

**Solutions for Congested Corridors
Corrective Action Plan
January 1, 2021 - June 30, 2021**

No.	Dist-PPNO Co	Title	Scope	Schedule	Cost	Benefits
1	03-1531 SAC	PSGC Phase 1 - Auburn Boulevard Complete Streets		Agency received additional funding award from SACOG which will allow the project to be completed in one construction contract without breaking up into phases. The timeframe for construction was lengthened to incorporate both construction phases due to. In addition, City is working with SMUD to finalize utility work and thus ROW completed delayed. City still planning to request allocation in June 2022.		
2	03-5101 PLA	PSGC Phase 1 - I-80 Transit Reliability		The I-80 Aux Lanes project consists of two segments. The EB segment is being funded primarily with SCCP funds. The WB segments is being funded primarily with TCEP funds. Both segments will be bid as one complete project. The RW Certification date for the EB segment has been changed from 6/30/21 to 8/31/21 to match the RW Cert date currently shown for the TCEP funded WB segment (also known as "Capital Region Freight - I-80" (PPNO 5101A).		
3	04-0376 NAP	Soscol Junction (SR 29/221/Soscol Ferry Road)		The project had 'fish passage' as an identified risk and mitigating the risk required significant coordination with multiple regulatory agencies related to fish passage design that caused delay in project schedule. Project team was able to develop a revised design to avoid impacting to Soscol Creek thus removing the required fish passage design and receiving associated permits. However, PDT needs about 2 months to complete the PS&E package requirement and one CDFW permit for RTL.	The project is being delivered in multiple phases and ROW costs span the entire project. ROW Support cost included in this project is \$300k. The cost variance in phase 2 and phase 3 will be evaluated and an update to cost data would be included in PRSM resource adjustment.	
4	04-0658J SCLSM	US 101 Managed Lanes Project - Highway Planting Replacement		This project is a child project and the parent project will be delivered in FY 21/22. Agency will seek allocation for this project immediately after but may request 'Extension to award', to meet the schedule.	This EA was split from EA 1J560 and the amount \$1.136M for PS&E phase will come from the parent EA.	
5	04-0658k SCLSM	US 101 Managed Lanes Project - Tolling System Integrator			No funds are programmed for the design phase of this project as the design is being completed under other projects. The project is being delivered in two phases. The first phase has been designed and constructed. The second phase design nearly complete and will be starting construction summer 2021.	
6	04-2010F CC,ALA,SF	BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract		BART Train Control Modernization Program - MacArthur/Downtown Oakland Interlock Cabling Upgrade Contract; Ready to list - May 6, 2022; Begin Construction (Contract Award) - November 23, 2022 May need CTC action to reprogram / rescope the project		
7	08-1232, 1232B & 1232C SBD	West Valley Connector Bus Rapid Transit (Phase 1 & Zero Emission Bus Initiative) Mainline Improvements		Final design is scheduled to be completed 12/16/2021 per PPR. The ROW phase will take longer than final design and RTL date was update to coincide with ROW certification.		
8	03-1787A SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line - Construct siding track.		The PA&ED schedule has been impacted by issues relating to COVID-19 and the Governor's shelter in place order. This delay has resulted in slight delays to subsequent delivery milestones. A 11-month time extension for construction allocation was approved at the December 2020 CTC meeting.		
9	03-1787C SAC	US 50 Multimodal Corridor Enhancement Project/Gold Line- Accelerating Rail Modernization and Expansion in the Capital Region - Station Improvements		Due to the complexity of operating both high-floor and low-floor light rail vehicles on the same line in the interim transitional period, SacRT had to phase in station improvements. Phase 1 would allow both groups of vehicles to service all the stations while Phase 2 would be completed once the entire SacRT Light Rail Fleet was converted into low-floor vehicles. The Final Design has been delayed due to this phasing approach and also due to the COVID 19 pandemic. This delay in completing design has also negatively impacted the subsequent milestones.		
10	04-0360Q SON-101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure			There is a potential for cost increase in the R/W Capital budget due to unanticipated modifications to the temporary construction easements which might result in additional payments to the property owners. If this cost increase materializes, the existing cooperative agreement will be amended to add locals funds to cover this shortfall.	
11	04-0658D SM-101	US 101 Managed Lanes Project - Northern Segment			This project is being delivered using the CMGC method of delivery. The project received its construction allocation at the October 210 CTC meeting. In order to expediate the project delivery, the allocation request was based upon 95%-completed design when negotiations with the Contractor were well underway. Those negotiations continued until construction contract was awarded in January 2020. The Final agreed-upon price reflected a cost increase of \$12M. This cost increase has been funded with local funds. In addition, this project has been combined with a SHOPP project.	

ATTACHMENT 2

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12	04-0658H SM-101	US 101 Managed Lanes Project - South Segment		Based upon the number of Contract Change Orders (CCOs) that have either been executed or planned to be executed and the additional work days lost to the rainy weather, the planned End Construction milestone has been delayed by three months.
13	04-0658H SM-101	US 101 Managed Lanes Project - Follow-up Landscaping	The originally established schedule was not consistent with the completion schedule of the highway mainline projects. The revised schedule will require Commission approval of a time extension to allocate STIP funds.	
14	04-2015E SCL-101	Silicon Valley Express Lanes Program - Phase 3	The End Construction milestone has been delayed by 4 months due to the need for additional coordination between the Electronic Toll System (ETS) and Civil contracts. New schedule will be monitored regularly for compliance and for any opportunities to achieve the baseline schedule.	
15	05-2893 SB	North Padaro Lane Coastal Access Improvements	The original delivery schedule was not consistent with the approved SCCP funding fiscal year. The project is on track to receive allocation during the year of programming.	
16	05-2894 SB	Summerland Area Coastal Access Improvements	The Ready -to-List milestone has been delayed due to unanticipated need to acquire right of way from another agency. The agency is requesting a 12-month extension to allocate at the March 2021 CTC meeting.	
17	05-2896 SB	Santa Claus Lane Class I Bikeway	SBCAG and the associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. Difficulties with a transfer of RW between Caltrans and the County have also caused delays. In previous phases (PSE/RW), SBCAG received a 9 month extension, the same schedule impacts that were previously documented have had effects to the delivery schedule for construction. SBCAG is requesting an extension of 12 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting.	
18	05-2897 SB	Santa Claus Streetscape, Coastal Access Parking and Railroad Crossing	SBCAG and associated partner agencies have been unable to coordinate in the field and meet with stakeholders on the design phase of the project due to COVID-19. SBCAG is currently coordinating with local partners and Caltrans to avoid impacts to adjacent railroad crossings, however field meetings with railroad staff are required, which have been postponed due to COVID-19. Difficulties with a transfer of RW between Caltrans and the County have also caused delays. SBCAG is requesting an extension of 12 months to the allocation date for the CON phase for the project at the March 2021 CTC meeting.	
19	07-5497 SB	Airport Metro Connector 96th Street Transit Station	The Los Angeles World Airports (LAWA) Automated People Mover (APM) has fallen behind on their schedule, and the Crenshaw Line has experienced continued delays. Metro can't build the Airport Metro Connector (AMC) Project without LAWA completing several major structural columns and guideways as this project sits directly beneath the APM Guideway. In addition, with the Crenshaw/LAX (CLAX) Line still under construction and now testing, the AMC Project cannot currently access the rail station portion of the AMC Station Project. This is critical as the AMC Project needs to tie in temporary Turnbacks into the main CLAX Line before any AMC Rail Station work can begin. The main construction contract, funded with SCCP funds, is scheduled to be executed by summer 2021 with construction scheduled to break ground late fall 2021.	Based upon the latest cost estimate, a small increase in construction is being funded with savings realized from completed phases. However, the overall cost of the project has not changed.
20	08-1230 SBD	Redlands Passenger Rail Project	The End of Construction date has been delayed by 6 months, from 5/31/2021 to 11/30/2021 due to challenges in Right-of-Way acquisition, relocating impacted utilities (Southern California Edison), and final design modifications.	The R/W budget has increased due to increase in utility relocation costs. The construction costs have increased due to award of the Mainline Construction Contract being higher than the estimate. The San Bernardino County Transportation Agency has allocated a combination of additional local Measure 1 funds, State Transit Assistance funds, and federal Transit Administration funds to cover this shortfall for R/W and construction.

21	11-0615F,G,H,J SD-5	I-5 North Coast Corridor HOV Extension - Phase 1 -HOV (Encinitas and Carlsbad Segments)	<p>After additional discussions with the project team, it was realized that the discrepancy between 3.0 miles of aux lanes (baseline agreement) and recent calculations of 2.80 miles of aux lanes resulted from two project teams using different definitions for calculating the length of aux lanes. The 3.0 mile length was calculated based upon the standard Caltrans definition of aux lanes. The current project team has reverted back to the standard definition and hence there is no longer any issue of scope change.</p>	<p>There is no cost issue for either the Encinitas or Carlsbad segments. During the process of splitting this project the combined project into various contracts, the funding plan became erroneous. These funding discrepancies are being corrected.</p>	<p>The overall I-5 North Corridor HOV Extension - Phase 1 project is delivering 3.0 miles of aux lanes between the Encinitas and the Carlsbad segments. Due to some flexibility offered by the CMGC delivery approach, the actual construction of aux lanes between Encinitas and Carlsbad segment is different than what was documented in the baseline agreement for these two segments. At the March 2021 CTC meeting, The department will be requesting an allocation amendment for the Encinitas segment to align aux lane distribution between two segments with the actual delivery.</p>
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