

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

Funding

	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)

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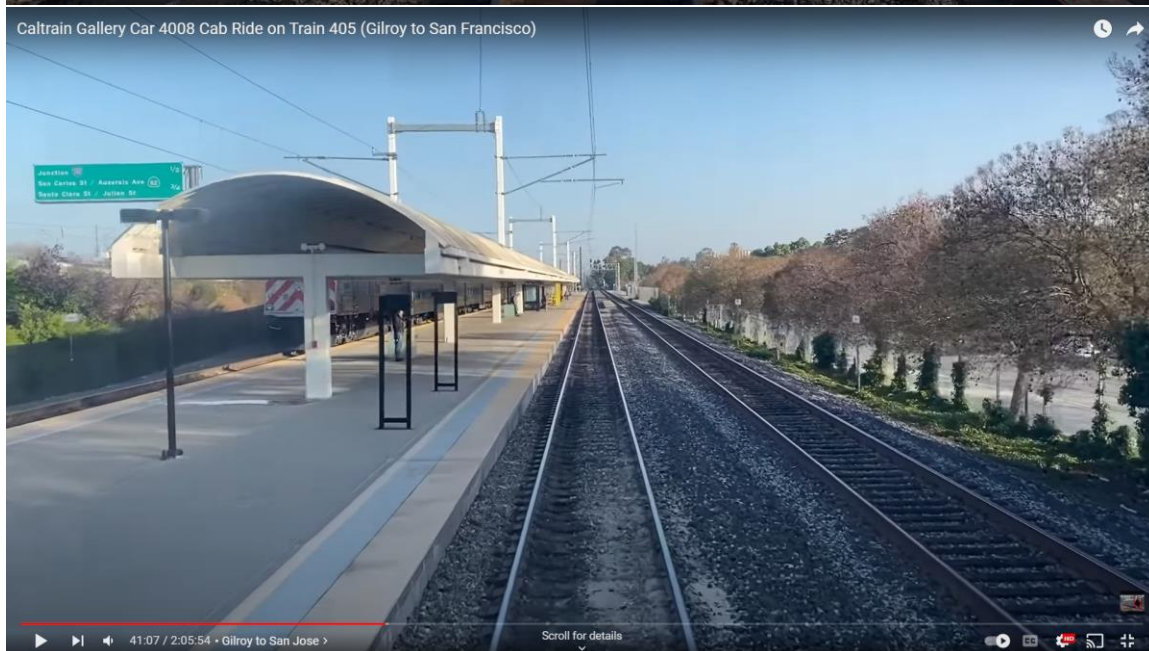
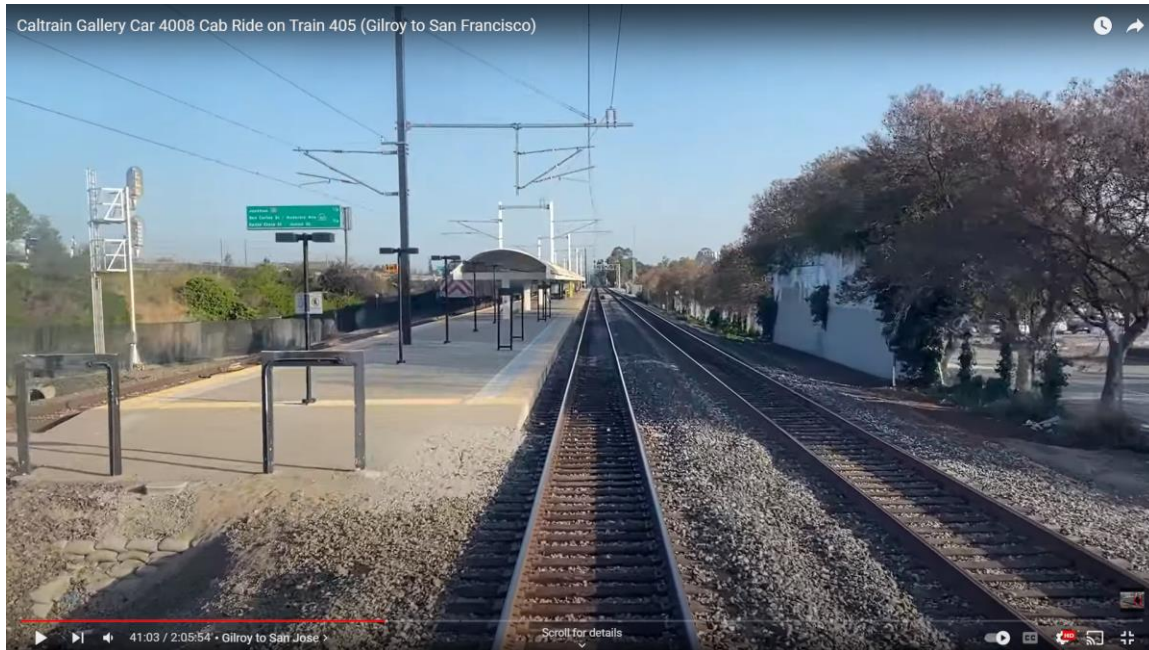
Risk	Mitigation	Critical Date
OCS installation delay due to low productivity	<ul style="list-style-type: none"> Additional BBII OCS crew training for regulation and variance in the OCS design/installation due to redesign and accommodations to resolve foundation Differing Site Conditions (DSC) issues. 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. Design-builder brought in more watchmen for off-track work. 	April 2023
Lack of field railway worker in charge (RWIC) for increased work crews	<ul style="list-style-type: none"> 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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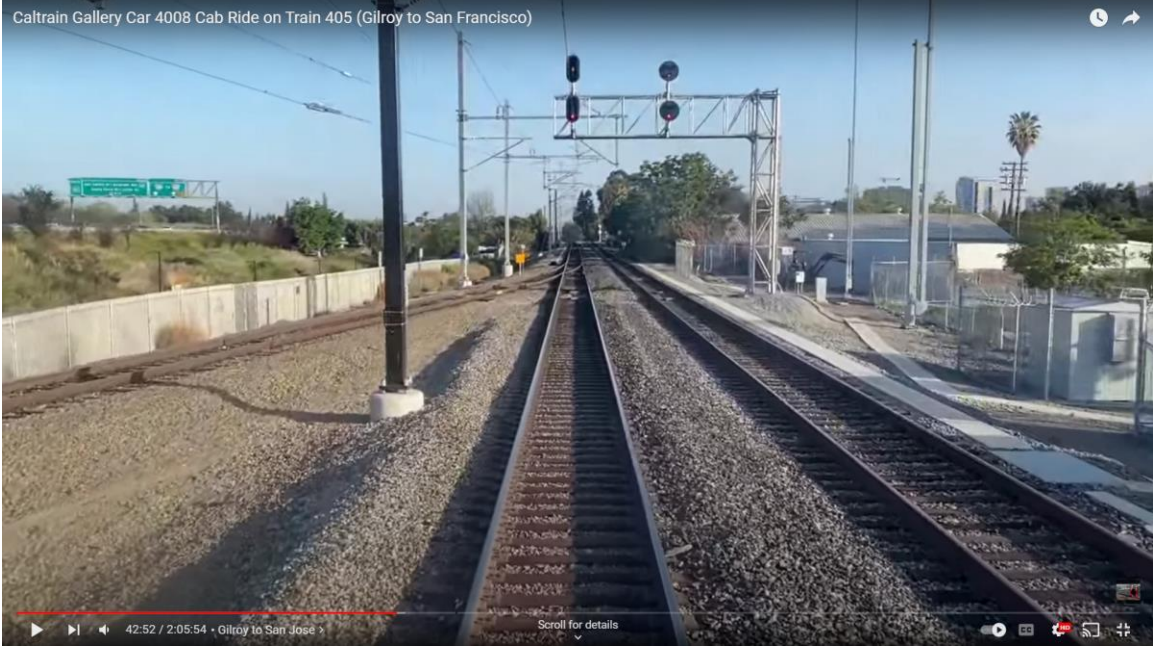
Issues with the current project

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.



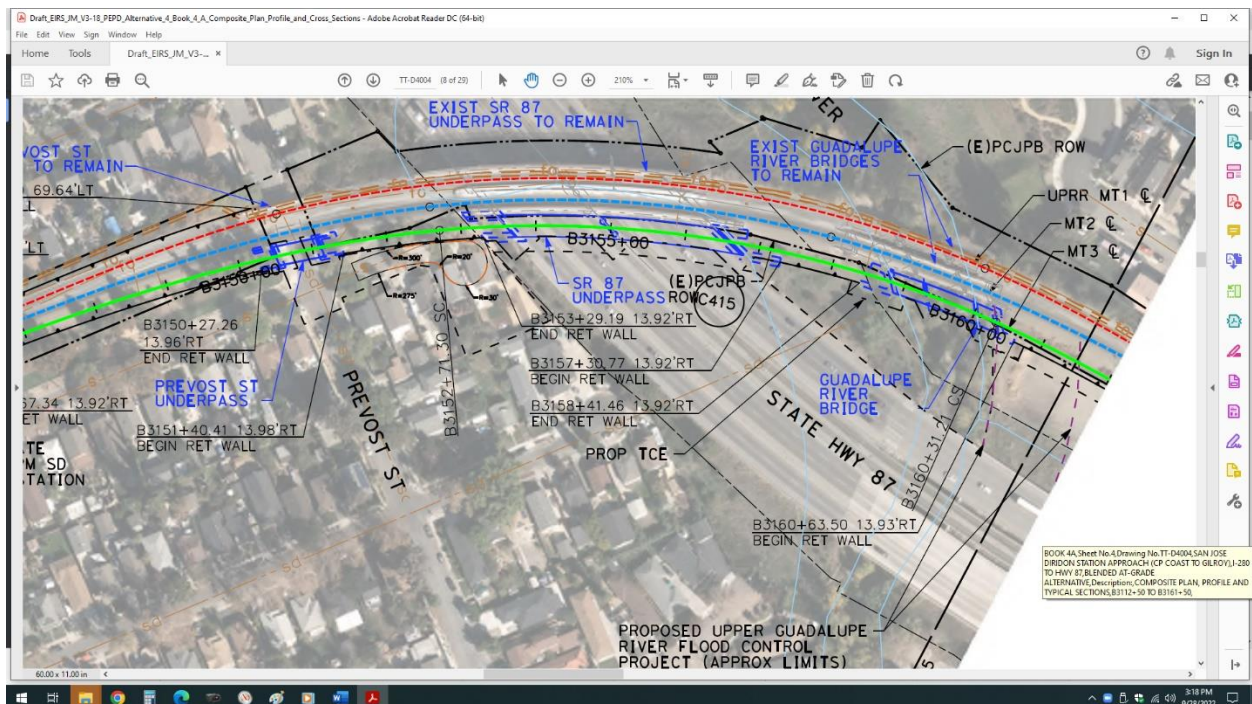
Approaching the Guadalupe River bridges

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.

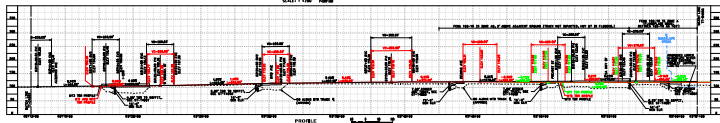
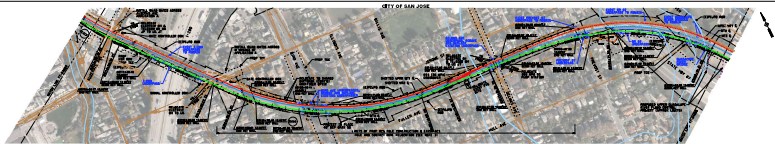


Recommendations:

- 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



SAN JOSE TO CRY BRIDGES VOLUME II
 ALTERNATIVE 4
 BOOK 6A
 SHEET 4 OF 148

RECORD PEPO SUBMITTAL
 MAY 3, 2019

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