

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: William D. Bronte, Chief  
Division of Rail

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT  
RESOLUTION TCIF-P-1213-64, AMENDING RESOLUTION TCIF-P-1011-27B**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 2, Richmond Rail Connector (PPNO 0241B).

## **ISSUE:**

The Department proposes to amend the TCIF Project Baseline Agreement for Project 2, Richmond Rail Connector (Project), to update the delivery schedule, costs, and funding plan.

## **BACKGROUND:**

The Project was programmed, under the TCIF Program of Projects, adopted by the Commission at the April, 2008 meeting under Resolution TCIF-P-0708-01. A Project Baseline Agreement executed by the Department and the Commission was approved at the May, 2011 meeting, under Resolution TCIF-P-1011-27B changing the Project name from "Martinez Subdivision Rail Improvements" to "Richmond Rail Connector."

The Project site is located between the cities of San Pablo and Richmond on the BNSF Railway Stockton Subdivision and the Union Pacific Railroad Martinez Subdivision. The Project scope includes the construction of an at-grade connector that allows BNSF Railway trains access to Union Pacific Martinez Subdivision rather than travel through the center of the city of Richmond.

The project is being funded through three sources; BNSF private funds, State Proposition 1B TCIF funds and the Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ). The use of state and federal funds required both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental clearance. The project has attained environmental clearance through an Environmental Assessment with a Finding of No Significant Impact for NEPA and an Initial Study with a Mitigated Negative Declaration for CEQA. The environmental process including coordination with the Federal Highway Administration (FHWA) as the NEPA lead agency impacted the project schedule.

The following table provides the current approved and proposed milestone dates for this Project:

<b>Milestone</b>	<b>Current Approved</b>	<b>Proposed</b>	<b>Change</b>
Begin Environmental	11/01/10	--	No Change
End Environmental	02/01/12	02/01/13	1 Year
Begin Design	11/01/10	--	No Change
End Design	02/01/12	02/01/13	1 Year
Begin Right of Way	06/01/11	--	No Change
End Right of Way	08/01/12	06/01/13	10 Months
Begin Construction	09/01/12	08/01/13	11 Months
End Construction	09/01/14	--	No Change
Begin Closeout	10/01/14	--	No Change
End Closeout	10/01/15	--	No Change

The baseline funding plan identified CMAQ funds being used in the design, environmental and construction phases of the project. With the delays with completing the environmental documents, BNSF performed Design, Environmental and Right of Way acquisition with its own funds. Additionally, the estimated cost for construction has increased due to price increases for track and signal materials. The baseline amendment reflects the current costs for all phases with the cost increases being split between BNSF and the CMAQ funds. The Northern California Trade Corridor Coalition supports this project concurring with this amendment and the requested changes.

The following table provides the current approved and proposed funding for this Project:

Overall Funding (DOLLARS IN THOUSANDS)								
FUND SOURCE	TOTAL	Totals by Fiscal Year			Totals by Project Phase			
		Prior	12/13	13/14	PA&ED	PS&E	R/W	CONST
<b>State Funds (TCIF)</b>								
Current Approved	10,880		10,880					10,880
Change			0					0
Proposed	10,880		10,880					10,880
<b>Private/Local Funds (BNSF)</b>								
Current Approved	5,440	5,440			0	0	4,750	690
Change			0		300	550	-160	-690
Proposed	5,440	5,440			300	550	4,590	0
<b>CMAQ</b>								
Current Approved	5,440		5,440		2,000	950		2,490
Change	+890		+890		-2,000	-950		3,840
Proposed	6,330		6,330		0	0		6,330
<b>TOTAL</b>								
Current Approved	21,760				2,000	950	4,750	14,060
Change	+890				-1,7000	-400	-160	+3,150
Proposed	22,650				300	550	4,590	17,210

**RESOLUTION TCIF-P-1213-64**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 2, Richmond Rail Connector (PPNO 0241B), in accordance with the changes described and illustrated above.