

***Receive Update on
Project Budget, Contract
Capacity, and Funding
Plan Increase for
Guadalupe River Bridge
Replacement Project
Construction Contract
22-J-C-032***

**JPB TOPS Meeting
April 23, 2025**



Guadalupe River Bridge Project Overview

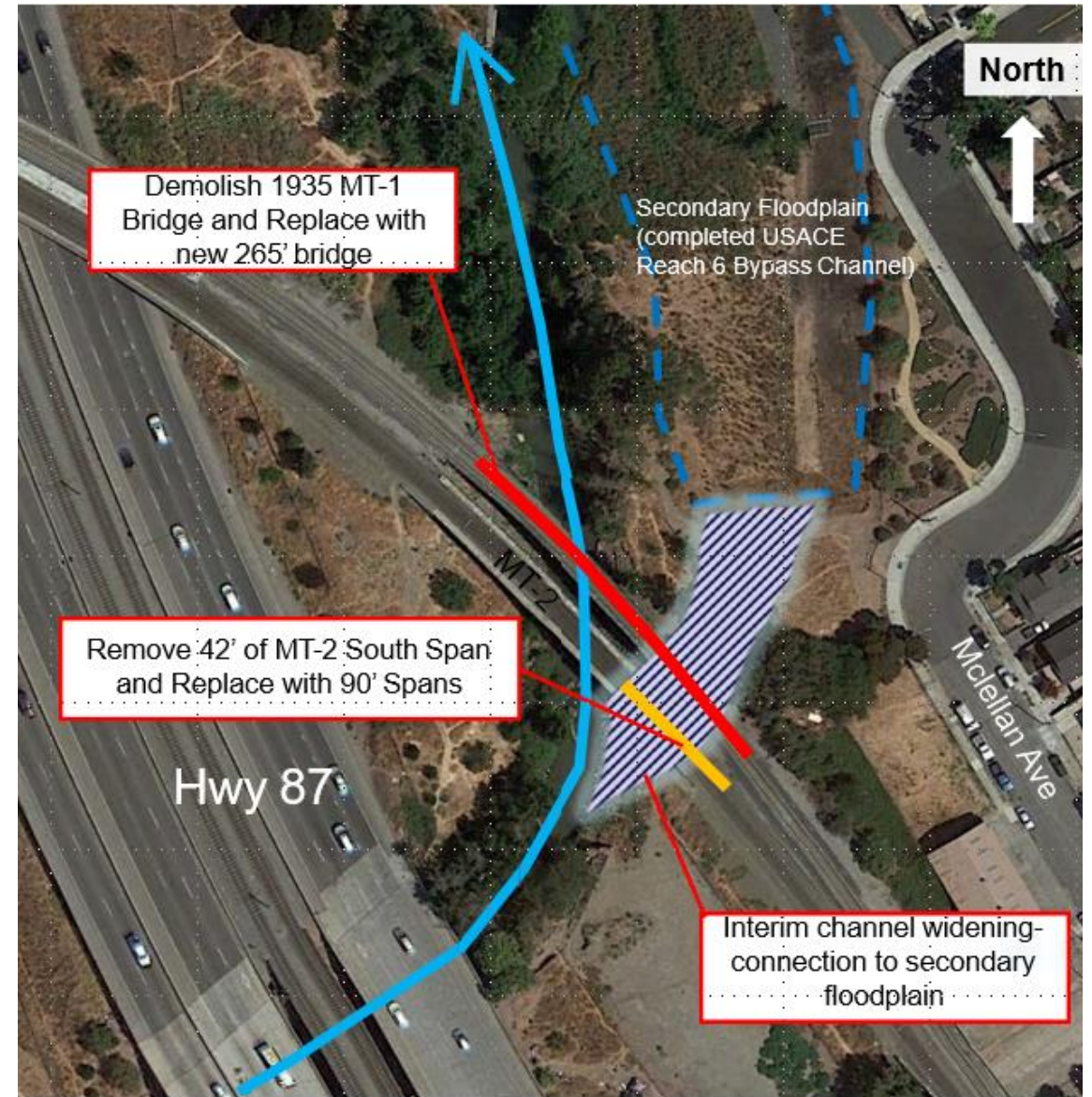
Critical Safety Project



- The Guadalupe Bridge serves as a **gateway to the Peninsula for Transit and Freight.**
- When both tracks were in operation, approximately 16,200 trains (Caltrain, Union Pacific, Amtrak and ACE) traveled across the bridges yearly.
- Annually, thousands of people and significant resources carried by freight depend on these bridges
- Today, only one bridge is operational. The project will replace the Northbound bridge (MT1) and extend and seismically upgrade Southbound bridge (MT2)

Bridge Project Scope

- Replace Northbound (MT-1) with new longer bridge (265 ft). Current Bridge is wood trestle built in 1930s
- Extend existing Southbound (MT-2) span and south abutment (complete)
- Improve Southbound (MT-2) seismic resiliency (In Progress)
- Interim channel widening to reduce erosion and risk to bridge structures, passenger, and freight rail services
- On-Site Mitigation & Monitoring and Off-Site Mitigation Plan



MT-2 electrified with 25Kv Overhead Contact System
MT-1 to remain non-electrified



Caltrain River Bridge Replacement and Extension



Northbound (MT-1) 1935



Northbound (MT-1) 1935; Southbound (MT-2) 1990

Urgency of Project



- Deteriorating structural condition of 1935 trestle
- Previous challenges with structure fire - requires constant attention
- Seismic upgrades required
- Concerns for bridge scour and bank failures
- High flow velocity and associated bank failures during storm events threaten the integrity of the bridges
- Multiple emergency repair/stabilization projects since 2008 to address bank erosion threatening to undermine abutments at northbound tracks (1935) and southbound tracks (1990)
- Replacement Project will also reduce flow velocity and erosion

Recap of Previous Updates

- Working at multiple levels with relevant resource agencies to obtain amended permits
- Issued Limited Notice to Proceed (LNTP) to be prepared for the June 15 construction period, pending permitting progress. This cost is at risk
- Organization Improvements to address previous challenges
 - Replaced Caltrain project executive and added additional experienced Caltrain staff to the construction and environmental teams
 - Replaced contractor personnel and on-call construction management personnel
 - Completed lessons learned and implementing process changes
 - Developed the Project Readiness Report
 - Independent third-party organization review with recommendations for improvement
 - Significantly increased engagement with permitting agencies
 - Executive Oversight Committee (goal continue to improve overall process, accountability and delivery execution)



Project Updates

Permitting and Construction Complexities

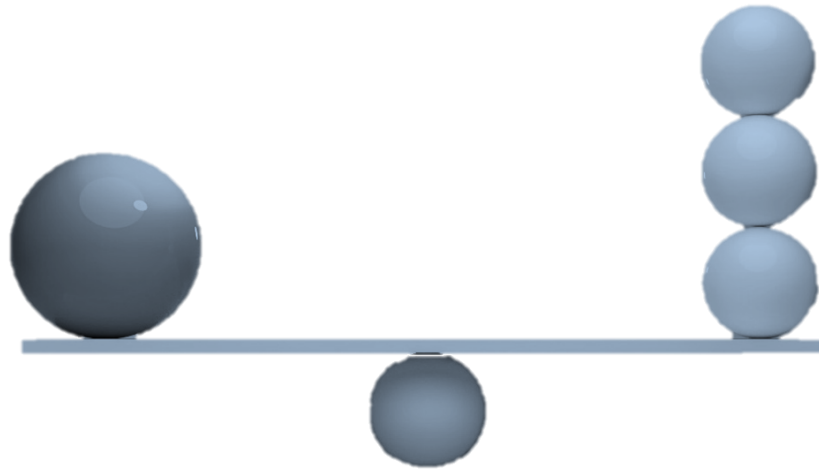
- Caltrain coordinating with **multiple federal, state, and local agencies to secure the permits**
 - Including: FTA, Caltrans, USACE, RWQCB, CDFW, NOAA, NMFS, and SCVWW.
- Each agency plays a role in reviewing environmental, waterway, habitat, and construction impacts—making this a very **complex permitting effort**
- Building a new **bridge over a river, and sensitive habitat area**, is complex; especially when constructing around utilities, third-party assets, and electrified infrastructure
- **Careful sequencing of construction** has been implemented to **minimize/avoid service disruptions**, maintain **safe operations & freight movement**, while also following strict permit conditions, like no night work.

These constraints significantly limit when and how we can build, making the work slower and more complex.

Project Progress – Balanced Decision-Making

- Over the past several months staff have been working to make balanced decisions
- Balanced decision-making required engagement with key entities and “data”

Environmental considerations
Safety and operational resiliency
Customer experience and service continuity
Freight considerations
Construction readiness



Safety of operations and staff
Schedule impacts
Cost impacts
Funding availability
Customer and freight impacts
What-if Scenarios to resume in 2025 vs 2026

To continue with the project



- Amended permits
- Complete contractor negotiations (budget, schedule, change orders)
- Construction readiness
- Habitat Mitigation & Monitoring Plan
- Bus Bridge
- Funding Plan
- Committee and Board Approval

Project's complexities have necessitated decision trade-offs for these items

Result of Staff Efforts, to Date:

- Positive trend in engagement with permitting agencies and improved comment review and responses to ensure permits being issued in-time
- Collaboration with contractor on productivities to avoid third dry season construction, minimized construction cost increase.
- Finding scarce off-site mitigation areas in support of required Mitigation requirements
- Successful negotiation with contractor and construction readiness efforts
- Developed Project Funding plan that provides a path to completing the project
- Completed an independent review of the Caltrain environmental function
- Many process, organizational lessons learned and improvements implemented for future success of program

Decision Making Matrix

	Costs / Funding Plan	Environmental	Safety and Operational Resiliency	Passenger and Business Continuity
Start Building 2025 (Recommended)	\$106M* additional funds needed to complete (funded) HMMP – additional \$12M financial risk for off site	Reduces environmental disturbance of sensitive habitat and starts mitigation efforts sooner	Fastest option to seismic upgrades of MT2 and replacement for full functionality MT1	Bus bridge will require some localized passenger impact. Restores use of 2 bridges faster for not just Caltrain but also UP, ACE, CC
Start Building 2026 (Not Recommended but may result if permits are not received)	\$125M - \$135** of additional funds needed to complete (unfunded and greater uncertainty in market) HMMP- additional financial risk	Prolongs environmental disturbance of sensitive habitat and delays mitigation efforts / increases potential mitigation requirements	Prolongs use of only 1 of out 2 bridges	Bus bridge require some localized passenger impact. Prolongs less efficient access for key tenants

* Pending issuance of permits and final agreement with stakeholders

** Estimated amounts in an uncertain market

Cost / Schedule Mitigation & Re-baseline Process

Key Drivers

- Permit approval and conditions
 - Change in sequencing and means and methods based on permit conditions (Example night vs daytime work)
 - General requirements (ex. Dewatering)
 - Habitat Mitigation & Monitoring (onsite and offsite, adaptation)
- Time extension: Prolonged duration of construction and mitigation work
- Current uncertainty in market (tariffs, labor, inflation, etc.)
- Project management cost and additional monitoring

Cost / Schedule Mitigation & Re-baseline Process

Mitigation Efforts:

- Discuss alternatives with Agencies
 - Example: extending work outside of the dry season (working behind sheet piles)
- Collaboration with contractor and consultants to reduce costs
 - Example: detail risk assessment and mitigation.
- Independent estimating (ensure appropriate negotiation info)
- Commercial negotiations with contractor for a global reset (settling past change orders, and forward pricing the remainder of the works) including risks and mitigation reviews.
- Independent oversight group (multiple meetings each week)

HMMP Plan and Risks

- Habitat Mitigation & Monitoring Plan (HMMP) required to offset environmental impacts
 - Multiple agencies review and comment on HMMP
 - It includes on site mitigation, off site mitigation and regional habitat plan
- Staff requires more time to review HMMP with Regional Water Quality Board
- Conservative estimate, additional mitigation costs: \$12M*
- Continued area of focus, will have staff recommendations how best to proceed
 - Likely will seek conditional approval permit to commence construction and finalize HMMP in parallel of which will provide more time to refine
 - Will include updated HMMP estimate in budget request

* Additional mitigation cost not included in current revised remaining cost to complete project

Funding Direction

- Resources align with costs for 2025 (assuming permits obtained as applied)
- Funding Trade-offs for the additional \$106 Million required to complete project
 - Member agency systemwide contributions, redirected to the project
 - Federal SOGR funding, redirected to the project
 - Deferral of several capital projects (e.g. enterprise asset management)
 - Capital Reserve
- Continue to refine costs
- If 2026 Construction – Funding plan is unfeasible based on current available sources

Tamien Station Temporary Service Changes

- Staff analyzed options to provide service while expanding the available construction work windows
- Recommendation: Deenergize localized track to provide uninterrupted work windows.
- Impacts to Only Tamien Station (~210 daily weekday & ~60 daily weekend riders)
- Starting June 16, 2025 with expected eight-month duration and potential limited weekend impacts in the future

	South County Connector Service between Tamien and Diridon	Electric Train Service at Tamien	Replacement Bus Service between Tamien and Diridon
Weekdays	4 Morning Northbound Trains 6:35a - 8:14a departures 4 Evening Southbound Trains 4:28p - 6:28p arrivals	None	~Every 30-40 minutes 5:35a - 11:55p
Weekends	None	None	~Every 30 minutes 6:35a - 11:55p

Note: One weekday morning train and two weekday/weekend evening trains will not be served by replacement bus service



Customer Communication

- Web/Mobile
 - Landing Page Notice
 - Caltrain Mobile App Alert
 - Social Media
 - Nextdoor.com
- Stations/Onboard
 - Station Signage
 - Train Seat Drops
 - Station Ambassadors
 - Onboard/Station announcements
- Press Release
- Coordination with City Communication Staff



Continued Oversight

Project Level - Day to Day reporting

Program Level - Close monitoring of scope, schedule, budget and risk

Dedicated Executive Oversight – continue throughout life of the project

Board

- Monthly Progress Report
- Regular TOPS updates

Regular External Resource Agencies Meetings ET Level (in addition to day-to-day touch points)

Current Staff Actions

- Critical Safety Project, funding trades-offs necessary
- Be construction ready in 2025
 - Mobilization anticipated and Limited Notice to Proceed (LNTP) issued
 - Continue staff training on best practices and site-specific considerations
- Message riders and communicate with local communities – May 2025
- Current schedule highly dependent on permits / agreements
 - Frequent meetings with Executive and Senior Level Management
 - Weekly meetings staff level
- Continued commitment to safety of public, staff and contractors; steward of the environment

Next Steps

- Continue to engage with permitting agencies at high frequency at multiple levels & obtain conditional approval permits (target early May)
- Continue working with permit agency to finalize HMMP (on-site and off site)
- Complete Project budget estimate at completion (EAC) and re-baseline schedule
- Continue efforts to be construction ready
- Continue Executive Oversight and ongoing reporting
- Continued commitment to safety of public, staff and contractors; steward of the environment
- Finalize package for approval at May TOPS / June Board full board
 - Approve Revised Project Budget and Schedule and Funding Plan
 - Approve Global Reset Contract Change Order with Walsh Construction
 - Approve VTA Bus Bridge Agreement
 - Approve [Designer] Contract Amendment
 - Approve Troutman Pepper Locke LLP Contract Amendment

FOR MORE INFORMATION

WWW.CALTRAIN.COM

