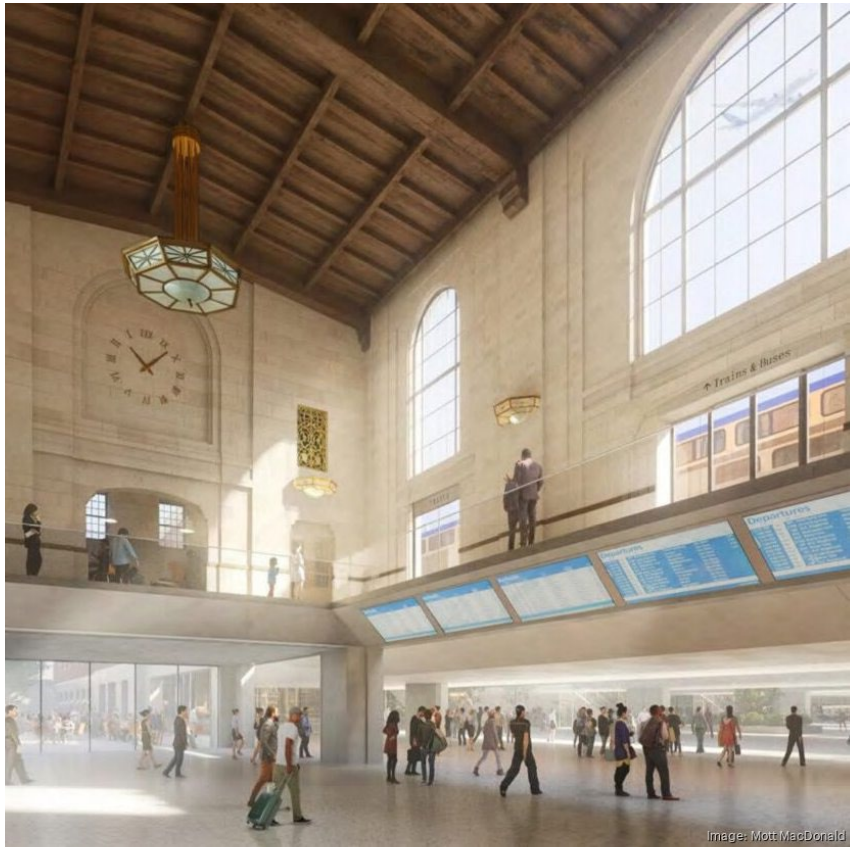


What entity will perform O&M and what entities will be responsible for O&M costs?

Having an O&M Funding Strategy is critical for accessing future grant opportunities, which require a plan for sustaining the infrastructure being funded.

O&M Requirements

- Platform and trackside maintenance
- Right-of-way cleaning
- HVAC, electrical, and lighting
- Elevators and escalators
- Station crewsets
- Station housekeeping
- Fare collection equipment / ticketing operations
- Customer service and wayfinding
- Parking facility
- Station security



O&M Funding Considerations

- Similar to Capital Funding, will require multiple funding sources
- Unlikely to see state or federal sources
  - Federal formula is for service operations
  - State funds reserved for capital uses
- O&M funding sources will likely reflect the governance / operating model
- Will use TJPA as main case study
  - Few public entities operating one station – limits access to quantitative data
  - Additional qualitative data from Denver Union Station, LA Union Station, and Moynihan Train Hall

O&M Funding: Salesforce Transit Center

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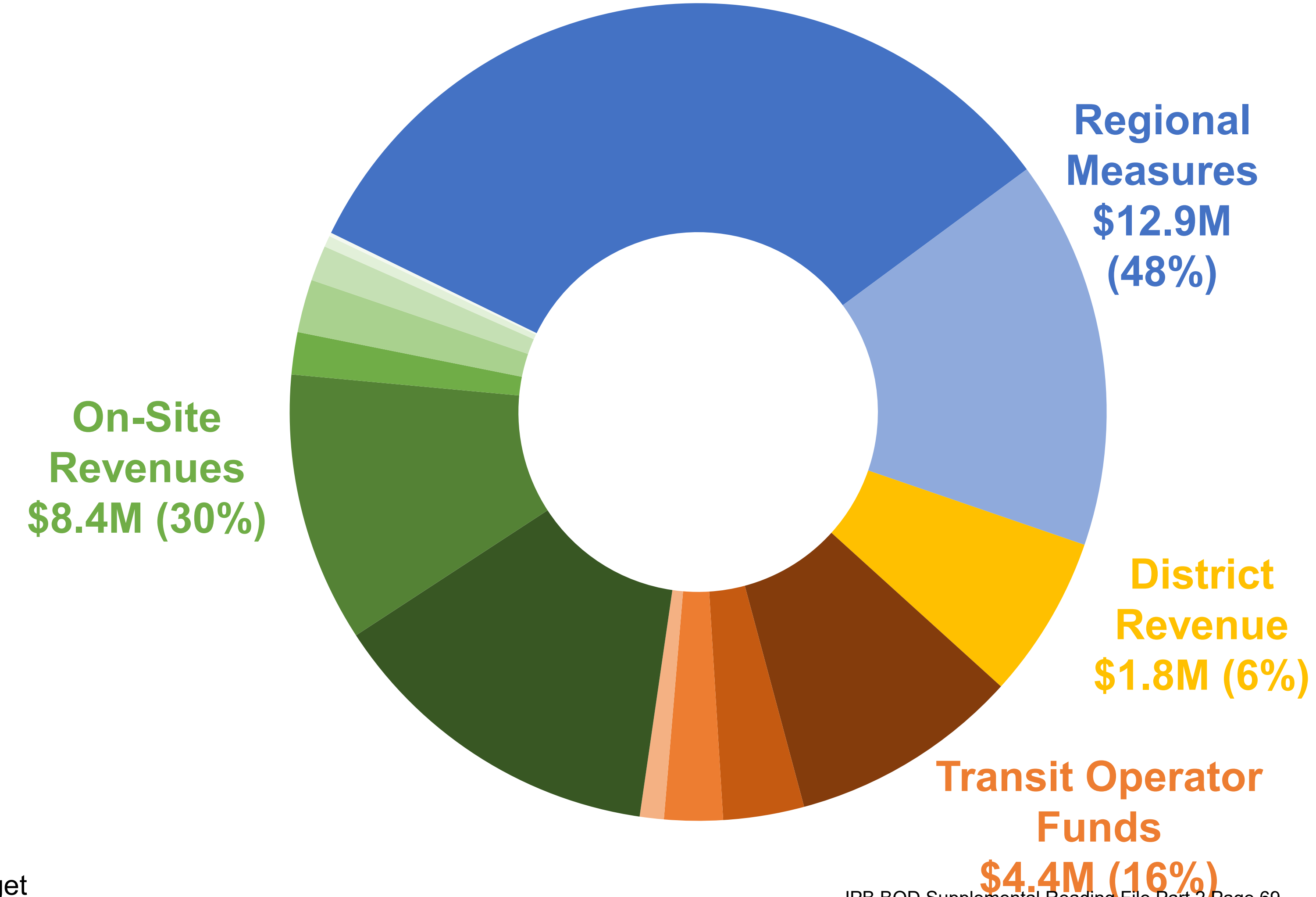
Revenue Sources

$28.1M

FY2026 to FY27 Budget

*Does not include DTX planning costs (Capital)

TJPA Annual Operational Funding Breakdown



Source: Salesforce Transit Center FY2026-27 Operating Budget

O&M Potential Funding Sources

On-Site	District	Local & Regional	Transit Operator
• Advertising • Concessions / Retail • Naming Rights / Sponsorships • Rentals / Events • Telecom and Other Infrastructure Leases	• Business Improvement District • District Fees / Special Assessment District • Real Estate	• Express Lanes • General Fund Transfer • Mobility-Related Fees • Sales Tax Measures • Tickets / Events Fees • Transient Occupancy Tax	• Operator Rent • Passenger Fee • Fare Policy Restructuring

Salesforce Transit Center, Denver Union Station, LA Union Station, and Moynihan Train Hall utilize some combination of these revenue sources

*Not exhaustive

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Next Steps

O&M Funding Preliminary Takeaways

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1 A variety of sources must be pursued to meet O&M requirements

- Includes district, local, on-site and operator sources; some may not currently be accessible
- Once preliminary cost estimates are complete, cost allocation scenarios become more tangible

2 Station Operations are unlikely to be self-sustaining:

- Additional funding beyond on-site revenues will be required, though may offset some costs of providing passenger amenities, facility costs, and security
- A combination of district-based, local, and regional sources will be needed to close a gap that exceeds on-site revenues and transit operator contributions

Funding & Financing Strategy

2026 Goal: Develop a funding and financing strategy for station planning, capital, and O&M costs

	Q1	Q2	Q3	Q4
Capital Funding/ Financing	Translate program to determine timeline of capital funding need Advise on NEPA implications Estimate funding need for engineering phase	Capital funding framework		**Capital funding and financing strategy** Capital funding **advocacy** planning
Authority Funding			Discuss Construction Authority funding sources	Recommend actions to implement/secure sources
O&M Funding			**O&M funding framework**	Validate O&M funding needs Develop O&M cost allocation **O&M funding strategy** O&M funding **advocacy** planning

Memorandum

TO: Diridon Station Program Steering Committee

FROM: William Sirois, Diridon Station Program Director

DATE: August 19, 2026

SUBJECT: Environmental Review Update

<u>FOR INFORMATION</u>

INTRODUCTION

This is an information item. This memorandum and presentation provide a progress update for tasks associated with environmental review.

DISCUSSION

This update focuses on projects in the Diridon Program that need further definition.

Program Definition Progress

Some components in the Program were identified in concept but needed additional analysis to define a scope of work for the purposes of environmental review. The remaining components have been defined: Barrier Locations and Transit Oriented Development (TOD) sites. Both components are briefly described below. The PowerPoint presentation provides visuals.

Barrier Locations

Safety, noise, or aesthetic barriers along parts of the rail corridor are included as elements of the Diridon Program of Projects. Following several iterative discussions with the City of San José and Caltrain, the Diridon Program determined that barrier locations could be defined using the following criteria:

1. Locations associated with grade separation projects identified during the Diridon Business Case and included in the 10% Engineering Design

2. Locations where the Diridon Station redevelopment expands the rail right-of-way and requires a new barrier to be installed

3. Locations where the Diridon Station redevelopment disrupts existing rail corridor fencing and therefore requires replacement

4. Locations within the Diridon Station facility included in the 10% Engineering Design

5. Locations adjacent to existing residential areas that are unlikely to redevelop

The criteria are generally applied to different segments of the rail corridor as follows:

1. **North Segment**. Includes the area from West Taylor Street to West Santa Clara Street/The Alameda. This segment is expected to include a combination of ground-level barriers and a retaining wall adjacent to the SAP Center parking lots. (Criteria 2, 3, 4)

2. **Station Segment**. Includes the area from West Santa Clara Street/The Alameda to Park Avenue. This segment is expected to include a combination of platform and ground-level barriers. (Criteria 4, 5)
3. **South Segment**. Includes the area from Park Avenue to CA-87. Portions of this segment are associated with Diridon Program grade separations at Auzerais Avenue and West Virginia Street. The segment from West Virginia Street to CA-87 is not associated with any existing element in the approved Diridon Program of Projects and is a proposed addition to the Program. This segment is adjacent to an existing single-family residential area that is unlikely to experience significant redevelopment and therefore unlikely to have barriers constructed as part of future private development. (Criteria 1, 5)

Discrete portions of the corridor from West Taylor Street to CA-87 will not have barriers associated with the Diridon Program and instead may have barriers installed as part of adjacent private development. Private development in various stages of planning is anticipated for properties adjacent to the rail right-of-way at these locations.

Transit Oriented Development (TOD) Sites for Environmental Review

The project team has coordinated with Caltrain and the City of San José to identify sites to include as TOD in the environmental footprint of the Program. An analysis was completed to identify TOD sites that met the following criteria: (1) sites that are publicly owned by a Diridon Partner Agency, (2) sites within the planned footprint for the Diridon Station project, and (3) sites located within walking distance of the Diridon Station with the potential to generate future transit ridership. This analysis identified two sites to include in the environmental review.

The first site, currently owned by VTA, is located at 32 Stockton Avenue and 60 Stockton Avenue and is currently planned to be the location of the future Diridon Station bus facility.

The second site, owned by Caltrain, is located at 698 W. Santa Clara Street and currently serves as the Caltrain employee parking and long-term Amtrak parking. The site is planned to become a terraced public area as part of the future Cahill Plaza.

Upcoming Engagement Activities

As part of the environmental review process and to support the definition of various program elements, community and stakeholder outreach activities are planned to commence in August and September 2026. To support the project definition of the Diridon Program for environmental review, the program team will update the project website and provide an informational update to the community this summer. Targeted stakeholder meetings, including with the Historic Working Group, will occur starting in August 2026. From September through November 2026, the program team is planning neighborhood meetings and targeted stakeholder outreach on the project definition. A community open house is anticipated in late 2026.

NEXT STEPS

The Diridon Program will complete the program definition by summer of 2026. That will be followed by engineering and technical studies required for environmental review in winter 2027. An update on progress for the environmental review will be provided at the November 2026 Steering Committee meeting.

SAN JOSÉ
DIRIDON STATION

August 19, 2026

Diridon Station Program

Environmental Review Update

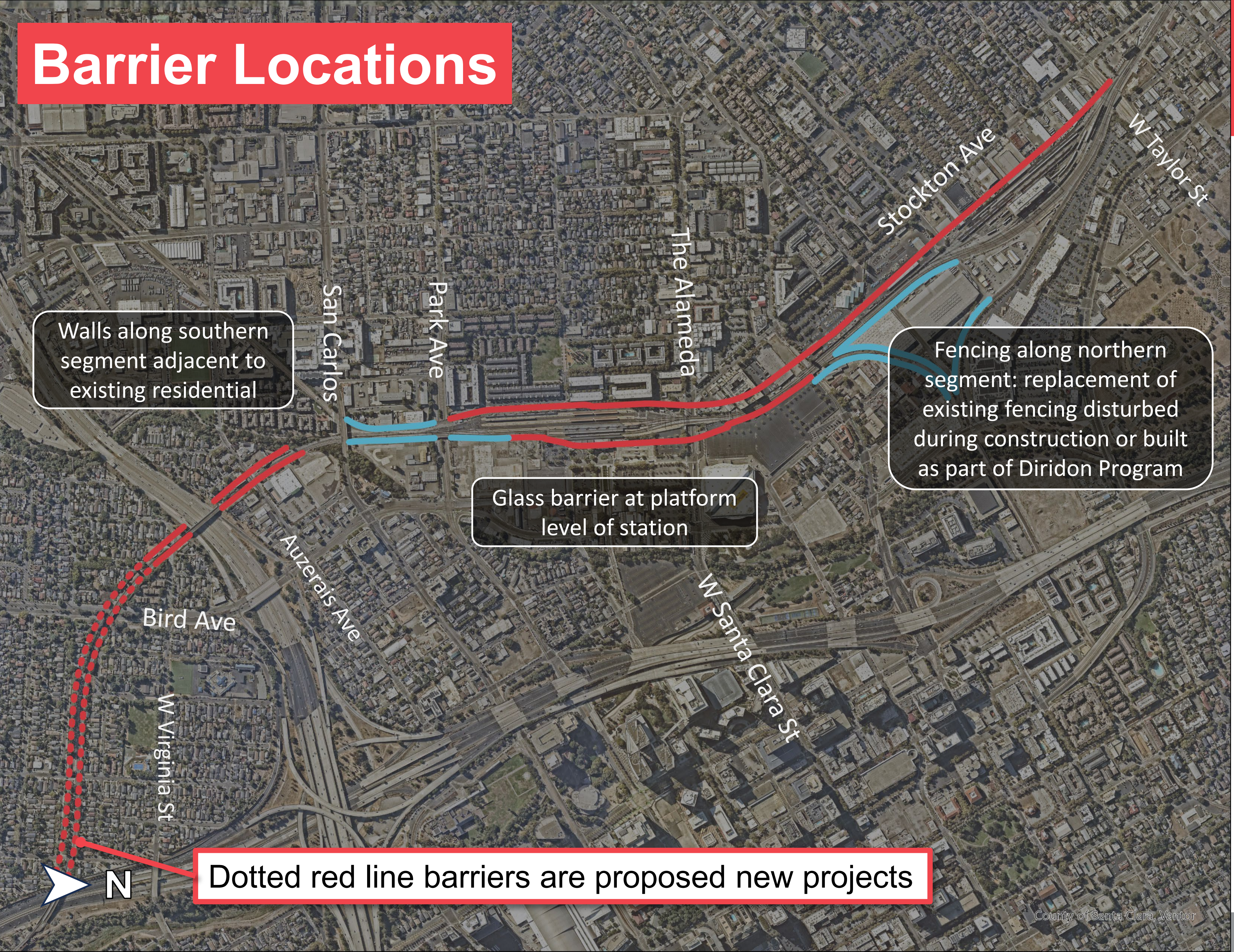
Caltrain
CALIFORNIA High-Speed Rail Authority
CITY OF SAN JOSE CAPITAL OF SILICON VALLEY
METROPOLITAN TRANSPORTATION COMMISSION
Santa Clara Valley Transportation Authority

Agenda

- **Project Definition Update**
- **Schedule**

Project Definition Updates

Barrier Locations



Barrier location criteria:

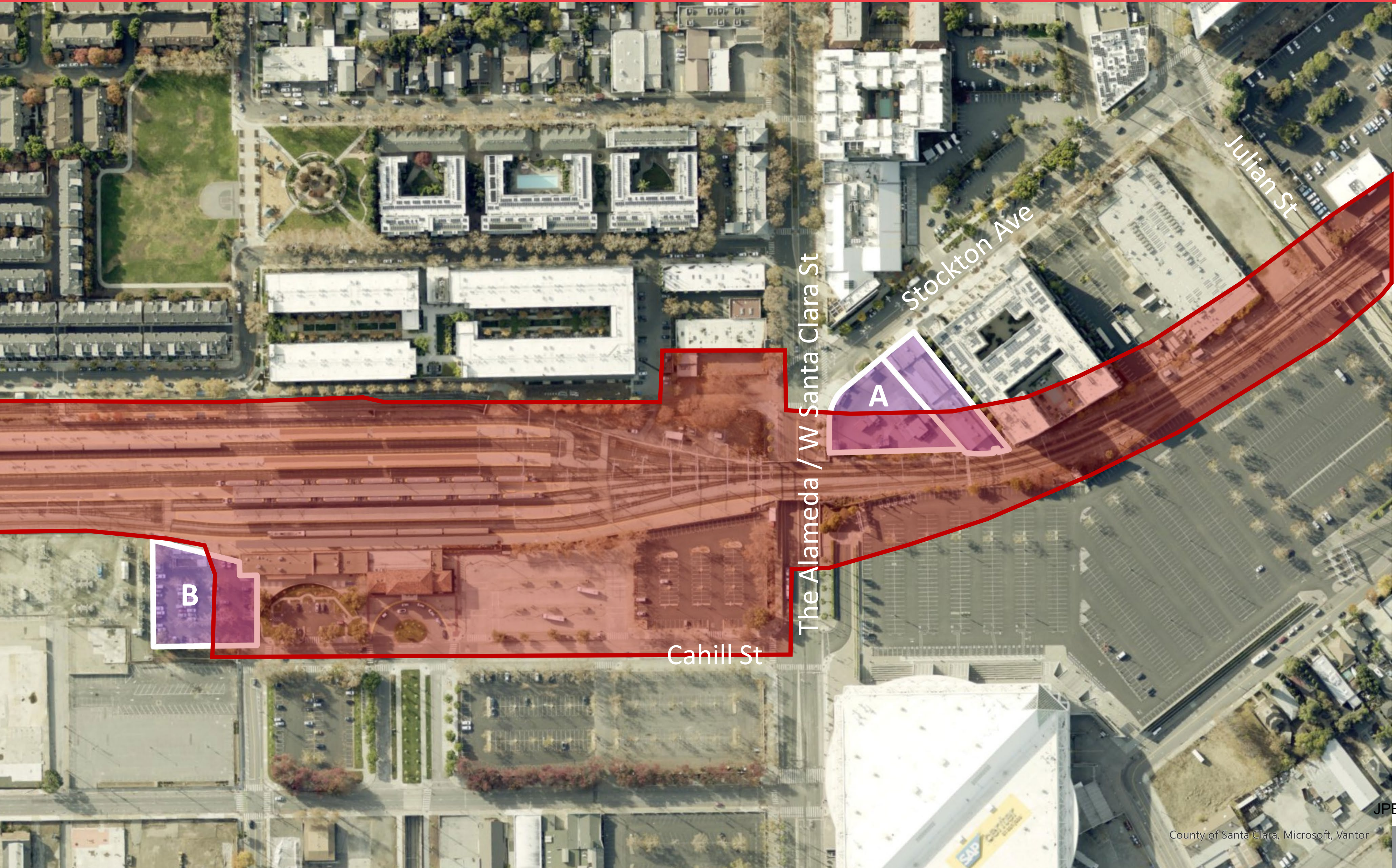
1. Grade separations
2. Rail ROW expansion
3. Fencing replacements
4. Station/platform design
5. Stable residential edge

LEGEND

- Private Sector Barrier/Fencing
- Diridon Program Barrier/Fencing
- Proposed New Project within Program - Barrier/Fencing

TOD Sites for Environmental

SAN JOSÉ
DIRIDON STATION



TOD Criteria:

- Proximity to station
- Partner-agency ownership

LEGEND

Diridon-Owned TOD Sites

Future Station Project Footprint

N

SAN JOSÉ
DIRIDON STATION

Schedule

Upcoming Outreach Activities

- **August/September 2026**
  - Refresh website and public communications/materials
  - Initiate meetings with Historic Working Group
  - Stakeholder briefings
- **September through November 2026**
  - Neighborhood meetings
  - Targeted outreach to stakeholders on project definition
- **November/December 2026**
  - Community Open House

Look Ahead

- **Summer 2026**
  - Finalize Program Definition
- **Fall 2026**
  - CEQA Exemption final update
- **Winter 2027**
  - Draft of Enabling Legislation for Construction Authority
  - Overall Funding Action Plan and Advocacy Strategy

SAN JOSÉ
DIRIDON STATION

Thank You!

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:	September 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Battery Electric Multiple Unit (BEMU) Project – Jul 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 (CCO) 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 (V) 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 (PTC) 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 PTC will require detailed documentation and approval by the Federal Railroad Administration (FRA).

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 July 31, 2026. Preliminary Design Review (PDR) is 100 percent complete.

- Final Design Review (FDR) is delayed due to an issue found during preliminary propagation testing of the batteries. Additional propagation testing is being planned in late August. In addition, alternative battery types are also being considered. Staff will provide a path forward in Fall 2026.

Key Project Activity	Notice to Proceed (NTP) + months estimated in Change Order	Planned Completion (Baseline)	Progress as of 07/31/2026	Progress On Track?	Notes
Stadler Notice to Proceed	0	08/25/23	Completed	Completed	
Approval of Master Program schedule	3	04/22/24	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/25	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/25	Completed	Completed	
Final Design Review	20	12/12/25	09/2026	Delayed	
Battery First Article Inspection	30	04/10/26	09/2026	Delayed	
Completed Carshells	40	05/01/26	07/2026	Completed	The last carshell was completed in July '26
Authorization to Ship to Transportation Test Center	45	06/25/27	In Planning	On Track	
Completion of Testing at Transportation Test Center (TTC)	50	12/10/27	In Planning	On Track	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/28	In Planning	On Track	
Final Acceptance	60	11/20/28	In Planning	On Track	

2. Cost – Spend vs Budget with Actuals and Accruals through July 31, 2026

Project 100782 BEMU - Budget and Cost (As of July 31, 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	$ 1.09	$ 6.96	$ 8.05	$ 1.91	13.51%
Project Contingency	$ 7.47	$ (0.63)	$ 6.84		$ 3.65	$ 3.65	$ 3.20	0.00%
ICAP	$ 0.60		$ 0.60	$ 0.09	$ 1.37	$ 1.46	$ (0.86)	6.03%
Total BEMU Project	$ 80.00	$ -	$ 80.00	$ 27.44	$ 52.56	$ 80.00	$ 0.00	34.30%

Note:

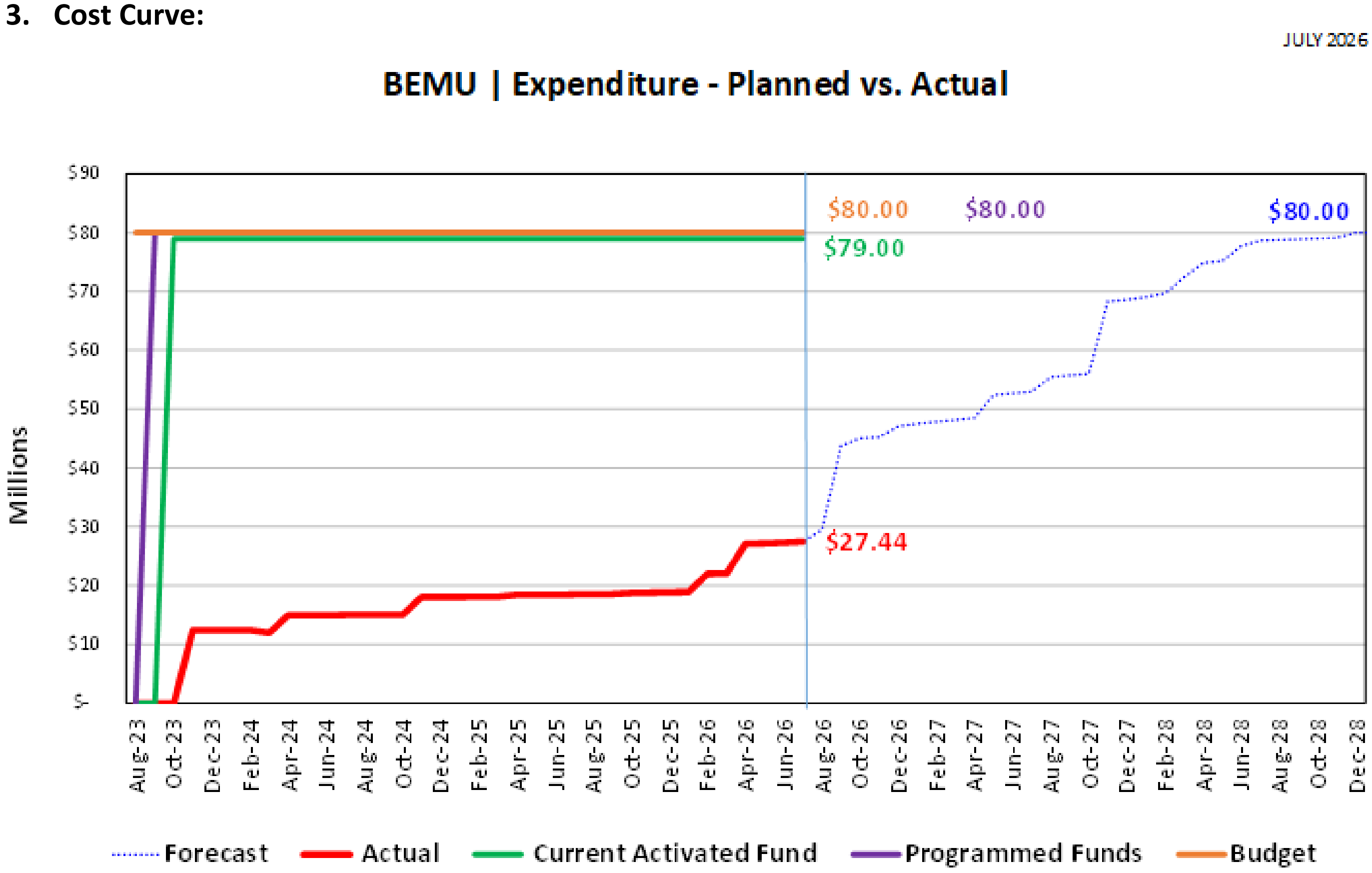
1). Expended and Accruals To-Date is through July 31, 2026;

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:



4. Major Activities for July 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 supplier options.
- Visited and assessed an alternative battery supplier.
- The first article inspection (FAI) for the battery (BB)-car carbody took place on July 21 and 22.
- The BB-car carbody structural tests were scheduled for the week of August 31.
- Reviewed the monthly progress report and schedule, the BB-car carbody FAI package, the revised master test plan, the BB-car shipping plan, carbody quality documentation, and the revised cabling concept.

Commenced BEMU Concept of Operations study with Caltrain Operations and Operations planning.

5. Upcoming Key Activities:

- Prepare for next quarterly FRA meeting.
- Finalize the exact dates for and witness the BB-car carbody structural tests.
- Witness the next battery propagation test.
- 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.
- Identify short-term vs long-term infrastructure/charging needs for BEMU.

6. Change Management:

- In August 2023, the JPB approved a CCO 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 CCO #57 was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The CCO 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-hour (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 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 in the amount $242,308.08 for passenger wifi 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 meeting took place on July 22, 2026 to discuss the BB-car carbody structural test procedure.
- A regular quarterly meeting was held on July 28, 2026.
- The next quarterly meeting is targeted for October 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	08/24/2026
	Greg Cameron	Electric Multiple Units Project Manager	08/07/2026

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:	September 2026 Board of Directors Meeting
Subject:	**Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – July 2026**

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

<u>Purpose and Recommended Action</u>
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.

<u>Discussion</u>
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 (CCO) 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): 3 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 19 trainsets have also reached final acceptance.

Monthly Update

1. Project Schedule – Major Milestones for EMU Option 1 project as of July 31, 2026:

Key Project Activity	Planned Completion (Baseline)	Progress as of 07/31/2026	Progress On Track?	Notes
Return of the Executed Change Order	12/22/18	Completed	Completed	
Approval of Master Program schedule		Completed	Completed	
Submission of Major Systems Purchase Orders		Completed	Completed	
Completion of Carbody – Trainsets 1 thru' 19	11/20/22	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainsets 1 thru' 17	08/20/24	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainset 18	04/23/25	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainset 19	06/22/25	Completed	Completed	
Notice of Conditional Acceptance - Trainsets 1 thru' 17	01/07/25	Completed	Completed	
Notice of Conditional Acceptance – Trainset 18	05/23/25	Completed	Completed	

Key Project Activity	Planned Completion (Baseline)	Progress as of 07/31/2026	Progress On Track?	Notes
Notice of Conditional Acceptance – Trainset 19	07/21/25	Completed	Completed	
Notice of Final Acceptance - Trainset 17	03/24/25	Completed	Completed	
Notice of Final Acceptance - Trainset 18	07/04/25	03/13/2026	Completed	
Notice of Final Acceptance - Trainset 19	09/21/25	03/31/2026	Completed	
Final Milestone: Conditional Acceptance of 19 trainsets	07/21/25	Completed	Completed	Except for the fleet wide open items to be addressed via Option 2

2. Project Schedule – Major Milestones for EMU Option 2 project as of July 31, 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 (APC) 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.

Key Project Activity	Planned Completion (Baseline)	Planned Completion (Re-Baseline)	Progress as of 07/31/2026	Progress On Track?	Notes
Return of the Executed Change Order	08/14/23	08/14/23	Completed	Completed	
Approval of Master Program Schedule	11/08/23	11/08/23	Completed	Completed	
Submission of Major Systems Purchase Orders	05/09/24	05/09/24	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	

Key Project Activity	Planned Completion (Baseline)	Planned Completion (Re-Baseline)	Progress as of 07/31/2026	Progress On Track?	Notes
Completion of EMU Carshells – Trainset 22	09/12/25	09/12/25	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	11/2026	Late	Train awaiting parts for fleetwide APC/CCTV redesign effort
Authorization to Ship from Contractor's Facility - Trainset 22	01/2027	06/2027	02/2027	On Track	
Authorization to Ship from Contractor's Facility - Trainset 23	01/2027	06/2027	02/2027	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	12/2026	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	11/2026	Late	
Notice of Final Acceptance - Trainset 21	05/2026	10/2026	01/2027	Late	
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 vs Budget with Actuals and Accruals through July 31, 2026

Project 100400 EMU Option Car 1 - Budget and Cost (As of July 31, 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	$ 0.96	$ 0.04	$ 1.00	$ 1.00	95.89%
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	$ -	99.14%
Potential Changes			$ -		$ -	$ -	$ -	
Total EMU Option Car 1 Project	$ 182.64	$ 0.00	$ 182.64	$ 174.27	$ 8.36	$ 182.64	$ 0.01	95.42%

Note:

1). Expended and Accruals To-Date is through July 31, 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 July 31, 2026)

	(A)	(B)	(C)	(D)	(E) = (F) - (D)	(F)	(G) = (C) - (F)	(G) = (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	$ 106.55	$ 76.67	$ 183.22	$ 0.00	58.15%
Other Contracts	$ -	$ 0.29	$ 0.29	$ 0.29	$ -	$ 0.29	$ -	100.00%
Program Mngt. & Admin Costs	$ 9.67		$ 9.67	$ 5.61	$ 5.32	$ 10.92	$ (1.26)	51.34%
Project Contingency	$ 26.43	$ (0.29)	$ 26.14	$ -	$ 24.55	$ 24.55	$ 1.60	0.00%
ICAP	$ 0.68		$ 0.68	$ 0.39	$ 0.63	$ 1.02	$ (0.34)	38.59%
Potential Changes			$ -		$ -	$ -	$ -	
Total EMU Option Car 2 Project	$ 220.00	$ -	$ 220.00	$ 112.84	$ 107.16	$ 220.00	$ 0.00	51.29%

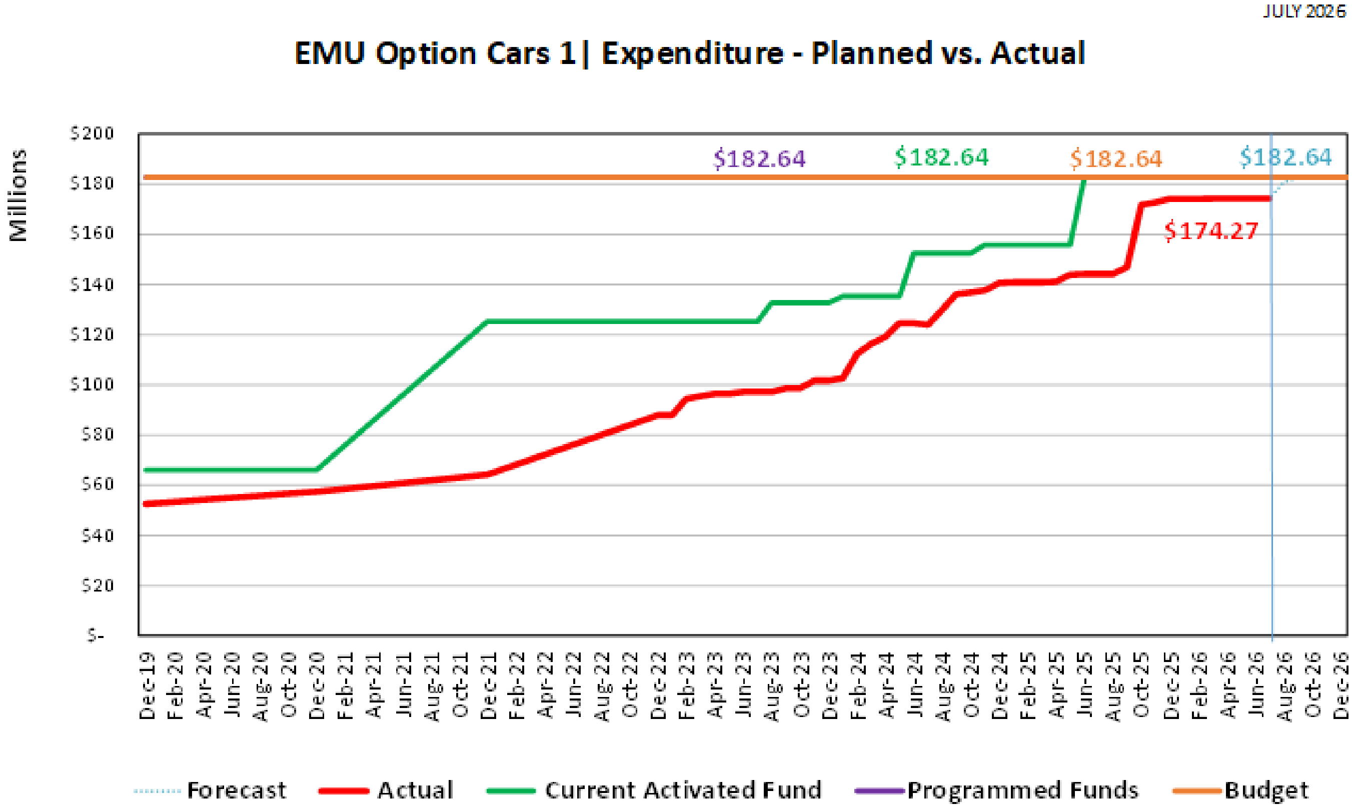
Note:

1). Expended and Accruals To-Date is through July 31, 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:


JULY 2026
EMU Option Cars 1| Expenditure - Planned vs. Actual
Millions
$200
$180
$160
$140
$120
$100
$80
$60
$40
$20
$-
$182.64
$182.64
$182.64
$182.64
$174.27
Dec-19
Feb-20
Apr-20
Jun-20
Aug-20
Oct-20
Dec-20
Feb-21
Apr-21
Jun-21
Aug-21
Oct-21
Dec-21
Feb-22
Apr-22
Jun-22
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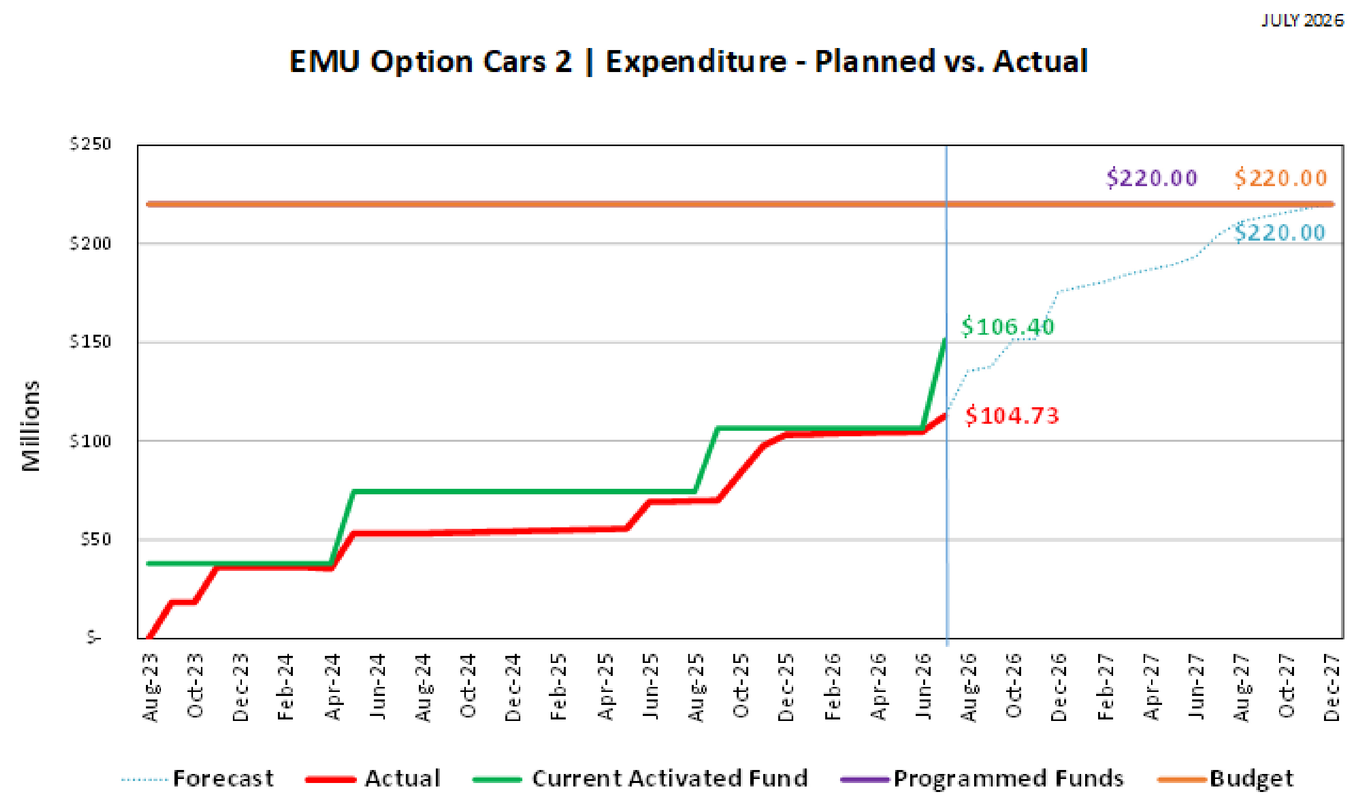
Forecast
Actual
Current Activated Fund
Programmed Funds
Budget


JULY 2026
EMU Option Cars 2 | Expenditure - Planned vs. Actual
Millions
$250
$200
$150
$100
$50
$-
$220.00
$220.00
$220.00
$106.40
$104.73
Aug-23
Oct-23
Dec-23
Feb-24
Apr-24
Jun-24
Aug-24
Oct-24
Dec-24
Feb-25
Apr-25
Jun-25
Aug-25
Oct-25
Dec-25
Feb-26
Apr-26
Jun-26
Aug-26
Oct-26
Dec-26
Feb-27
Apr-27
Jun-27
Aug-27
Oct-27
Dec-27
Forecast
Actual
Current Activated Fund
Programmed Funds
Budget

5. **Major Activities for July 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
- Factory testing of the redesigned APC system

  Installation of the redesigned and CCTV)system (including new Digital Video Recorders (DVRs))
- Field modification for wifi grounding continued

6. **Upcoming Key Activities:**

- Continue/complete OCS CATVue commissioning/soaking
- Continue car assembly for TS 20, 21, 22 and 23
- Continue testing the redesigned APC system
- Begin testing the redesigned CCTV/DVR system
- Assemble task force to address all restroom issues

7. **Change Management:**

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

- Performance Bond - $920,000
- 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 – Service Requirements Specification (SRS) EMU Maintenance - $201,000

- CCO 054 - Bridge Plate Changes - Trainsets 1 through 19 - $99,000
- CCO 056 - OCS Monitoring System - $725.7,000
- CCO 059 - Repairs to Trainset 6 - $5.14 million
- CCO 062 – Downtown 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.

- CCO 056 - OCS Monitoring System is funded by Rail Operations and Maintenance.
- CCO 059 - Repairs to Trainset 6 is funded by Rail Operations and insurance reimbursement.
- CCO 062 - DTX Special Track Evaluation is funded by Portal DTX project.
- CCO 063 - Wifi Grounding is funded 50 percent by Broadband Wireless project, and was executed in November 2025

- A change notice was issued for passenger wifi 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 Positive Train Control (PTC) radio licenses and PTC control messaging licenses (eight licenses plus one spare) has been issued to Meteorcomm under EMU Option 2 project.

Upcoming Changes:

- Option 1: PTC radio and control messaging licenses estimated at $194,000 for six licenses.
- Option 2: There is a potential change to add a ride quality monitoring system to one EMU to detect rail anomalies.

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).

<u>Budget Impact</u>

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	08/24/2026
	Greg Cameron	Electric Multiple Units Project Manager	08/07/2026

Peninsula Corridor Joint Powers Board
Staff Report

To: JPB Finance Committee

Through: Michelle Bouchard, Executive Director

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

For: September 2026 JPB Board of Directors Meeting

Subject: **Receive Quarterly Fuel Hedge Report Fiscal Year 2026 Quarter 4**

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

Purpose and Recommended Action

Staff provide this report as an update on the Peninsula Corridor Joint Powers Board's (JPB or Caltrain) Diesel Fuel Hedging Strategy for the Board of Directors' (Board) review.

Executive Summary

This report updates the JPB Finance Committee on Caltrain's Diesel Fuel Hedging Program for Fiscal Year 2026 Quarter 4 (FY26 Q4),ending June 30, 2026. Following system electrification in late 2024, fuel consumption dropped dramatically, leading to an initial program wind-down before management reinstated it in October 2025 to manage price risks for remaining diesel operations (San Jose to Gilroy). Despite market volatility, the reinstated program delivered strong financial performance in FY26. Direct hedging for retail electricity remains unavailable, though utility-level contracts provide baseline price protection.

Discussion

The purpose of this presentation is to provide an update on the performance of the Diesel Fuel Hedging Program (Program) established for Caltrain. The Program, implemented in partnership with Linwood Capital, LLC (Linwood), was designed to reduce expense volatility caused by fluctuations in diesel fuel prices, thereby supporting financial stability in operations.

In September 2024, Caltrain launched fully electric service between San Francisco and San Jose; however, Caltrain still provides diesel service between San Jose and Gilroy.

Caltrain's Diesel Fuel Hedging Program, managed in partnership with Linwood, was initiated in May 2020. The primary objective of this program has been to mitigate budget volatility stemming from fluctuations in diesel fuel prices, thereby enhancing financial stability and predictability for Caltrain's operations.

Following electrification of Caltrain in October 2024, diesel fuel consumption declined significantly, leading to the wind-down of the diesel fuel hedge program. By the end of the FY25 Q4, the hedge account was fully liquidated, with a final disbursement of $4,369,988.20 issued to Caltrain. Following the close of FY25 Q4, a recommendation was presented to management to reinstate the fuel hedging program, and management approved the reinstatement. During FY26 Q1, Caltrain did not immediately enter into fuel hedge contracts, as staff observed a continuing downward trend in diesel prices and recommended waiting for further price declines before executing any positions. This approach was intended to optimize hedge timing and secure more favorable pricing once the market stabilized at lower levels.

In October 2025, following the close of FY26 Q1, and as diesel fuel prices declined, Caltrain reinstated its fuel hedge program. From October 2025, shortly after the contracts were executed, fuel prices spiked due to supply chain disruptions and sanctions from the Russia-Ukraine war. Since that spike, prices have spiked up again due to the war in the Persian Gulf. As of June 30, 2026, Caltrain is hedged for 378,000 gallons of diesel, covering the period from July 2026 through August 2027, with a current net unrealized gain of $318,826 as of the end of June 2026.

Update on Hedging Electricity
At present, there is no viable mechanism for Caltrain to hedge electricity costs as a retail customer. Effective hedging would require access to the wholesale energy market through long-term power purchase agreements (PPAs), which is not currently available to Caltrain. However, since retail electricity rates are already partially insulated from market volatility through utility-level PPAs and other instruments, they inherently function as a hedged cost. Staff will continue to explore long-term strategies and opportunities to hedge electricity costs, with a note that access to the wholesale market is essential for any meaningful hedging program.

Fiscal Year 2026 Performance

- For FY26, the fuel hedging program had a realized gain of $179,131 which is approximately $0.55 per gallon on consumed gallons.

- No additional hedges were added during FY26 Q4.

Prospective
Following the electrification of Caltrain service in October 2024, diesel fuel consumption significantly decreased from an average of 323,114 gallons to 29,799 average gallons per month for the period October 2024 through June 2026. Current hedge position extends through August 2027.

Subsequent Fuel Hedge Asset Information as of March 31, 2026:
During FY26 Q1, $250,000 was deposited into the hedging account. As of June 30, 2026, the value of the hedging account is $747,957 which is the sum of:

- $250,000 that was deposited by Peninsula Corridor Joint Powers Board (JPB) to the account in FY26 Q1,
- $179,131 in realized gains, and
- $318,826 in current unrealized gain.

Key Takeaways

- Financial Performance: The hedging account holds a total value of $747,957, consisting of a $250,000 deposit, $179,131 in realized gains, and $318,826 in unrealized gains.
- Operational Coverage: As of June 30, 2026, Caltrain is hedged for 378,000 gallons of diesel, covering the period through August 2027.
- Electricity Status: There is currently no mechanism to hedge retail electricity; however, current rates are considered inherently hedged via existing utility-level agreements.

Budget Impact
This is an informational item. There is no budget impact.

Prepared By:	Daniel Yap	Senior Financial Analyst, Debt and Investments	07/23/2026
	Ray Galindo	Interim Manager, Treasury	07/23/2026

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects**

☐ 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 quarterly updates covering Design and Construction Capital Projects-related activities during the reporting quarter and a preview of activities anticipated to take place during the next quarter.

Discussion

The quarterly report addresses project scope, schedule, budget, and funding. A one-page summary for each project highlights major delivery activities completed in the past quarter and key activities planned for the current quarter.

Staff are committed to providing quarterly updates to the TOPS Committee through this progress report to ensure full transparency of key aspects of the projects. The Capital Project Quarterly Progress Report will be included in the JPB Board packet, making it accessible to all Board members and the public.

Monthly Update

See attached Quarterly Progress Report for Quarter 4 (April 2026 – June 2026).

Budget Impact

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

Prepared By:	Sherry L. Bullock	Deputy Executive Director, Engineering, Capital and Modernization	08/12/2026

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization
For:	September 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on the Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project**

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

Purpose and Recommended Action

Staff will provide an update on a proposed Master Cooperative Agreement (MCA) between the Peninsula Corridor Joint Powers Board (JPB or Caltrain) and the Santa Clara Valley Transportation Authority (VTA) to delineate the funding obligations, duties and responsibilities of the parties for delivery of the Rengstorff Avenue Grade Separation Project (Project).

Discussion

The Rengstorff Avenue Grade Separation Project (Project) will eliminate the at-grade crossing at Rengstorff Avenue in the City of Mountain View (City) by separating the railroad from all vehicular, pedestrian, and bicycle traffic, which will reduce traffic congestion, accidents, trip delays, pollution, and negative impacts on local and regional businesses. Rengstorff Avenue is a major arterial connecting several business districts to United States (U.S.) 101 and the Central Expressway. Currently, 104 Caltrain trains pass through Rengstorff Avenue at-grade crossing daily.

The Project will separate the JPB tracks from Rengstorff Avenue by depressing the intersection of Rengstorff Avenue and Central Expressway below grade and leaving the rail crossing at approximately the existing elevation. The Project will involve closing Crisanto Avenue and Leland Avenue, constructing the Leland Connector to maintain vehicular access to the market and residential area on the west side of Rengstorff Avenue, and constructing a bicycle and pedestrian bridge parallel to the JPB tracks to maintain an east-west connection across Rengstorff Avenue.

The JPB previously entered into a Cooperative Agreement (Agreement) with VTA and the City for the Final Design, Environmental Permitting, Right of Way Engineering and Right of Acquisition Phases of the Rengstorff Grade Separation project. Pursuant to the Agreement, the JPB is responsible for delivering the Project. On September 15, 2021, the Federal Transit

Administration (FTA) provided the National Environmental Policy Act (NEPA) Categorical Exemption of the Project. On December 7, 2023, the JPB awarded the design of the Project to AECOM Technical Services, Inc. (AECOM). On August 15, 2024, the JPB executed a contract for Construction Management/General Contractor services with Atkinson Clark.

Over the past several months, staff from Caltrain, VTA, and the City have participated in a series of risk assessment and roles and responsibilities workshops led by a grade separation industry expert. These efforts have focused on identifying a smooth path to transition the delivery lead of the project to VTA. The workshops sought to identify transition risks and evaluate potential impacts to the Rengstorff Grade Separation Project. Ultimately the goal is to align partner agency resources, expertise, and funding to deliver the project through an integrated team approach.

In May 2026, staff presented a transition recommendation to JPB, VTA, and the City. The recommendation reflects a shared understanding that VTA would assume the role of delivery agency following completion of the 65 percent design phase, which is currently being led by Caltrain. This approach recognizes that key railroad operational risks are more fully defined at the 65 percent design milestone.

As of May 15, 2026, AECOM has submitted the 65 percent design package to Caltrain and staff is working with AECOM to resolve outstanding comments to complete the 65 percent design. Caltrain and VTA have since reached agreement on transition actions and have defined detailed roles and responsibilities for final design, utility relocation, and construction. In addition, all three parties agree that Master Cooperative Agreements (MCA) between VTA and Caltrain and VTA and City of Mountain View will be required to memorialize scope, roles, deliverables, commercial terms, liability, and indemnification.

Under the proposed MCA, the JPB will be responsible for: (1) reviewing design plans and assisting with the procurement of a grade separation construction contractor; (2) providing railroad safety personnel and railroad safety training, as well as approving all safety plans for construction on Caltrain's right-of-way (ROW); (3) liaising with regulatory agencies such as the California Public Utilities Commission and Federal Railroad Administration; (4) granting right of entry for work to be performed on the right of way; and (5) performing inspection and final verification and acceptance of the Project.

VTA will act as the delivery agency and as lead environmental agency through the completion of the Project and will assume all cost and schedule risk for the delivery of the Project, certify that any needed property has been acquired, obtain regulatory approvals, negotiate any utility relocation agreements, provide any required public notice, and obtain final approval from the City, the County and the JPB. VTA will also be responsible for certifying that sufficient funding is available to construct the Project prior to commencement of construction.

Under the MCA, VTA, as the delivery agency, will assume the risks of construction on JPB's property and protect the JPB against liability arising from VTA's delivery of the Project, including customer impacts. VTA will reimburse the JPB for all Project Costs at the JPB's hourly labor rates.

Once the parties execute the MCA, and AECOM completes the 65 percent design, the JPB will terminate its design contract with AECOM, and VTA will procure a design contract with AECOM directly to resume the remaining design work through Project completion. JPB also will terminate its Construction Management/General Contractor agreement with Atkinson Clark.

The City will continue to be the Project Sponsor and VTA will enter into a separate agreement that covers the City's role and responsibilities for the Project, including reviewing and approving the final design, acquiring all required rights of way, issuing permits, requesting required utility relocations under the City's franchise agreements, inspecting and accepting improvements within City's right-of-way, and maintaining improvements constructed within the City's right-of-way. VTA will also enter into a separate agreement with the County of Santa Clara that covers the County's role and responsibilities for the Project, and VTA will be responsible for any required consultation on the design, engineering, and urban planning aspects with the County as well obtaining the County's review and approval of the final design, coordinating any required utility relocation and obtaining any required permits, approvals or acceptance from the County.

The City, VTA, and the JPB have agreed that they will establish a Change Management Committee that will make decisions regarding major scope changes to the Project that affect the Project budget and schedule.

Budget Impact

There is no budget impact from receiving this informational update. The estimated funding to advance the design to 100 percent is already included in the Fiscal Year 2026 budget.

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	08/21/2026

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

For: September 2026 JPB Board of Directors Meeting

Subject: **Receive Update on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study**

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

Purpose and Recommended Action

The purpose of this item is to provide the TOPS Committee with an informational report and presentation on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study (Study).

Discussion

Project Summary

The SFCTA Study recommends a location for an infill Caltrain station in the Bayview neighborhood of San Francisco. The Study considers potential location options in the Bayview along Evans Avenue or Oakdale Avenue at the Caltrain alignment. The SFCTA led outreach to gather community input on priorities for a station and then analyzed how each potential location would meet those priorities. Caltrain coordinated throughout the Study and received some funding to provide technical review. The Study concludes that an Oakdale Avenue location holds greater potential to deliver on community priorities and meet each goal.

Previous Studies

The Paul Avenue Caltrain Station in the Bayview neighborhood of San Francisco was closed in 2005 due to low ridership. There have been several efforts to establish a new Caltrain station in the Bayview both before and after the station closure. These efforts included:

- 1988 California Department of Transportation (Caltrans) study to replace the Paul Avenue Station;
- 2002 San Francisco (SF) Redevelopment Authority plan that identified Oakdale-Palou as the community preferred location to replace the Paul Avenue Station;
- 2005 SFCTA study on the engineering feasibility of a station just north of Oakdale Avenue,

- 2014 SFCTA Oakdale Station ridership analysis;

- 2020 Bayview Community Based Transportation Plan prepared by San Francisco Municipal Transportation Agency (SFMTA), which identified a Bayview Caltrain station at Oakdale Avenue as one of the community-requested transportation needs;

- 2021 ConnectSF Transit Strategy; and

- 2022 Southeast Rail Station Study prepared by the San Francisco Planning Department, which resulted in two potential locations for a Bayview Caltrain station: Evans Avenue and Oakdale Avenue.

While most of the work leading up to the 2022 Southeast Rail Station Study had identified Oakdale Avenue as a preferred location for the proposed infill station, community members requested a reexamination of an Evans Avenue location due to the recent relocation of the Southeast Community Center.

<u>Current Study</u>

The SFCTA began the Study in 2023 as a follow-up to the Southeast Rail Station Study, meant to address community requests to reexamine the potential station locations at Oakdale Avenue and Evans Avenue and identify a single preferred location. The Study has the following objectives:

- Recommend a single station location to advance toward implementation using focused, prioritized criteria;

- Develop concept designs for each potential location to help inform these criteria;

- Develop preliminary cost estimates to help understand funding and deliverability; and

- Lay out a roadmap for next steps, including design, environmental clearance, and implementation.

The Study compares the two station locations based on an evaluation framework considering ridership, climate resiliency and environment, access and community integration, and deliverability goals. The Study began in 2023 and includes community engagement at the beginning and end of the Study:

- Initial presentations in 2023 at neighborhood Citizens or Community Advisory Committees (CACs) and two open houses to gather feedback on community priorities for the station

- Presentations of findings from the Study:
    - Shipyard CAC on July 20, 2026
    - Bayview CAC on July 22, 2026
    - Open houses in English on August 19, 2026, and in Spanish on August 20, 2026

The Study concludes that an Oakdale Avenue location holds greater potential to deliver on community priorities and meet each goal.

<u>Peninsula Corridor Joint Powers Board (JPB) Study Involvement</u>
JPB staff performed technical review throughout the Study and participated in an evaluation workshop with the SFCTA, the San Francisco Public Utilities Commission, the San Francisco Municipal Transportation Agency, and the San Francisco Planning Department. JPB commented on the conceptual designs of the two station locations and participated in discussions on the service pattern assumptions used for the SFCTA's ridership estimations. JPB staff identified concerns over space constraints at both station location alternatives which led to a focused study by SFCTA to assess the feasibility of constructing a new station near Oakdale Avenue or Evans Avenue. The JPB entered into a Memorandum of Agreement (MOA) with the SFCTA for SFCTA to provide $62,000 in funding for JPB's review of the feasibility assessment. The review considered preliminary designs and concluded that building a station in this area is technically feasible, but very expensive due to the site constraints.

Any future consideration of an infill station should be contingent upon these three key factors:

1. Manageable systemwide operational impacts;
2. Net ridership gain; and
3. External funding source to cover costs to Caltrain.

If the SFCTA secures adequate funding for the continued study of the Bayview project, including funding to cover costs incurred by Caltrain, staff recommends the following next steps:

- Given the region's fiscal constraints, conduct a cost-benefit analysis to identify the most cost-effective near-term or interim solution for improving transit access in the Bayview community.
- Develop project cost estimates that reflect recent Caltrain capital project experience, including construction in an electrified rail corridor, current unit costs, right-of-way, and other applicable delivery factors.

- Conduct operational modeling and assess service planning assumptions.

Once a future study produces findings on the three key factors, staff will return to the Board for a decision on serving a new station. In the meantime, staff will continue to coordinate and collaborate with the SFCTA to understand key factors for analysis in a future study. If SFCTA secures additional funding for the next phase of work, JPB staff time costs would be reimbursed to provide technical expertise for the next study. Staff will provide updates to the Board and seek feedback if a study for the next phase of work is initiated.

Budget Impact

There is no impact on the budget from receiving this informational update.

Prepared By:	Hannah Greenberg	Planner, Systemwide Planning	07/30/2026
	Kansai Uchida	Director, Systemwide Planning	07/30/2026

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

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.

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.

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	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	$89,787,026	$89,787,026	$2,349,223	$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

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.

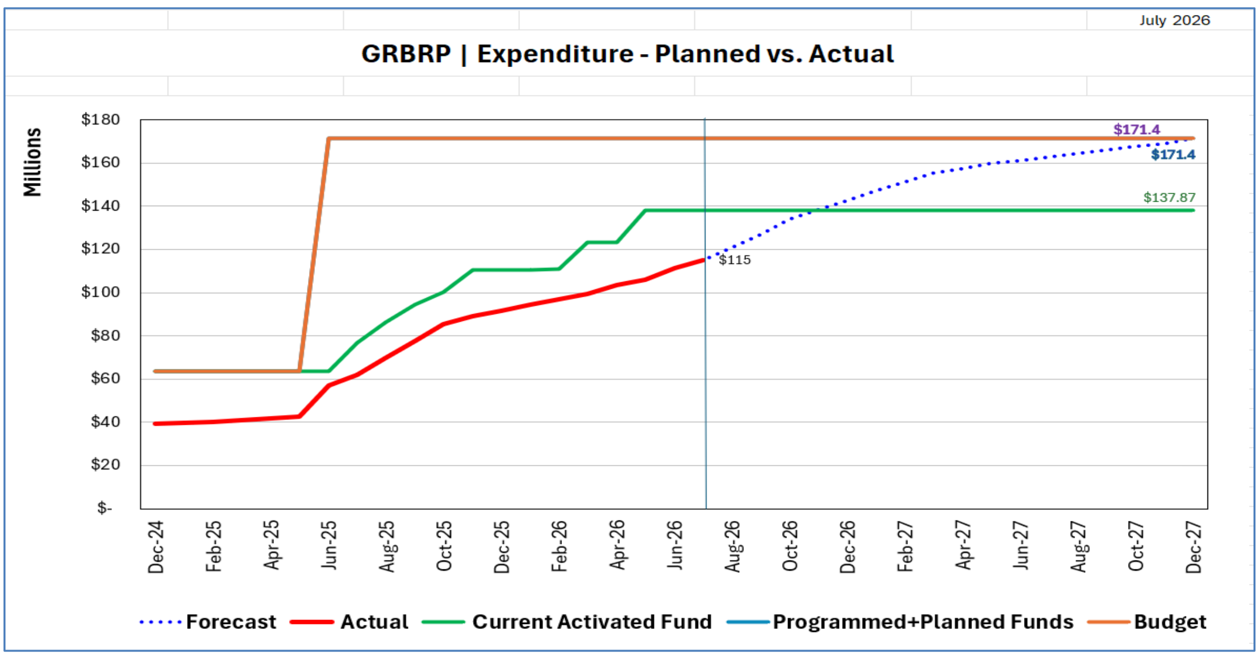
Table 4-5. Construction Contractor Incentives

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.