

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 9-10, 2009

Reference No.: 2.1c.(7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer (Interim)

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Division of Rail

Subject: **HRCSA PROJECT BASELINE AMENDMENT**
RESOLUTION GS1B-P-0910-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program baseline agreements for the San Mateo Bridges Grade Separation Project and the Quint and Jerrold Bridges Grade Separation Project.

ISSUE:

The Peninsula Corridor Joint Powers Board (PCJPB) is proposing an amendment to the HRCSA baseline amendments to reflect scope and schedule adjustments for the San Mateo Bridges Grade Separation Project and the Quint and Jerrold Bridges Grade Separation Project

This amendment proposes the following changes:

- Modify scope, budget and schedule for the San Mateo Bridges Grade Separation Project.
- Modify scope and budget for the Jerrold Avenue and Quint Street Bridges Grade Separation Project.

Commission approval of the amendment is needed to allow project sponsors to proceed with the project.

BACKGROUND:

Modify scope, budget and schedule for the San Mateo Bridges Grade Separation Project

The existing scope includes the seismic retrofit and rehabilitation work of the bridge foundations as well as the replacement of the existing bridge superstructures above. The revised scope would instead reflect the seismic retrofit and rehabilitation work of the bridges with the superstructure replacements phase of the project at a later date and with other funds when the final alignment of the high speed rail has been determined and implemented.

Due to the uncertainties regarding the final alignment of high speed rail, which is still in the planning phase, the PCJPB would like to proceed with the seismic retrofit and rehabilitation work to address immediate safety needs of the grade separation project.

The PCJPB is proposing to phase this project with the seismic retrofit and rehabilitation of the bridge foundations occurring now with HRCSA funding participation, at a total cost of \$13,440,000, as part of the first phase of work and the replacement of the bridge superstructures to occur with the implementation of high speed rail, as part of the second phase of work. The HRCSA funding request will be reduced from \$5,000,000 to \$1,444,509 proportionate to the reduced project cost associated with the plan to only implement Phase I improvements at the current time. The remaining HRCSA funds will return to the HRCSA overall program.

The PCJPB is also requesting an update to the project schedule to change the construction contract award date from December 2009 to June 2010. Although final design work for rehabilitation and replacement of the bridges was previously completed the schedule for the grade separation project has been extended due to repackaging the design into two separate phases of work.

Modify Scope and Budget for the Jerrold Avenue and Quint Street Bridges Grade Separation Project

The existing scope consists of the replacement for both the Quint Street and Jerrold Avenue railroad bridges in San Francisco. The revised scope would instead reflect work for the Jerrold Avenue railroad bridge only.

The San Francisco County Transportation Authority (SFCTA), one of the funding partners for Caltrain, made a requirement that the replacement of the Quint Street Railroad Bridge not preclude the development of a future Caltrain station above Quint Street. In order to maintain the existing budget and provide the best alternative to not preclude the future development of a new station above Quint Street, Caltrain has proposed to close Quint Street underneath the Quint Street Bridge and to replace it instead with a raised embankment. Current Section 190 program Guidelines do not allow for financing of street closures associated with grade separations, and as such, it is unlikely that the Quint Street Bridge replacement will meet Part I of the HRCSA program eligibility requirements. In addition, the schedule for the replacement of the Quint Street Bridge has since been extended due to additional work that will be required for the street closure process, which is being coordinated with the City of San Francisco, and will no longer meet the required HRCSA Part I guidelines that require the project to be ready for construction allocation by June 2010.

For the revised scope, the HRCSA funding request will be reduced from \$10,000,000 to \$4,673,809, which is proportionate to the projected cost of the Jerrold Avenue Bridge only, which is estimated at \$19,630,000. The schedule for the replacement of the Jerrold Avenue Bridge remains on track.

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program baseline agreements for the San Mateo Bridges Grade Separation Project and the Quint and Jerrold Bridges Grade Separation Project in accordance with the changes described above and illustrated below.

ID	Cnty	County	Project Title	Baseline Enviro Clear	Baseline Const Start	Baseline Total Project Cost	HRCSA Amount Approved
44	SM	San Mateo	San Mateo Bridges Grade Separation	Aug-09	Dec-09	-\$46,524	-\$5,000
44	SM	San Mateo	San Mateo Bridges Grade Separation	Aug-09	Jun-10	\$13,440	\$1,445
39	SF	San Francisco	Jerrold Avenue & Quint Street Bridges Grade Separation	Sep-09	Jul-10	-\$41,619	-\$10,000
39	SF	San Francisco	Jerrold Avenue Bridge Grade Separation	Sep-09	Jun-10	\$19,630	\$4,674