



SAN JOAQUIN COUNCIL OF GOVERNMENTS
Project Delivery Sub-Committee
SJCOG Executive Conference Room
555 East Weber Avenue
Stockton 95202

Monday, August 11, 2014
4:30 p.m.

The San Joaquin Council of Governments is in compliance with the Americans with Disabilities Act and will make all reasonable accommodations for the disabled to participate in employment, programs and facilities. Persons requiring assistance or auxiliary aid in order to participate should contact Rebecca Calija at (209) 235-0600 at least 24 hours prior to the meeting.

PARKING: For your convenience, parking is available at the COG Regional Center off of American marked "Visitor" on the North Side Of the Parking Lot.

AGENDA

1. Roll Call and Introductions:
2. Public Comments:
3. Approve Minutes of February 10, 2014:
Additional Material: Minutes of February 10, 2014
Recommended Action: Approve as submitted
4. Amend State Route 4 "Crosstown" Extension to Navy Phase I & II Utility Relocation Expense Reimbursements:
Additional Material: Staff Report
Recommended Action: Action
5. I-5 French Camp Interchange City of Stockton Measure K Construction Agreement Amendments:
Additional Material: Staff Report
Recommended Action: Action
6. Status of Major Highway Projects:
Additional Material: Project Matrix
Recommended Action: Information
7. Regional Transportation Impact Fee (RTIF) Amendment for the Navy Drive/BNSF Underpass Reconstruction Project and Annual Review of RTIF Capital Projects List:
Additional Material: Staff Report
Recommended Action: Information

8. Caltrans Executive Report (No Staff Report):
9. Executive Director's Report:
10. Other Matters of Business:
11. Adjourn to the Next Meeting of Committee:
Next Regularly Scheduled Meeting: TBD, 2014

NOTE:

The agenda packet is available for public inspection in the SJCOG Office at 555 E. Weber Avenue during normal business hours. These documents are also available on the San Joaquin Council of Governments website at www.sjcog.org subject to staff's ability to post the documents before the meeting.

PARKING:

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555 E. Weber Avenue
Stockton, CA 95202

Monday, February 10, 2014

MINUTES

1. The meeting was called to order at 4:31 by Chairman Larry Hansen.

Present:

Mayor Pro Tem Larry Hansen, City of Lodi; Councilman Jeff Laugero, City of Escalon;; Councilman Moses Zapien, City of Stockton; Supervisor Steve Bestolarides.

Others Present:

Andrew Chesley, Executive Director; Kevin Sheridan, Project Manager; Kimberly Juarez, Office Assistant.

2. **Public Comments:** None

3. **Approve Minutes of September 9, 2013:**

It was moved/seconded (Bestolarides/Laugero) to approve the minutes of September 9, 2013. Motion passed unanimously 4/0 by voice vote.

4. **Interstate 5 Caltrans-Measure K Construction Cooperative Agreement Amendment:**

Mr. Chesley presented this item and the challenges with the costs for the Interstate 5 project and the need for additional funding.

Supervisor Steve Bestolarides asked with the project being 55% completed, typically, when there's an increase in funds, the line item changes to keep the contingency in place. This process is to add money to the contingency, assuming that's because some money was spent out of contingency. Mr. Sheridan responded that is correct, the contingency has been used up to cover the change orders. He also stated this is a true contingency for all items that have not been accounted for in the 45%.

Supervisor Bestolarides stated his challenge is with putting more dollars towards discretionary spending against his issue with the arena downtown. Mr. Sheridan stated it is by formula and true accounting of items that have already been paid for, it is a true contingency that isn't tied to any other work that is going on. Mr. Sheridan stated the most challenging of the project is the inside widening of the bridges and working with permitting for the levees and waterways. Mayor Pro Tem Hansen asked if this was going to cost about \$10 Million more than expected. Mr. Sheridan responded yes that is correct.

Mr. Sheridan stated the northbound lanes should be completed in the Fall of this year, then beginning of construction on the southbound lanes with completion near August 2015.

Mr. Sheridan gave an overview of the process. He stated the project had 3 funding sources (SHOPP, CMIA and Measure K), when the funds were gone Caltrans put in SHOPP funds of \$1.7 Million to cover. Caltrans still has to request the additional \$3 Million for support. Then the request for approval from the board for Measure K funds and Caltrans to CTC for SHOPP funds.

Mr. Chesley discussed the position the agencies do not like to be in when it comes to asking for additional funds from California Transportation Commission. The next meeting with the CTC will be held in May.

Mr. Sheridan gave an overview of the design road work in progress.

Motion passed unanimously Laugero/Hansen by voice vote.

5. State Route 4 Western Extension to Navy Drive Right of Way City of Stockton Municipal Utility Department and Business Operation:

Mr. Sheridan reviewed the staff report stating C&R trucking is one of the last businesses with a remaining issue in the State Route 4 Western Extension Right of Way project. He stated this business is not currently required to move as part of the project design, but has truck turning movements that requires the loading docks to be reconfigured. A year ago it was estimated it would cost \$4 million to reconfigure the docks and \$7 million to move this business. He stated because of the special permits with storm water and sewage, there is no other place to relocate this business. He described the reconfiguration. Caltrans Legal recommended based on Expert Witness an option would be to acquire part of MUD's parcel, which would cost under \$1 million to resolve this issue.

There was discussion about the relocation of the Debco project. Mr. Sheridan stated they are in the process and moving forward. Mayor Pro Tem Hansen asked when the business needs to be off the site. Mr. Sheridan responded the end of March and if they are not vacated the state can take possession of the property and pay penalties of \$15,000 a day, however he does not think this will be the case.

Councilmember Zapien asked how progression is going with MUD. Mr. Sheridan responded MUD originally had an issue with employee parking with the south side of the property; however the portion needed to be acquired is currently a storage area on the north side of the property. If this deal can be negotiated it would be in the best interest of everybody.

Mr. Chesley commented without MUD's cooperation there will be substantial impact to this business. Mr. Sheridan commented if the business had to move there would be sales tax to deal with as well, it would be in the best interest of all to work something out.

This item was for information only.

6. **Status of Major Highway Projects**

Mr. Sheridan gave an update to the highway projects. He stated the 99/Lathrop Interchange is going well and scheduled for completion Fall 2014.

Widening of 99/Arch Rd. is scheduled Fall-December 2014.

French Camp bridge structure scheduled Fall 2015.

South Stockton Widening between Crosstown/Arch Rd. going well. Mr. Chesley stated the ground breaking will be in March.

Mr. Chesley announced SJCOG was served a lawsuit on a piece of property against SJCOG and Department of Transportation. The lawsuit is for \$3,000 on a property who wanted more on a buy-out than what was paid.

This item was for information only no action was taken.

7. **Caltrans Executive Report**

None

8. **Executive Director's Report**

None

9. **Other Matters of Business**

None

10. **Adjournment**

There being no further business to discuss, the meeting was adjourned at 5:12 p.m. to Monday, March 10, 2014.

STAFF REPORT

SUBJECT: Amend State Route 4 “Crosstown” Extension to Navy Phase I & II Utility Relocation Expense Reimbursements

RECOMMENDED ACTION: Recommend the PDC Recommend to the SJCOG Board to Authorize the Executive Director to Amend Utility Reimbursement Agreements with Multiple Utility Companies as necessary during construction

DISCUSSION:

Recently PG&E reported they have overrun the original cost estimated for the relocation of one of the gas lines needed to be relocated during Phase 1 construction. During construction, it was discovered a gas line tie-in did not exist where needed. Because the tie-in did not exist, a gas main that needed to be deactivated could not be because it would have disrupted service to customers in the Boggs Tract neighborhood. PG&E installed the necessary tie-in so that the gas main could be deactivated and maintain service to customers.

The amount identified for the PG&E gas line relocation during Phase 1 of the project estimated \$299,985, for which SJCOG’s share was \$188,990. Because of the additional work needed, the cost for PG&E specific to this location is \$385,642.08 with SJCOG’s share being \$237,305.30. The net increase of the additional cost is \$48,315.

In August 2013 the SJCOG Board authorized the Executive Director to enter into multiple utility agreements with utility owners not to exceed \$5,000,000. At the time of the Board’s approval the estimates were prepared prior to the construction phase. All utility estimates were prepared by SJCOG’s Designer, in conjunction with the utility owners. The estimates were prepared based on the material and labor costs of known risks as well as potential risks that might be identified during the project delivery phases. SJCOG is responsible for a paying a share of the cost of utility relocation per the approved utility agreements.

SJCOG staff recommends to the Board to authorize the Executive Director to amend utility agreements as necessary so long as the cost approved by the Board is not exceeded. Based on the revised estimates, SJCOG staff is confident that the \$5 million approved previously by the SJCOG Board is sufficient to cover the cost of all utility relocation for the project.

SJCOG is responsible for the Right of Way Utility Coordination and paying for the associated fees; programmed within the overall project’s currently approved budget. The costs for the utility relocations were estimated during the Preliminary Design Phase, at which time SJCOG’s cost share

was estimated to be \$3.7 million. The \$3.7 million was approved as part of the \$23,516,000 approved of by the SJCOG Board in May 2010 for the Caltrans Measure K/Oversight Cooperative Agreements. However, during the Final Design Phase the extent of the utility relocations were further analyzed and calculated and a new estimate now indicated that SJCOG's Measure K Renewal share will be up to \$5,000,000. The new estimate does not change the overall budget previously approved of by the Board in the Caltrans Measure K/Oversight Agreement, as other costs associated with Right of Acquisition have been under expended.

The costs identified in the current approved Utility Agreements are:

PG&E Gas	Phase I	\$ 188,990	Amended	\$237,305.30
	Phase II	\$ 896,908		\$0
PG&E Elec.	Phase I	\$ 285,690		\$0
	Phase II	\$ 586,184		\$0
Cal Water	Phase I	\$ 185,040		\$0
	Phase II	\$ 410,000		\$0
ATT	Phase I	\$ 35,081		\$0
	Phase II	\$ 203,893		\$0
TOTAL		\$ 2,791,786		\$2,840,101.30

*SJCOG will have railroad payments of approximately \$250,000 for CCTC track relocation and \$100,000 for crossing upgrade on Tillie Lewis Drive.

Recommendation: SJCOG staff recommends to the PDC to recommend to the SJCOG Board to authorize the Executive Director, as necessary during construction to amend and sign Utility Agreements with AT&T, PG&E (Gas & Electric), and California Water Service Co, not to exceed \$5,000,000 these Utility Owners to continue relocating utilities for the Highway 4 Crosstown Extension to Navy Drive project.

Prepared by: Kevin Sheridan, Project Manager

STAFF REPORT

SUBJECT: I-5 French Camp Interchange City of Stockton Measure K Cooperative Agreement Amendments

RECOMMENDED ACTION: Recommend the PDC Recommend to the SJCOG Board to Authorize the Executive Director to Amend the Measure K Reimbursement Agreements with the City of Stockton

DISCUSSION:

There are two Measure K Cooperative Agreements with the City of Stockton to reimburse for construction and utility relocation related expenses. The current agreements state that expenses related to right of way are not reimbursable. The request to amend the Measure K Cooperative Agreements is to add scope for right of way and redistribute funds from construction and utility relocation to cover a shortfall in right of way. The shortfall in right of way is related to expenses associated with a remaining property that is in condemnation. The transfer of funds from construction and utility relocation will increase the condemnation deposit for Caltrans to enter into negotiation for settlement with a remaining property/business owner affected by the project.

The two separate approved Measure K Cooperative Agreements are for \$9,017,113 in construction and \$2,000,000 in Measure K funds for utility relocation costs. Additionally there are Federal and State funds totalling \$13,788,927 and \$3,595,974 for construction only. The total construction funds programmed and allocated for the project are \$28,402,014. The City of Stockton Public Works Dept. Staff has identified that the estimated cost to complete construction is \$25,230,231. Therefore it is anticipated that there will be \$3,171,782 unexpended.

The \$3,171,782 in unexpended funds (\$2,411,283 Construction and \$660,499 Utility Relocation) would add to the \$800,000 currently in the right-of-way phase. Thus increasing the total for Caltrans to complete the condemnation suit.

Both Caltrans and the Buisness/Property Owners have hired Expert Witness Appraisers to determine a cost to correct the issues surrounding the access damages claim. SJCOG, City of Stockton Public Works Dept. and Caltrans Staff feel confident that the additional \$3,171,782 will cover the remaining cost to complete the right of way settlement. SJCOG staff has worked with the City of Stockton Public Works and Caltrans Staff to strategize the issue related to right of way, construction estimate to complete, and that all other funding sources approved and programmed on the project are completely exhausted prior to the use of any remaing Measure K funding on the project. The action being requested does not increase the amounts in either agreement.

Source(s) and Amount of Funds for Project:

<u>Source</u>	<u>Amount</u>	<u>Percentage</u>
MKR (Utility Relocations)	\$ 639,500	31.98%
MKR (Right-of-Way)	\$ 660,500	33.02%
Existing Measure K (Hammer Lane 3B Savings)	\$ 700,000	35.00%

TOTAL **\$2,000,000** **100.00%**

<u>Source</u>	<u>Amount</u>	<u>Percentage</u>
MKR State Highways (R/W)	\$2,411,283	7.82%
MKR State Highways	\$6,831,268	22.15%
MKR Regional Arterial	\$490,000	1.59%
Federal RSTP	\$7,276,449	23.59%
Federal IMD	\$7,091,000	22.99%
Prop 1B SLPP	\$3,800,000	12.32%
*City PFF (Construction Management & City Staffing)	\$2,942,193	9.54%

TOTAL **\$30,842,193** **100.00%**

Recommendation: SJCOG staff recommends to the PDC to recommend to the SJCOG Board to authorize the Executive Director to amend the Measure K Reimbursement Agreements with the City of Stockton to add right of way and redistribute funding from construction for the I-5 French Camp Interchange project.

Prepared by: Kevin Sheridan, Project Manager

STAFF REPORT

SUBJECT: Status of Major Highway Projects

RECOMMENDED ACTION: Project Matrix

DISCUSSION:

Attached to this staff report is a project matrix developed as a project management communication tool to provide updates on the current delivery status of projects on the state highway system. For these major highway projects, SJCOG is an implementing agency, financial sponsor, or both and shares in the responsibility in helping to insure the successful delivery of the projects identified. Please see project notes section on the spread sheet for related information.

Additional Project Information:

STATE ROUTE 4 WESTERN EXTENSION TO NAVY DRIVE (CROSSTOWN)

The Burlington Northern Santa Fe Construction and Maintenance (C&M) agreement was secured one year earlier than anticipated. The result of this has presented the potential to make some significant design changes on a specific segment of the project. Although the change if implemented is during construction, it will maintain the approved schedule and reduce the construction cost. SJCOG Staff met with the contractor to discuss implementing a form of Construction Management/General Contract (CMGC) method to let the contractor present a cost effective design change. Per SJCOG staff's direction the contractor has submitted plans to Caltrans for review.

If the contractor's change in design proposal is acceptable by Caltrans, then the change will be implemented. One of the key factors in CMGC is that the contractor is a key factor during the Final Design phase to provide input. In doing so the contractor is then allowed to negotiate the price to construct the project and held to a fixed price. A fixed price eliminates contract change orders as the contractor bares the risks based on their input and negotiated cost. SJCOG's Project Manager discussed this with the contractor and the contractor agreed that if the design proposal is accepted, that the work associated with the design change would be done at a fixed negotiated price. Currently the contractor's design change proposal plans are being reviewed by Caltrans.

Prepared By: Kevin Sheridan, Project Manager

Major Highway Project in Construction

Project Schedule Exceeding Expectations
 Project Schedule Meeting Expectations
 Project Schedule Not Meeting Expectations

Project Description	Total Project Cost (millions)	Existing Funding Commitment	Measure K		RTIF		Other Local	PROP 1B					STIP		Other State	Federal Funds	Project Phase	Begin Construction Phase Date	Comments
			Measure K Highway	Measure K Local	RTIF Highway	RTIF Local		TCIF	CMIA	Route 99	HRCSA	SLPP	STIP Local (RIP)	STIP State (IIP)					
Highway 12 Improvements (I-5 to Terminus) Intersection Improvement, left turn channelization, lane extension, and ITS.	20.5	20.5											20.5				Construction	May 2012	Project construction complete. Close out phase.
Highway 12 Bouldin Island Rehabilitation (Caltrans SHOPP) shoulder widening to 10' and pavement rehab from Terminus to Moke River	56.33	56.33													56.33 SHOPP		Construction	October 2013	Future roadway in place on south side of existing highway for placement of settlement items for the settlement period. Once the settlement items and materials are in place, the roadbed will be preloaded to compact for 6 months.
Western Extension Highway 4 (Crosstown Freeway) Extend Crosstown Freeway from Fresno Ave to Navy Drive.	140.4	193.64	70.2					70.2									Construction	Nov 2013	Construction ongoing. Caltrans/BNSF C&M Agreement approved. Contractor working in Railroad right of way. SJCOG and Caltrans continuing work on contaminated soil remediation. See attached Staff Report for additional information.
Route 99 South Stockton (Crosstown Freeway to Arch Road) Inside widening to 6 lanes, interchange modification/construction, and auxiliary lanes	214.46	214.46	36.56	11						132.26		16.01	17.02	1.558			Construction	February 2013	Golden Gate MLK Interchange and BNSF Railroad Structure construction on going. BNSF and Caltrans construction worked out and agreement to continue expediting construction. Bridge local street overcrossings being prepped for inside widening of the highway. Clark Drive access to 99 closed. Munford Road temporarily closed.
Route 99 Manteca (Arch Road to Rt. 120) Inside widening to 6 lanes, interchange modifications/construction.	154.84	154.84	22.53	10						89.54			32.77				Construction	Phases 1 & 2 Summer/Fall 2012, Phase 3 Winter 2012	Project split into three construction phases. Phase 1 inside widening scheduled to complete Fall 2014. Phase 2 French Camp Interchange, traffic to shift from median back to SB lane and then NB lane will shift to median, scheduled to complete Fall 2015. Phase 3 Lathrop Road/Main Street Interchange traffic shifting over to new bridge, old bridge being demo'd. scheduled to complete Fall 2014/Spring 2015. Little John Hook Hook Ramp access to be closed Fall 2014.
I-5 North Stockton Widening Inside widening to 8 lanes from Country Club to Hammer Lane with some auxiliary lanes and HOV lane option beginning at Charter Way.	119.5	119.5	44.22							33.35					32.8 SHOPP for Construction		Construction	August 2011	Stage I to widen the median and bridges complete. Stage II to shift traffic to the median Northbound from Country Club to Hammer Lane complete. Northbound lanes scheduled to be completed by August 2014. Southbound lanes being constructed. Caltrans constructing rehabilitation project between 8th Street and Country Club Blvd. Multiple temporary ramp closures in effect.
I-205 Auxiliary Lanes construct 2 aux lanes between Mt. House and 11th Street and (5) Accel/Decl lanes at Grant Line, Tracy Blvd., and Holly Dr.	19.72	19.72	10.65							9.07							Construction.	April 2011	Construction completed April 2013.
I-5 French Camp Road Interchange Modify and reconstruct Interchange	48.90	48.9	9.2	.50			21					3.8			14.4 RSTP & IMD		Construction	January 2013	Construction contractors are Bay Cities/Myers Inc. Joint Venture. Partnering meetings being held between Contractors, City of Stockton, and SJCOG staff. Construction on going and is expected to complete in Fall 2014. Funding needed to resolve Right of Way property settlement. See additional Staff Report
Sperry Road Extension and realignment of approximately 5,300 linear feet of Sperry Road from Performance Drive to French Camp Road	47.90	47.90		9.2		1.5	13.50	23.7									Construction	June 2011	Construction completed, open to traffic and ribbon cutting held on 12/19/13. Revegetation of sensitive areas ongoing.
North Stockton Grade Separations Constructing two roadway overpass on Eight Mile Road and an underpass crossing at Lower Sacramento Road	71.20	55.2		27.8			16.3 City & 2.6 UPRR				19.3	5.1					Construction	January 2011	Construction Completed
Total =	893.75	930.99	193.36	58.50	0.00	1.50	53.40	93.90	42.42	221.80	19.30	24.91	70.29	1.56	89.13	14.40			
			251.86			1.50	53.40			402.33				160.98		14.40			

STAFF REPORT

SUBJECT: Regional Transportation Impact Fee (RTIF)
Amendment for the Navy Drive/BNSF
Underpass Reconstruction Project and
Annual Review of RTIF Capital Projects
List

RECOMMENDED ACTION: Information

SUMMARY:

In November 2012, the SJCOG Board approved the use of \$1.67 million in Regional Transportation Impact Fee (RTIF) funds to leverage \$5.74 million in Proposition 1B funds for the Navy Drive/BNSF Underpass Reconstruction project. As specified in the RTIF operating agreement, in order for the RTIF funds to be utilized for the project, two actions must be taken: 1) Amend the RTIF network to include Navy Drive from SR4 to Washington Street and, 2) Add the Navy Drive/BNSF Underpass Reconstruction project to the RTIF Capital Projects List, to include a nexus analysis to quantify the percentage of the overall project cost that the RTIF can support. Staff is preparing the required amendments for consideration by the SJCOG Board at its September 2014 meeting.

Additionally, at least annually, each Participating Agency has the opportunity to recommend changes to the Regional Transportation Impact Fee (RTIF) Capital Projects list. Other proposed projects determined to be eligible for inclusion may also be considered for amendment into the program. Any additional recommended modifications must be proposed no later than September 8, 2014.

BACKGROUND:

Per the RTIF Operating Agreement, SJCOG is responsible for establishing and maintaining the RTIF Capital Project List. From time to time, at the request of a Participating Agency, and at least annually, SJCOG shall review the RTIF Capital Projects List to *add, modify, or remove* a project(s). This includes project scope, costs, and year of delivery.

A capital project must be included in the fiscally constrained project list for the currently adopted Regional Transportation Plan (RTP). Any major modifications for existing projects and/or additions of new projects must also be screened for consistency under the requirements of the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) criteria for establishing a rational nexus. The Navy Drive/BNSF Reconstruction Project is included in the fiscally constrained project list for 2014 RTP. The project location and its relationship to the Navy Drive widening and the SR4 extension is outlined on Attachment 1.

The \$1.67 million of approved RTIF funding will be expended from the regional share of the RTIF funds available for programming by the SJCOG Board. The improvement supports the planned four-lane widening of Navy Drive and will provide immediate benefit to the operation of the corridor with the near-term connection to SR4. The approval of the RTIF funds made the project eligible for State Proposition 1B Highway Railroad Crossing Safety Account (HRCSA) surplus funding.

As of December 2013, an approximate net of \$5.27 million has been retained by SJCOG for programming to highway and transit projects. By formula, one-third is identified for transit and two-thirds for highway projects. Projects funded and committed from the 15% regional share administered by SJCOG include:

<i>Project</i>	<i>Project Sponsor</i>	<i>Funding Amount</i>	<i>Status</i>
Bus Rapid Transit (BRT) Hammer Triangle Project	SJRTD	\$800,000	Funded
Cabral Station Improvement Project	ACE	\$173,410	Committed

No highway projects have been funded from the regional share to date. The \$1.67 million approved for the Navy Drive/BNSF underpass project comes from a previous RTIF commitment of nearly \$3.4 million for the SR 4 extension from Fresno Avenue to Navy Drive. The SR4 project is being delivered without the previously identified RTIF funding.

NEXT STEPS:

The SJCOG Board of Directors is responsible for approving all modifications to the RTIF roadway network and the RTIF Capital Project List. The appropriate amendments for the Navy Drive/BNSF project will be considered by the SJCOG Board at its September 2014 meeting. In addition, all other recommended modifications received by September 8, 2014 will be screened for consistency under the requirements of the Mitigation Fee Act. Additional recommended modifications will also be forwarded to the appropriate standing committees and the SJCOG Board of Directors for the review and consideration of approval.

ATTACHMENTS:

Navy Drive/BNSF Project Map

Port of Stockton

Figure 2: West Complex Access Improvements

