

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: September 22-23, 2010

Reference No.: 2.1c.(11a)/2.5g.(2c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Transportation Programming

Subject: **CMIA PROGRAM AMENDMENT/DE-ALLOCATION**
RESOLUTION CMIA-PA-1011-017
RESOLUTION CMIA-AA-1011-002 AMENDING CMIA-A-0708-013

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the Westbound I-580 to Northbound US 101 Connector Improvements project (PPNO 0342M) in Marin County and also de-allocate previously allocated funds.

ISSUE:

The Department and the Transportation Authority of Marin (TAM) propose to amend the CMIA baseline agreements for Westbound I-580 to Northbound US 101 Connector Improvements project (PPNO 0342M) to

- De-allocate \$200,000 CMIA savings from Right of Way (R/W).
- Reprogram these \$200,000 CMIA savings from R/W to Construction.

BACKGROUND:

This project is located at the 101/580 interchange in Marin County. The project scope includes

- Widen connector from westbound 580 to northbound 101.
- Extend Bellam Boulevard off-ramp from westbound 580.
- Modify Bellam Boulevard on-ramp to northbound 101.
- Replace Bellam Boulevard undercrossing on westbound 580.
- Construct associated bicycle and pedestrian improvements along Bellam Boulevard and East Francisco Street in this area.

This project, funded 100 percent with CMIA funds, was allocated \$13,200,000 CMIA for construction capital in May 2009. When the bids were opened in September 2009, the lowest bid came \$2,148,000 below the allocated amount. The project allotment was \$11,052,000. These award savings were subsequently de-allocated by the Commission at its May 2010 meeting. The construction contract was awarded in November 2009 and construction began in December 2009. Although the construction

contract acceptance (CCA) milestone is scheduled for March 2011, it is anticipated that all the major construction activities will be completed and the facility opened to traffic by October 2010

Decrease in R/W

The R/W allotment was \$500,000 CMIA. The original plan was to relocate one overhead electric pole, one underground sewer line, and one water line. As the design evolved, it was determined that only the overhead electric pole needs to be relocated. The other two utilities could remain in place. Although the R/W has not been completed yet, all the necessary agreements for utility relocation have been signed. The Final R/W is expected to be below \$300,000, resulting in \$200,000 savings.

Increase in Construction

The project is located on a site that was originally on the edge of the San Francisco Bay and currently sits atop an abandoned railroad alignment. These factors added to the risks associated with differing sub-surface conditions. Furthermore, the project location also experiences heavy pedestrian and bicycle traffic that comes from a disadvantaged community adjacent to the project site and also from a number of critical crossroads of regional and local traffic access to Route 580. These factors resulted in higher than normal reserve for the construction zone enhanced enforcement program (CoZEEP) funds. CoZEEP is a traffic management strategy that improves project safety through the use of supplemental California Highway Patrol units to assist in the management of traffic passing through the construction zone. Based on these factors, the Department included a 10 percent contingency reserve which is above the 5 percent level that is typically used. This was necessary due to the above named risks. The available contingency reserve has almost been fully depleted.

The estimate to complete construction has increased from \$11,052,000 to \$11,252,000, an increase of \$200,000. The reasons for the cost increase can be attributed to the following items:

1) Additional CoZEEP (Cost: \$50,000)

Although higher than normal CoZEEP funds were set aside as part of the 10 percent contingency reserve, there is a need for additional CoZEEP funds. Several traffic realignments on I-580 and local streets requiring CoZEEP are still needed to complete the project. It is estimated that an additional \$50,000 CoZEEP will be required to complete the project.

2) Field adjustments for associated bicycle and pedestrian construction (Cost: \$100,000)

Construction proposed along the local surface streets will require numerous utility relocations, several driveway adjustments, and saw-cuttings to construct the new sidewalk around adjacent private property. Such work requires complicated grade modifications to provide proper drainage and to comply with the Americans with Disabilities Act (ADA). While most of this work was anticipated in the contract plans, interactions with owners and exact field conditions have necessitated several changes. It is estimated that an additional \$100,000 will be required to accommodate the field adjustments and the associated traffic control costs.

3) Hot Mix Asphalt QC/QA Bid price adjustments (Cost:\$50,000)

The Hot Mix Asphalt paving is subject to Department's Quality Control/Quality Assurance (QC/QA) procedures. According to these specifications, in the event that such paving meets the quality requirements for material and placement of the asphalt concrete, a maximum of 5 percent increase in

payment will be due to the contractor. Based on contractor's asphalt testing performance on past projects, there is a high probability that approximately \$50,000 will be owed to the contractor in cost adjustments. These funds were not budgeted in the contract.

The Metropolitan Transportation Commission concurs with the changes.

There is a concurrent allocation request for \$200,000 CMIA for Construction under reference number 2.5g.(1b).

RESOLUTION CMIA-PA-1011-017
RESOLUTION CMIA-AA-1011-002 AMENDING CMIA-A-0708-013

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account (CMIA) baseline agreement and a previously made allocation for the Westbound I-580 to Northbound US 101 Connector Improvements project (PPNO 0342M) in accordance with the information described above and illustrated in the following tables.

REVISED: Westbound I-580 to Northbound US 101 Connector Improvements project (PPNO 0342M)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Marin	4	0342M	4A1401	CO	2009-10	3.0	5	580					
Implementing Agency: (by component)	PA&ED	TAM				PS&E	TAM						
	R/W	TAM				CON	Department						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Westbound I-580 to Northbound US 101 Connector Imp												
Location	On Route 580 from 1 mile east of Bellam Boulevard to Route 101, and on Route 101 from the 101/580 Interchange to the												
Description:	Widen WB 580/NB 101 connector, extend off-ramp to Bellam 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
State Bond - Corridor Mobility Improvement Account (CMIA) funds - Department													
Existing	13,152	13,152						11,052					2,100
Change	200	200						200					0
Proposed	13,352	13,352						11,252					2,100
State Bond - Corridor Mobility Improvement Account (CMIA) funds - TAM													
Existing	4,700	4,700					500		1,300	2,900			
Change	(200)	(200)					(200)		0	0			
Proposed	4,500	4,500					300		1,300	2,900			
Total													
Existing	17,852	17,852					500	11,052	1,300	2,900			2,100
Change	0	0					(200)	200	0	0			0
Proposed	17,852	17,852					300	11,252	1,300	2,900			2,100

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	EA Dist-PPNO Program/Year PA&ED PS&E R/W CONST	Budget Year Item #	Allocation Amount State Total Amount
2.5g(2c) Proposition 1B – Locally Administered CMIA Project on the State Highway System			Resolution CMIA-AA-1011-002 Amending Resolution CMIA-A-0708-013	
1 \$500,000 \$300,000	Westbound 580/Northbound 101 Connector. On Route 580, from 1 mile east of Bellam Boulevard to Route 101, and on Route 101 from the Route 101/580 interchange to the 2 nd Street off-ramp. Utility relocation.	4A1401 04-0342M CMIA / 07-08	2007-08 304-6055	\$500,000 \$300,000
Transportation Authority of Marin County MTC Marin 04N-Mrn-580/101 3.0/5.0 - 8.0/10.8	<u>Outcome/Outputs:</u> Raise a 60kV PG&E overhead line (about 25 foot long) by approximately 10 feet, relocate one sewer-line and one water-line within the project limits.	\$0 \$0 \$500,000 \$300,000 \$0		\$500,000 \$300,000
Amend Resolution CMIA-A-0809-013 to de-allocate \$200,000 CMIA R/W to reflect close-out savings.				