

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 16-17, 2004

Reference No.: 2.8d.(3)
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Warren Weber
Chief
Division of Rail

Ref: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURE DEADLINE, PER RESOLUTION G-03-19, STATE TRANSPORTATION IMPROVEMENT PROGRAM GUIDELINES WAIVER-03-64**

ISSUE

On December 11, 2001, the California Transportation Commission (Commission) approved Resolution MFP-01-08, allocating \$125,000 in State Transportation Improvement Program (STIP) funds for the Fairfield/Vacaville Station project. On August 22, 2001, the Commission approved Resolution MFP-01-04, allocating \$3,200,000 in STIP funds for the San Jose – Santa Clara Fourth Main Track project.

For the two STIP projects on the attached list, the Department of Transportation (Department) will not be able to meet the project development expenditure deadline specified in the STIP Guidelines and has requested extensions to allow sufficient time to resolve outstanding issues. The attachment describes the delays that have resulted in the extension requests.

RECOMMENDATION

The Department of Transportation recommends approval of the extension requests.

BACKGROUND

Resolution G-03-19, State Transportation Improvement Program (STIP) Guidelines, adopted by the Commission on December 11, 2003, stipulates that the Commission may extend the deadline for project development expenditure no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than twenty (20) months.

Attachment

Time Extension/Waiver – Project Development Expenditure
 Rail Projects

Project #	Recipient County	Extension Amount By Component	Number of Months Requested
PPNO	Project Description	PA&ED PS&E R/W CON TOTAL	Extended Deadline CT Recommendation
Reason for Project Delay			
1	Department of Transportation Solano County 75-2018 Fairfield/Vacaville Station Project – Capitol Corridor	\$125,000 \$0 \$0 \$0 \$125,000	12 months 6/30/2005 Support
<p>The planning strategy for development of the Fairfield/Vacaville Rail Station is taking longer than originally anticipated due to prolonged negotiations with the Union Pacific Railroad. The most cost effective and operationally efficient design for the track and platform configurations at the new station are prime considerations of the Project Development Team (PDT) and the Capitol Corridor Joint Powers Authority (CCJPA), and both groups have proposed their preferences. In all, four different configurations have been submitted to the Union Pacific Railroad (UPRR) for review and approval. However, UPRR is in the process of a corridor-wide track capacity analysis and has provided no timetable for its completion. Recent discussions with the UPRR indicate they are close to completing the capacity analysis, but progress on the Fairfield/Vacaville Station preliminary design has been stalled until UPRR approves the track configurations. The delay to the project is estimated to be 12 months.</p>			
2	Department of Transportation Santa Clara County 75-2008 San Jose to Santa Clara Fourth Main Track – Capitol Corridor	\$1,150,000 \$2,050,000 \$0 \$0 \$3,200,000	6 months 12/31/2004 Support
<p>Phases 1 and 2 of the Santa Clara to San Jose improvements involve the Union Pacific Railroad (UPRR), as their corridor is adjacent to Caltrain's track. UPRR has also been planning improvements within this area. The Peninsula Corridor Joint Powers Board (PCJPB) worked together to coordinate the improvements to both parties' facilities. There have been ongoing negotiations in the last two years. Despite developing a layout that benefited all parties, the UPRR reversed their earlier support of the plan and declined to sell a small portion of UPRR property to the PCJPB necessary to build the proposed joint project. Since that time, the PCJPB has developed multiple design alternatives for UPRR's review. The UPRR had conditionally approved the PCJPB's last design alternatives in the last round of negotiations, but the result was a six-month delay in the work schedule. Once UPRR gives its final approval, the PCJPB can complete the design alternative, as well as the construction estimate, contract estimate, and bid packaging, allowing the contract to be completed and closed out by December 2004.</p>			