

# San Francisco Creek Bridge

## Emergency North Bank Restoration

JPB Finance Committee  
January 22, 2024



# San Francisquito Creek Bridge

# Emergency North Bank Restoration

# Project Location

## CALTRAIN CORRIDOR



# Previous Board Action

On January 4, 2024, Resolution 2024-01 renewed the Board's previous findings that:

- **An emergency**, as defined by Section 1102 of the California Public Contract Code, existed at the **north channel embankment** at the San Francisquito Creek Bridge due to erosion that threatened the integrity of the structure supporting the JPB's tracks; and
- The emergency **did not permit a delay** resulting from a formal solicitation for bids, and the JPB must continue to act expeditiously to repair necessary facilities; and
- Authorized emergency repairs without adopting plans and specifications or **giving notice to potential bidders**; and

# Previous Board Action

- Delegated to the Executive Director, or designee, the authority: to approve all plans and/or designs; to **execute a contract with Walsh Construction II, LLC**, to undertake emergency repairs of the north channel embankment at the San Francisquito Creek Bridge at a price that staff has determined is fair and reasonable; and
- To take all other actions required to respond to said emergency, **provided that the Executive Director reports such actions to the Board at each monthly Board meeting until the emergency situation is resolved**, with a final report to be made at the first Board meeting after the emergency is resolved.
- **Requesting renewal of these previous Board Actions** pursuant to California Public Contract Code section 22050(c)

# Geographic Location Overview



# San Francisquito Creek North Bank Erosion





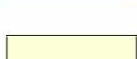

Erosion threatens to undermine  
(from left to right):

- **Rail bridge** owned by JPB
- **Drain outfall** owned by City of Menlo Park
- **Alma Street Bicycle Bridge** owned by City of Palo Alto



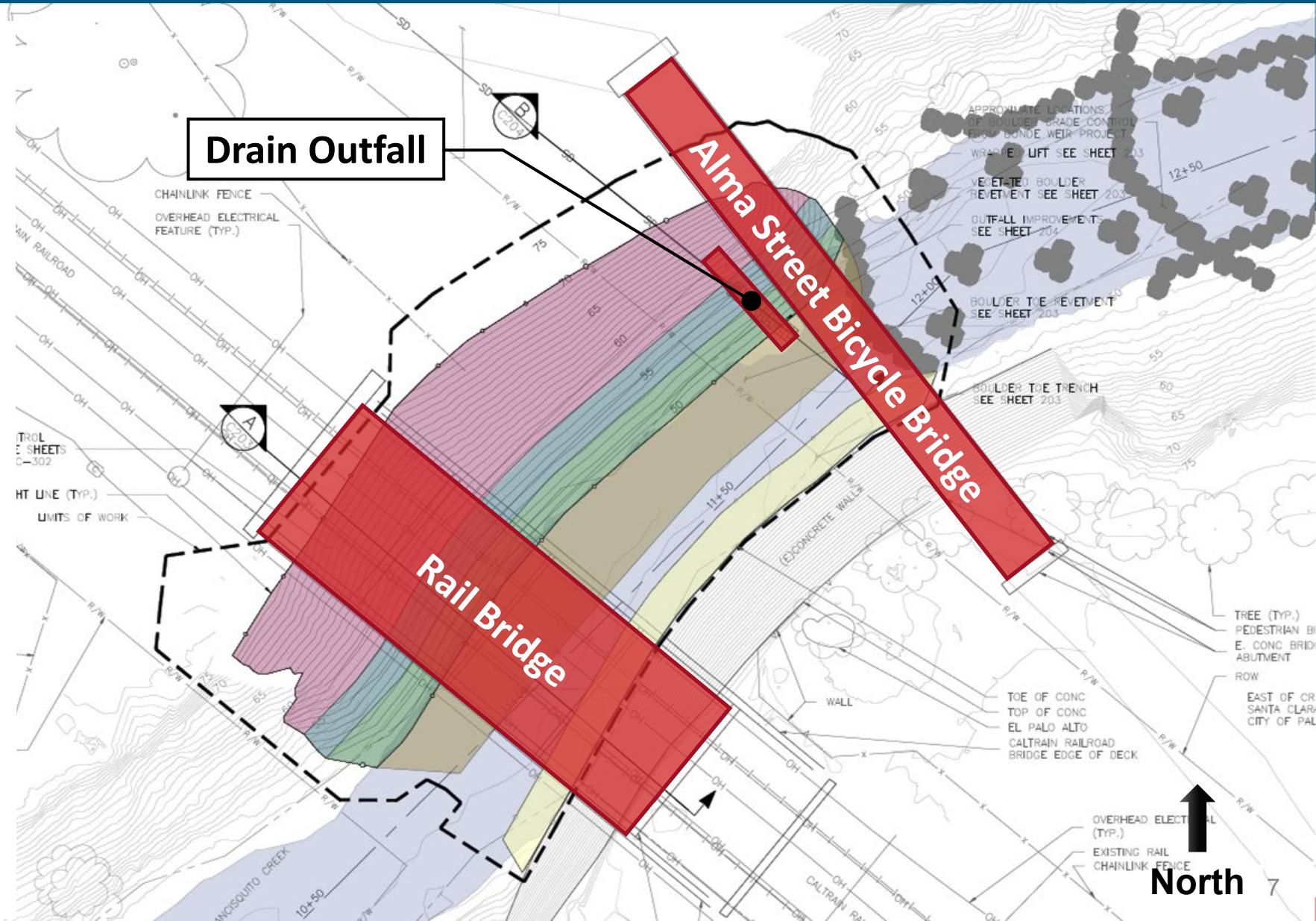
# Permanent Stabilization: Design

## LEGEND

	Boulder Toe Revetment
	Vegetated Boulder Revetment
	Wrapped Lift
	Erosion Control
	Boulder Toe Trench
	Assets to be Protected

The scope of the project will address erosion around:

- Caltrain rail bridge
- Menlo Park drain outfall
- Alma Street Bicycle Bridge



# Permanent Stabilization: Current Status

During the months since identifying the creek bank erosion, the JPB has:

- **Prepared** a creek bank stabilization **design** that benefits JPB, Menlo Park, and Palo Alto
- **Executed** a joint project funding **agreement** with the Cities of Menlo Park and Palo Alto
- **Executed** a **contract** with Walsh Construction and prepared for immediate implementation of the permanent stabilization project
- **Obtained** all but one permit: a Section 404 from the U.S. Army Corps of Engineers
- **Did not implement the permanent stabilization project** during the 2023 dry season due to inability to obtain the Section 404 permit.



# Permanent Stabilization: Next Steps (2024)

JPB staff will:

- **Continue** to pursue a **Section 404 permit** from the U.S. Army Corps of Engineers
- **Implement** the **permanent stabilization** project during the upcoming creek construction window between June 15th and October 15th of 2024.

In the meantime, to protect the San Francisquito Creek Rail Bridge from potential storms during the 2023-2024 winter, JPB staff implemented temporary stabilization measures.

# Temporary Stabilization: Current Status

In the month of November, the JPB Executive Director:

- **Received a technical report** from the Engineer of Record concluding that, “the existing bank is likely to erode and would not be stable during/after a large storm event.”
- In light of the National Oceanic and Atmospheric Administration’s forecast of a wet winter for the region, **declared an emergency** situation for the San Francisquito Creek Bridge; and
- **Directed that all necessary and appropriate actions be taken** to address the emergency, including the mobilization of resources and implementation of temporary creek bank stabilization measures.

# Temporary Stabilization: Current Status (Cont.)

In light of the Executive Director's emergency declaration, JPB staff has:

- **Prepared a design** for temporary stabilization measures using the same boulder material as the permanent stabilization, such that it can be repositioned and reused in 2024
- **Performed hydraulic modeling** to confirm that the temporary stabilization will not increase flood risk to the surrounding community
- **Engaged the U.S. Army Corps of Engineers** to pursue an emergency permit in parallel with the implementation of the emergency stabilization measures
- **Completed** the emergency stabilization project on November 22, 2023.

# Temporary Stabilization: Current Status (Cont.)



# Temporary Stabilization: Next Steps

To continue protecting the San Francisquito Creek Rail Bridge, JPB staff will:

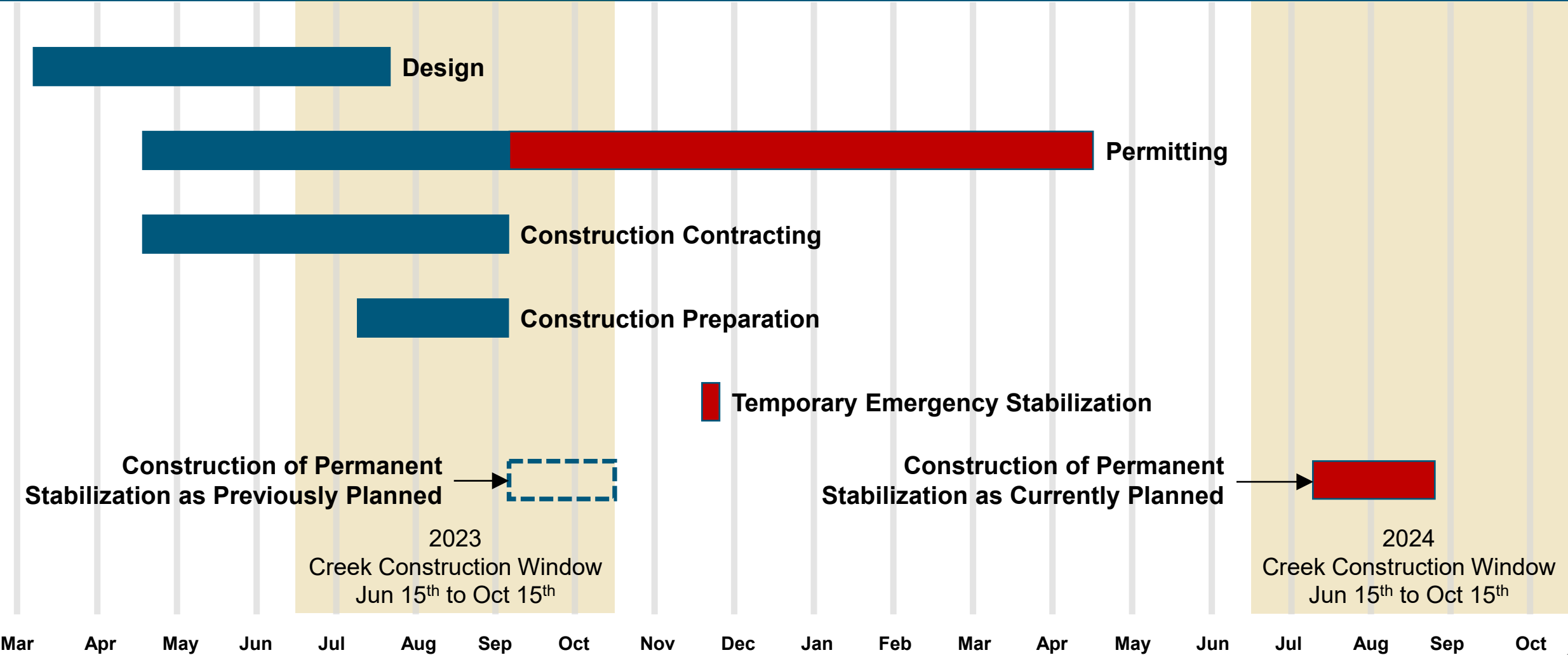
- Continue to **coordinate with the U.S. Army Corps of Engineers**; and
- During the 2024 dry season, **remove the temporary stabilization measures** for implementation of the permanent stabilization project on behalf of JPB, the City of Menlo Park, and the City of Palo Alto.

# Temporary Stabilization: Continued and Ongoing Emergency

While temporary stabilization measures were implemented:

- Temporary stabilization measures have **ameliorated the risk of immediate collapse** of the embankment
- However, these measures only addressed the **immediate concern**
- A **continued risk to the Bridge exists**, especially due to predictions of a “strong” El Nino winter
- The emergency will persist **until permanent stabilization** measures are completed

# Schedule



# Requested Board Actions

JPB staff recommends that the Board **renew** its prior January 4, 2023, findings that:

- **An emergency**, as defined by Section 1102 of the California Public Contract Code, existed at the **north channel embankment** at the San Francisquito Creek Bridge due to erosion that threatened the integrity of the structure supporting the JPB's tracks; and
- The emergency **did not permit a delay** resulting from a formal solicitation for bids, and the JPB must continue to act expeditiously to repair necessary facilities; and
- Authorized emergency repairs without adopting plans and specifications or **giving notice to potential bidders**; and



# Requested Board Actions

- Delegate to the Executive Director, or designee, the authority:
  - To approve all plans and/or designs; to **execute a contract with Walsh Construction II, LLC**, to undertake emergency repairs of the north channel embankment at the San Francisquito Creek Bridge at a price that staff has determined is fair and reasonable; and
  - To take all other actions required to respond to said emergency, **provided that the Executive Director reports such actions to the Board at each monthly Board meeting until the emergency situation is resolved**, with a final report to be made at the first Board meeting after the emergency is resolved.

# Questions

