

# Memorandum

**TAB 84**

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 11-12, 2011

Reference No.: 2.1b.(14)  
**REPLACEMENT ITEM**  
Information Item

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Transportation Programming

Subject: **STIP AMENDMENT 10S-040**  
**TCRP RESOLUTION TAA-10-13**

## **SUMMARY:**

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

## **ISSUE:**

The Department and the Transportation Authority of Marin (TAM) propose to amend the 2010 STIP for the San Antonio Creek Curve Correction project (PPNO 0360G, TCRP 18.2) to:

1. Increase the project scope by transferring utility relocation work from the Marin-Sonoma Narrows - Southerly Interchange at Redwood Landfill Road project (PPNO 0360J).
2. Reprogram \$5,837,000 in Interregional Improvement Program (IIP) funds from Fiscal Year (FY) 2014-15 Construction to \$400,000 (Plans, Specification, and Estimates [PS&E]) in FY 2010-11, \$245,000 (Right of Way [R/W] Support) in FY 2010-11, and \$5,192,000 to R/W Capital in FY 2011-12.

## **BACKGROUND:**

As part of the 2010 STIP Adoption and a follow-up September 2010 Corridor Mobility Improvement Account (CMIA) baseline amendment, the R/W scope originally part of the San Antonio Creek project was transferred to the Marin-Sonoma Narrows Southerly Interchange at Redwood Landfill Road project (PPNO 0360J, Contract B1), a CMIA project. The R/W Capital funds programmed to the San Antonio Creek project at that time, were reprogrammed to the construction phase to allow for potential additional improvements. This transferred R/W scope was related to the relocation of the North Marin Water District (NMWD) aqueduct and a Pacific Gas & Electric (PG&E) transmission line.

The transfer of R/W scope to the CMIA project was based upon anticipated savings for that project. The goal of such transfer was to minimize shutdowns and to avoid duplicative work for the utility lines. However, due to increased relocation costs, it is no longer possible to fund this work from the Contract B1 budget. Therefore, it is proposed to transfer the R/W scope from the CMIA project back to the San Antonio Creek project. There is a concurrent amendment request for the CMIA project.

### **Changes to funding plan**

#### Increase in PS&E

The PS&E has increased from \$4,532,000 to \$4,932,000, an increase of \$400,000. This increase is due to the following reasons:

1. To address safety concerns expressed by one of the homeowners, the driveway access to that property has to be redesigned. The redesigned layout involves a driveway with a bridge and several retaining walls. The cost of the redesigned driveway can be accommodated within the current construction budget. The estimate design cost for this task is \$150,000.
2. The Department needs to obtain data for seasonal flows and a water quality report to estimate the monetary value of a spring that is likely to be adversely impacted by this project. The estimated cost for monitoring seasonal flows from this spring and conducting the water quality study is \$100,000.
3. A newly identified material investigation report will be needed at a cost of \$150,000.

This funding shortfall is proposed to be covered by shifting IIP funds from Construction Capital.

#### Increase in R/W

In addition to \$4,202,000 R/W scope that is being transferred from the CMIA project, there is also an increase of \$990,000. That brings the new R/W Capital needs for this project to \$5,192,000. Currently, \$10,000 in IIP funds is programmed for nominal R/W activities. The reasons for the additional \$990,000 in R/W are described below:

1. The design phase identified the need for five additional parcels. The estimated cost of these parcels is \$750,000.
2. One of the properties has a spring with water rights on and under the State right of way. The Department is obligated to either perpetuate these rights or provide fair compensation if this water source is either destroyed or diminished. The cost to compensate for adverse impacts to these rights is estimated to be \$240,000.

An additional \$245,000 is needed for R/W Support.

The funding shortfall for R/W is proposed to be covered by reprogramming IIP funds from Construction Capital. The Construction is programmed in 2014-15. In order to begin R/W activities in FY 2011-12, these funds need to be advanced. The Department and TAM will work with the Metropolitan Transportation Commission to identify a 2011-12 STIP project that can be delayed to create the programming capacity needed for this advancement.

Decrease in Construction

The Construction Capital is being reduced from \$65,610,000 to \$59,773,000, a decrease of \$5,837,000. Out of this amount, \$5,438,000 is proposed to fund the R/W scope that is being transferred from the CMIA project. As described earlier, this R/W scope was originally part of the San Antonio Curve. But when this scope was transferred to the CMIA project, the funds programmed for R/W for the San Antonio Creek project were reprogrammed to Construction. It is now proposed to transfer R/W funding back from Construction to R/W.

The remaining \$400,000 IIP funds will be used to cover the PS&E shortfall.

Finally, the project funding plan for the PS&E is also being updated to make it consistent with the 2010 STIP.

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

YELLOW  
REPLACEMENT  
ITEM

**REVISES: San Antonio Creek Curve Correction project (PPNO 0360G)**

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Marin	4	0360G	26409	CO	2014-15	26.5	27.6	101					
Implementing Agency: (by component)		PA&ED	Department				PS&E	TAM					
		R/W	Department				CON	Department					
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		San Antonio Creek Curve Correction											
Location		At Marin/Sonoma County line, north of Novato.											
Description:		Roadway curve correction											
<b>(DOLLARS IN THOUSANDS)</b>													
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
<b>Regional Improvement Program (RIP) - Department</b>													
Existing	61	61									61		
Change	0	0									0		
Proposed	61	61									61		
<b>Regional Improvement Program (RIP) - TAM</b>													
Existing	1,839	1,839									1,839		
Change	0	0									0		
Proposed	1,839	1,839									1,839		
<b>Interregional Improvement Program (IIP) - Department</b>													
Existing	66,040	400	30	0			65,610	10	57,950		400	20	7,660
Change	(787)	(387)	235	5,202			(5,837)	5,192	(5,837)		(387)	245	0
Proposed	65,253	13	265	5,202			59,773	5,202	52,113		13	265	7,660
<b>Interregional Improvement Program (IIP) - TAM</b>													
Existing	387	387	0								387		
Change	400	0	400								400		
Proposed	787	387	400								787		
<b>Traffic Congestion Relief Program (TCRP) - Department</b>													
Existing	748	748								668	80		
Change	0	0								0	0		
Proposed	748	748								668	80		
<b>Traffic Congestion Relief Program (TCRP) - TAM</b>													
Existing	2,152	2,152									2,152		
Change	0	0									0		
Proposed	2,152	2,152									2,152		
<b>Total</b>													
Existing	71,227	5,587	30	0			65,610	10	57,950	668	4,919	20	7,660
Change	(387)	(387)	635	5,202			(5,837)	5,192	(5,837)	0	13	245	0
Proposed	70,840	5,200	665	5,202			59,773	5,202	52,113	668	4,932	265	7,660