

# Metropolitan Transportation Commission Programming and Allocations Committee

April 13, 2011

Item Number 2i

## Concurrence Request for STIP Amendment

**Subject:** MTC concurrence for proposed amendment to the 2010 State Transportation Improvement Program (STIP).

**Background:** The Santa Clara Valley Transportation Authority (VTA) has requested MTC's concurrence for amendments to the 2010 State Transportation Improvement Program (STIP). VTA requests that \$13 million in STIP funds currently programmed in FY2011-12 on the Capitol Light Rail Transit Extension to Eastridge Phase I: Transit Center and Bus Improvements be shifted to the Capitol Light Rail Extension Phase II: Track, Signal, and Way (PPNO Pending) in FY2012-13. VTA has experienced very favorable bid conditions in the previous few contracts it advertised, and now anticipates the cost of Phase I to be substantially lower than originally programmed. This programming action would transfer \$13 million from the earlier segment of the project, to be allocated in FY2011-12, to the second segment's right of way phase, deliverable in FY2012-13.

While this amendment transfers funds from one contract to another on the same project, it requires the creation of a new PPNO and new project line item in the STIP. Therefore, the amendment requires the concurrence of MTC's Programming and Allocations Committee as a major change to the STIP. Since the amendment relates to the same project, no Resolution of Local Support or additional information is necessary. VTA will submit a Transportation Improvement Program (TIP) amendment for processing once the amendment is approved by the CTC.

MTC concurs with the proposed move of savings from Phase 1 to Phase 2 in support of the Capitol Light Rail Extension corridor.

### Existing 2010 STIP Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Project Title</u>
2174B	VTA	CON	\$31,540,000	2011-12	Capitol LRT Ext. Eastridge Transit Ctr Imps

### Proposed 2010 STIP Programming:

<u>PPNO</u>	<u>Sponsor</u>	<u>Phase</u>	<u>Amount</u>	<u>FY</u>	<u>Project Title</u>
2174B	VTA	CON	\$18,540,000	2011-12	Capitol LRT Ext. Eastridge Transit Ctr Imps
2174x	VTA	ROW	\$13,000,000	2012-13	Capitol LRT Ext. Track, Signal, and Way

The 2010 Regional Transportation Improvement Program (RTIP) was adopted by MTC on January 27, 2010 (MTC Resolution No. 3938) and was submitted to the California Transportation Commission (CTC) for inclusion in the 2010 STIP. The CTC adopted the 2010 STIP in May 2010.

This project is subject to the 2010 RTIP Policies and Procedures, MTC Resolution No. 3928, and can be found at <http://www.mtc.ca.gov/funding/STIP/>.

**Issues:** None.

**Recommendation:** Approve the requested STIP amendment concurrence from VTA and direct staff to send a letter of concurrence to the CTC.

**Attachments:** VTA STIP Amendment Request Letter

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March 29, 2011

Mr. Kurt Scherzinger  
Office Chief, Office of Capital Improvement Programming  
California Department of Transportation  
1120 N St.  
Sacramento, CA 94812

**Subject: Request to amend the STIP, followed by a corresponding TIP amendment**

Dear Mr. Scherzinger:

The Santa Clara Valley Transportation Authority (VTA) hereby submits a request to amend the STIP, followed by a corresponding TIP amendment. VTA requests that the California Transportation Commission (CTC) notice and approve the amendment at its' May and June 2011 meetings.

VTA is requesting the reprogramming of \$13.0M in FY 2012 Santa Clara Regional Improvement Program (RIP) funds from Capitol Expressway Light Rail Extension: Phase I – Eastridge Transit Center (PPNO 2174B) to the Capitol Expressway Light Rail Extension: Phase II Light Rail.

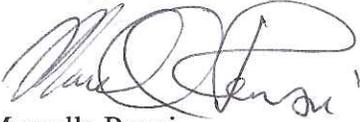
VTA is delivering the Capitol Expressway Light Rail Extension in multiple phases. Construction contracts for the Phase I Pedestrian Improvements were awarded in February 2011, and the Right-of-way acquisition for the Phase I East Ridge Transit Center is underway.

Due to a favorable bid climate and a more rigorous estimating methodology, the Engineer's construction estimate for the Phase I Transit Center has been significantly reduced from what VTA anticipated at the time it was programmed. The complete Transit Center was originally designed as an end-of-line light-rail station, accommodating expanded express and local bus service, and with supporting parking, bicycle and pedestrian access facilities. When declining sales tax revenue resulted in VTA's adopting a phased delivery strategy, VTA staff calculated the cost of the Phase I Transit Center improvements using just the cost of the bus facilities and a proportional share of the parking, and bicycle/pedestrian access. This estimate was programmed in the STIP. Over the last year, VTA has refined the Phase I Transit center design, and re-estimated the costs from the ground up, vs. the previous scaling down. VTA also has recent experience in bidding similar construction elements on other projects. VTA would like to reduce the RIP commitment accordingly, and reprogram those RIP funds to the next project phase in order to start utility relocations for the construction of actual light rail.

Mr. Kurt Scherzinger  
Office Chief, Office of Capital Improvement Programming  
California Department of Transportation  
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I look forward to working with Caltrans, MTC, and CTC on these requests. Should you have any questions or if you need any additional information, do not hesitate to contact me at 408-321-5717.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marcella Rensi', written in a cursive style.

Marcella Rensi  
Programming and Grants Manager

cc: Surjit Dhillon – Caltrans  
Kenneth Kao - MTC

Attachments: PPR's for 04-2174B and the CELR Phase II Extension