

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 11-12, 2010

Reference No.: 2.1b.(1)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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Subject: **MULTI-PROGRAM PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1011-013
STIP AMENDMENT 10S-002
TCRP RESOLUTION TAA-10-01

SUMMARY:

The California Department of Transportation (Department), the Transportation Authority of Marin (TAM), and the Sonoma County Transportation Agency (SCTA) propose to amend the 2010 State Transportation Improvement Program (STIP) and the Corridor Mobility Improvement Account (CMIA) baseline agreements for the Route 101 Marin-Sonoma Narrows - HOV Lane (PPNO 0360F), Route 101 Marin-Sonoma Narrows - Southerly Interchange (PPNO 0360J), and Route 101 Marin-Sonoma Narrows - Petaluma Boulevard South Interchange (PPNO 0360H) projects to update the funding plan for each project, update the project scope and the schedule for the Southerly Interchange project, update the schedule of the Petaluma Boulevard Southerly Interchange project, and to split-off a landscaping and soundwall mitigation project (PPNO 0360L).

The Department will request that the California Transportation Commission (Commission) approve the final CMIA baseline agreement amendment and the requested STIP amendment at the next scheduled Commission meeting following the notice period.

BACKGROUND:

At the May 2008 meeting, the Commission approved resolution CMIA-PA-0708-005 which split the original Marin-Sonoma Narrows project into three separate contracts:

1. Contract A1 – Route 101 Marin-Sonoma Narrows – HOV Lane project (PPNO 0360F).
2. Contract B1 – Route 101 Marin-Sonoma Narrows – Southerly Interchange project (PPNO 0360J).
3. Contract B2 – Route 101 Marin-Sonoma Narrows – Petaluma Boulevard South Interchange (PPNO 0360H).

The project estimates for all three contracts have been recently updated. The main purpose of this amendment is to:

1. Delay delivery of Contract B1 and Contract B2
2. Increase project scope for Contract B1
3. Split-off a follow-up landscape mitigation and soundwall project.
4. Update the project funding plan for all contracts by:
 - Revising funding plan for Contract A1 to reflect engineer's estimate resulting in savings.
 - Reprogramming \$14,147,000 CMIA savings from Contract A1 to Contract B1 (\$6,615,000), Contract B2 (\$5,690,000), and Contract A2 (\$1,842,000). The Contract A2 (Marin/Sonoma Narrows – Phase 2) is a new CMIA project which was approved by the Commission at its May 2010 meeting using CMIA savings.
 - Reprogramming \$6,813,000 Regional Improvement Program (RIP) savings from Contract A1 to Contract B1 (\$3,608,000) and the follow-up mitigation landscape and soundwall project (\$3,205,000).
 - Reprogramming \$995,000 RIP from Contract B2 to the follow-up mitigation landscape project.
 - Reprogramming funds among different components of each contract.

It should be noted that for the purpose of the CMIA baseline amendment, the current (existing) baseline referred to represents the funding plan of these projects that existed prior to the changes to RIP funds which were approved as part of the 2010 STIP. It should be further noted that many of those changes are being updated based upon the latest project cost estimates.

Changes to Contract A1 – HOV Lane project (PPNO 0360F)

The Plans, Specification, and Estimates (PS&E) has increased from \$4,000,000 to \$4,507,000, an increase of \$507,000. The environmental clearance for the overall Marin-Sonoma Narrows project was completed under a single environmental document. Various design changes have resulted in a need to revalidate the environmental document. It is proposed to complete a single environmental revalidation document for all contracts under the PS&E phase for Contract A1. These additional PS&E needs will be funded by reprogramming \$370,000 RIP savings from Right of Way (R/W) and \$137,000 RIP savings from Construction Capital savings.

Based upon the latest estimate, the R/W has decreased from \$1,100,000 to \$730,000, a decrease of \$370,000.

The construction capital has decreased from \$54,420,000 to \$34,483,000, a decrease of \$19,937,000. The decrease in construction capital has resulted from updating the quantities and the unit prices that reflect the current bidding environment. In addition, the original estimate had included off-hauling the contaminated soil from the median widening to a Class 2 facility; however, testing results came in as negative earlier this year. Therefore, the soil no longer needs to be hauled to a Class 2 facility. The design is 100 percent complete. The project is scheduled to be advertised in September 2010. There is a concurrent allocation request for this project.

As mentioned earlier, the CMIA construction savings from this contract are proposed to be programmed to Contract B1, Contract B2, and Contract A2. The RIP savings are proposed to be programmed to Contract B1 to fund added project scope and to the follow-up mitigation landscape and soundwall project (PPNO 0360L).

Changes to Contract B1 – Southerly Interchange project (PPNO 0360J)

Project Scope Clarification

At the time of the May 2008 CMIA Amendment that split the overall project into three contracts, the preferred alternative had not yet been selected. The baseline amendment referred to the San Antonio Road Interchange as the Southerly Interchange. Both the San Antonio Road Interchange and the Redwood Landfill Road Interchange were being analyzed at that time. The final environmental document was approved in August 2009, and the preferred alternative selected was the Redwood Landfill Road. This interchange also serves the San Antonio Road area. To make it consistent with the approved environmental document, it is proposed to update the project name for Contract B1 (PPNO 0360J) as the Southerly Interchange at the Redwood Landfill Road project.

Changes to funding plan

The PS&E has increased from \$2,538,000 to \$6,081,000, an increase of \$3,543,000. The project limits are within a culturally sensitive area. When this contract was split-off from the parent project, the extent of cultural resources mitigation was not fully identified. During the design phase, additional needs for the data recovery and the mitigation of cultural resources were identified. As described below, the realignment of the frontage road requires the relocation of the North Marin Water District (NMWD) utility pipe which results in additional design work. Finally, additional PS&E funds are needed to perform design work related to the added scope as described later in this section. These additional PS&E needs are proposed to be met by reprogramming RIP funds from Construction Capital which will be backfilled with the CMIA savings from Contract A1.

The R/W has increased from \$22,080,000 to \$24,566,000, an increase of \$2,486,000. This increase is primarily due to the added work relating to the relocation of the NMWD utility pipe. This relocation is needed to minimize impacts to the one of the property owners. Additional funds are also needed to purchase right of way related to the frontage road extension described below. The R/W Support has increased from \$2,210,000 to \$2,595,000. The RIP savings from Contract A1 are proposed to cover these additional R/W costs.

The Construction Capital has increased from \$27,640,000 to \$29,664,000, an increase of \$2,024,000. This increase is due to the addition of the following to the existing project scope:

- Realign Frontage Road in front of the Silvera Property in order to minimize impacts to a dairy operation. Such realignment will require utility relocation, additional retaining walls and a barrier. But, this realignment helps reduce the needed right of way, from approximately 19 acres to 11 acres.
- Extend the westside frontage road/bike path by about half a mile. The completion of this work as part of this project will minimize throw away cost by constructing a portion of the bike path in its ultimate configuration.

In May 2010, the Federal Highway Administration (FHWA) conducted a cost review of the overall corridor. That review identified the escalation of costs of future construction as the biggest risk to completion of the ultimate to the corridor improvements. The savings from Contract A1 provide an opportunity to complete a portion of the westside frontage road/bike path.

The Construction Support has increased from \$4,150,000 to \$4,850,000, an increase of \$700,000. This increase in construction is proposed to be funded with savings from Contract A1.

Changes to Contract B2 – Petaluma Boulevard South Interchange (PPNO 0360H)

The PS&E has increased from \$4,380,000 to \$4,934,000, an increase of \$554,000. The project limits are within a culturally sensitive area. During the design phase, additional needs for data recovery and mitigation of cultural resources were identified. This work will be performed during the design phase. This increase is proposed to be covered by shifting local funds from construction which will be backfilled with CMIA savings from Contract A1.

The R/W has increased from \$9,190,000 to \$13,280,000, an increase of \$4,090,000. Additional funds are needed to fully-acquire two parcels. The original R/W estimate was based upon partial acquisition of these properties. Additional right of way funds are also needed to acquire the access rights to an existing business (gasoline station). The R/W Support has accordingly increased from \$919,000 to \$1,400,000, an increase of \$481,000. These right of way needs are met by reprogramming RIP funds from construction which will be backfilled with CMIA savings from Contract A1.

The Construction Capital has decreased from \$31,270,000 to \$30,820,000, a decrease of \$450,000. The design is 95 percent complete and the estimate reflects the most updated quantities and unit prices.

Split-off follow-up mitigation landscape and soundwall project

Since the landscaping projects have long establishment periods, the landscape and soundwall mitigation portion of the overall project is proposed to be split into a new project (PPNO 0360L). There are no CMIA funds on this contract. It is further proposed to remove this mitigation project from the CMIA regular reporting requirements since the completion is several years after completion of the main contract.

Once a baseline for Contract A2 (Marin/Sonoma Narrows – Phase 2) is approved by the Commission, a future STIP amendment will reprogram \$350,000 RIP from the landscape and soundwall mitigation project to PS&E (\$330,000) and R/W Support (\$20,000) for Contract A2.

As summarized in the following table, there is no change in total CMIA, STIP, and TCRP funding as a result of these transfers of various funds between different contracts. Due to a change in obligation authority, there is a reduction of \$1,105,000 in federal funds.

Project	Fund Type										x\$1,000	
	CMIA		IIP		RIP		TCRP		Local		Totals	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
Contract A-1	49,930	35,783	4,650	4,650	11,210	4,397	11,520	11,520	0	0	77,310	56,350
Contract B-1	10,443	17,058	11,750	11,750	24,090	27,698	3,760	3,760	17,397	16,312	67,440	76,578
Contract B-2	22,027	27,717	4,500	4,500	19,200	18,205	1,220	1,220	11,102	11,082	58,049	62,724
Landscape/Soundwall*	0	0	0	0	0	4,200	0	0	0	0	0	4,200
Contract A-2*	0	1,842	0	0	0	0	0	0	0	0	0	1,842
Totals	82,400	82,400	20,900	20,900	54,500	54,500	16,500	16,500	28,499	27,394	202,799	201,694

* A future STIP amendment will reprogram \$350,000 RIP from Landscape/Soundwall mitigation project to Contract A-2.

Project delivery

There is a concurrent allocation request for Contract A1 (Item Number 2.1b).

The delivery of Contract B1 involves acquisition of two parcels. The right of way clearance process on one of those parcels has run into difficulties. As a result, the completion of right of way for this contract is anticipated to be delayed.

Approximately twenty parcels need to be acquired for Contract B2. The initial consultations with property owners have indicated that the negotiations are likely to be difficult with some property owners. In addition, it was recently discovered that a majority of those parcels will require an environmental revalidation.

At this time, it is anticipated that the delivery of Contract B1 and Contract B2 will be delayed by nine months. The table below shows the updated schedule for these contracts.

Project Milestone	Baseline (B1 and B2)	Proposed (B1 and B2)
Right of Way Certification	Mar. 2011	Dec. 2011
End Design Phase (RTL)	Mar. 2011	Dec. 2011
Begin Construction Phase	Sep. 2011	July 2012
End Construction Phase	Mar. 2014	Dec. 2014
Begin Close-out Phase	Mar. 2014	Dec. 2014
End Close-out Phase	Mar. 2015	Dec. 2015

A time extension request for STIP funds will be submitted at a future Commission meeting.

The Metropolitan Transportation Commission concurs with the changes described above and shown in the following tables.

REVISED: Marin-Sonoma Narrows – HOV Lane project (Contract A1, PPNO 0360F)

Note: Proposed RIP indicated below is already included in the 2010 STIP.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Marin	4	0360F	26406	CO	2010-11	18.6	22.3	101					
Implementing Agency: (by component)		PA&ED	Department			PS&E	Department						
		R/W	Department			CON	Department						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Route 101 Marin-Sonoma Narrows-HOV Lane												
Location	In and near Novato on Route 101.												
Description:	Construct a NB HOV lane from Route 37 to Atherton and SB HOV lane from Route 34 to Rowland Blvd.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP)													
Existing	11,210	1,210	10,000				1,100	10,000		0	110		
Change	(6,813)	137	(6,950)				(370)	(6,950)		507	0		
Proposed	4,397	1,347	3,050				730	3,050		507	110		
Interregional Improvement Program (IIP)													
Existing	4,650	2,000	2,650						2,000			2,650	
Change	0	0	0						0			0	
Proposed	4,650	2,000	2,650						2,000			2,650	
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	49,930		49,930					44,420				5,510	
Change	(14,147)		(14,147)					(12,987)				(1,160)	
Proposed	35,783		35,783					31,433				4,350	
Traffic Congestion Relief Program (TCRP)													
Existing	11,520	11,520							7,520	4,000			
Change	0	0							0	0			
Proposed	11,520	11,520							7,520	4,000			
Total													
Existing	77,310	14,730	62,580				1,100	54,420	9,520	4,000	110	8,160	
Change	(20,960)	137	(21,097)				(370)	(19,937)	0	507	0	(1,160)	
Proposed	56,350	14,867	41,483				730	34,483	9,520	4,507	110	7,000	

REVISED: Marin-Sonoma Narrows – Southerly Interchange at Redwood Landfill Road (Contract B1, PPNO 0360J)

Note: Proposed RIP reflects changes to components. But the totals match 2010 STIP.

Marin	4	0360J	26407	CO	2011-12	23.3	27.6	101						
Implementing Agency: (by component)	PA&ED	Department				PS&E	TAM							
	R/W	Department				CON	Caltrans							
RTPA/CTC:	Metropolitan Transportation Commission													
Project Title:	Route 101 Marin-Sonoma Narrows-Southerly Interchange at Redwood Landfill Road													
Location	Near Petaluma, at intersection of San Antonio Redwood Landfill Road and Route 101.													
Description:	Construct new interchange and frontage roads for San Antonio Redwood Landfill Road.													
(DOLLARS IN THOUSANDS)														
FUND	TOTAL	Project Totals by Fiscal Year							Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp	
Regional Improvement Program (RIP)														
Existing	24,090	6,893	17,197					4,683	17,197		0	2,210	0	
Change	3,608	7,499	(3,891)					3,571	(4,591)		3,543	385	700	
Proposed	27,698	14,392	13,306					8,254	12,606		3,543	2,595	700	
Interregional Improvement Program (IIP)														
Existing	11,750	7,600	4,150							7,600			4,150	
Change	0	0	0							0			0	
Proposed	11,750	7,600	4,150							7,600			4,150	
State Bond - Corridor Mobility Improvement Account (CMIA)														
Existing	10,443		10,443	0					10,443					
Change	6,615		(10,443)	17,058					6,615					
Proposed	17,058		0	17,058					17,058					
Traffic Congestion Relief Program (TCRP)														
Existing	3,760	3,760								1,222	2,538			
Change	0	0								0	0			
Proposed	3,760	3,760								1,222	2,538			
Federal Demonstration (Demo) funds														
Existing	425	425						425						
Change	(20)	(20)						(20)						
Proposed	405	405						405						
Federal Demonstration (Demo) funds														
Existing	5,650	5,650						5,650						
Change	(541)	(541)						(541)						
Proposed	5,109	5,109						5,109						
Federal Demonstration (Demo) funds														
Existing	11,322	11,322						11,322						
Change	(524)	(524)						(524)						
Proposed	10,798	10,798						10,798						
Total														
Existing	67,440	35,650	31,790	0				22,080	27,640	8,822	2,538	2,210	4,150	
Change	9,138	6,414	(14,334)	17,058				2,486	2,024	0	3,543	385	700	
Proposed	76,578	42,064	17,456	17,058				24,566	29,664	8,822	6,081	2,595	4,850	

REVISED: Marin-Sonoma Narrows – Petaluma Boulevard South Interchange (Contract B2, PPNO 0360H)

Note: Proposed RIP reflects changes to components. But the totals match 2010 STIP.

Implementing Agency: (by component)		PA&ED	Department					PS&E	SCTA				
		R/W	Department					CON	Department				
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		Rte 101 Mar-Son Narrows-Petaluma Blvd South IC											
Location		Near Petaluma, at Petaluma Boulevard South and Route 101.											
Description:		Construct new interchange, frontage roads, and equipment for ramp metering.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP)													
Existing	19,200	6,700	12,500					6,700	12,500				
Change	(995)	4,110	(5,105)					4,110	(5,105)				
Proposed	18,205	10,810	7,395					10,810	7,395				
Interregional Improvement Program (IIP)													
Existing	4,500	4,500								4,500			
Change	0	0								0			
Proposed	4,500	4,500								4,500			
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	22,027		22,027	0						17,337			4,690
Change	5,690		(22,027)	27,717						5,690			0
Proposed	27,717		0	27,717						23,027			4,690
Traffic Congestion Relief Program (TCRP)													
Existing	1,220	1,220									1,220		
Change	0	0									0		
Proposed	1,220	1,220									1,220		
Federal Demonstration (Demo) funds													
Existing	3,525	3,525						425		3,100			
Change	(20)	(20)						(20)		0			
Proposed	3,505	3,505						405		3,100			
Local Funds													
Existing	7,577	6,144	1,433	0				2,065	1,433		3,160	919	
Change	0	835	(1,433)	598				0	(1,035)		554	481	
Proposed	7,577	6,979	0	598				2,065	398		3,714	1,400	
Total													
Existing	58,049	22,089	35,960	0				9,190	31,270	7,600	4,380	919	4,690
Change	4,675	4,925	(28,565)	28,315				4,090	(450)	0	554	481	0
Proposed	62,724	27,014	7,395	28,315				13,280	30,820	7,600	4,934	1,400	4,690

NEW: Marin-Sonoma Landscaping and Soundwall (selected locations only) project

Note: This project is already programmed in the 2010 STIP. A future amendment that will program \$350,000 RIP to Contract A2 (Marin/Sonoma Narrows – Phase 2).

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Marin/Sonoma	4	0360L	2640H	CO	2014-15	18.6/0.0	30.0/4.0	101					
Implementing Agency: (by component)	PA&ED	Department				PS&E	Department						
	R/W	Department				CON	Department						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	MSN Landscape/Mitigation & Sound Wall												
Location	In Marin and Sonoma Counties from Route 37 in Novato to Corona Road in Petaluma.												
Description:	Construct follow-up landscape and soundwall (selected locations only).												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP) - Marin County													
Existing	0					0		0		0			0
Change	3,205					3,205		2,500		350			355
Proposed	3,205					3,205		2,500		350			355
Regional Improvement Program (RIP) - Sonoma County													
Existing	0					0		0		0			0
Change	995					995		770		110			115
Proposed	995					995		770		110			115
Total													
Existing	0					0		0		0			0
Change	4,200					4,200		3,270		460			470
Proposed	4,200					4,200		3,270		460			470