



Legislation Text

File #: 2019-0352, **Version:** 1

To: Board of Supervisors

Department or Agency Name(s): Transportation and Public Works

Staff Name and Phone Number: Johannes J. Hoevertsz 707-565-2231

Vote Requirement: Majority

Supervisory District(s): Second

Title:

Approve a Reimbursement Agreement for Intersection Improvements at Main Street in Penngrove (C15065)

Recommended Actions:

Approve and authorize the Director of Transportation and Public Works to execute the Reimbursement Agreement for Intersection Improvements on Main Street in Penngrove with the Sonoma Marin Area Rail Transit (SMART) for reimbursement from County to SMART in an amount of \$652,470 plus \$65,247 to be paid to SMART for administration/installation costs, a 10% contingency of \$65,247, and 10% for construction engineering of \$65,247, for a total of \$848,211.

Executive Summary:

Transportation and Public Works (TPW) requests that the Board approve a reimbursement agreement with SMART for \$848,211 which includes a not to exceed amount of \$652,470 plus SMART's administration costs, a 10% contingency, and a 10% for construction engineering for installation of a four quadrant crossing gate system related to the Main Street Intersection Improvement Project.

Discussion:

Addressing safety concerns at the Penngrove SMART crossing was included as part the 2016 Board Priorities. In February 2016, the Department entered into an agreement with Mark Thomas and Company for the design of various safety related improvements at the railroad crossing at Main Street in Penngrove in preparation for the SMART train. The first phase of planned improvements included installation of queue cutter signals. Queue cutter signals are special traffic signals that hold and release traffic in intervals preventing vehicles from stopping on the railroad tracks. This allows traffic at the intersection to move smoothly and increases safety at the railroad crossing for motorists, preventing vehicles from blocking the railroad tracks.

Collaboratively working with SMART, the North Coast Railroad Authority (NCRA), the Federal Railroad Authority (FRA), and the Public Utilities Commission (PUC) the Department obtained the necessary authorizations for the construction of the second phase of improvements which consist of the installation of a four quadrant crossing gate system running parallel to the tracks and a pedestrian path.

The four quadrant crossing gate system is considered a Supplemental Safety Measure by the FRA or a safety improvement that enhances the established quiet zone.

In a partnership between SMART and the Department the installation of the improvements will be performed by SMART's contractor and the construction inspections will be performed by the Department. The Department will reimburse SMART for the administration and installation costs for the grade crossing improvement. The installation is expected to be completed by Fall 2019.

As part of the FY 2015-16 Budget Hearings, the Board allocated \$250,000 for Rail Safety Improvements through the Reinvestment and Revitalization budget, and an additional \$2 million during the FY 2016-17 Budget Hearings and Five Year Funding Plan. To date, a total of \$869,741 has been expended on intersection improvement measures at Main Street in Penngrove, and at Fulton Road in Fulton collectively. This project will be financed with this programmed funding. The remaining \$532,048 will be used to complete the Hart Lane and River Road intersection improvements.

Prior Board Actions:

11/15/16: Board approved a Reimbursement Agreement for Intersection Improvements at Main Street in Penngrove and Fulton Road in Fulton for \$554,771.

6/16/2016: Board approved \$2,000,000 at the FY 2016-17 Budget and Five Year Funding Plan for Reinvestment and Revitalization funds.

2/9/16: Board entered into an agreement for Rail Crossing Improvements at Main Street in Penngrove and Fulton Road in Fulton in an amount not to exceed \$175,000.

6/16/2015: Board approved \$250,000 for Penngrove Rail Safety Improvements from Reinvestment and Revitalization funds.

FISCAL SUMMARY

| Expenditures | FY 18-19 Adopted | FY19-20 Projected | FY 20-21 Projected |
|------------------------------------|-----------------------------|------------------------------|-------------------------------|
| Budgeted Expenses | \$848,211 | | |
| Additional Appropriation Requested | | | |
| Total Expenditures | \$848,211 | | |
| Funding Sources | | | |
| General Fund/WA GF | | | |
| State/Federal | | | |
| Fees/Other | \$848,211 | | |
| Use of Fund Balance | | | |
| Contingencies | | | |
| Total Sources | \$848,211 | | |

Narrative Explanation of Fiscal Impacts:

Estimated cost includes SMARTS costs, a 10% contingency, and 10% for construction engineering for a total of \$848,211. Expenditure appropriations for this project will be requested in the FY 19-20 Roads Capital Projects recommended budget. Funding for this project is coming from the Reinvestment and Revitalization program.

| Staffing Impacts: | | | |
|---------------------------------|--|-------------------------------|-------------------------------|
| Position Title (Payroll) | Monthly Salary Range (A - I Step) | Additions (number) | Deletions (number) |
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Narrative Explanation of Staffing Impacts (If Required):**Attachments:**

SMART Agreement with Plans

Related Items "On File" with the Clerk of the Board: