

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 5, 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-1213-47, AMENDING RESOLUTION TCIF-P-1011-16B**

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 84, Laurel Street Grade Separation (PPNO 1141). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The San Bernardino Associated Governments (SANBAG) proposes to amend the TCIF Project Baseline Agreement for Project 84, Laurel Street 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 November 4, 2010. A Project Baseline Agreement executed between the Department, the Commission, and SANBAG was approved on January 20, 2011, under Resolution TCIF-P-1011-16B.

The Project is in the city of Colton (City), and will construct an underpass structure, grade separation, from the Burlington Northern Santa Fe (BNSF) railroad lines and a future Metrolink track. Currently, two lanes of traffic are crossing six railroad tracks at the existing Laurel Street and BNSF at-grade crossing. The project scope includes local street improvements to accommodate the grade separation, drainage improvements, utility relocations, and landscape work. The Project will 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 BNSF 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 crossing.

The initial project schedule assumed a single local access alternative; however, through the Right of Way (ROW) process, several property owners requested the development and consideration of additional property access concepts. This process required extensive coordination with City staff and the respective property owners. In addition, the eminent domain process was also required for the project.

The end design phase was delayed from July 2012 to January 2013 by design changes stated above, and revisions to the ROW needs for the Project. ROW acquisition is underway and is expected to be completed by March 2013. The construction start date was delayed six months due ROW acquisition, now scheduled for June 5, 2013. The Project will begin construction prior to the TCIF construction contract execution deadline of December 2013. The construction completion date is scheduled for June 2015.

The following table provides a list of the Project’s milestones with the current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	12/01/2010	---	No Change
End Environmental Phase	06/01/2011	---	No Change
Begin Design Phase	06/01/2011	---	No Change
End Design Phase	07/01/2012	01/11/2013	6 Months
Begin Right of Way Phase	06/01/2011	---	No Change
End Right of Way Phase	07/01/2012	03/06/2013	8 Months
Begin Construction Phase	12/01/2012	06/05/2013	6 Months
End Construction Phase	05/01/2014	06/05/2015	1 Year +1 Month
Begin Closeout	05/01/2014	06/08/2015	1 Year +1 Month
End Closeout	05/01/2015	11/06/2015	6 Months

SANBAG also requests an update to the Project funding plan. At the time the original baseline agreement was executed, the Project was in the preliminary project development phase. Subsequently, the actual combined cost for the environmental and design contract that was awarded by SANBAG was approximately \$172,000 less than the estimated sum, due to overlapping tasks. Additionally, an increase in the construction cost reflects the latest engineer's estimate and new project element, which is the accommodation for an adjacent rail facility. The overall total Project cost has not changed from \$53,995,000, 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 Corridors Improvement Fund (TCIF)									
Current Approved	11,917				11,917				11,917
Change	0				0				0
Proposed	11,917				11,917				11,917
TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)									
Current Approved	27,122	11,315			15,807	484	3,031	7,800	15,807
Change	-999	-3,625			2,626	-484	-789	-2,352	2,626
Proposed	26,123	7,690			18,433	0	2,242	5,448	18,433
Local Funds - Local Transportation Funds (LTF) – City of Colton									
Current Approved	5,819	657			5,162	483	174	0	5,162
Change	-551	582			-1,133	-483	289	776	-1,133
Proposed	5,268	1,239			4,029	0	463	776	4,029
Local Funds - Local Transportation Funds (LTF) – SANBAG									
Current Approved	5,397	0			5,397	0	0	0	5,397
Change	-4,075	1,322			-5,397	1,127	195		-5,397
Proposed	1,322	1,322			0	1,127	195		0
Local Funds - Local Transportation Funds (LTF) – SANBAG									
Current Approved	3,740	656			3,084	482	174		3,084
Change	-3,740	-656			-3,084	-482	-174		-3,084
Proposed	0	0			0	0	0		0
Private Funds – BNSF Railroad Contribution									
Current Approved	0	0			0	0	0	0	0
Change	5,290	1,245			4,045	465	780		4,045
Proposed	5,290	1,245			4,045	465	780		4,045
Private Funds – UPRR Railroad Contribution									
Current Approved	0	0			0	0	0	0	0
Change	4,075	960			3,115	359	601		3,115
Proposed	4,075	960			3,115	359	601		3,115
TOTAL									
Current Approved	53,995	12,628			41,367	1,449	3,379	7,800	41,367
Change	0	-172			172	-1,449	1,277	0	172
Proposed	53,995	12,456			41,539	0	4,656	7,800	41,539

RESOLUTION TCIF-P-1213-47

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 84, Laurel Street Grade Separation (PPNO 1141), in accordance with the changes described and illustrated above.

Attachment



Metro

November 6, 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 Agreement for TCIF project #84 Laurel Street Grade Separation project. The amendment requested impacts the project schedule. The proposed modification does not modify the TCIF funds for SANBAG.

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