

Subject	Caldecott Tunnel Improvement Project (Project 1698): Project Status Report
Summary of Issues	The APC has requested periodic updates on the progress of the Caldecott Tunnel Improvement Project. This Board item provides an update of the activities completed since the last report in October 2007.
Recommendations	None, for information.
Financial Implications	The current phases (final design and right of way engineering) are being funded from the Traffic Congestion Relief Program (TCRP), State Transportation Improvement Program-Interregional Improvement Program (STIP-IIP) and Regional Measure 2 (RM2) funds.
Options	N/A
Attachments	A. Overall Budget vs. Expenditures Summary, dated February 25, 2008. B. Overall Project Cost and Funding Plan dated February 15, 2008.
Changes from Committee	

Background

The proposed project is to construct a two-lane fourth bore for the Caldecott Tunnel, north of the existing third bore, to alleviate congestion in the non-peak direction. The Authority, the Alameda County Congestion Management Agency (ACCMA) and Caltrans are working collaboratively to deliver this project.

Project Activities Update

The following is a summary of tasks completed by the project team since October 2007:

Project Approval and Environmental Document (PA&ED)

As previously reported, the 4th Bore Coalition (Coalition), a group of local residents and homeowner association representatives, filed a lawsuit under CEQA. The Coalition’s primary concerns are related to construction impacts, such as the staging proximity to residences, noise and traffic generated during construction. Their concerns also include long-term impacts related to air quality, additional noise and traffic diversion onto local roads. Caltrans and Authority staff have been meeting with the Coalition since November 2007 to discuss and agree on suggested project mitigations/enhancements. The lawsuit has been stayed until March 7, 2008.

Since October 2007, the City of Oakland (“City”) staff has been meeting with Caltrans, Authority and ACCMA staff. City’s concerns are similar to the Coalition’s, however, numerous meetings have been held between the agencies and progress has been achieved towards drafting an agreement and a list of suggested project mitigations/enhancements. Caltrans and the City entered into a tolling agreement in November 2007 that is now extended through March 20, 2008.

Plans, Specifications and Estimate (PS&E)

The project team completed 95% PS&E on January 28, 2008, and submitted the package for District Office Engineer’s (DOE) review. The DOE will perform a quality control review ahead of District-wide circulation and review on this 95% PS&E.

The tunnel design includes mined tunnel, slope stability, portal structure & architecture, tunnel ventilation, fire life safety, electrical and tunnel operations systems. The roadway design includes mainline and ramp improvements, retaining walls and signing and striping.

Risk Management

For the past three years, the project team has been reviewing the project risks and actively seeking solutions to minimize the risks. One of the major risks identified to date is the possibility of receiving a limited number of responsive bids. To mitigate this potential risk, the team has begun implementing a Contractor Outreach Program. As part of this Program, the project team recently met with several potential tunnel prime contractors to discuss the project and obtain feedback about the anticipated contract provisions. In addition, the team will be conducting an orientation meeting on February 25, 2008 for small businesses to discuss the type of work they could perform during construction. This orientation meeting will be followed by a few potential prime contractor and small businesses outreach events scheduled for March and June of this year.

Project Schedule, Cost and Funding

Schedule

Since the last update, there is no change to the project delivery schedule. Major milestone dates, as reported before, are as follows:

Final PS&E	August 2008
Right of Way Certification	January 2009
Contract Ready for Advertisement (RTL)	January 2009
Construction Begins	Summer 2009
Construction Ends	Winter 2013/ 2014

Cost

The following is the project expenditures as of December 2007:

Parsons Team (Consultant Agreement No. 175):
 Contract compensation total maximum value is \$24,425,000.
 Total value of all task orders approved to date is \$23,215,000.
 Total spent to date is \$19,663,000.

Authority/Nolte:
 Total budget allocation is \$1,337,000.
 Total spent to date is \$752,000

Caltrans:

Total budget allocation is \$22,685,000.

Total spent to date is \$19,717,000.

Therefore, the total project expenditures to date is \$40,132,000. See Attachment A for additional information.

Funding

Attachment B includes risk-based project cost information completed in September 2007.

Preparation of a 95% level cost estimate is currently underway and will be presented in the next update. According to the risk-based cost estimate prepared in September 2007, escalated to the mid-point construction year, the total cost for the 2-lane tunnel alternative will be \$420M (75th percentile project cost). The project is fully funded.

CALDECOTT TUNNEL IMPROVEMENT PROJECT

Overall Budget vs. Expenditures Summary:

Phase	Budget					Expended as of December 2007			
	Caltrans	CCTA/Nolte	Parsons	Contingency	Total	Caltrans	CCTA/Nolte	Parsons	Total
PA&ED and Preliminary Design (prior to 7/1/04)	\$7,368,000	\$0	\$0	\$0	\$7,368,000	\$7,368,000 ¹	\$0	\$0	\$7,368,000
PA&ED and Preliminary Design (after 7/1/04)	\$6,917,000 ²	\$315,000	\$5,235,000 ³	\$665,000	\$13,132,000	\$6,717,000	\$314,000 ⁴	\$5,084,000	\$12,115,000
Sub Total (PA&ED)	\$14,285,000	\$315,000	\$5,235,000	\$665,000	\$20,500,000⁵	\$14,085,000	\$314,000	\$5,084,000	\$19,483,000
Final Design (PS&E)	\$8,400,000	\$1,022,000	\$19,190,000	\$288,000	\$28,900,000	\$5,632,000	\$438,000	\$14,579,000	\$20,649,000
Sub Total (PS&E)					\$28,900,000⁵				\$20,649,000
TOTAL:	\$22,685,000	\$1,337,000	\$24,425,000	\$953,000	\$49,400,000⁵	\$19,717,000	\$752,000	\$19,663,000	\$40,132,000

Abbreviation:

PA&ED - Project Approval and Environmental Document

PS&E - Plans, Specifications & Estimate

Notes:

- 1) Expenditures include \$7.38M of pre-July 2004 support cost for Caltrans staff and Caltrans on-call consultant services.
- 2) Caltrans expenditures were within the allocated budget when the final EA/EIR was completed in September 2007. However, in order to continue the negotiations with the City of Oakland and the 4th Bore Coalition, an additional \$325,000 budget is required until April 2008. On February 22, 2008 the Executive Steering Committee reviewed the expenditures and reallocated the support services contingencies to provide for the additional budget.
- 3) In order to provide support services for the negotiations with the City of Oakland and the 4th Bore Coalition, an additional \$50,000 budget is required until April 2008. The additional budget is provided by reallocating the support services/contract contingencies. This is a task order based contract, Contract 175 - "Not to Exceed Maximum" amount will remain the same, and no contract amendment is required at this time.
- 4) Since December 2005, all CCTA/Nolte-Gray Bowen expenditures, including for work related to PA&ED activities, have been tracked as PS&E expenditures. Expenditures continue to under run the budget, and no additional budget is requested for this group at this time.
- 5) Overall project budget remain the same. Contingencies were reallocated.

CALDECOTT TUNNEL IMPROVEMENT PROJECT

Overall Cost and Funding Plan (for the Preferred 2-Lane Tunnel Alternative):

	Type		PA&ED	PS&E	R/W	Construction	Total
SAFETEA LU	Federal	Committed				\$1M	\$1M
		Proposed					
TCRP	State	Committed	\$10M	\$10M			\$20M
		Proposed					
STIP- IIP	State	Committed	\$8M	\$4.4M	0.8M	\$4.8M	\$18M
		Proposed					
STIP-RIP	State	Committed (Contra Costa)		\$2M		\$29M	\$31M
		Proposed (Ala & CC)					
CMIA	State	Committed				\$175M	\$175M
		Proposed					
Regional Measure 2	Local	Committed	\$2.5M	\$12.5M		\$35M	\$50M
		Proposed					
Measure J	Local	Committed				\$125M	\$125M
		Proposed					
Total:		Committed	\$20.5M	\$28.9M	\$0.8M	\$369.8M	\$420M
		Proposed					
Total Project Cost:			\$20.5M	\$28.9M *	\$0.8M	\$369.8M	\$420M **

Abbreviation:

PA&ED - Project Approval and Environmental Document

PS&E - Plans, Specifications and Estimate

R/W - Right of Way

CMIA - Corridor Management Improvement Account

* Estimate includes R/W Support Services Cost of \$200,000.

** Based on the 75th percentile risk-based project cost (in future dollars).

CALDECOTT TUNNEL IMPROVEMENT PROJECT

ATTACHMENT B

PROGRAMMED FUNDS:

(in Millions)

SAFETEA - LU	\$1	Available Now
TCRP	\$20	Available Now
2004 STIP - IIP	\$18	Available Now
2004 STIP - RIP	\$2	Available Now
2006 STIP- RIP	\$29	Available in FY 2008/09
CMIA	\$175	Available in FY 2008/09
RM2	\$50	Available Now
Measure J	\$125	Available in FY 2009/10, 10/11 and 11/12 FYs
SUM	<u>\$420</u>	