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AGENDA

Peninsula Corridor Joint Powers Board

Technology, Operations, Planning, and Safety (TOPS)
Committee Meeting

November 18, 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=YaW74NDN3spJtMYdJhfIBBuIeQXkqA.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.

November 18, 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 September 23, 2026 Motion
6. Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Technology, Operations, Planning, and Safety (TOPS) Committee Meeting Calendar Motion
7. Receive Update on Caltrain Safety Performance for Fiscal Year 2027 Quarter 1 Informational
8. Receive Update on Caltrain Strategic Sustainability Plan and Sustainability Report Informational
9. Receive Quarterly Update on Caltrain's Construction Program and Capital Delivery Projects Informational
10. Receive Update on Guadalupe River Bridge Project Informational
11. Committee Member Requests
12. Date / Time of Next Regular TOPS Committee Meeting: Wednesday, December 16, 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

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

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. **Accessible parking** is available to the right upon entering the parking structure at 166 North Rollins Road, Millbrae, CA 94030.

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 September 23, 2026

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

Staff Present: N. Atchison, S. Bullock, I. Conferti, A. Feng, C. Fromson, Z. Guan, J. Harrison, L. Lumina-Hsu

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**
   Adrian Brandt commented on grade crossing enforcement, Rail Sentry, and a proposed automated camera demonstration project.

   Roland commented on Battery Electric Multiple Unit (BEMU) battery technology, project delays and costs, battery-electric locomotives, and grade crossing markings.

5. **Approval of Meeting Minutes for August 26, 2026**
   Motion/Second: Burt/Walton
   Ayes: Walton, Burt, Medina
   Noes: None
   Abstain: None
   Absent: None

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/Second: Walton/Burt
   Ayes: Walton, Burt, Medina
   Noes: None
   Abstain: None
   Absent: None

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/Second: Burt/Walton
   Ayes: Walton, Burt, Medina
   Noes: None
   Abstain: None
   Absent: None

   Public Comment
   Roland commented on grade separation project costs and a proposal for private operation of the rail alignment and delivery of capital projects.

8. **Receive Annual Ridership Report for Fiscal Year 2026**
   Public Comment
   Roland commented on automatic passenger counter (APC) implementation, automatic bicycle counters, weekend ridership, and increased service to Gilroy.

   Adrian Brandt commented on accelerating APC implementation and distance-based fares.

9. **Receive Update on Pass Forward Program**
   Public Comment
   Adrian Brandt commented on improved pass utilization and requested continued reporting of pass utilization statistics.

10. **Receive Update on Guadalupe River Bridge Project – August 2026**
    Public Comment
    Roland commented on Highway 87 closures, Bridge 1, restoration of double tracking, and construction debris on the track.

11. **Committee Member Requests**
    There were none.

12. **Date / Time of Next Regular TOPS Committee Meeting:** Wednesday, October 28, 2026 at 1:30 pm.

13. **Adjournment**
    The meeting adjourned at 2:25 pm.

DRAFT

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Margaret Tseng, JPB Secretary
For:	November 2026 JPB TOPS Committee
Subject:	**Adopt 2027 Peninsula Corridor Joint Powers Board (JPB) Technology, Operations, Planning, and Safety (TOPS) Committee Meeting Calendar**

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

Purpose and Recommended Action

Staff recommend the Peninsula Corridor Joint Powers Board (JPB) Technology, Operations, Planning, and Safety (TOPS) Committee approve the attached meeting calendar for 2027.

Discussion

The TOPS Committee's regular meetings are scheduled for the Wednesday, two weeks prior to the JPB Board of Directors Regular Meeting of each month at 1:30 pm, with the exception of June when JPB is in recess, and November and December meetings are advanced due to holidays.

Budget Impact

There is no impact on the budget.

Prepared By: Margaret Tseng JPB Secretary 11/09/2026

JPB Technology, Operations, Planning, and Safety (TOPS) Committee
2027 Meeting Calendar

Wednesdays, Two Weeks Prior to JPB Board Meeting* – 1:30 PM
January 27
February 24
March 24
April 28
May 26
June Recess – ***No Meeting***
July 28
August 25
September 29
October 27
November 17*
December 15*

*Regular meetings are scheduled two Wednesdays prior to the Board meeting at 1:30 pm unless otherwise noted.

Board Committee Members: Rico E. Medina (Chair), Pat Burt, Vacant

Primary Staff Liaison: Chief Operating Officer, Theodore (Ted) Burgwyn

Meetings are conducted in person at Public Hearing Room, 5th Floor, 166 Rollins Avenue, Millbrae, CA 94030, and/or noticed location(s), and remotely via Zoom. Dates or location may be subject to change.

DRAFT

Peninsula Corridor Joint Powers Board
Staff Report

To:	JPB Technology, Operations, Planning, and Safety (TOPS) Committee
Through:	Michelle Bouchard, Executive Director
From:	Jerry Guaracino, Chief Safety Officer
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Caltrain Safety Performance for Fiscal Year 2027 Quarter 1**

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

Purpose and Recommended Action

Staff provides the informational safety report to keep the Board of Directors (Board) apprised of progress; it is provided for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs) and to provide an update on the development of the Caltrain Trespasser and Suicide Prevention Safety (CROW) Plan. Caltrain is committed to providing a safe work environment for employees and contractors, and safe and efficient train service for customers. Caltrain is also committed to continuous improvement through the capture and analysis of key safety data and management of associated risk. Regularly reviewing this data will enable staff to identify areas needing improvement and focus activities to achieve improved safety performance for employees, passengers and the communities we serve.

Caltrain will provide quarterly safety reports to the Board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with Number 1 Core Value – Safety – First and Always as well as System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert to a failure in the safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

Budget Impact

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Jerry Guaracino Chief Safety Officer 11/04/2026

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 of Planning
For:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Caltrain Strategic Sustainability Plan and Sustainability Report**

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

Purpose and Recommended Action

Staff are providing the Board of Directors (Board) with an informational update on Peninsula Corridor Joint Powers Board's (Caltrain's) Sustainability Program, specifically the finalized Caltrain Strategic Sustainability Plan and Caltrain's 2026 Sustainability Report. The Caltrain Strategic Sustainability Plan will shape the direction and priority of activities in Caltrain's Sustainability Program for the next ten years. The 2026 Sustainability Report details Caltrain's sustainability performance for Fiscal Years 2023-2025 (FY23-25). This report is for informational purposes only.

Discussion

This report and accompanying presentation are submitted to keep the Board apprised of ongoing sustainability activities and as a follow-up to the project update provided in Spring 2025.

The electrification of the corridor is by far the most impactful sustainability initiative Caltrain has ever implemented. The ongoing benefits of this change are captured in recent sustainability data as well as reflected in the long-term project prioritization.

Caltrain Sustainability Report Fiscal Year 2023-2025

As captured in the soon-to-be published Sustainability Dashboard, Caltrain achieved significant progress in several key environmental performance categories with the launch of electrified service in FY25 [1]. To date, the organization has achieved "Silver" level status through the

[1] The dashboard scope encompasses facilities, commuter rail, and non-revenue fleet under the operational control of Caltrain. The Dashboard does not include information on employee commuting, since it is included in SamTrans' Sustainability report and to avoid double counting.

American Public Transportation Association's (APTA) Sustainability Committee and is positioned to seek further recognition.

Historically, Caltrain reported on its Sustainability key performance indicators (KPIs) every two years. However, with the launch of a new dashboard interface, staff have captured and analyzed data for the past three fiscal years (FY23-25) for which complete data is available. Additionally, this new reporting format presents the data in a more accessible, engaging format.

For the three years assessed (FY23-25), unprecedented progress was made in efficient service delivery and air pollution reductions, most noticeably in terms of Criteria Air Pollutants and revenue vehicle energy efficiency. FY25 saw the lowest levels of greenhouse gas (GHG) generated and energy intensity per vehicle mile traveled, all while operating the most miles since Sustainability Program tracking started in FY10.

KPI	FY23	FY24	FY25	FY23–FY25 % Change
GHG Emissions(MTCO2e - Metric Tons of Carbon Dioxide Equivalent)	24,600	25,000	(16,800)	-169%
Criteria Air Pollution (tons)	801	804	106	-87%
Fleet Energy Use (kBTU)	598,730,700	598,723,400	349,602,000	-42%
Facility Energy Use (kBTU)	27,545,900	26,530,200	25,390,200	-8%
Water Use (gallons)	13,261,800	11,638,100	14,223,000	7%
Generated Waste (tons)	587	1,403	1,392	137%

Looking more closely at the KPIs listed above, notable findings include:

- Generated GHG emissions declined substantially (-68 percent) in FY25 following electrification – all while providing more service than ever before
- Achieved the lowest net GHG emissions since FY19
- After only nine full months of electrified service, generated Criteria Air Pollutants (CAP) emissions declined approximately 87 percent

- Caltrain is at its highest ever level of energy efficiency – using approximately 42 percent less energy to deliver 13 percent more service

- An eight percent decrease in facility energy stemming from the replacement of approximately 1,400 light fixtures with light-emitting diodes (LEDs) and other equipment upgrades

- Waste audit identified six previously untracked locations producing a more comprehensive and inclusive waste totals for FY24-25

Additional performance indicators are captured in the Sustainability Dashboard.

Recent Sustainability Initiatives and Achievements

Recent Sustainability Program initiatives have focused on assessing Caltrain's vulnerability to various climate threats both today and in the future, reducing the agency's waste footprint and associated costs, and identifying agency sustainability priorities following corridor electrification.

The Caltrain Climate Vulnerability Study was a system-wide analysis of Caltrain's service, infrastructure, right-of-way, operations, riders, and employees to climate impacts. Study findings will inform future adaptation strategies, identifying which assets or areas of the corridor need to be prioritized based on threat likelihood and overall system impact(s).

An agency-wide waste audit was performed in FY25 with multiple goals, including: establishing a comprehensive baseline, ensuring ongoing regulatory compliance, and identifying operational and educational opportunities to save money and reduce waste. Findings indicate potential for immediate cost savings through rightsizing of services and improved sorting practices.

Finally, electrification of the corridor continues to produce ancillary sustainability benefits. More active transportation riders are making use of bike lockers (up 51 percent year over year) allowing ridership growth to continue unabated. Electric trains' regenerative brakes are recapturing 23 percent of energy, and minimizing brake shoe wear and tear. Brake shoe replacement is down 94 percent compared to previous diesel locomotive service – reducing costs and related air pollution. And Caltrain is now providing South County Service that runs entirely on renewable diesel, further reducing local air pollution and Caltrain's emissions.

Caltrain Strategic Sustainability Plan

The Strategic Sustainability Plan (SSP) serves as a roadmap for the Sustainability Program for the next ten years. Following successful corridor electrification, the SSP establishes a program vision, goals and objectives, non-exhaustive list of sustainability projects, and defined criteria to assign priority. A universal agreement amongst all stakeholders was increasing ridership was the single most impactful sustainable action Caltrain can take. All potential sustainability actions were examined through this lens.

For FY27, staff have elevated the following projects for advancement:

Action	Associated Goal
Advanced Clean Fleet (ACF) Long-Term Plan and Implementation*	Environmental Performance *Legal Mandate
Waste audit recommendation implementation	Environmental Performance
Alignment with Capital Improvement Plan (CIP)	Economic and Environmental Resilience
Regional Partnership Coordination	Economic and Environmental Resilience
Communication around extreme weather/ hazard-caused delays	Economic and Environmental Resilience
Scope focused study of adaptation solutions	Economic and Environmental Resilience
Low Carbon Construction Materials feasibility analysis	Environmental Performance

Budget Impact
This project has no impact on the budget.

Prepared By:	Bo Baney	Manager, Environmental and Sustainability Planning	11/03/2026
	Arthi Krubanandh	Principal Sustainability Planner	11/03/2026

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:	December 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 JPB Technology, Operations, Planning, and Safety (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 1 (July 2026 – September 2026).

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

Prepared By:	Sherry Bullock	Deputy Executive Director, Engineering, Capital and Modernization	11/09/2026

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:	December 2026 JPB Board of Directors Meeting
Subject:	**Receive Update on Guadalupe River Bridge Project**

☐ 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 Gaudalupe 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 of 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 and second dry seasons and Bridge Construction was completed on October 7, 2026. Staff have committed to providing monthly updates to the JPB 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 October 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	11/09/2026

Guadalupe River Bridge Replacement Project (GRBRP)



Executive Monthly Progress Report

October 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 2025/2026 wet season work, achieving the MT1 bridge critical work (milestone 1) as well as partial completion of MT2 seismic retrofit foundation work. In addition, schedule impact due to nesting bluebirds within the project limits in June 2025 was mitigated and recovered.

In June 2026, Walsh continued with the final dry season construction work focusing on completion of MT1 bridge construction, MT2 seismic retrofit, river channel restoration, erosion control and Habitat construction with the river diverted in accordance with the relevant permits. By the end of September 2026, work had progressed to allow the river diversion system to be removed, and the river returned to flow in the reconstructed Guadalupe River.

In September, the MT1 bridge was turned over to UPRR to begin track installation activities. Through October, UPRR has completed installation of ties, ballast, and track. UPRR will perform surfacing and lining of the MT1 track once adjacent projects are completed on MT1 outside of the GRBR limits, expected in December. Once the remaining lining and surfacing is complete, the schedule for returning the track to service will be determined.

The remaining work for completion of the MT1 bridge punch list, track embankment and implementing environmental mitigation in the form of habitat restoration and enhancements as part of HMMP on-site work continued through October. Walsh construction achieved interim Milestone 2 for completion of all in channel work ahead of the October 15, 2026, milestone requirement on October 7th. Construction activities outside of the channel, including HMMP plantings, site restoration and demobilization will continue up to the Substantial completion milestone in March 2027. The Project is on track to achieve the overall project completion in March 2027.

Separate from the onsite activities, work has progressed to finalize the design, permitting applications and bid documents for the Hick's Creek offsite mitigation project. The Issued for Bid (IFB) documents are being processed by JPB Contract's and Procurement staff with the goal of advertising the construction contract request for proposals (RFP) in November 2026. The target for board approval of this construction contract is March 2027 to prepare for construction in the 2027 dry season.

1.3 Resource Agency Permitting Status

The following permits were approved during the project restart in 2025 and were further amended to allow for modifications to the construction approach in 2026. These permits are in place for the duration of the Guadalupe Bridge Project:

- 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.

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 has continued to

work with RWQCB to resolve this topic.

Offsite compensatory mitigation was selected through the Santa Clara Valley Habitat Agency (Habitat Agency) and the Mid-Peninsula Open Space District (Midpen).

- JPB has prepared a Project Mitigation Summary Memo detailing the mitigation offered to offset habitat impacts due to the project construction. This memo has been distributed to RWQCB. A separate memo will also be provided to CDFW summarizing the offsite, onsite and PSE agreement approach to mitigation credits.
- 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 Board in August 2026 along with a third CEQA Addendum that is needed to capture the Offsite Mitigation offered by the project.
    - MidPen Board approved the Mitigation Agreement in September 2026
    - In April 2026, the final design for Hick's Creek was completed, and staff continue 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. Tribal consultations will be required; this effort will be led by FTA.
    - Staff has prepared IFB documents and will continue to work with Contracts and Procurement Staff to prepare advertisements for construction contract procurement in November 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 October 2026, the project is within budget:

- The current estimated cost at completion (EAC) for the project is $170.08 million.
- As of October 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 $3,999,997 in drawdowns to the Contractors Risk Allowance Pool.
- The risk allowance pool will be increased for an additional estimated amount of $3.8M to account for the 2026 dry season costs submitted to date and the projected risk items to complete the project. The change order to increase the risk pool will draw from, but not exceed, the budgeted construction contract contingency.

1.5 Project Progress and Schedule

As of October 31, 2026, the overall bridge construction completion is at 93%, 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 October 2026:

- Walsh continued with demobilization of the River Diversion system including temporary diversion lines and pumps, 36" gravity flow pipes, cofferdams and active treatment system (ATS).
- MT1 Bridge Construction:
  - UPRR track construction continued in October.
- Continued installation of habitat restoration scope per the HMMP design.
- Coordinated with Walsh construction to develop risk mitigations for remaining risks and refine risk pool allowance for completion of the project.
- Hosted final monthly update with the Environmental Permitting Agencies,
- Hicks Creek offsite mitigation project:
  - Continued to work with permitting agencies to acquire permit approvals.
  - 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:

- UPRR track construction continuation.
- General SWPPP & site maintenance.
- Continue to work with SCVWD to resolve future license agreement for use of land for HMMP monitoring and maintenance needs.
- Continue to work with RWQCB to finalize HMMP approval.
- Continue to work toward regulatory agency permit approvals for Hick's Creek.

1.8 Risk Management

As of October 2026, the top critical items and related actions are listed below.

Table -1. Key Risks and Actions

Risk Descriptions	Mitigation Actions
Work needed to execute construction may deviate from what is permitted.	• River Diversion system was removed in September; this risk is ongoing for work occurring around open water. CM Staff and JPB environmental staff continue to work with the Contractor to review work plans and ensure compliance with permits. • CM staff and Environmental field support will monitor UPRR track work installation activities to assure compliance with permits.
Unpredictable Water or weather conditions	• With the river diversion removed in the month of September, the risk of unpredictable weather impacts is reduced to potentially impacting only the construction progress for HMMP planting activities and demobilization.

	• Environmental field support will continue to monitor weather conditions and assure the contractor has proper stabilization and stormwater BMPs in place required for significant weather events. • Weather through the wet season will be monitored so that HMMP plantings are installed at a time that accommodates successful establishment.
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. • This risk will remain open until RWQCB and CDFW approve the final HMMP monitoring plan.
Hick's Creek – Delays to permitting impact ability to implement project in 2027 dry season	• Environmental permit applications were submitted in August of 2026, providing ample time for approval. • Pre-filing meetings and site visits held with permitting agencies to assist in project understanding. • No major comments received to date, however, agencies have not yet approved permits as of end of October. • Proceeding with Construction procurement while permit approvals are in process to avoid schedule delays while waiting for permits. • IFB documents incorporate avoidance and mitigation measures included in permit applications in contract specifications to avoid costly change orders post award once the measures and conditions are formalized in the approved permits.

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 October 2026:

Period	Man Hours	Safety Meetings	Inspections	Observations	Close Calls	Incidents
October 2026	3,149	24	11	4	0	1
Cumulative (from June 2025)	96,798	531	499	478	11	44

Safety Event Synopsis:

1. 10/21/26 - 87N Gate - First Aid: Rock wedged between the rumble strip entrance and a tire shot out and struck EE's right leg above their knee.

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 early 2028 for completion at Hick's Ranch site owned by Mid-peninsula Regional Open Space District.

As of October 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.

Milestone 2 (All in-channel work) was completed ahead of the contract completion date on October 7, 2026.

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 October 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	10/7/2026A	Completed
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 for the remaining work goes through UPRR track and ballast work. The final HMMP planting work restarts in first week of January 2027 before Substantial Completion by March 3, 2027.

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 October 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	$4,028,602	$133,624,742	$36,457,333	$170,082,076	$1,307,522
GRB TOTAL	**$171,389,598**	**$4,028,602**	**$133,624,742**	**$36,457,333**	**$170,082,076**	**$1,307,522**

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

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

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

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

Table 4-2. Budget Summary by Major Elements

Description of Work	Re-Baseline Budget (A)	Current Budget (B)	Cost This Month (C)	Cost To Date (D)	Estimate To Complete (E)	Estimate At Completion (F) = (D) + (E)
Walsh Construction Contract	$89,787,026	$89,787,026	$2,703,553	$83,551,680	$8,938,899	$92,490,579
Design Services during Construction	$2,312,930	$2,312,930	$41,996	$1,725,462	$587,468	$2,312,930
Environmental Support (Including Compliance, Monitoring, Legal & Permit Fees)	$14,124,097	$13,753,300	$258,847	$10,509,981	$2,874,514	$13,384,495
Offsite Habitat Mitigation (HMMP) - Incl 100% Design	$12,250,000	$12,620,798	$25,000	$582,889	$11,892,589	$12,475,479
Management Oversight & Support	$23,180,900	$23,180,900	$550,962	$18,527,711	$5,119,835	$23,647,546
Others (TASI, UPRR, Bus Bridge Support & ICAP)	$16,834,453	$16,834,453	$448,244	$13,451,074	$3,574,258	$17,025,332
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	$3,469,770	$3,469,770
Grand Total	**$171,389,598**	**$171,389,598**	**$4,028,602**	**$133,624,742**	**$36,457,333**	**$170,082,076**

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 October 2026

Risk Allowance Pool Category	Risk Amount	Current Month*	Executed to Date	Remaining Balance
Differing Site Conditions	$390,750	$0	$86,012	$304,738
Bird Deterrent Mitigation	$250,000	$35,401	$188,559	$61,441
Permit Requirements	$1,000,000	$37,219	$925,594	$74,406
Track Access Impacts	$360,000	$109,935	$444,975	$(84,975)
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	$0	$1,047,628	$(297,628)
Contingency	$102,250	$0	$791,754	$(689,504)
Total	**$4,000,000**	**$182,555**	**$3,999,997**	**$3**

*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 October 2026, the total project contingency remains $3.4 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	-$4,050,553		-$4,050,553
Contingency Savings	-$103,924	-$1,203,598	-$1,307,522
Forecasted Remaining Contingency	$3,469,770	$0	$3,469,770

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 was $420,000 drawn from contract incentives for 2025 dry season and $540,000 drawn from contract incentives for early completion of the In-Channel Work milestone on October 7, 2026

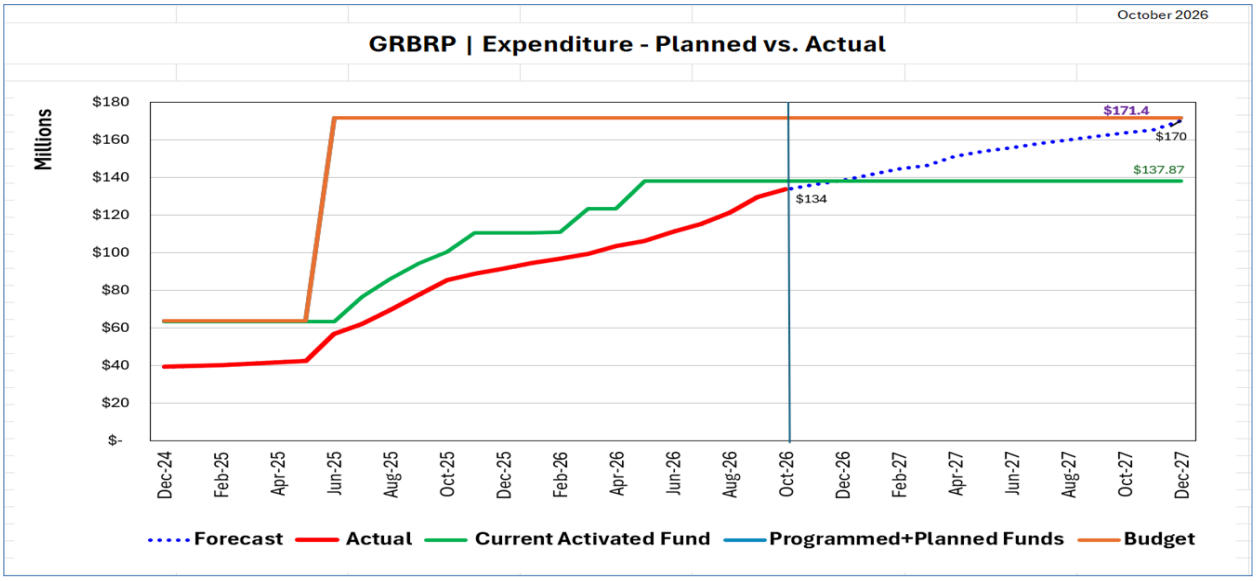
Table 4-5. Construction Contractor Incentives

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	$540,000	$0	$0
Total Contract Incentive	**$1,080,000**	**$960,000**	**$0**	**$120,000**

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 October 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

- August 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
  - Willow Access Road Restoration Costs
  - Fuel Escalation

5.2.2 Approved Risk Allowance or Change Order Items:

- The following risk item forward pricing was approved in the month of September.
  - 2026 Dry Season After Hours Refueling of Generators and Equipment
  - HWY 87 Supplemental Lane Closures
  - Nesting Bird Deterrent Measures

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
  - Ongoing Phytophthora Management
  - Ongoing costs for Traffic Control on Hwy 87.

Staff and Walsh have gone through assessment of all remaining work including 2026 dry season, on-site HMMP. The additional risk allowance of $3.8 million is needed to complete contract work on top of 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 $6,185,521.
    - 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 October 2026

Issues	Actions
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. • Due to the construction activities significantly reducing in October, site entrances have been closed to limit the labor support needed to comply with Phytophthora requirements.