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AGENDA

Peninsula Corridor Joint Powers Board Technology, Operations, Planning, and Safety (TOPS) Committee Meeting

September 23, 2026, 1:30 pm

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Committee Members: Rico E. Medina (Chair), Pat Burt (Vice Chair), Shamann Walton

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at <https://us02web.zoom.us/j/84462610112?pwd=YaW74NDN3spJtMYdJhflBBuleQXkqA.1> or by entering Webinar ID: **844 6261 0112**, Passcode: **870725**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to one minute. The Committee Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Note: All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

September 23, 2026 - Wednesday

1:30 pm

All items to which [Government Code section 84308](#) applies have been marked with an asterisk.

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes for August 26, 2026 Motion
6. Authorize Executive Director to Execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the Completion of Design for the Bernardo Avenue Undercrossing Project** Motion
7. Authorize Execution of Amendment No. 6 to Contract No. 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMCG) Support Services and Amendment No. 7 to Contract No. 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 100 Percent Design Motion
8. Receive Annual Ridership Report for Fiscal Year 2026 Informational
9. Receive Update on Pass Forward Program Informational
10. Receive Update on Guadalupe River Bridge Project – August 2026 Informational
11. Committee Member Requests
12. Date / Time of Next Regular TOPS Committee Meeting: Wednesday, October 28, 2026 at 1:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District Headquarters, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.
13. Adjournment

Information for the Public

All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any TOPS Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly TOPS Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to one minute. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board
Technology, Operations, Planning, and Safety (TOPS) Committee
Regular Meeting**

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 26, 2026

Members Present: Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)

Staff Present: M. Bouchard, S. Bullock, A. Feng, C. Fromson, Z. Guan, J. Guaracino, J. Harrison, L. Lumina-Hsu, M. Tauchen

1. Call to Order

Chair Medina called the meeting to order at 1:30 pm.

2. Roll Call

Loana Lumina-Hsu, Deputy JPB Secretary, called the roll and confirmed a quorum was present.

3. Pledge of Allegiance / Safety Briefing

4. Public Comment on Items not on the Agenda

There were none.

5. Approval of Meeting Minutes for July 29, 2026

Motion/Second: Walton /Burt

Ayes: Walton, Burt, Medina

Noes: None

Abstain: None

Absent: None

6. Adopt Passenger Code of Conduct for Behavior on Trains and at Stations

Motion/Second: Burt/Walton

Ayes: Walton, Burt, Medina

Noes: None

Abstain: None

Absent: None

Director Burt requested staff evaluate incorporating provisions to address littering and seat obstruction.

Public Comment

Adrian Brandt commented on clarifying prohibited conduct related to littering, seat obstruction, and transit property damage.

Roland commented on signage and utilizing train screens to display examples of prohibits conduct.

7. Authorize Executive Director to Execute Amendment to Memorandum of Understanding for Broadway Burlingame Grade Separation and Amend Capital Budget for Fiscal Year 2027 for the Same*

Motion/Second: Walton/Burt

Ayes: Walton, Burt, Medina

Noes: None

Abstain: None

Absent: None

Public Comment

Aleta Dupree commented on the safety and service benefits of eliminating grade crossings.

Roland commented on project cost increases and a proposed public-private partnership.

8. Authorize Staff to File a California Environmental Quality Act (CEQA) Notice of Exemption for the Rengstorff Avenue Grade Separation Project

Motion/Second: Burt/Walton

Ayes: Walton, Burt, Medina

Noes: None

Abstain: None

Absent: None

9. Receive Update on the Master Cooperative Agreement with the Santa Clara Valley Transportation Authority for the Rengstorff Grade Separation Project

Public Comment

Roland commented on alternative project delivery approaches.

10. Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 4

Public Comment

Adrian Brandt commented on using vehicle violations technology at crossings.

Roland commented on camera enforcement and reportable incidents at crossings.

11. Receive Update on the San Francisco County Transportation Authority's (SFCTA's) Bayview Caltrain Station Location Study

Public Comment

Roland commented on project history and funding challenges.

Adrian Brandt commented on center platform safety and passenger access benefits.

12. Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects

Public Comment

Adrian Brandt commented on low-cost measures to improve crossing safety.

Roland commented on private-sector funding for rail projects and platform improvements.

13. Committee Member Requests

There were none.

14. Date / Time of Next Regular TOPS Committee Meeting: Wednesday, September 23, 2026 at 1:30 pm.

15. Adjournment

The meeting adjourned at 3:16 pm.

**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: October 2026 JPB Board of Directors Meeting

Subject: **Authorize Executive Director to Execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the Completion of Design for the Bernardo Avenue Undercrossing Project**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The purpose of amending the Service Agreement with the City of Sunnyvale is to enable progression from 35 percent design to final design on the Bernardo Avenue Undercrossing Project (Project).

Staff recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain):

1. Authorize the Executive Director, or designee, to execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale to complete the design for the Bernardo Avenue Undercrossing Project.
2. Increase the capital budget by \$7,567,000.

Discussion

Background

The City of Sunnyvale and the City of Mountain View (Cities) are the project sponsors for a proposed bicycle and pedestrian undercrossing within the JPB Right-of-Way (ROW), on the border of these two cities. The Project is located at JPB milepost 37.5, at the intersection of South Bernardo Avenue and West Evelyn Avenue. The Project will facilitate access between the northern and southern sides of the JPB ROW, as well as the Central Expressway, which runs parallel to JPB tracks in the project area. Currently, there is no existing access between the northern and southern sides of the ROW.

Under the previous service agreement, JPB and the Cities collaborated on the technical review and coordination efforts related to the conceptual design phase, California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) environmental clearance of the locally preferred alternative, and the 35 percent design, which was completed by the City of Sunnyvale in 2024.

The JPB will lead the project delivery to complete the design. The amended Service Agreement will require Caltrain to procure a design consultant, provide project management services, and produce the final design including preparation of issued-for-bid documents. The cost to complete to reach final design is estimated to be \$7,567,000:

The funding sources to complete the design are as follows:

- Santa Clara Valley Transportation Authority (VTA) 2016 Measure B Bicycle and Pedestrian (B&P) Program: \$3 million
- Federal earmark: \$2.5 million
- One Bay Area Grant (OBAG) Cycle 2: Approximately \$0.4 million
- Sunnyvale local fund: Approximately \$0.84 million
- Mountain View local fund: Approximately \$0.83 million

Budget Impact

The total budget for the Bernardo Avenue Undercrossing Project will increase by \$7,567,000, from \$4,990,000 to \$12,557,000 to complete the design of the project.

Prepared By: Zhenlin Guan

Director, Infrastructure Delivery

09/09/2026

Resolution No. 2026-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

*** * ***

**Authorize Executive Director to Execute Amendment No. 2 to the Service Agreement
with the City of Sunnyvale for the Completion of Design for the Bernardo Avenue
Undercrossing Project**

Whereas, the Peninsula Corridor Joint Powers Board (JPB), the City of Mountain View and City of Sunnyvale (the Cities), and the Santa Clara Valley Transportation Authority (VTA) desire to install a new pedestrian and bicycle undercrossing in the area between South and North Bernardo Avenue to facilitate access across the Caltrain Right-of-Way (ROW) as well as the Central Expressway and East Evelyn Avenue, both of which run parallel to the Caltrain tracks in the project area. The Cities with support of the JPB staff have completed preliminary engineering and design and California Environmental Quality Act (CEQA) / National Environmental Policy Act (NEPA) environmental clearance. VTA is taking on the Funding and Oversight role and the Cities are serving as the Project Sponsors, Funding Partners, and Community Outreach leads; and

Whereas, the JPB and the Cities previously entered into a service agreement to collaborate on the 35 percent Design and Environmental Clearance, and those were completed in 2024; and

Whereas, the JPB and the Cities agreed to progress the project from 35 percent design to complete final design with JPB as the lead delivery agency and to amend the service agreement between the parties to reflect advancement of the project;

Whereas, the estimated cost to complete the design is \$7,567,000, to be funded by VTA Measure B, Federal Earmark, One Bay Area Grant (OBAG) Cycle 2, City of Sunnyvale Local Funds, and City of Mountain View Local Funds; and

Whereas, staff recommend the Board authorize the Executive Director to amend the Service Agreement to increase the budget by \$7,567,000 to advance the design of the project, thereby increasing the total Project budget from \$4,990,000 to \$12,557,000.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorize the Executive Director, or designee, to execute Amendment No. 2 to the Service Agreement with the City of Sunnyvale for the JPB to complete the design for the Bernardo Avenue Undercrossing Project, thereby increasing the total Project budget by \$7,567,000 from \$4,990,000 to \$12,557,000, to advance the design of the project.

Regularly passed and adopted this 1st day of October, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**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: October 2026 JPB Board of Directors Meeting

Subject: **Authorize Execution of Amendment No. 6 to Contract No. 23-J-C-040 with Flatiron-Herzog Joint Venture for Construction Manager/General Contractor (CMCG) Support Services and Amendment No. 7 to Contract No. 23-J-P-041 with Mark Thomas for Designer Services for Broadway Burlingame Grade Separation Project 100 Percent Design**

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) authorize the Executive Director, or designee, to execute the following contract amendments in a form approved by legal counsel:

1. Authorize Amendment No. 6 to the Construction Manager/General Contractor (CMGC) Support Services Contract with Flatiron-Herzog Joint Venture (FHJV) to increase the contract budget by \$3,862,858.82, from \$5,810,279.33, to bring the total not-to-exceed amount to \$9,673,138.15, with a ten percent contingency, for the Broadway Burlingame Grade Separation Project (Project).
2. Authorize Amendment No. 7 to Designer Services Contract with Mark Thomas to increase the contract budget by \$9,419,520, from \$23,930,307 to a total not-to-exceed amount of \$33,349,827, with a ten percent contingency, for the Project.

Discussion

On September 3, 2026, the JPB Board approved the execution of separate Memoranda of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) and the City of Burlingame to advance the Project to the 100 percent design milestone. The amendment to the MOU increased the budget by \$24 million.

The Project will eliminate the Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements.

The Project awarded a CMGC contract in 2024. Following value engineering efforts in 2025, Caltrain made changes to the scope of the Project to reduce cost and schedule by eliminating the Broadway Station, eliminating shoofly tracks, changing the structural design to a narrower, elevated guideway, and reducing bridge widths. For local access, the Project will replace the at-grade pedestrian-only crossing at Morrell with two undercrossings north of Morrell for pedestrian cross-passages and integrated bicycle/pedestrian pathways.

To proceed with and finalize the design, it is necessary to execute the corresponding amendments with the CMGC contractor, FHJV, and the Designer contractor, Mark Thomas.

Budget Impact

The contract capacity increases of \$3,862,858.82 for the CMGC Support Services Contract and \$9,419,520 for the Designer Contract are included in the approved 100 percent design budget of \$24 million.

Prepared By: Roland Mouawad Senior Project Manager 09/11/2026

Resolution No. 2026-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorize Execution of Amendment No. 6 to Contract No. 23-J-C-040 with
Flatiron-Herzog Joint Venture for Construction Manager/General Contractor
(CMCG) Support Services and Amendment No. 7 to Contract No. 23-J-P-041
with Mark Thomas for Designer Services for Broadway Burlingame Grade
Separation Project 100 Percent Design**

Whereas, the Broadway at-grade rail crossing in Burlingame is currently the top-ranked crossing for grade separation on the California Public Utilities Commission's (CPUC) Grade Separation Priority List; and

Whereas, on September 3, 2026, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) approved the execution of separate Memoranda of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) and the City of Burlingame to advance the Broadway Burlingame Grade Separation Project (Project) to the 100 percent design milestone and increase the budget by \$24 million; and

Whereas, to proceed with and finalize the design, it is necessary to execute corresponding amendments with the Project's CMGC contractor, Flatiron-Herzog Joint Venture (FHJV), and Designer contractor, Mark Thomas & Company, Inc. (Mark Thomas); and

Whereas, specifically, staff recommend an amendment to the CMGC contract with FHJV to increase the Broadway Burlingame Grade Separation Project contract budget by a not-to-exceed amount of \$3,862,858.82, from \$5,810,279.33 to \$9,673,138.15, with a ten percent contingency; and

Whereas, staff also recommend an amendment to the Designer Services Contract with Mark Thomas to increase the Broadway Burlingame Grade Separation Project contract budget by the not-to-exceed amount of \$9,419,520, from \$23,930,307 to \$33,349,827, with a ten percent contingency; and

Whereas, the contract capacity increases of \$3,862,858.82 for the CMGC Support Services Contract and \$9,419,520 for the Designer Contract are included in the JPB-approved 100 percent design budget of \$24 million. Therefore, there is no additional budget impact through this proposed action.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director, or designee, to execute the following amendments in a form approved by General Counsel to Caltrain:

1. Amendment No. 6 to the CMGC Support Services contract, increasing the not-to-exceed contract capacity amount by \$3,862,858.82 from \$5,810,279.33 to \$9,673,138.15, with a ten percent contingency, to be expended as needed for authorized tasks for FHJV.
2. Amendment No. 7 to the Designer Support Services contract, increasing the not-to-exceed contract capacity amount by \$9,419,520 from \$23,930,307 to \$33,349,827, with a ten percent contingency, to be expended as needed for authorized tasks for Mark Thomas; and

Be It Further Resolved that the Board of Directors hereby authorizes the Executive Director, or designee, to take all steps necessary to implement this resolution.

Regularly passed and adopted this 1st day of October, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**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: October 2026 JPB Board of Directors Meeting

Subject: **Receive Annual Ridership Report for Fiscal Year 2026**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The Fiscal Year 2026 (FY26) Annual Ridership Report is provided for informational purposes only. There is no action required.

Discussion

The FY26 Annual Ridership Report summarizes Caltrain ridership for July 2025 through June 2026. Ridership estimates are based on the Caltrain Fare Media Sales-Based Ridership Model (Fare Media Model) and differ from the data reported to the National Transit Database (NTD).

FY26 total ridership reached 12.6 million, a 37.6 percent increase from FY25. Ridership recovery also improved substantially over the course of the year, beginning FY26 at 64.4 percent of pre-pandemic levels and ending the year at 81.6 percent.

Ridership continued its steady increase following electrification in Fall 2024. While ridership plateaued in the early months of FY26, growth accelerated again beginning in March, coinciding with increasing gas prices.

Special events also contributed significantly to ridership growth this fiscal year. In addition to strong demand from recurring sports events such as Giants, Warriors, Valkyries, 49ers, Sharks, Earthquakes, and Bay FC games, several major one-time events generated substantial ridership across the corridor, including the Super Bowl, Fédération Internationale de Football Association (FIFA) World Cup, and the BTS tour at Stanford Stadium.

Prior to the COVID-19 pandemic, Caltrain reported its annual ridership through a physical census of all passengers, known as the Annual Passenger Count. The Annual Passenger Count (APC) was paused at the beginning of the pandemic due to the region's shelter-in-place orders and has been discontinued indefinitely due to the nearly \$1 million annual cost of the program.

In FY24, Caltrain transitioned to summarizing its annual ridership from the Fare Media Model's monthly ridership estimates. This model uses sales data from Caltrain's various ticket/pass products (fare media) to estimate ridership.

Caltrain is also in the process of establishing an on-board APC system for its new electric fleet. The system will use APC sensors installed above each door to count riders as they board and exit the trains. Some partial data from the on-board APC system was available during FY26; however, due to backend technical issues and data completeness limitations, the data was used only for internal, planning-level analysis and was not suitable for official ridership reporting. Once fully operational and validated, this system will serve as Caltrain's primary source for ridership statistics.

Budget Impact

There are no anticipated budget impacts associated with this update.

Prepared By:	Nicholas Atchison	Senior Planner, Rail Operations Planning	09/08/2026
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**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: October 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Pass Forward Program**

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

Purpose and Recommended Action

The report provides an update on the accomplishments of the Pass Forward Program in Fiscal Year 2026 (FY26) and a preview of the program strategy for FY27. This report is for informational purposes only. It requires no action.

Discussion

Staff will provide a summary of the accomplishments and developments of the Pass Forward Program for FY26. The report will highlight enrollment statistics and the strategies and tactics planned for FY27.

The Pass Forward Program is a key Caltrain initiative designed to support transportation equity and expand access to the system. The Board of Directors (Board) previously received an update in November 2024.

Budget Impact

There is no additional budget impact at this time. Staff is not seeking Board approval for any additional costs at this time.

Prepared By: Brent Tietjen	Government and Community Affairs Manager	09/15/2026
Isabella Conferti	Government and Community Affairs Specialist	09/15/2026

**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: October 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Guadalupe River Bridge Project – August 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 Guadalupe River Bridge Project-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

Discussion

Due to unforeseen challenges that resulted in project delays and increased costs, the Guadalupe River Bridge Replacement Project concluded a project reset with a revised budget, schedule, and funding plan. In June 2025, the JPB approved staff's request for additional \$107,691,005 to complete the Project, bringing the revised Project budget to \$171,389,598. The JPB also authorized a bus bridge agreement with Santa Clara Valley Transportation Authority (VTA) when service is interrupted due to construction.

The Executive Oversight Committee, convened by Executive Director Bouchard, continues to meet regularly, providing additional project oversight and making recommendations regarding Caltrain's responses to the resource agencies, including reviewing and proactively implementing improvements to internal processes and controls for current and future projects.

Staff successfully completed first dry season (June 2025-October 2025) construction and first winter season work. The second dry season work is in progress, and Bridge Construction will complete within the second dry season by October 2026. Staff have committed to providing monthly updates to the Technology, Operations, Planning, and Safety (TOPS) Committee through a monthly progress report. This report will ensure full transparency on key aspects of the Project, including project highlights, Habitat Mitigation Management Plan (HMMP) work,

project cost, schedule, change orders, issues, and top risks. Each monthly report will be included in the JPB board packet, making it accessible to all board members and the public.

Monthly Update

See attached August 2026 Monthly Progress Report.

Budget Impact

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

Prepared By: Sherry Bullock Deputy Executive Director,
Engineering, Capital and Modernization

09/10/2026

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

August 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, evaluated and implemented several recovery options to minimize the schedule impacts. The Project is on track to achieve the overall project completion target of March 2027.

In the month of August 2026, Walsh continued with the 2nd dry season construction work with the river diversion in place. Significant progress included completion of MT2 retrofit foundations, which completes all bridge work requiring in channel access. Other work

includes waterproofing of the MT1 bridge deck, ongoing 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.

The remaining work for completion of the MT1 bridge, track embankment, 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. UPRR has been kept informed that MT1 will be available for track construction starting on September 15th, project team will continue coordination with UPRR on work planning to confirm a start date. 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 between Midpen and JPB that was approved by the JPB in August 2026 along with a third CEQA Addendum that is needed to capture the Offsite Mitigation offered by the project. Midpen will present the Mitigation Agreement to the Midpen board in September.
 - In April 2026, the final design for the Hick's Creek was completed, and staff continues to work with regulatory agencies to gain permit approvals.
 - Permit applications were all submitted in early August.
 - JPB and FTA are working to complete a NEPA re-evaluation for Offsite Mitigation.
 - Staff is preparing IFB documents will continue to work with Contracts and Procurement Staff to prepare advertisements for construction contract procurement in 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 August 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 August 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 remainder of the project.
- To date, there have been \$3,817,417 in drawdowns to the Contractors Risk Allowance.
- Approximately \$1,318,218 in costs for risk items in 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.
- In addition to the costs submitted to date against the risk pool, Walsh is forecasting an additional balance of approximately \$3M will be needed to finish the project.
- The risk allowance pool will be increased for an additional estimated amount of \$4M to account for the 2026 dry season costs submitted to date and the projected risk items to complete the project.

- 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 August 31, 2026, the overall bridge construction completion is at 82%, 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.

Near the end of July, a bird nest on the project impacted access and progress on a limited scope of habitat restoration activities. The birds have fledged the nest as of the first week of August. The presence of the bird nest will not impact in channel work completion schedule as Walsh has been able to re-sequence activities to work around the exclusion zone established by the project biologists.

1.6 This Month's Accomplishments

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

- Ongoing supervision and maintenance of the River Diversion system including temporary diversion lines and pumps, 36" gravity flow pipes, cofferdams and active treatment system (ATS).
- Continued to remove temporary sheet piles installed for wet season construction.
- MT1 Bridge Construction:
 - Preparation for and installation of the bridge deck waterproofing system.
- MT-2 Bridge Construction:
 - Final concrete pours for MT2 piers 3 and 4 retrofit foundations – established completion of all in-channel bridge construction.
- Continued mass excavation for river channel and continued installation of habitat restoration scope per the HMMP design.
- Worked to finalize HMMP Planting costs with Walsh subcontractor, Marina.
- Finalized cost estimates for the Willow Access Scope and determined the work would not proceed under the Walsh contract.
- Continued to work 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 submitted permit applications.
 - Finalized Cooperative Mitigation Agreement and all attachments with MidPen staff in preparation for the MidPen board approval in September.
 - Continued development of IFB package and coordination with Contracts and Procurement staff.
 - Worked with consultant staff KMC to develop a draft construction cost estimate.

1.7 Upcoming Work

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

- Continue MT-1 bridge handrails, platforms, HMAC deck and ballast placement in preparation for turnover to UPRR for track construction.
- Continue channel 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 August 2026, the top critical items and related actions are listed below.

Table -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 • In late August bird nesting season concluded and the project will complete before the next bird nesting season so this risk will be retired moving forward.
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.

	In August 2026, held several workshops to review the methods for removal of the river diversion and restoration of river flow to confirm adherence to permit conditions.
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, especially during river diversion removal phases. - 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 August 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
August 2026	6,554	61	15	18	0	2
Cumulative (from June 2025)	87,840	475	473	463	11	42

Safety Event Synopsis:

1. 08/18/26 - Internet Line: Property Damage. Internet line on McLellan Ave. by truck's automatic tarp system retracting.
2. 08/19/26 - Form Stripping: First Aid. Employee cut hand on wood concrete form as it fell ~4' into a man basket.

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 August 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 August 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	On Track
2026-2027 Wet Season-Complete Final Planting – On-Site Mitigation	02/09/2027	02/09/2027	On-Track
Substantial Completion	03/03/2027	03/03/2027	On-Track
Completion of Off-Site Mitigation	12/27/2027	12/27/2027	On-Track

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 August 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	\$4,914,054	\$119,800,764	\$51,588,834	\$171,389,598	\$0
GRB TOTAL	\$171,389,598	\$4,914,054	\$119,800,764	\$51,588,834	\$171,389,598	\$0

¹ Column A "Current Budget" includes re-baseline and executed change orders and awarded contracts.

² Column B "Cost This Month" represents the cost of work performed this month.

³ Column C "Cost to Date" includes actual (amount paid) and accruals (amount of work performed) to date.

Table 4-2 depicts project budget, costs, and estimate at completion summarized by major elements of work. This budget table provides additional details for the project and is broken down by major work elements for the project, minor contracts, environmental, designer, project management oversight, HMMP and other indirect support costs.

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget (A)	Current Budget (B)	Cost This Month (C)	Cost To Date (D)	Estimate To Complete (E)	Estimate At Completion (F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$3,539,359	\$72,731,434	\$17,055,591	\$89,787,026
Design Services during Construction	\$2,312,930	\$2,312,930	\$31,791	\$1,636,708	\$503,292	\$2,140,000
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	\$14,124,097	\$13,753,300	\$272,001	\$10,178,158	\$3,476,266	\$13,654,424
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	\$12,250,000	\$12,620,798	\$25,000	\$526,131	\$11,942,118	\$12,468,250
Management Oversight & Support	\$23,180,900	\$23,180,900	\$531,009	\$17,538,566	\$5,078,132	\$22,616,698
Others (TASI & Bus Bridge Support, ICAP)	\$16,834,453	\$16,834,453	\$514,895	\$11,913,820	\$4,705,590	\$16,619,410
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	\$4,914,054	\$119,800,764	\$51,588,834	\$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 August 2026

Risk Allowance Pool Category	Risk Amount	Current Month*	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750		\$86,012	\$304,738
Bird Deterrent Mitigation	\$250,000		\$153,158	\$96,842
Permit Requirements	\$1,000,000	\$120,426	\$966,874	\$33,126
Track Access Impacts	\$360,000	\$51,033	\$307,548	\$52,452
Water Management	\$250,000	\$0	\$0	\$250,000
Warehouse Storage	\$297,000	\$0	\$66,925	\$230,075
Isolation Casings	\$600,000	\$0	\$448,551	\$151,449
Phytophthora Management	\$750,000	\$121,143	\$1,047,628	\$(297,628)
Contingency	\$102,250	\$15,687	\$740,721	\$(638,471)
Total	\$4,000,000	\$308,289	\$3,817,417	\$182,583

*Current month request under review for approval

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 August 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 August 2026.

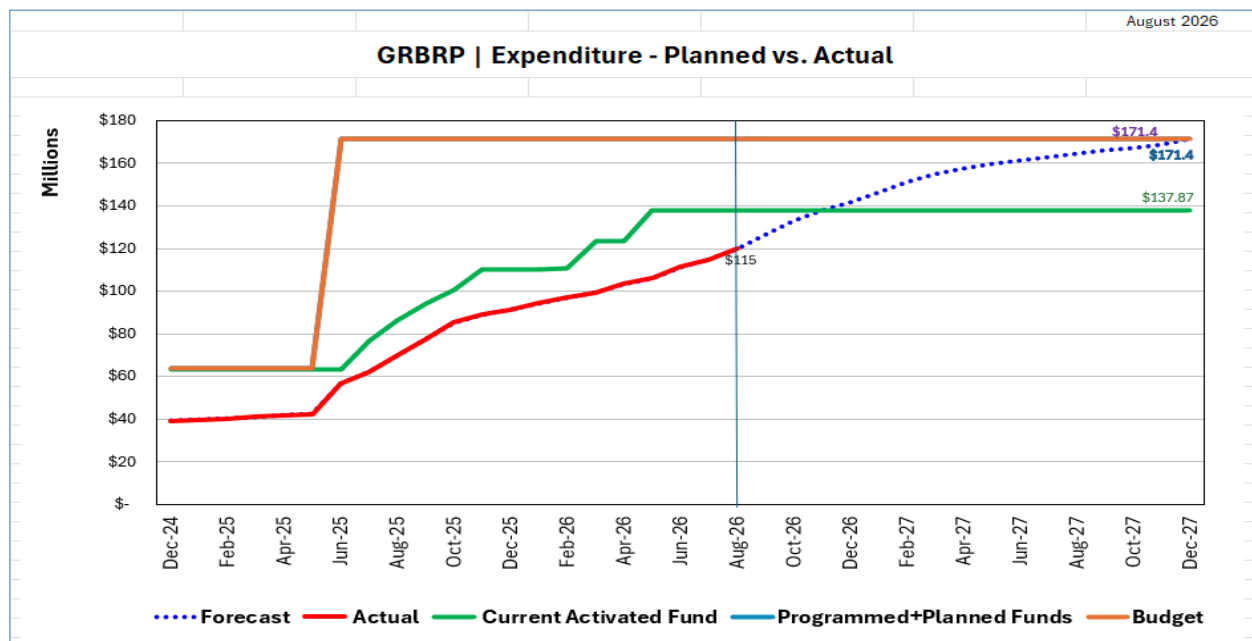
Table 4-5. Construction Contractor Incentives

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 August 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
- July 2026 Allowance Draw
 - Phytophthora Management for 2025-2026 Dry Season
 - 2026 Dry Season After Hours Refueling of Generators and Equipment
 - HWY 87 Supplemental Lane Closures

5.2.2 Approved Risk Allowance or Change Order Items:

- The following risk item forward pricing was approved in the month of August.
 - 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:

- In addition to the approved risk allowance items above, Caltrain staff and Walsh construction evaluated potential future risk allowance items that will increase the risk allowance balance to include:
 - Fuel cost increases
 - Increase in excavation quantities beyond GCCO estimated values
 - Additional costs for river diversion beyond the baseline assumptions
 - Scrub Jay Bird Nest Impact in 2026 Dry Season
 - Unforeseen Groundwater Presence in bridge pier foundations
 - Bird Deterrent additional scope.
 - Increase in Hazardous Waste Volume.
 - Additional costs for Traffic Control on Hwy 87.

The forecast for the increased risk allowance balance needed to complete construction is approximately \$3.8 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 – will not proceed under Walsh contract.
 - HMMP GCCO Item 3 Cost Reconciliation –
 - The GCCO established a \$7.3M “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 and their planting subcontractor for a total of \$6,254,558.
 - A change order will be issued to reflect the final GCCO item 3 price.

5.3 Issues

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