

JPB CAC
CORRESPONDENCE
AS OF
May 20, 2025

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \(@caltrain.com\)](#)
Subject: Item 11 Receive update on Guadalupe River Bridge replacement
Date: Wednesday, April 30, 2025 5:01:37 PM
Attachments: [Guadalupe River Bridge alternative proposal.pdf](#)
[Drawing TT-D4004.pdf](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Heminger and Board members,

Further to my letter of October 10, 2022 which introduced the MT-3 alternative (attached for your convenience), I believe that the first issue that needs addressing is the factually incorrect narrative in the staff report, specifically:

"This Project involves the full replacement of a northbound bridge (Main Track Bridge 1 or "MT1") and a partial replacement of a southbound bridge (Main Track Bridge 2 or "MT-2")"

While this may have been an accurate characterization of rail operations between Diridon and Tamien pre-electrification, **this is no longer true** post-electrification because each bridge now supports bi-directional single-track traffic (electrified on the former southbound MT-2 bridge and diesel on the former northbound MT-1 bridge).

The second issue with the staff report is that it completely fails to mention that Union Pacific correctly argued that the MT-1 diesel bridge used by Union Pacific and ACE, while in need of repairs, **DOES NOT REQUIRE A COMPLETE REPLACEMENT.**

Recommendation

My October 2022 recommendations stand, specifically:

1. **Reject all bids for the Guadalupe River bridge replacement project as currently proposed.**
2. Advance the engineering for the **MT-3** bridge (San Jose to Merced EIR engineering drawing number TT-D4004 attached for your convenience).
3. Solicit bids for the **MT-3** bridge including the **MT-2** to **MT-3** switch and the extension of **MT-3** to Tamien platform #2.
4. **Reach out to Union Pacific and ask them to assume responsibility for the repairs to the MT-1 diesel bridge after Caltrain electrified single-tracking has been relocated to the new MT-3 bridge.**

This approach will make it possible to de-energize the MT-2 electrified bridge while Union

Pacific repairs the MT-1 diesel bridge and full bi-directional electrified operations between Diridon and Tamien will be restored once Union Pacific completes the MT-1 diesel bridge repairs.

Respectfully presented for your consideration.

Roland Lebrun

From: Roland Lebrun

Sent: Tuesday, October 4, 2022 1:28 AM

To: Mandelman, Rafael (BOS) <rafael.mandelman@sfgov.org>

Cc: SFCTA Board Secretary <clerk@sfcta.org>; SFCTA CAC <cac@sfcta.org>

Subject: Caltrain Capital Projects oversight

Dear Chair Mandelman and Commissioners,

The attached letter is intended to substantiate and elaborate on the comments I made at the September 13th SFCTA Board meeting that the Authority and MTC staffs should increase their oversight of Caltrain capital projects starting with the Guadalupe River bridge replacement, specifically:

- The project has a \$36.3M funding gap on top of the existing \$410M electrification funding shortfall.
- **It is unclear why SamTrans staff are prioritizing the replacement of a freight bridge that will never be electrified**
- There is sufficient funding in the FY23 budget to construct a third (environmentally cleared) bridge suitable for electrification
- The developing recession is likely to result in lower bids in the next 12-18 months

The letter concludes with a recommendation to reject all bids for the Guadalupe River Bridges replacement and solicit bids for the new (third) bridge until funding has been identified for the first two.

Respectfully presented for your consideration.

Roland Lebrun

Dear Chair Mandelman and Commissioners,

This letter is intended to substantiate and elaborate on the comments I made at the September 13th Authority Full Board meeting that the Authority and MTC staffs should increase their oversight of Caltrain capital projects starting with the Guadalupe River bridge replacement project, specifically:

Funding

The Guadalupe River bridge replacement project has a **FY23 funding gap of \$36.3M** (\$63.7M-\$27.4M)

Item #8.
10/6/2022

	Prior Years	FY22	FY23	FY23 Budget Amendment	FY24	FY25 and Beyond	Total
Previously Obligated or Programmed							
Total Obligated (All Sources)	\$12,399,982						\$12,399,982
Total Programmed (All Sources)		\$3,952,825					\$3,952,825
Planned Funding by Source:							
FTA Section 5337 **			\$6,353,943		\$13,021,834	\$13,021,834	\$32,397,611
State SOGR					\$2,377,573	\$2,377,573	\$4,755,146
Local Partnership Funds			\$3,288,623	\$1,317,377			\$4,606,000
UPRR				\$100,000	\$1,300,000	\$2,856,600	\$4,256,600
ACE					\$665,215	\$665,215	\$1,330,429
Total Planned			\$9,642,566	\$1,417,377	\$17,364,622	\$18,921,222	\$47,345,786
Total Funding	\$12,399,982	\$3,952,825	\$9,642,566	\$1,417,377	\$17,364,622	\$18,921,222	\$63,698,593
Running Total: Funding	\$12,399,982	\$16,352,807	\$25,995,373	\$27,412,750	\$44,777,372	\$63,698,593	

** This essential project consumes 90% of FTA Section 5337 funds.
The program will seek other funding sources and options in FY24 and FY25 to support other SOGR needs.

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This funding gap further exacerbates the \$410M Caltrain electrification project funding shortfall (that project is currently 6 years late and 100% over the \$1.25B 2012 cost estimate).

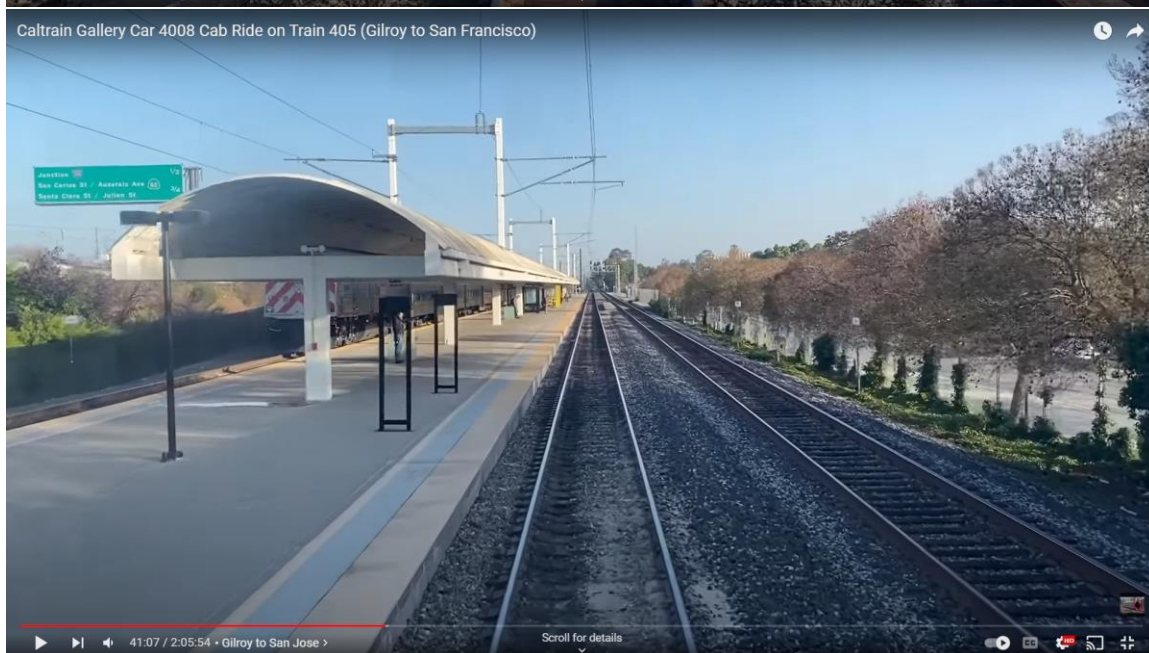
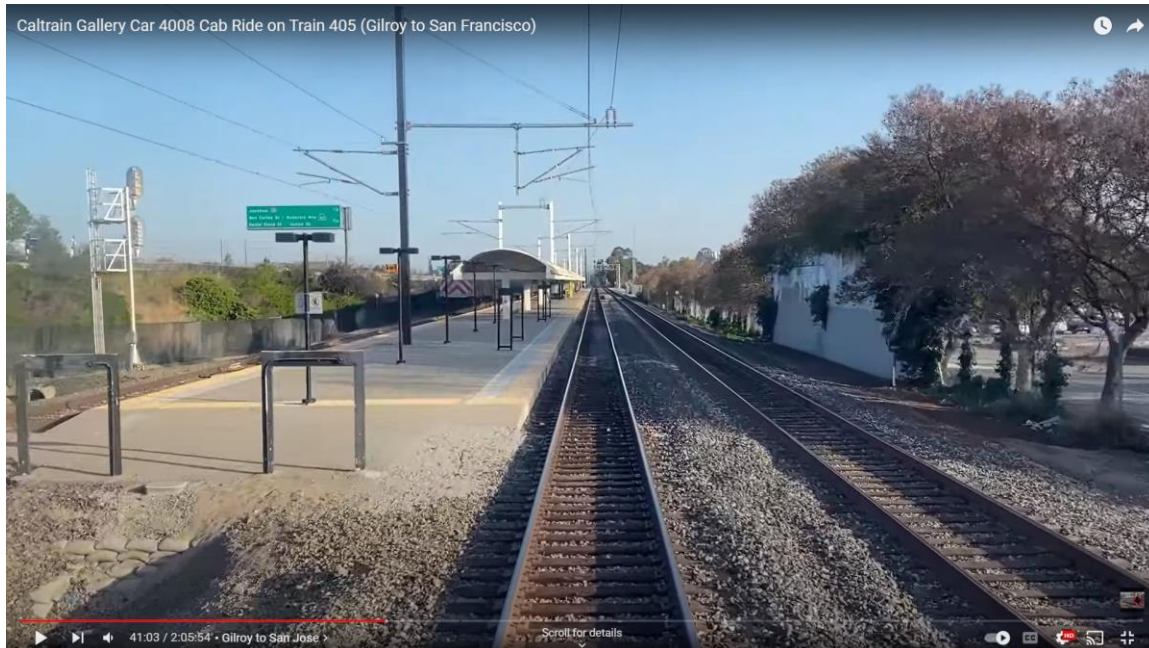
Top Risks		
		Find (1/1) \$410 million program gap Previous Next
Risk	Mitigation	Critical Date
OCS installation delay due to low productivity	<ul style="list-style-type: none">Additional BBII OCS crew training for regulation and variance in the OCS design/installation due to redesign and accommodations to resolve foundation Differing Site Conditions (DSC) issues.Hiring additional BBII OCS staff members to prevent schedule slippage and help in future installation planning.Held OCS construction scheduling recovery workshop for remaining OCS installation and testing.Additional resources expected in September	September 2022
Funding of \$410 million program gap	<ul style="list-style-type: none">Special task force is in place to identify federal and state grant opportunities to pursue.Targeted advocacy is ongoing.Prepare earmarks grant scope and application.	April 2023
Lack of field railway worker in charge (RWIC) for increased work crews	<ul style="list-style-type: none">Design-builder brought in more watchmen for off-track work.TASI to expedite RWIC hiring and training.Explore third party field resource procurement path.Assess operational impact for expanding work limits with track and time.	Ongoing

Green = Mitigations/actions identified and no impact to budget/schedule
Yellow = Mitigations/actions identified and potential impact to budget/schedule
Red = Impact to budget/schedule

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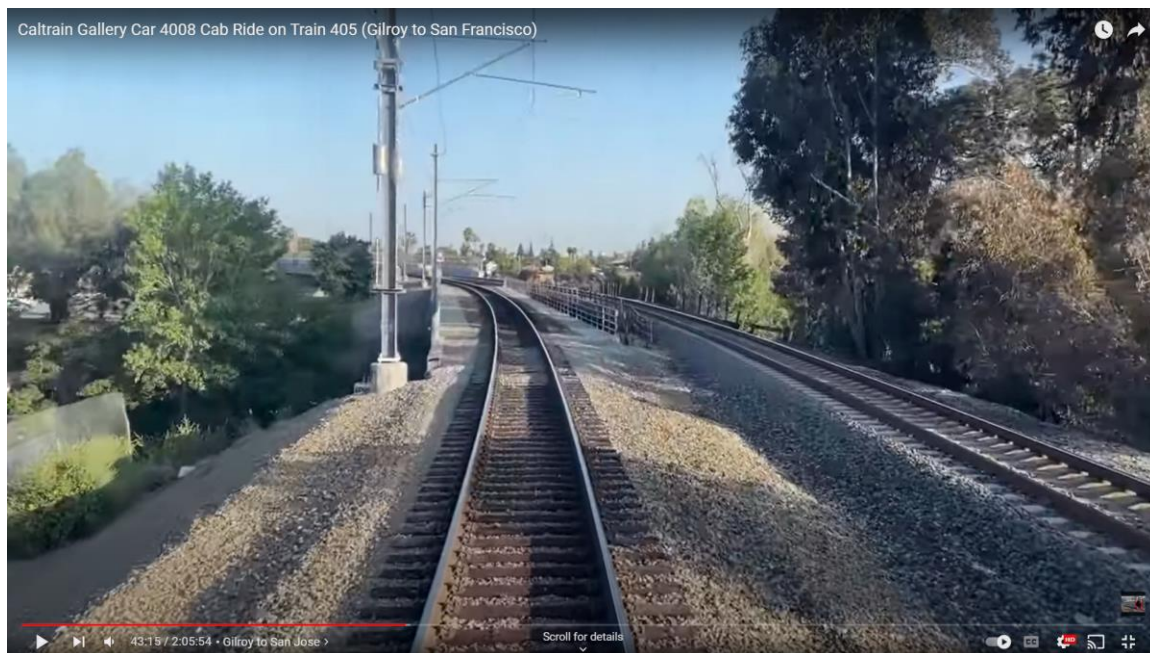
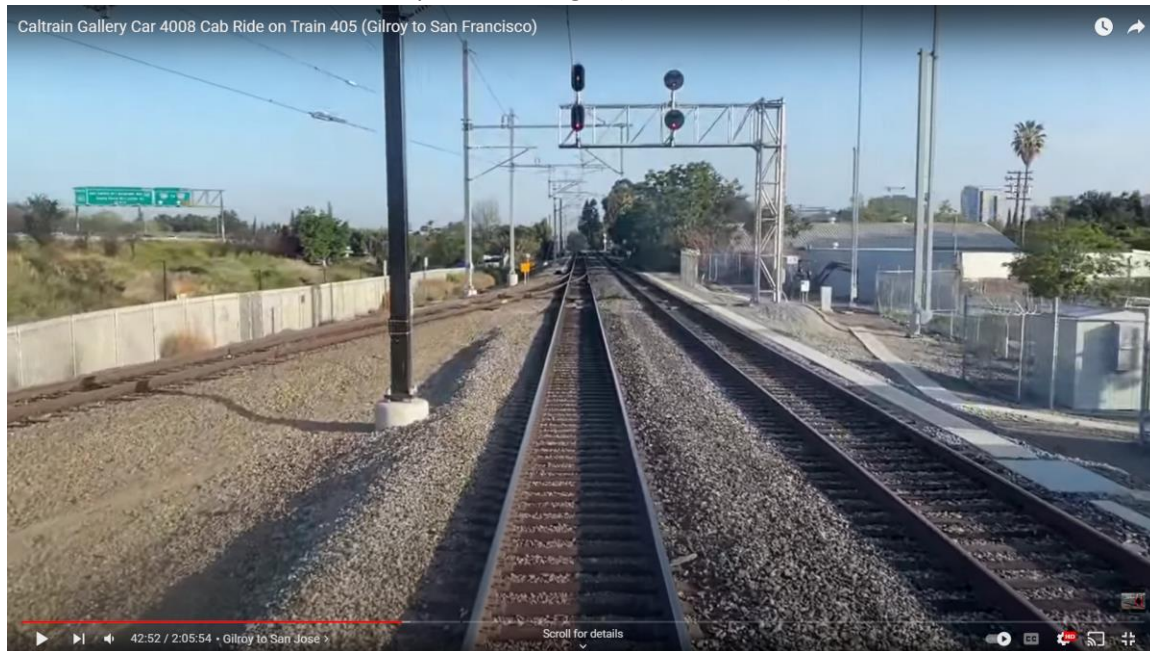
Issues with the current project

The project as currently envisioned proposes to replace one bridge (**MT-1**) and extend the other one (**MT-2**) by 110 feet. Given the current funding shortfall, **it is unclear why Caltrain should prioritize a bridge (**MT-1**) that (contrary to assertions by Caltrain's Interim Executive Director) is rarely used by Caltrain and will never be electrified.**



Northbound Caltrain approaching Tamien station on **MT-2** with another train waiting on the opposite side of the island platform (**MT-3**). **There are no plans to electrify **MT-1** (to the right).**

Current end of **MT-3**. The Guadalupe River bridges (**MT-2** & **MT-1**) are visible in the distance.



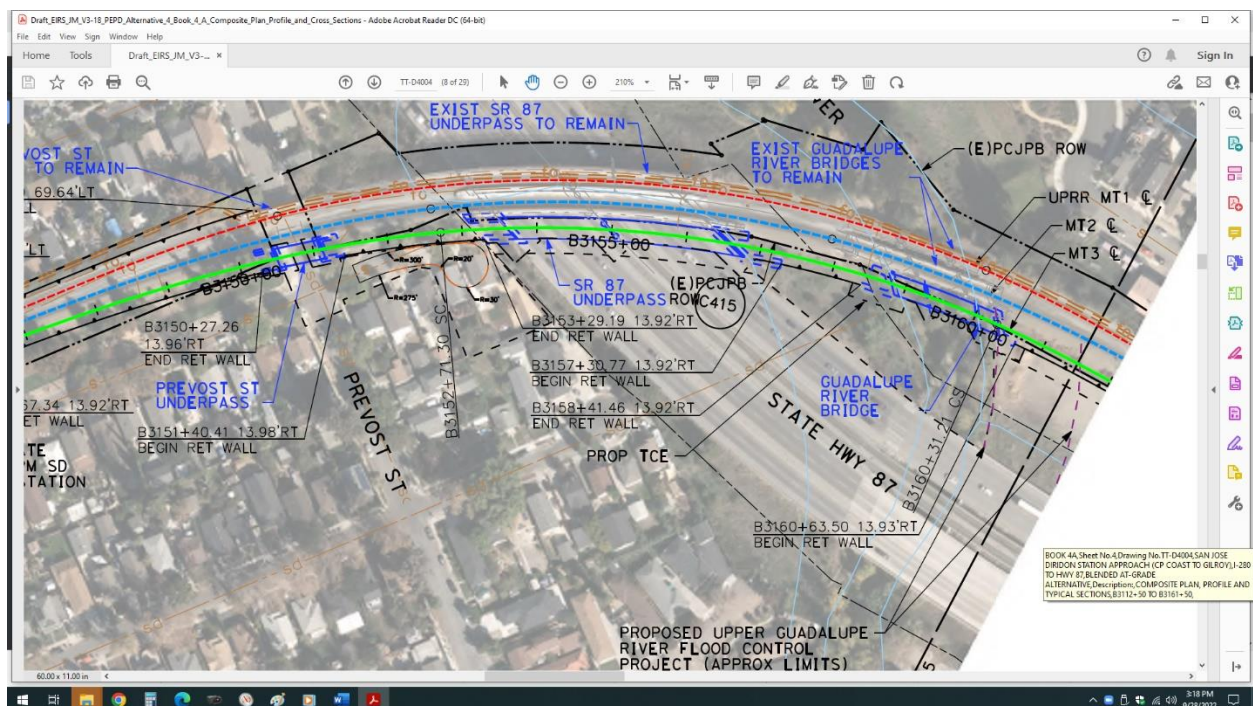
Approaching the Guadalupe River bridges

Guadalupe River bridges **MT-2** on the left & **MT-1** on the right



Phased alternative

Another approach could be to leverage the current funding envelope to prioritize the future **MT-3** bridge environmentally cleared in the Merced to San Jose EIR and delay the reconstruction of the **MT-1** & **MT-2** bridges until funding is available. Access to the **MT-3** bridge would be provided via the addition of a switch connecting **MT-2** to **MT-3** located between Highway 87 and the Guadalupe River.

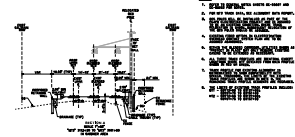
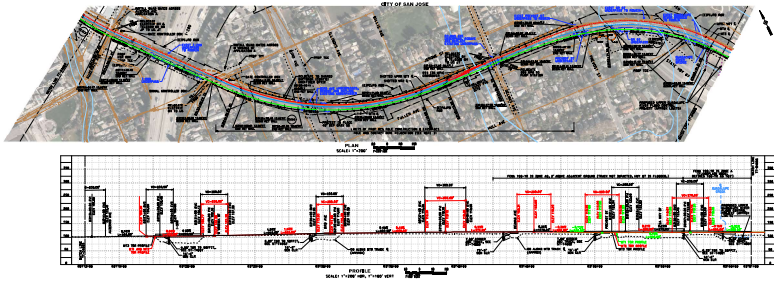


Recommendations:

- 1) **Reject all bids for the Guadalupe River bridge replacement project as currently proposed.**
- 2) Advance the engineering for the **MT-3** bridge (San Jose to Merced EIR drawing number TT-D4004 attached for your convenience).
- 3) Solicit bids for the **MT-3** bridge including the **MT-2** to **MT-3** switch and the extension of **MT-3** to Tamien platform #2.
- 4) Re-issue bids for **MT-1** & **MT-2** bridge replacements when funding has been secured.

Respectfully presented for your consideration

Roland Lebrun



From: Roland Lebrun
To: Baltao, Elaine [board.secretary@vta.org]
Cc: Board (@caltrain.com); SFTA Board Secretary; MTC Commission; cacsecretary (@caltrain.com); SFTA CAC
Subject: May 15, 2025 Administration & Finance Committee. Item 17.a 2016 Measure B Update March 2025
Date: Wednesday, May 14, 2025 4:28:15 PM
Attachments: image.png
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ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear Chair Turner,

The intent of this email is to alert the Administration and Finance Committee that the allocation of 2016 Measure B Corridor Capacity category funds to Caltrain's "Corridor Crossings Strategy" (<https://santaclaravta.igm2.com/Citizens/FileOpen.aspx?Type=4&ID=13500&MeetingID=4354>)



CALTRAIN CORRIDOR CAPACITY IMPROVEMENTS

- Caltrain continued progress on the completion of the Corridor Crossings Strategy.
- Allocation through FY25: \$42.5M
- Expenditure through March 2025: \$15.2M

Violates the 2016 Measure B Ballot Language as approved by the voters of Santa Clara County which reads as follows:

- **Caltrain Corridor Capacity Improvements—Estimated at \$314 Million of Program Tax Revenues in 2017 dollars.**

To fund Caltrain corridor capacity improvements and increased service in Santa Clara County in order to ease highway congestion, including: increased service to Morgan Hill and Gilroy, station improvements, level boarding, extended platforms, and service enhancements.

https://www.vta.org/sites/default/files/2021-06/2016_Measure_B_Ballot_Language.pdf

2016 Measure B Ballot Language

Title: 2016 Measure B Ballot Language.pdf Author: trian Created Date: 6/17/2021 10:15:35 AM

www.vta.org

Please consider directing staff to rescind this 2016 Measure B **Corridor Capacity Improvement** allocation to Caltrain and identify a different funding source for Caltrain's Corridor Crossing Strategy efforts.

Thank you in advance for your consideration.

Respectfully,

Roland Lebrun