

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 30–July 1, 2010

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

From: NORMA ORTEGA
Chief Financial Officer

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Transportation Programming

Subject: **TRADE CORRIDORS IMPROVEMENT FUND - PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-0910-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Trade Corridor Improvement Fund (TCIF) Project Baseline Agreement for TCIF Project 16, State Route 47 Port Access Expressway and Schuyler Heim Bridge Replacement (PPNO 0444E).

ISSUE:

The Department and the Alameda Corridor Transportation Authority (ACTA) propose to amend the Proposition 1B Project Baseline Amendment for TCIF Project 16, State Route (SR) 47 Port Access Expressway and Schuyler Heim Bridge Replacement to split the project into two segments. Segment 1 is for the replacement of the Schuyler Heim Bridge and Segment 2 is for the SR 47 Expressway. The split will allow Segment 1, the Schuyler Heim Bridge replacement, to begin construction in June 2011, while the Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for Segment 2 are litigated.

In addition, a revised schedule is required for Segment 2, the SR 47 Expressway, as a result of the litigation on the EIR and EIS.

BACKGROUND:

The Schuyler Heim Bridge was constructed in 1946 as a steel truss bridge with a movable center span. In 1998, Caltrans evaluated the structure for seismic stability and found significant retrofit work would be necessary to prevent the structure from collapsing during a Maximum Credible Earthquake. A life cycle analysis concluded it would be more cost effective to replace the structure than to attempt to retrofit it. Studies of the current harbor traffic patterns indicate the lift bridge could be replaced with a fixed span without significant degradation to port operations.

The existing lift bridge will be replaced by a fixed span structure, either cast in place or precast concrete. An expressway (SR 47) will be constructed as an elevated viaduct between SR 103 over Henry Ford Avenue and Alameda Street, where it transitions down to the existing grade south of SR 1.

The Department, the lead agency for the environmental process, certified the EIR for the combined project under the California Environmental Quality Act (CEQA) on August 17, 2009 and a Record of Decision for the EIS was issued under the National Environmental Policy Act (NEPA) on September 18, 2009. Subsequently, "Writs of Mandate" were filed with the court by the Natural Resources Defense Council challenging both the EIR and the EIS, but only as each relates to Segment 2. Segment 1 was not challenged and all parties have agreed in writing via court stipulations to the advancement of Segment 1, while Segment 2 is litigated. The schedule for Design and Construction on Segment 2 is delayed pending the outcome of litigation and settlement discussions. At this time it is anticipated that the delay to Segment 2 will not increase the overall project cost. The courts in both lawsuits have approved the stipulations agreed to by the parties.

The proposed amendment does not impact the overall benefits of the overall project, but instead delivers them in two phases. Segment 1, a stand-alone operational project segment, will replace a seismically deficient bridge. Segment 2 will be a grade separated connector to the new bridge and provide an alternative goods movement route to reduce truck congestion.

Milestone	Original Baseline Agreement Schedule	Segment 1 Schuyler Heim Bridge	Segment 2 SR-47 Expressway
Project Study Report Approved	04/01/08	05/20/09	05/20/09
Begin Environmental (PA&ED) Phase	01/01/02	01/01/02	01/01/02
Circulate Draft Environmental Document	09/01/07	09/01/07	09/01/07
Draft Project Report	01/01/08	01/01/08	01/01/08
End Environmental Phase (PA&ED)	12/08/08	09/25/09	09/25/09
Begin Design (PS&E) Phase	01/01/09	09/28/09	04/01/11
End Design Phase (RTL for Advertisement)	06/01/10	09/29/10	07/31/12
Begin Right of Way Phase	07/01/09	12/01/09	07/01/11
End Right of Way Phase (R/W Certification)	06/01/10	01/01/11	07/31/12
Begin Construction Phase (Contract Award)	12/01/10	06/01/11	01/01/13
End Construction Phase (Contract Acceptance)	11/01/13	05/01/14	04/30/15
Begin Closeout Phase	12/01/13	06/01/14	05/01/15
End Closeout Phase (Closeout Report)	11/01/15	05/01/16	05/01/16