

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 24, 2012

Reference No.: 2.1c.(5d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-14, AMENDING RESOLUTION TCIF-P-1011-20**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 82, Marina Bay Parkway Grade Separation project (PPNO 2008A) in the City of Richmond (City) in Contra Costa County. The Northern California Trade Corridors Coalition concurs with this amendment and requested changes.

ISSUE:

The City proposes to amend the TCIF Project Baseline Agreement for Project 82, Marina Bay Parkway Grade Separation, to update the project delivery schedule, cost, and funding plan.

BACKGROUND:

The Marina Bay Parkway Grade Separation Project was programmed with \$18,975,000 in TCIF funds under the TCIF Program of Projects adopted by the Commission on March 12, 2009, under Resolution TCIF-P-0809-10. A Project Baseline Agreement executed by the Department, the Commission, and the City was approved on March 12, 2009, under Resolution TCIF-P-0809-07B. An amendment to the Baseline Agreement was approved on March 23, 2011, under Resolution TCIF-P-1011-20, to update the project delivery schedule and funding plan. An allocation was approved by the Commission on October 26, 2011, under Resolution TCIF-A-1112-05.

The project will construct a roadway undercrossing in place of an existing grade crossing at Marina Bay Parkway between Regatta Boulevard and Meeker Avenue in the City. This grade separation project is intended to resolve major health and safety issues for the fastest growing area in the City. With increased activity at the Port of Oakland, long trains are more frequently traversing the Richmond grade crossings. In the South Richmond Shoreline area, this can result

in traffic blockages up to 20-30 minutes with no alternate access, as all north-south access into and out of this area is impacted at closely-spaced grade crossings.

An undercrossing at Marina Bay Parkway would reduce this traffic congestion and allow emergency vehicles to access the South Richmond Shoreline Area unimpeded. Additionally, the project would improve access to the proposed Water Emergency Transit Authority ferries and would improve air quality by reducing vehicle idling times at grade crossings.

Construction was delayed when the Proposition 1B bond sale was delayed from Spring to late Fall of 2011. Construction was delayed further due to the California Department of Finance dispute regarding the redevelopment funds that were originally committed to the project. The milestone changes are conservatively proposed to allow the City sufficient time to advertise, analyze bids, and award the construction contract.

The table below lists project milestones with the current approved and proposed delivery schedules:

Project Milestone	Current Approved	Proposed	Change (years-months)
Begin Environmental Phase	09/01/08		No Change
End Environmental Phase	06/01/09		No Change (Complete)
Begin Design Phase	12/01/08		No Change
End Design Phase	02/01/11		No Change (Complete)
Begin Right of Way Phase	10/13/09		No Change
End Right of Way Phase	02/01/11		No Change (Complete)
Begin Construction Phase	06/07/11	02/01/13	1 year + 8 months
End Construction Phase	10/01/13	05/01/15	1 year + 7 months
Begin Closeout Phase	10/01/13	05/01/15	1 year + 7 months
End Closeout Phase	11/01/13	06/01/15	1 year + 7 months

The funding plan changes are due to more accurate estimates of railroad contribution and flagging costs; a settlement agreement relating to developer fees; escalation due to both past and anticipated delays; unforeseen costs of cultural resources mitigation; unforeseen costs of contract compliance monitoring; and evidence of bids higher than anticipated.

The following table reflects the proposed funding plan and total cost:

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	12/13	13/14	14/15	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)									
Current Approved	18,975	18,975	0						18,975
Change	0	(18,975)	18,975						0
Proposed	18,975	0	18,975						18,975
Local Transportation Funds (LTF) 20.10.400.100									
Current Approved	1,900	1,900	0						1,900
Change	(200)	(1,900)	1,700						(200)
Proposed	1,700	0	1,700						1,700
Local Funds – Developer Fees (DEV) 20.10.400.100									
Current Approved	3,500	3,500	0						3,500
Change	(750)	(3,500)	2,750						(750)
Proposed	2,750	0	2,750						2,750
Local Funds – Measure J (MEAJ) 20.10.400.100									
Current Approved	11,800	11,800	0				2,700		9,100
Change	0	(11,800)	11,800				0		0
Proposed	11,800	0	11,800				2,700		9,100
Local Transportation Funds (LTF) 20.10.400.100									
Current Approved	1,775	1,775	0			500	50	100	1,125
Change	950	(1,775)	2,725			0	30	0	920
Proposed	2,725	0	2,725			500	80	100	2,045
Highway-Railroad Crossing Safety Account (HRCSA) 2012									
Current Approved	0		0						0
Change	4,230		4,230						4,230
Proposed	4,230		4,230						4,230
TOTAL									
Current Approved	37,950	37,950	0			500	2,750	100	34,600
Change	4,230	(37,950)	42,180			0	30	0	4,200
Proposed	42,180	0	42,180			500	2,780	100	38,800

RESOLUTION TCIF-P-P-1213-14

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for TCIF Project 82, Marina Bay Parkway Grade Separation project (PPNO 2008A), in accordance with the changes described and illustrated above.

Attachment



METROPOLITAN
TRANSPORTATION
COMMISSION

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Adrienne J. Tissier, Chair
San Mateo County

October 9, 2012

Amy Rein Wörb, Vice Chair
Cities of Contra Costa County

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dear Ms. ^{Bimla}Rhinehart:

David Campos
City and County of San Francisco

The Northern California Trade Corridors Coalition (Coalition) has reviewed three proposed baseline agreement amendments submitted to the California Transportation Commission (CTC) for the Trade Corridor Improvement Fund (TCIF) program. The projects and requests are:

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Richmond Marina Bay Grade Separation:

Dorene M. Giacomini
U.S. Department of Transportation

The City of Richmond, as the successor agency to the Richmond Community Redevelopment Agency, requests updating the funding plan and schedule in the Marina Bay Grade Separation project baseline to reflect the most recent estimates. The TCIF amount remains unchanged at \$18.975 million, and the City now expects to award the construction contract in early 2013.

Federal D. Glover
Contra Costa County

Mark Green
Association of Bay Area Governments

I-580 Eastbound Truck Climbing Lane:

Caltrans District 4 requests updating the funding plan and schedule in the I-580 Eastbound Truck Climbing Lane project baseline to reflect actual figures and dates. The project was awarded in June 2012 with a cost savings of 34% under engineer's estimate. Caltrans will work with CTC staff to determine the amount to rescind from the TCIF (SHOPP) allocation, which will reduce the programming in the Coalition's program.

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Tehachapi Rail Improvements:

Caltrans Division of Rail, in cooperation with the Burlington Northern Santa Fe (BNSF) Railroad, requests reducing the scope of the project and updating the cost and schedule in the Tehachapi Rail Improvements project baseline. BNSF requests eliminating the signal upgrade work from the TCIF project due to reduced traffic on the line. However, BNSF has committed to constructing the signal upgrades using its own funds when traffic justifies. As a result of the proposed amendment, the TCIF programming amount will be reduced, which will help eliminate overprogramming in the Coalition's program.

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

The Coalition supports the proposed baseline agreement amendments to the above three projects. We respectfully request your concurrence with this change. Please contact Kenneth Kao of my staff at (510) 817-5768 or kkao@mtc.ca.gov if you have any questions.

Scott Wiener
San Francisco Mayor's Appointee

Sincerely,

Alix A. Bockelman
Director, Programming and Allocations

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

cc: Northern California Coalition agencies
Stephen Maller, CTC
Dawn Cheser, Caltrans HQ