

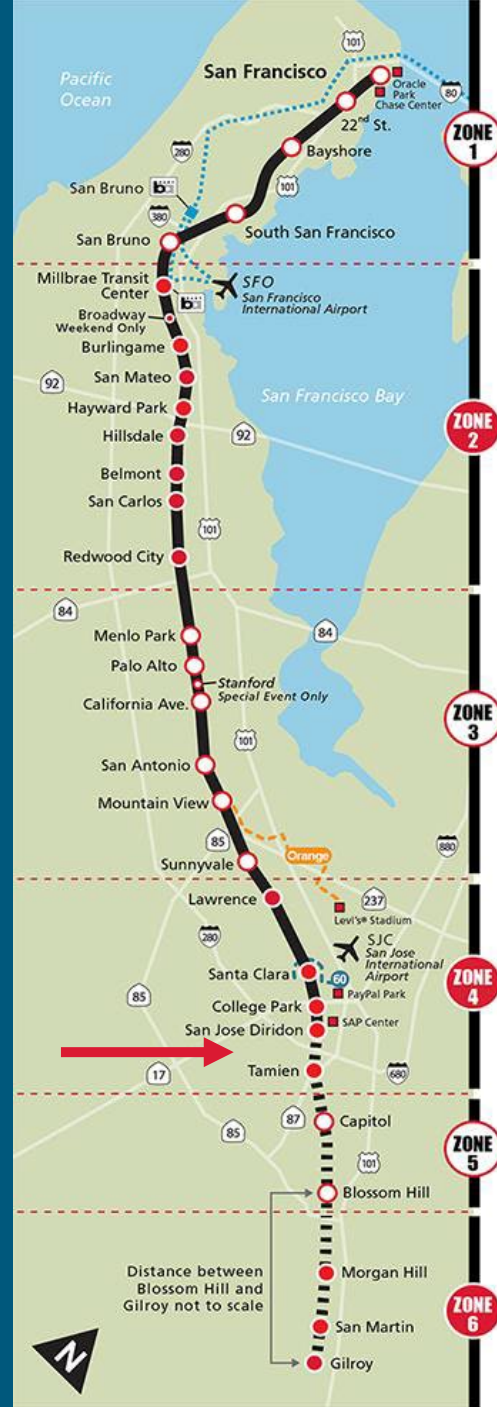
Guadalupe River Bridge Replacement Project

**JPB TOPS Committee Meeting
May 28, 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)

Board Action Requested

- a. Approve Revised Project Budget and Schedule and Funding Plan
- b. Approve Contract Change Order with Walsh Construction
- c. Approve VTA Bus Bridge Agreement
- d. Approve HDR Contract Amendment
- e. Approve Troutman Pepper Locke LLP Contract Amendment

Project Updates

Project Updates – Since May Board

- Continued multiple levels coordination with Permit Agencies to obtain amended permits
- Continued to work with the Environmental Protection Agency (EPA) to address prior compliance issues.
- Commenced Mobilization & June Construction Preparation
- Completed Project Reset with re-baseline Budget and Schedule
- Completed Construction Contractor Global Reset
- Completed Risk evaluation and allocated Risk Allowance and Project Contingencies
- Established full funding plan to cover additional Budget needs.
- Received concurrence from Waterboard on off-site Mitigation Mid Peninsular Hicks Ranch Site.

Permit Status – Required for Construction (Non-HMMP)

Agency	Type of Permit	Status
FTA	NEPA Re-Evaluation	Complete
CDFW	Streambed Alteration Agreement (SSA Amendment	Expected before May 31
RWQCB	401 Conditional Certification	Issued
USACE (Civil)	408 Permit	Issued
USACE (Reg)	404 Permit	Issued
Valley Water	Permit Amendment (Added work) Permit Extension (Org Work)	Expected Early June Received
Caltrans	Encroachment Permit	Expected Before May 31

Approve Re-Baseline Project Budget and Schedule and Funding Plan

Overview of Project Re-Baseline Schedule

Seasons	Major Activities	Major Milestones
2025 Dry Season June 15 – Oct 15, 2025	Water Diverging MT1 demo and foundation MT2 retrofit	Complete MT1 Steel Girder – September 27, 2025
2025/2026 Wet Season	MT1 Foundation and Super Structure (Outside of River Channel)	
2026 Dry Season June 15 – Oct 15, 2026	Water Diverging Complete MT1 Superstructure Complete MT2 Seismic work	Complete All Bridge Construction - Oct 15, 2026
Nov 2026 – March 2027	On Site HMMP	Contractor Substantial Completion - March 3rd, 2027
March – August 2027	Construction Contractor Close Out	Contractor Final Acceptance March 31, 2027

- Offsite HMMP Schedule - Target completion by 2027



Project Risks and Mitigations

Global Reset Change Order Price includes \$4 million Risk Allowance for Potential Risk Mitigations:

- Different Site Conditions (unanticipated hazardous materials, or existing foundations differ from record information)
- Bird Deterrent
- Different or additional permit requirement as we have known today
- Phytophthora Mitigation
- Storm Water/Ground Water Intrusions
- Alternative Pile Installation to acceleration schedule

Additional \$4.5 million Project Contingency to Cover :

- Uncertain market conditions; material, subcontractor or vendor price adjustment,
- Rare high river flows

Project Estimated Cost at Completion – Re-Baseline Budget

Description of Work	Original Budget (A)	Estimate At Completion (B)	Budget Increase (C) = (B)-(A)
Walsh Construction Contract	\$ 29,764,499	\$ 89,787,026	\$ 60,022,527
Design Services during Construction	\$ 1,220,344	\$ 2,312,930	\$ 1,092,586
Environmental Support (Including Compliance&Monitoring, Hazmat, Legal and Permitt Fees)	\$ 4,316,119	\$ 14,124,097	\$ 9,807,978
Offsite Habitat Mitigation(HMMP)	\$ -	\$ 12,250,000	\$ 12,250,000
Management Oversight(Agency, CM,PM, Safety and other's)	\$ 11,653,369	\$ 23,180,900	\$ 11,527,531
Others (TASI & Bus Bridge Support, ICAP)	\$ 3,780,623	\$ 16,834,453	\$ 13,053,830
PRIOR COSTS - Planning/Engineering & CalMod Improvements	\$ 6,325,423	\$ 5,275,945	\$ (1,049,478)
Contingency	\$ 6,638,215	\$ 7,624,247	\$ 986,031
Grand Total	\$ 63,698,593	\$ 171,389,598	\$ 107,691,005

Funding Plan

- Three county Transportation Authorities (TAs) Contributions FY26/FY27
- Utilization of FTA Section 5337 SOGR funds from FY25 and FY26
- Allocation of prior-year Local Partnership Program (LPP) funds
- Use of unassigned FY21 Toll Bridge AB664 funds
- Reallocation of TIRCP Bond funding. Deferred Project and Completed or Close out Projects.
- Cost savings from completed or closed-out projects
- Use of Capital Reserve Funds

Approve Global Reset Contract Change Order with Walsh Construction

Global Reset Contract Change Order with Walsh Construction

- Issued LNTPs – Material fabrication, mobilization, construction planning
- Finalized incurred costs via Original Contract including past change orders
- Negotiated and finalized cost to complete (validated by Caltrain ICE)
- Negotiated unresolved change orders
- Performed Risk assessment, mitigations, and allocated Risk Allowance Pool
- Revised Schedule-construction work two dry seasons
- Established Incentives and LDs
- Reduce on-site HMMP Cost through subcontracting to specialists

Original Contract Value	Amount Paid	Cost to Completion	Total Contract Value
\$31,126,833	\$15,940,304	\$ 73,846,722	\$ 89,787,026



Approve VTA Bus Bridge Agreement

VTA Bus Bridge Service Agreement

- Authorize the execution of an agreement between the Santa Clara Valley Transportation Authority (VTA) and Caltrain for bus bridge services during the construction of the Project.
- Insufficient time to provide the necessary protective measures between trains to proceed with continuous construction operations.
- Bus bridge service between Diridon and Tamien:
 - Allow Caltrain to de-energize the OCS,
 - Maintain the existing South County Connector service, and
 - Replace hourly EMU service between San Jose Diridon and Tamien during peak construction months
- Currently anticipated to be 8-10 months with a bus bridge designed to meet half hourly EMU service on the mainline. Will continue to evaluate to ensure cost effectiveness.
- Estimated Service Price is \$2M



Approve an Amendment to the Engineering Consultant Design Services Contract with HDR Engineering Inc. (HDR)

HDR Engineering Consultant Service

- Approve an amendment to the Engineering Consultant Design Services contract with HDR Engineering Inc. (HDR) to extend the term of contract No. 19-J-P-073 through September 30, 2027.
- Staff recommend that the scope, budget, and term of Caltrain's contract with HDR to continue Design Support During Construction (DSDC), support during the environmental permitting processes and record drawings services are required until completion of the construction phase.
- Increase the maximum aggregate not-to-exceed amount by \$1,586,066, from \$8,703,073 to \$10,289,139.

Approve Troutman Pepper Locke LLP Contract Amendment

Troutman Pepper Locke LLC (Troutman Pepper) - Extension and Capacity Increase

- Approve single source award and an amendment to Troutman Pepper Locke LLC (Troutman Pepper) for the Project and the San Francisquito Bridge Project.
- Since the fall of 2024, Troutman Pepper has advised Caltrain regarding the submission of revised permit applications to the resource agencies, the development of habitat mitigation plans, and Caltrain's response to the previous compliance challenges noted by the resource agencies.
- Troutman Pepper will continue to advise Caltrain with respect to these issues to support Caltrain's efforts to obtain permits and approval of mitigation plans before June 15, 2025, when the construction season begins, and to resolve the resource agencies' concerns regarding past compliance challenges.
- Extend 18 months and add additional \$750,000 in capacity to the contract (for a total not-to-exceed amount of \$990,000).



Customer Impacts

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 Program 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)

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Questions?

FOR MORE INFORMATION

WWW.CALTRAIN.COM

