ITEM NO. 3

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: January 10, 2025

To: Street and Transportation Projects Oversight Committee
Matthew W Szabo, Office of the City Administrative Officer (CAO), Chair
Sharon Tso, Chief Legislative Analyst (CLA)
Randall Winston, Office of the Mayor (Mayor)

From: Nadir Shah, Principal Civil Engineer
Bridge Improvement Division
Bureau of Engineering

Nadir Shah Digitally signed by Nadir Shah DN: C=US, E=Nadir.Shah@lacity.org, O=BOE, OU=BID, CN=Nadir Shah Date: 2025.01.02 16:27:03-08'00'

Subject: THE BUREAU OF ENGINEERING FISCAL YEAR (FY) 2024-2025 MOBILITY AND LA RIVER PROJECTS - GLENDALE BOULEVARD-HYPERION AVENUE VIADUCT IMPROVEMENT PROJECT: RECEIPT OF BIDS AND CALTRANS OFFER OF FUNDING

RECOMMENDATIONS:

1. Approve the proposed counteroffer to Caltrans as detailed in this report.

2. Authorize the Bureau of Engineering to continue negotiations with Caltrans and report back to STPOC for concurrence on the final agreement.

BACKGROUND:

The Glendale Boulevard – Hyperion Avenue Viaduct Complex (Project) is located between Atwater Village in the Northeast Los Angeles Community Planning Area and the Hollywood Community Planning Area of the City of Los Angeles (City). Completed in 1929 as a World War I memorial, the Viaduct Complex spans the Los Angeles River, Interstate 5 (I-5), and Riverside Drive. It comprises the following structures:

- Spans 1 & 2: Hyperion Avenue viaduct over Riverside Drive (53C-1882)
- Span 3: Hyperion Avenue viaduct over Interstate 5 (I-5) (53-1069)
- Spans 4 -13: Hyperion Avenue viaduct over the Los Angeles River (53C-1881)
- Spans 8-13: Southbound Glendale Boulevard Bridge over the Los Angeles River (53C-1883)
- Spans 8-13: Northbound Glendale Boulevard Bridge over the Los Angeles River (53C-1884)

Of the five structures in the Viaduct Complex, the Hyperion Avenue Viaduct over I-5 (Span 3) is the only component that is part of the State Highway System. The remaining four structures are

under the jurisdiction of the City. The Viaduct Complex represents a major traffic artery between Northeast Los Angeles and Glendale which experiences roughly 4000 vehicles per hour during peak traffic periods.

The historic Glendale-Hyperion Bridges are on Caltrans' mandatory seismic retrofit list due to their vulnerability to significant damage in the event of a maximum probable earthquake. Designed nearly 96 years ago using the AASHTO code, the bridges were built with a design life of 75 years. While seismic design criteria for buildings were introduced in the Uniform Building Code (UBC) in 1927, California did not adopt seismic standards for bridge design until 1971. As a result, the five bridges were not designed to withstand seismic activity and have exceeded their intended life span.

A partial retrofit for Spans 3 and 4 was completed in 1995, involving the installation of pipe shear keys to restrain the deck slab to the piers and abutments, as well as strengthening the pier and abutment transverse walls. However, a comprehensive seismic retrofit analysis, conducted by the Consultant and reviewed and approved by the Caltrans Structures Liaison Engineer, determined that a holistic retrofit is required for all spans to address potential failure modes.

During the retrofit analysis, which used a seismic level of ground shaking with a 5% probability of exceedance in 50 years, the following damage to the existing complex was identified:

- Failure of all piles supporting the bridge, leading to significant lateral movement.
- Collapse of columns connecting the deck to the arches at Spans 3 and 4 (over I-5).
- Collapse of the earth-filled bridge deck in Spans 1 and 2 (over Riverside Boulevard).
- Collapse of the decorative pylons rising above the deck.
- Additional significant structural damage requiring extensive repairs.

The scope of the project is to seismically retrofit and rehabilitate the existing viaduct complex along the historic corridor of Hyperion Avenue and Glendale Boulevard. The Glendale-Hyperion Bridges are in a seismically active region and are vulnerable to major earthquakes originating from five nearby faults. The project site is approximately 800 feet south of the Hollywood Fault near its junction with the Raymond Fault, with the Elysian Park, Puente Hills, and Verdugo-Eagle Rock Faults located within 4.3 miles. These faults are capable of producing earthquakes with a Moment Magnitude ranging from 6.6 to 6.9. For the seismic retrofit, the Maximum Considered Earthquake (MCE) is a magnitude of 6.8.

While undertaking the major overhaul, this project aims to preserve and restore all historical elements, including replicating historical railings, preserving historical pylons, and refurbishing or replicating existing light poles. The project also involves re-aligning the I-5 northbound off-ramp, adding bicycle and pedestrian access ramps, creating green space, and constructing an infiltration basin to protect the water quality of the LA River. Additionally, a bicycle lane will be added to each side of Hyperion Avenue within the project area as part of roadway re-configuration.

Traffic will remain open throughout the construction of the bridge project. The nearby Red Car Pedestrian Bridge, located South of the Glendale-Hyperion Bridge, will serve as a pedestrian

circulation mitigation during construction. Additionally, the early completion of the I-5 off-ramp will improve maneuverability for vehicles exiting the I-5 at Glendale Boulevard during the construction period.

Original Budget

After completing the design, the Bureau of Engineering (Engineering) submitted the Request for Construction Authorization (RFA) package to Caltrans Division of Local Assistance in August 2022. To expedite the RFA approval, Caltrans Local Assistance advised Engineering staff to limit the construction cost estimate to approximately $76M, including contingency. The City also allocated $9.2M for Construction Engineering services, bringing the total construction budget to $82.7M.

Capping the construction budget at $82.7M avoided exceeding the $100M total project cost threshold, which would trigger the high-cost project procedures outlined in Caltrans Local Assistance Procedures Guideline Chapter 6 (DLA-OB-10-01), a complex and time-consuming process. Based on the approved programming, Engineering's local match burden was $8,303,024.21. See Table 1 below:

Table 1: Original Calculation of City's Burden of Local Match

	HBP (Federal)	*LBSRP (Prop 1B)**	*Non-Participating Items*
Construction	$ 66,194,000.00	-	$ 2,752,574.05
Construction Engineering (15%)	$ 9,929,100.00	-	-
Contingency (10%)	$6,619,400.00	-	$ 275,257.41
Total Base Amount	$ 82,742,500.00	-	**$ 3,027,831.46**
Total Local Match (11.47%)	**$ 9,490,564.75**	**($ 4,215,354)**	-
Total City Portion of Local Match = *HBP(Federal) – LBSRP(Prop1B) + NonParticipating Items* = **$8,303,042.21**			

*Note: Prop 1B/LBSRP (Local Bridge Seismic Retrofit Program) funds provides a contribution to the required local match and is therefore not included in the City's Burden of local match.

Caltrans Local Assistance and Engineering reached an understanding to proceed with bidding and awarding the project using the programmed amount of $69M, excluding contingency. If the bids received exceeded the programmed amount, Caltrans Local Assistance agreed to collaborate with Engineering to navigate the high-cost procedures and secure additional construction funds to award the project.

Status Updates

With an approved RFA and Federal Authorization (E-76) from Caltrans Local Assistance, Engineering initiated the Bid/Award process on 9/7/23, setting a bid opening date of 11/1/23. A single bid of $212,902,971.50 was received on that date. However, Caltrans determined that the Project could not be funded at this cost, as it did not meet the criteria for justifying an unreasonably high bid under Caltrans Local Assistance Procedures Manual (LAPM) Chapter 15. Caltrans HBP/Local Assistance staff advised Engineering to reject the bid and investigate the reasons for receiving only one bid. Consequently, the sole bid was rejected, and Engineering began preparations to re-advertise the project.

Based on feedback from discussions with potential bidders, Engineering improved clarity by refining the project specifications and providing additional referential information to help bidders price the work more accurately. The original construction estimate was also updated using the latest 2023 cost data, amounting to approximately $135M. However, to avoid a lengthy review process associated with high-cost agreement procedures, Caltrans Local Assistance once again advised Engineering to re-advertise the project without increasing the original cost estimate. The Board of Public Works re-advertised the project on May 31, 2024. To encourage more firms to bid, plan holders were invited to a workshop on June 7, where Engineering showcased the major features of the project through a 3D flyover video and animation.

The Board of Public Works received two bids on July 24, 2024:

Table 2: Tabulation of (2) Bids Received

Firm	Bid Amount
Stacy & Witbeck	$208,824,888
Steve Rados	$211,419,892

The two bids differ by only 1.2% but are significantly higher than Engineering's updated estimate. Stacy & Witbeck's bid item prices are uniformly higher than Engineering's estimate across most of the 412 bid items. In contrast, Rados' bid item prices are exceptionally high for structural items but are relatively comparable to Engineering's estimate for roadway and traffic items. The Table 3 below highlights a few bid items with notable differences:

Table 3: Comparison of Major Bid Item Amounts to City Estimate

Bid Item Description	Stacy & Witbeck's Bid	Steve Rados' Bid	City's Updated Estimate

Prepare and Implement Stormwater Pollution Plan (for both Caltrans & City right of way)	$6,517,393.50	$1,500,000	$1,088,250
Temporary Traffic Control on Riverside DR for Bridge Retrofit	$917,800	$200,000	$250,000
Temporary Crash Cushion (multiple items for various traffic staging)	$15,500 Each	$500 Each	$402.5 Each
Trench Shoring	$5,225,600	$979,800	$979,800
Structural Concrete, Bridge	$6,269,400	$17,496,000	$5,832,000

The following factors contributed to the bids being significantly higher than Engineering's estimate:

- The construction of the Glendale-Hyperion project involves multiple trades and requires collaboration among various specialty firms, adding complexity to work coordination and management. Additionally, Caltrans mandates 23% DBE (Disadvantaged Business Enterprise) participation, which poses additional risk to the prime contractor if these small DBE firms encounter unforeseen challenges. As a result, contractors often bid conservatively to account for these potential risks.
- The construction duration is estimated to last 4 to 5 years, which is relatively long. The bids were submitted following a period of significant increases in construction costs over the past few years. According to the latest Caltrans price index, highway construction costs have escalated by more than 10% annually over the past four years. Similarly, the City's index indicates an average annual increase of approximately 8% over the last two years.

Engineering submitted the bid results and a cash flow analysis for Stacy & Witbeck, the presumed low and responsive bidder, to Caltrans Local Assistance and requested an increase in Federal and State Proposition 1B funds to award the contract. Since the total project cost exceeds $100M, Caltrans Local Assistance requires the City to commit local match funds and enter into a High-Cost Agreement before obligating the grants.
Caltrans HBP reviewed the City's detailed bid and cash flow analyses and issued a formal funding offer for the project on 9/30/24. Engineering reviewed previous project costs and provided a range of estimates for project delivery. Lessons learned from previous projects, including numerous unforeseen conditions, have been incorporated into the design of this project. The higher end of the cost range informed the evaluation of Caltrans' offer and whether the City should pursue additional funds. Details of the offer and Engineering's projected delivery costs are outlined in Table 4 on the next page:

Table 4: Current Funding Offer from Caltrans and Projected Delivery Amount

	Project Cost per Caltrans' Offer	Total Projected Project Delivery Amount*
Construction	$208,824,888.00	$208,824,888.00
Construction Engineering	$20,882,488.80	$20,882,488.80
Contingency	$20,882,488.80	$20,882,488.80 - 52,206,222.00
Total Base Amount	**$250,589,865.50**	**$250,589,865.50 - $281,031,110.00**

*Note: Provided to demonstrate the estimated projected project delivery range based upon contingencies required on previous bridge projects.

The Table 5 below outlines the range of local match funds that the City would be responsible for based on Caltrans' current offer in Table 4. It is important to highlight that the project was programmed before the introduction of the new decreasing reimbursement ratio for Federal projects. Fortunately, the Glendale-Hyperion Project is grandfathered into the HBP Program, benefiting from an 88.53% Federal reimbursement for the total project cost. Additionally, the project will receive a contribution from the Proposition 1B LBSRP (Local Bridge Seismic Retrofit Program) State funds toward the local match, typically 5% of the construction amount. This contribution will significantly reduce the City's local match obligation, as detailed below:

Table 5: Projected City's Burden of Local Match based upon Caltrans Offer and Projected Delivery Amount

	Total Base Amount (10% Contingency)	Total Base Amount (25% Contingency)
Total Base Amount	$250,589,865.50	$281,031,110.00
Federal Participating Amount (88.53%)	$221,847,208.02	$221,847,208.02
Local Match Amount (11.47%)	$28,742,657.58	
LBSRP (Prop 1B) [5% of Total Base Amount)	$12,529,493.28*	$12,529,493.28*
Total City Portion of Local Match (Projected Total Base Amount – HBP – Prop1B)	**$16,213,164.30****	**$47,536,897.50****

*Note: Prop 1 B funds provide a contribution to the required local match and is therefore not included in the City's Burden of local match. This amount is typically 5% of the Participating amount and has been projected.

**Note: The City's burden of local match is based upon projections of the construction contingency and construction engineering amounts and is subject to change based upon Caltrans Funds on hand and construction bond financing.

The City's local match burden, based on Caltrans' offer shown in in Table 5, is projected to be $16,213,164.30. This amount represents 11.47% of the programmed amount by HBP and will remain proportionate to this percentage. Column 2 illustrates the projected proportional increase in the local match burden if the contingency is raised to 25%.

The calculation for the City's portion of the local match does not account for the cost of borrowing funds to execute the project, as Caltrans has not offered to reimburse these costs. Additionally, the calculation does not reflect potential adjustments if any counteroffer items are accepted by Caltrans. An attachment to this report provides a cash flow analysis per fiscal year for both total amounts (including contingency). It also outlines the maximum front funding burden under two scenarios: an annual $20 million reimbursement (per Caltrans' offer) and an annual $40 million reimbursement (as recommended in Engineering's counteroffer).

The major issues with the Caltrans proposed offer are as follows:

1. **Caltrans HBP Funding Cap:**
    - Caltrans funding under the Highway Bridge Program (HBP) is capped. If the total amount of change orders for this project exceeds the allocated 10% contingency, the City would be solely responsible for covering the additional costs.
    - Historically, Caltrans has provided matching funds for change orders specifically related to Unforeseen Conditions. However, this is not guaranteed for the current project.
    - On recent bridge projects, a significant number of change orders stemmed from Unforeseen Conditions, especially when working above complex structures like the LA River and I-5 Freeway. These circumstances are challenging to predict and mitigate, necessitating the inclusion of an additional contingency in the project calculations. This contingency exceeds what has been allocated in past bridge projects to better prepare for potential challenges.

2. **HBP Programming Policy and Reimbursement Limits:**
    - The HBP programming policy caps annual reimbursements at $20 million, which requires the City to provide substantial front funding for the project.
    - Caltrans allows the City to request reimbursement for up to $20 million at the start of each fiscal year without needing to provide proof of expenditure.
    - Additionally, the City may request an extra $20 million within the same fiscal year (in April), provided that:
        - At least 50% of the initial $20 million reimbursement has already been spent.
        - Funds remain available in Caltrans' account for that fiscal year.

According to Caltrans Local Assistance Procedures Guidelines (LAPG) Chapter 6, the new High-Cost programming policy caps projects at $250M per phase. However, the Glendale Hyperion Project was programmed before this policy was implemented and therefore should not be subject to the phase cap.

LAPG Chapter 6 states that a project shall not exceed an allocation of $20M in funds per year without concurrence from the funding committee. However, there is no specific clause indicating that a project can be officially capped. Therefore, it is reasonable to justify that the Glendale

Hyperion Project should be re-evaluated by the funding committee for a higher annual reimbursement to reduce the burden of front funding.

The Contractor's bid bond was set to expire on 01/24/24 for bids received on 7/24/24. Stacy & Witbeck has been extending their bid bond monthly with the Bureau of Contract Administration and has committed to continuing extensions as needed to secure the necessary project funding. The 2nd Low Bidder, Steve P. Rados has also been extending their bid bond monthly as well.

POTENTIAL COUNTEROFFER:

The Glendale Hyperion Project represents over 20 years of effort, collaboration and dedicated work to reach this stage. Caltrans and Engineering have a Cooperative Agreement in place to deliver the project. The nearly 100-year-old bridge is a major landmark in Los Angeles, featured in films and even at the Disneyland Park, but it urgently requires a major overhaul due to its seismic vulnerability. As mentioned previously the bridges do carry significant traffic volumes upwards of 4000 vehicles per hour during peak traffic periods. The following items were requested by CAO for discussion with Caltrans:

- Discuss the possibility of not capping HBP funding for the project.
- Explore options for increasing the annual reimbursement to $40M.
- Request Caltrans to consider reimbursing the City for any interest fees or costs incurred from borrowing funds.
- Having the City provide a local match to Caltrans and allowing Caltrans to manage the construction.
- The possibility of Caltrans paying the Contractor directly.
- Caltrans providing lump sum front funds to the City on a per fiscal year basis.
- The potential for Caltrans to allow the City to defer its local match contribution until the end of the project.

Based on the most likely actions that Caltrans would consider, Engineering recommends the following counteroffer to Caltrans:

- Request that the project HBP funding not be capped.
- Request an increase to $40M/year in reimbursement.
- Request that Caltrans reimburse the City for any interest fees or costs associated with borrowing funds.
- Request that Caltrans provide their match for all Change Orders from Unforeseen Conditions.
- Request that Caltrans provide full reimbursement for all Change Orders on their jurisdiction (the bridge over the I-5 and the on/off ramps for the I-5)

ALTERNATIVES TO CALTRANS HBP OFFER

Caltrans provided an alternative offer which included funding for the City to remove all non-essential rehabilitation work and repackage the project for re-bid to only address seismic retrofit components. This however is not feasible as the large footprint of the bridge will require non-essential scope items such as a civil and grading improvements to access the vulnerable areas of the bridge to complete the seismic retrofit. This approach would also not significantly reduce construction costs, as the existing bid package already excludes extraneous elements not required by Caltrans or regulations, such as on/off ramps and groundwater recharge features. Additionally, Caltrans' match percentage would remain unchanged from the amount indicated in this report. Delaying the project further would incur additional design work and costs, increased permitting fees, the need to rebid at higher future costs due to escalation, and the potential requirement for an environmental addendum to document the revised scope.

Dividing the project into separate projects to prioritize and address the most deficient bridges would result in additional design work and costs, increased permitting fees, the need to rebid at higher future costs due to escalation, and potentially require an environmental addendum to document the revised scope. This approach would not mitigate the risk of significant damage to the other bridges during a seismic event or address potential failures in their structural elements as outlined previously. Additionally, since the bridges are interconnected, this could complicate the overall construction process. Engineering estimates that this alternative would delay the project award by at least one year and would not result in a substantial reduction in the local match amount.

Postponing the construction of these bridges indefinitely poses a significant risk, as their current condition increases the potential for collapse during a major seismic event. Discussions have been initiated regarding the possibility of temporarily closing the bridge as a short-term solution to delay construction. However, this option would not mitigate the potential impacts on Riverside Drive and the I-5, as debris from a bridge collapse could still block these roadways. Additionally, closing the bridge to traffic would cause substantial delays for commuters and constituents, as the Glendale-Hyperion Bridge serves as a primary connection between Silver Lake and Atwater Village. The estimated cost of implementing closures and traffic control on the bridge deck is approximately $20 million for the duration of five years. This includes the installation of K-rails, temporary striping, and all necessary traffic diversion measures, as required by LA Department of Transportation (LADOT) standards. The cost is subject to change based on project developments.

NEXT STEPS

1. Submit the counteroffer to Caltrans for negotiation.
2. Obtain concurrence from Caltrans or secure a revised offer.
3. Present updates and final recommendations to the STPOC.
4. Seek City Council approval before entering into any agreement with Caltrans.

CONCLUSION

The Glendale-Hyperion Viaduct project is a critical infrastructure investment. Engineering requests STPOC's approval to proceed with the proposed counteroffer to Caltrans promptly to ensure the project's feasibility and timely delivery.

Attachment: Cashflow Expenditure Spreadsheet

cc: David Hirano, City Administrative Officer
Daisy Bonilla, City Administrative Officer
Salyna Cun, City Administrative Officer
Maria Souza-Rountree, City Legislative Officer
Ted Allen, Bureau of Engineering
Deborah Weintraub, Bureau of Engineering
Scott Gibson, Bureau of Engineering
Andrew Asfour, Bureau of Engineering

TABLE NO.1 BELOW: 10% CONTINGENCY WITH $20M/YEAR REIMBURSEMENT

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	FY 33/34	FY 34/35	FY 35/36	FY 36/37	Totals
Annual Construction Expenditures	$ 18,903,719.73	$ 41,397,275.15	$ 75,738,097.85	$ 69,102,930.21	$ 3,682,865.07	$ -	$ -	$ -						$ 208,824,888.00
Contingency/CO's (Assume 10%)	$ 1,890,371.97	$ 4,139,727.51	$ 7,573,809.78	$ 6,910,293.02	$ 368,286.51	$ -	$ -	$ -						$ 20,882,488.80
Consultant	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ -	$ -	$ -						$ 8,000,000.00
City Staff Costs Interpolated from Previous Projects	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ -	$ -	$ -						$ 12,000,000.00
Total Project Expenditure	$ 24,794,091.70	$ 49,537,002.66	$ 87,311,907.63	$ 80,013,223.23	$ 8,051,151.57	$ -	$ -	$ -						$ 249,707,376.80
Caltrans HBP Reimbursement	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$9,707,377	
Front Funding Funding Required	$ 4,794,091.70	$ 29,537,002.66	$ 67,311,907.63	$ 60,013,223.23	$ (11,948,848.43)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (9,707,376.80)	$ 29,707,376.80
Cumulative	$ 7,256,715.25	$ 34,331,094.37	$ 101,643,002.00	$ 161,656,225.23	$ 149,707,376.80	$ 129,707,376.80	$ 109,707,376.80	$ 89,707,376.80	$ 69,707,376.80	$ 49,707,376.80	$ 29,707,376.80	$ 9,707,376.80	$ (0.00)	
				Max Front Fund Amt.									Complete Reimbursement	

TABLE NO. 2 BELOW: 10% CONTINGENCY WITH $40M/YEAR REIMBURSEMENT

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Totals
Annual Construction Expenditures	$ 18,903,719.73	$ 41,397,275.15	$ 75,738,097.85	$ 69,102,930.21	$ 3,682,865.07	$ -	$ -	$ 208,824,888.00
Contingency/CO's (Assume10%)	$ 1,890,371.97	$ 4,139,727.51	$ 7,573,809.78	$ 6,910,293.02	$ 368,286.51	$ -	$ -	$ 20,882,488.80
Consultant	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ -	$ -	$ 8,000,000.00
City Staff Costs Interpolated from Previous Projects	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ -	$ -	$ 12,000,000.00
Total Project Expenditure	$ 24,794,091.70	$ 49,537,002.66	$ 87,311,907.63	$ 80,013,223.23	$ 8,051,151.57	$ -	$ -	$ 249,707,376.80
Caltrans HBP Reimbursement	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$9,707,377	
Front Funding Funding Required	$ (15,205,908.30)	$ 9,537,002.66	$ 47,311,907.63	$ 40,013,223.23	$ (31,948,848.43)	$ (40,000,000.00)	$ (9,707,376.80)	$ 49,707,376.80
Cumulative	$ 7,256,715.25	$ (5,668,905.63)	$ 41,643,002.00	$ 81,656,225.23	$ 49,707,376.80	$ 9,707,376.80	$ -	
				Max Front Fund Amt.			Complete Reimbursement	

TABLE NO.1 BELOW: 25% CONTINGENCY WITH $20M/YEAR REIMBURSEMENT

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY32/33	FY33/34	FY34/35	FY35/36	FY36/37	FY37/38	FY38/39	Totals
Annual Construction Expenditures	$ 18,903,719.73	$ 41,397,275.15	$ 75,738,097.85	$ 69,102,930.21	$ 3,682,865.07	$ -	$ -	$ -	$ -	$ -	$ -	$ -				$ 208,824,888.00
Contingency/CO's (Assume 25%)	$ 4,725,929.93	$ 10,349,318.79	$ 18,934,524.46	$ 17,275,732.55	$ 920,716.27	$ -	$ -	$ -	$ -	$ -	$ -	$ -				$ 52,206,222.00
Consultant	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -				$ 8,000,000.00
City Staff Costs Interpolated from Previous Projects	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -				$ 12,000,000.00
Total Project Expenditure	$ 27,629,649.66	$ 55,746,593.94	$ 98,672,622.31	$ 90,378,662.76	$ 8,603,581.33	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -			$ 281,031,110.00
Caltrans HBP Reimbursement	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000	$ 1,031,110.00	
Front Funding Funding Required	$ 7,629,649.66	$ 35,746,593.94	$ 78,672,622.31	$ 70,378,662.76	$ (11,396,418.67)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (20,000,000.00)	$ (1,031,110.00)	
Cumulative	$ 7,256,715.25	$ 43,376,243.60	$ 122,048,865.91	$ 192,427,528.67	$ 181,031,110.00	$ 161,031,110.00	$ 141,031,110.00	$ 121,031,110.00	$ 101,031,110.00	$ 81,031,110.00	$ 61,031,110.00	$ 41,031,110.00	$ 21,031,110.00	$ 1,031,110.00	$ -	
				Max Front Fund Amt.											Complete Reimbursement	

TABLE NO. 2 BELOW: 25% CONTINGENCY WITH $40M/YEAR REIMBURSEMENT

	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	Totals
Annual Construction Expenditures	$ 18,903,719.73	$ 41,397,275.15	$ 75,738,097.85	$ 69,102,930.21	$ 3,682,865.07	$ -	$ -	$ -	$ 208,824,888.00
Contingency/CO's (Assume 25%)	$ 4,725,929.93	$ 10,349,318.79	$ 18,934,524.46	$ 17,275,732.55	$ 920,716.27	$ -	$ -	$ -	$ 52,206,222.00
Consultant	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ 1,600,000.00	$ -	$ -	$ -	$ 8,000,000.00
City Staff Costs Interpolated from Previous Projects	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ 2,400,000.00	$ -	$ -	$ -	$ 12,000,000.00
Total Project Expenditure	$ 27,629,649.66	$ 55,746,593.94	$ 98,672,622.31	$ 90,378,662.76	$ 8,603,581.33	$ -	$ -	$ -	$ 281,031,110.00
Caltrans HBP Reimbursement	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$40,000,000	$1,031,110	
Front Funding Funding Required	$ (12,370,350.34)	$ 15,746,593.94	$ 58,672,622.31	$ 50,378,662.76	$ (31,396,418.67)	$ (40,000,000.00)	$ (40,000,000.00)	$ (1,031,110.00)	$ 81,031,110.00
Cumulative	$ 7,256,715.25	$ 3,376,243.60	$ 62,048,865.91	$ 112,427,528.67	$ 81,031,110.00	$ 41,031,110.00	$ 1,031,110.00	$ (0.00)	
				Max Front Fund Amt.				Complete Reimbursement	