

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 8, 2013

Reference No.: 2.1c.(5e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-37, AMENDING RESOLUTION TCIF-P-0910-14B**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 61, South Milliken Avenue Grade Separation (PPNO 1131). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The San Bernardino Associated Governments (SANBAG) and the City of Ontario (City) propose to amend the TCIF Project Baseline Agreement for Project 61, South Milliken Avenue Grade Separation (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement was executed between the Department, SANBAG and the City, and approved by the Commission on December 10, 2008, under Resolution TCIF-P-0809-05B. An amendment to the Baseline Agreement was approved on June 30, 2010, under Resolution TCIF-P-0910-14B, to update the delivery schedule, cost, and funding plan.

Milliken Avenue is a north/south corridor located east of the Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone (FTZ) No. 50-1 (an extension of the Port of Long Beach's FTZ No. 50). This Project includes constructing a grade separation between the railroad crossing from Milliken Avenue, which is a key location along the Alameda Corridor East. This Project will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.

The Project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will

improve the reliability of the Union Pacific Railroad (UPRR) system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossings.

The Project has had two distinct events that triggered schedule and Project cost changes. The first event was the negotiations with UPRR on the preferred rail-highway configuration. This event delayed the environmental completion date. Additionally, during plan review, a modification to the preferred alternative configuration was evaluated that would potentially decrease the overall construction cost and provide favorable intersection operation. The evaluation yielded construction cost savings; however, this resulted in a resubmittal of the plans and delayed completion of the design phase from February 2012 to March 2013. At this time 65 percent of the design plans have been completed. The Right of Way (ROW) certification is anticipated in February 2013, and the construction award milestone is now scheduled for September 2013. The following table provides a list of the Project’s milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	07/01/2008	---	No Change
End Environmental Phase	06/15/2010	06/25/2010	10 Days
Begin Design Phase	06/16/2010	---	No Change
End Design Phase	02/01/2012	03/07/2013	1 Year + 1 Month
Begin Right of Way Phase	01/31/2011	07/01/2011	5 Months
End Right of Way Phase	01/31/2013	03/07/2013	1 Month
Begin Construction Phase	04/01/2013	09/18/2013	6 Months
End Construction Phase	10/01/2015	03/01/2016	5 Months
Begin Closeout	11/01/2015	04/01/2016	5 Months
End Closeout	05/01/2016	11/01/2016	6 Months

SANBAG and the City also request an update to the Project funding plan. Proposition 1B State-Local Partnership Program funds and UPRR funds have been added to the project and the subsequent reduction in SANBAG Measure I funds and Developer Impact fees. The total project cost has decreased from \$79.224 million to \$76.816 million, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	14,521				14,521				14,521
Change	0				0				0
Proposed	14,521				14,521				14,521
Local - Developer Impact Fees									
Current Approved	15,850	0	2,301	0	13,549	839	0	1,462	13,549
Change	-1,174	250	-1,352	1,044	-1,116	-589	949	-418	-1,116
Proposed	14,676	250	949	1,044	12,433	250	949	1,044	12,433
Local - SANBAG Measure I									
Current Approved	48,853	750	9,203	0	38,900	750	3,356	5,847	38,900
Change	-22,724	-250	-5,407	4,177	-21,244	-250	440	-1,670	-21,244
Proposed	26,129	500	3,796	4,177	17,656	500	3,796	4,177	17,656
State Bond - SLPP-SBD Formula Share Funds									
Current Approved	0				0				0
Change	17,655				17,655				17,655
Proposed	17,655				17,655				17,655
Railroad - UPRR									
Current Approved	0				0				0
Change	3,835				3,835				3,835
Proposed	3,835				3,835				3,835
TOTAL									
Current Approved	79,224	750	11,504	0	66,970	1,589	3,356	7,309	66,970
Change	-2,408	0	-6,759	5,221	-870	-839	1,389	-2,088	-870
Proposed	76,816	750	4,745	5,221	66,100	750	4,745	5,221	66,100

RESOLUTION TCIF-P-1213-37

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 61, South Milliken Avenue Grade Separation (PPNO 1131), in accordance with the changes described and illustrated above.

Attachment



Metro

Reference No.: 2.1c.(5e)
January 8, 2013
Attachment

October 5, 2012

Ms. Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the San Bernardino Associated Governments (SANBAG) is requesting approval of an amendment of their Baseline Agreements for TCIF project #59 – Glen Helen Parkway Grade Separation Project, #61 – South Milliken Avenue Grade Separation Project, #65 – Vineyard Avenue Grade Separation Project. The amendments requested impact the project schedules and total project cost. The proposed modifications do not modify the TCIF funds for SANBAG.

TCIF project #63 – Palm Avenue Grade Separation Project's proposed modifications will reduce the total programmed for TCIF funds by \$4.83 million. The TCIF savings will go towards SANBAG's share of the TCIF over programming for the corridor.

Please see the attached letter from SANBAG detailing the requested changes. Please direct any questions or comments regarding this issue to me at (213) 922-3061. We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Shahrzad Amiri
Deputy Executive Officer

cc: Southern California Consensus Group
Stephen Maller