

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(10), Action Item

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Division of Rail and Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT EXPENDITURE FOR A SENATE BILL 1 TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP), PER TCEP GUIDELINES WAIVER 20-53**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve a six-month time extension for the period of project expenditure for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Fyffe Avenue Grade Separation (PPNO T0002) project in San Joaquin County, from June 30, 2020 to December 30, 2020?

### **RECOMMENDATION:**

The California Department of Transportation recommends the Commission approve a six-month time extension for the period of project expenditure for the SB 1 TCEP Fyffe Avenue Grade Separation (PPNO T0002) project, in San Joaquin County, to December 30, 2020.

### **BACKGROUND:**

On August 15, 2018, the Fyffe Avenue Grade Separation Project was adopted in the 2018 TCEP, and the baseline agreement approved under Resolution TCEP-P-1819-02B. The Fyffe Avenue Grade Separation project was programmed with a total of \$9,000,000 of TCEP funds; \$8,000,000 for the project construction phase, and \$1,000,000 for the PS&E phase for a total project cost of \$13,000,000. This programmed project is designed to reduce truck queuing at the entrance to the south facility of the Port of Stockton, and to improve safety by eliminating vehicle/train conflicts.

At its June 2018 meeting, the Commission allocated \$1,000,000 for the PS&E phase. During a field investigation during PS&E, the Fyffe Avenue Project team discovered that the ground

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beneath the proposed structure was subject to liquefaction during a seismic event. The team initiated a thorough survey of the project area to determine the extent of the liquefaction potential.

In addition, the project team retained the services of a geotechnical engineering firm to evaluate both the liquefaction potential and the necessary remediation. The consultant's report indicates that the remediation will cost in excess of \$3,000,000; which the project sponsor, the Port of Stockton, proposed to use local funds to cover this cost increase.

At issue, however, is the additional time required to complete the PS&E. Therefore, the Port of Stockton is requesting a six-month time extension for this project, to complete the period of project expenditure, from June 2020 to December 2020.

Current TCEP Guidelines, Resolution G-17-32, stipulate that TCEP allocations must be requested in the fiscal year of project programming. The Commission may approve a waiver to timely use of funds deadline for allocation one-time only up to 12 months.