

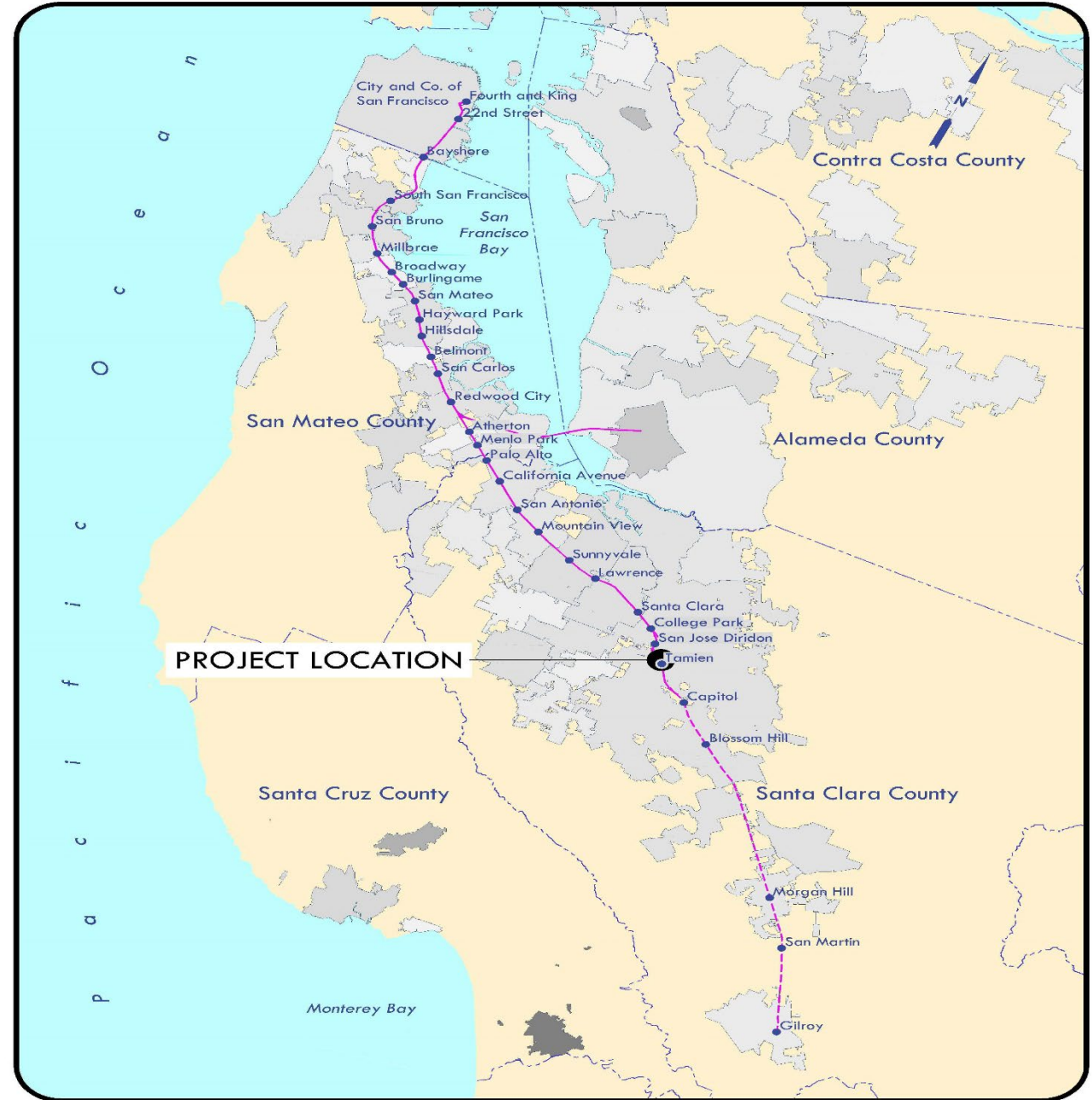
# Guadalupe River Bridge Replacement Project Award

JPB Board of Directors Meeting  
Agenda Item #8  
October 6, 2022



# Guadalupe River Bridge Replacement Project

## CALTRAIN CORRIDOR



# Guadalupe River Bridges Replacement and Extension

## Purpose and Need (per 2/4/21 JPB Resolution)

- 1935 MT1 Bridge is **structurally deficient, seismically vulnerable**, and has been damaged by **multiple fires** making it in need of immediate replacement
- Guadalupe River channel in the vicinity of MT1 and MT2 exhibits **geomorphic instability and erosion problems**, resulting in multiple emergency repairs to address **bank failures** adjacent to the bridges
- **Widening the Guadalupe River channel and lengthening the southern end of MT2** required to address the **geomorphic instability and risk** it poses to the bridge structures

# Summary Schedule

Date	Activity
May 2022	Issued Bid Advertisement
May – September 2022	Finalized UPRR and LPP funding plan amounts
<b>October 2022</b>	<b>Board action to award construction contract</b>
November 2022	Issue Limited Notice to Proceed; commence material procurement
FY24 and FY25 Budgets	Finalize blend of local and/or member agency funds and ACE
August 2023	Complete MT-2 construction ( <b>enable OCS reinstallation and testing</b> )
December 2024	Complete MT-1 construction
February 2025	Project closeout

# Construction Bid Prices Received August 26, 2022

Company	Grand Total Bid Price
<b>Engineer's Estimate</b>	<b>\$26,500,000</b>
Walsh Construction Company II, LLC, Concord, CA	\$29,764,499
Brosamer & Wall, Inc., Walnut Creek, CA	\$30,792,975
California Engineering Contractors, Inc., Pleasanton, CA	\$34,858,713
Disney Construction, Burlingame, CA/Mc Guire & Hester, Alameda, CA (A Joint Venture)	\$36,224,099

# Lowest Responsive and Responsible Bidder

## Walsh Construction Company II, LLC (Walsh)

- Staff and legal counsel determined Walsh to be the **lowest responsive and responsible** bidder.
- Walsh's committed disadvantaged business enterprise **(DBE) utilization of 25%** exceeds the JPB contract-specific goal of 14%.
- Staff contacted Walsh's references and confirmed its experience and competency.
- Staff concludes that Walsh is **appropriately qualified and capable** of meeting the requirements of the contract.



# Updated Project Cost Projection

Total projected cost has changed from \$52,225,135 to \$63,698,593 for an increase of **\$11,473,458**

- This increase reflects the **as-bid** construction price together with a **risk and contingency review** including a thorough analysis of recent construction industry price escalation, costs for removal and reinstallation of overhead contact system equipment to support bridge construction activities, **supplemental roadway worker protection**, temporary property rights, project management, and **construction engineering oversight**.
- There were also **staff and legal costs** expended associated with the **arbitration** process that resulted in a negotiated settlement agreement, which was approved by the Board on September 1, 2022, whereby Union Pacific Railroad will provide important funding into the Project.

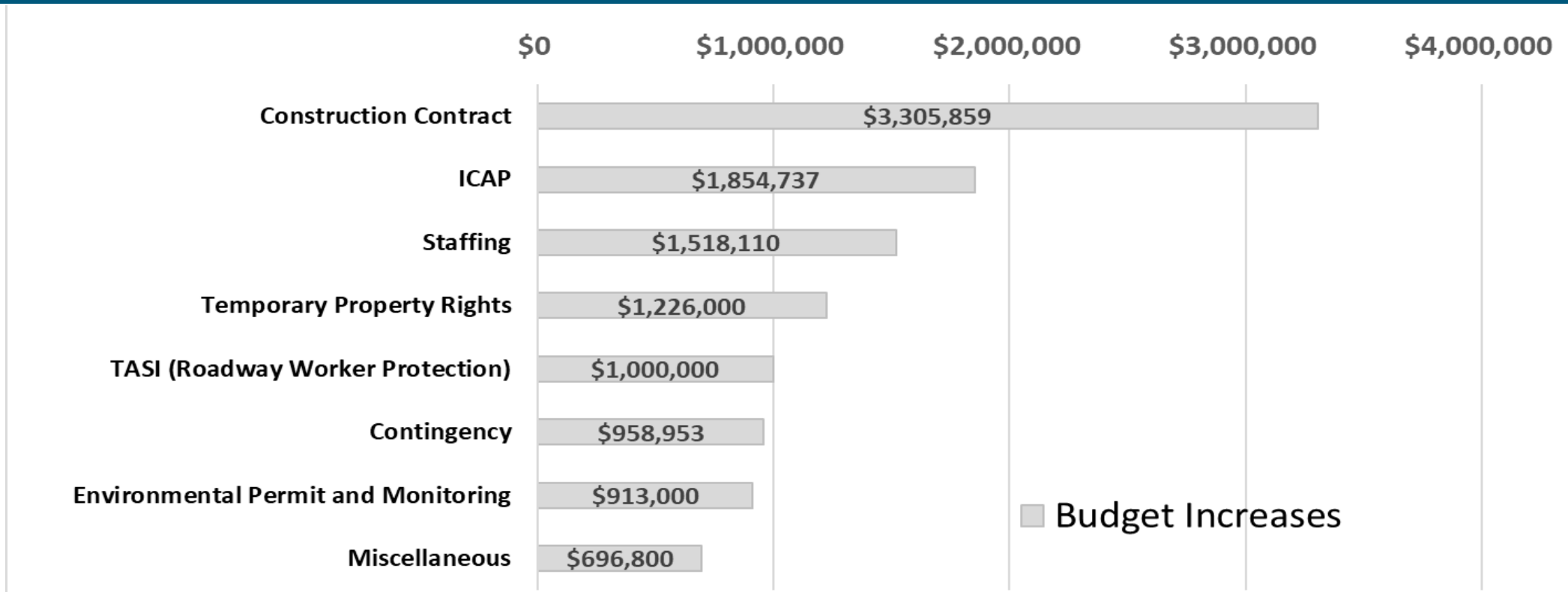
# Cost By Category

Prior Costs	\$8,837,228	14%
Construction, Construction Management, and Contingency	\$42,511,059	67%
ICAP	\$1,854,737	3%
Staffing	\$4,772,344	7%
Temporary Property Rights	\$1,226,000	2%
TASI (Roadway Worker Protection)	\$2,002,128	3%
Environmental Permit and Monitoring	\$1,110,768	2%
Misc.	\$1,384,330	2%
<b>Total</b>	<b>\$63,698,593</b>	<b>100%</b>

Misc. category includes PCEP interface and other smaller cost items



# Cost Increases by Category



Misc. category includes PCEP interface and other smaller cost items

# Cashflow

- Prior fiscal years funded **only design and some construction**
- There are **sufficient funds** to support the first year of construction
- Obligating financial resources **one year at a time** to support construction on a cashflow basis is **not a preferred approach**
- Given the bridge's conditions and funding levels for SOGR this is the **current plan**

# 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:							
<b>FTA Section 5337 **</b>			<b>\$6,353,943</b>		<b>\$13,021,834</b>	<b>\$13,021,834</b>	\$32,397,611
<b>State SOGR</b>					<b>\$2,377,573</b>	<b>\$2,377,573</b>	\$4,755,146
<b>Local Partnership Funds</b>			<b>\$3,288,623</b>	<b>\$1,317,377</b>			\$4,606,000
<b>UPRR</b>				<b>\$100,000</b>	<b>\$1,300,000</b>	<b>\$2,856,600</b>	\$4,256,600
<b>ACE</b>					<b>\$665,215</b>	<b>\$665,215</b>	\$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.**



# FY2024 and FY2025 Budgets Alternative Analysis

Staff will evaluate a **range of alternatives** as it prepares the FY2024 and FY2025 Budgets for **Board consideration**

## Anticipated range of alternatives

- (a) Utilizing a portion of the **Capital Reserve**
- (b) Using Measure RR funding currently obligated to **PCEP** for other capital projects if Federal and State funding is available to meet PCEP funding needs
- (c) Obtaining **member contributions** to support capital program
- (d) Shifting a portion of **Measure RR** revenues from the **operating** budget to the **capital** budget
- (e) **Financing** options

# Staff Recommendation

1. **Award a contract** to the lowest, responsive and responsible bidder, Walsh Construction Company II, LLC of Concord, California (Walsh), for the Guadalupe River Bridge Replacement Project (Project) for a total amount of **\$29,764,499**
2. **Authorize** the Acting Executive Director or designee to **execute a contract** with Walsh in full conformity with the terms and conditions set forth in the solicitation documents and in a form approved by legal counsel.

# Questions

FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)





# Urgency of MT-1 and MT-2 Extension for Riverbank Condition



MT-1 Bank Failure



MT-2 Bank Failure

- **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 failures threatening to undermine abutments at MT-1 and MT-2
- Project will **reduce flow velocity** and erosion

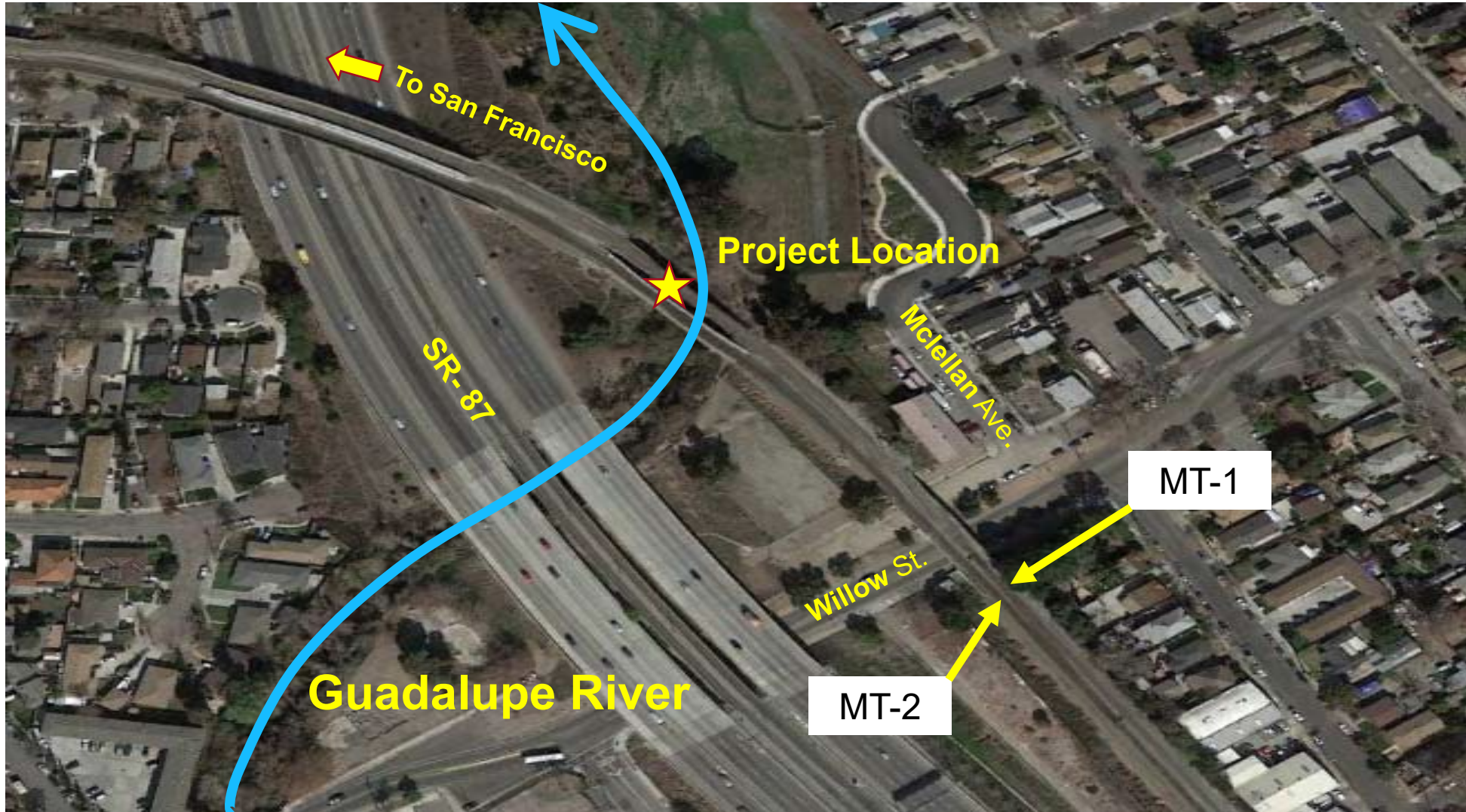


# Guadalupe River Bridges Replacement and Extension





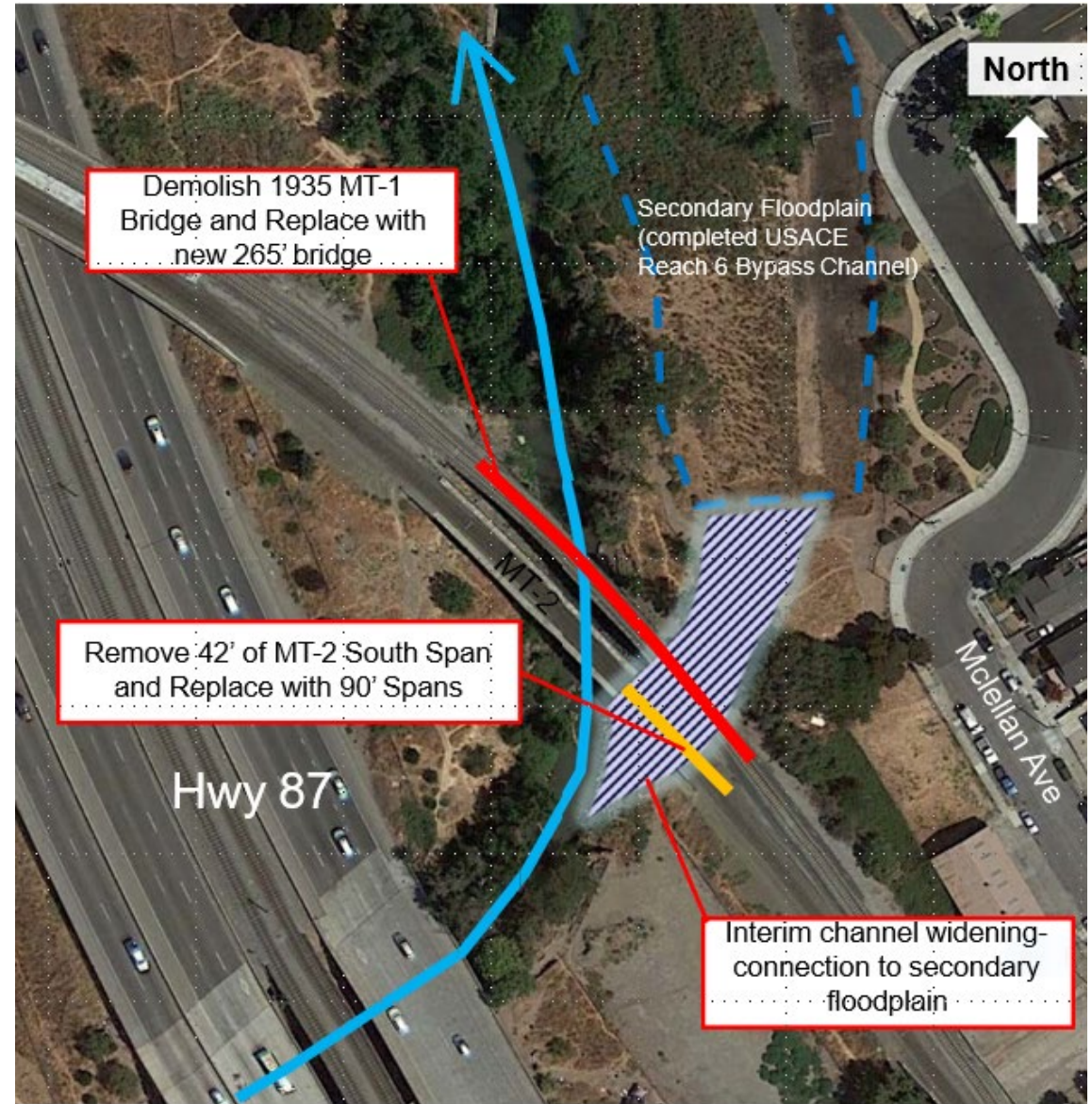
# Guadalupe River Bridges Replacement and Extension





# Scope

- **Replace MT-1** with new longer bridge (265 ft)
- **Remove 42' of existing MT-2** span and south abutment, and extend it to 90-foot spans
- Interim **channel widening** to reduce scour and risk to bridge structures



Change Order planned with Electrification project for OCS removal and replacement on MT2





# Guadalupe River Bridges Replacement and Extension



MT-1 (1935)



MT-1 (1935)

MT-2 (1990)



# Urgency of MT-1 Replacement for Structural Condition



- Deteriorating structural condition of 1935 trestle exacerbated by **bank failures and fire** - requires constant attention
- Structure does not meet **seismic criteria**

# Urgency of MT-2 Reconstruction for PCEP System Testing

**PCEP:** OCS work winding down, crews available

Integrated Testing of Segment 2 begins 9/30/23

In-Water  
Work  
Window

In-Water  
Work  
Window

2022

2023

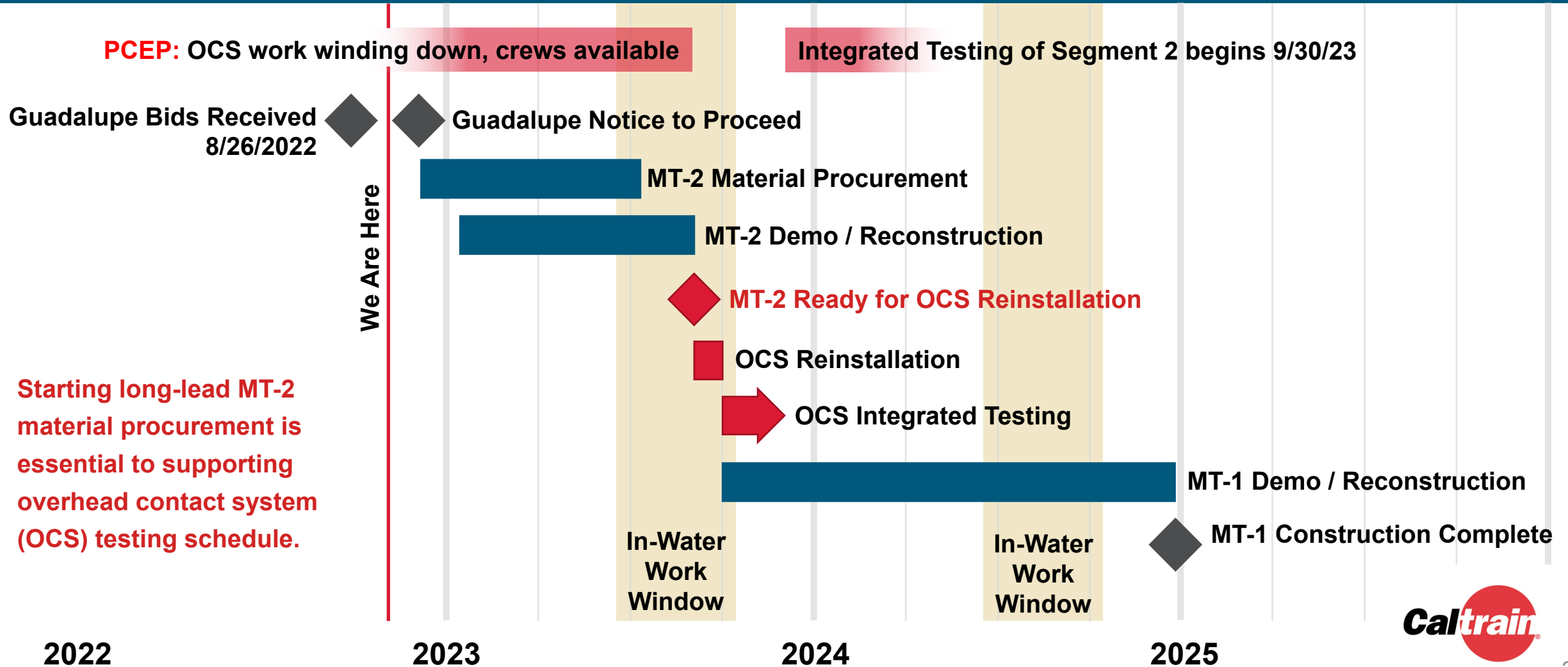
2024

2025





# Urgency of MT-2 Reconstruction for PCEP System Testing



Starting long-lead MT-2 material procurement is essential to supporting overhead contact system (OCS) testing schedule.