

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katie Benouar
Division Chief
Transportation Planning

Subject: **MULTI-PROGRAM PROJECT AMENDMENT**
RESOLUTION TCIF-P-1213-72, AMENDING RESOLUTION TCIF-P-1011-16B
RESOLUTION TAA-12-12, AMENDING RESOLUTION TA-10-02

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement and the Traffic Congestion Relief Program (TCRP) for the Laurel Street Grade Separation project (TCIF 84, TCRP 55.4, and PPNO 1141). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

San Bernardino Associated Governments (SANBAG) proposes to amend the TCIF Project Baseline Agreement and the Traffic Congestion Relief Program for the Laurel Street Grade Separation Project (Project), to update the delivery schedule, cost, and project funding plan, including the Tier 2 TCRP funds programmed to this Project.

BACKGROUND:

The Project was programmed into the TCRP and TCIF programs by the Commission on November 4, 2010. A TCIF 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 located 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, which include 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.

The initial Project schedule assumed a single local access alternative; however, through the Right-of-Way (R/W) 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 (ready to list) was delayed from July 2012 to January 2013 due to design modifications and revisions to the R/W needs for the Project. The design modifications include increasing the size of piles that were already required for a retaining wall so that they would accommodate a planned future expansion of the Southern California Regional Rail Authority’s (SCRRA) Eastern Maintenance Facility (EMF). As part of the future EMF expansion, an at-grade crossing was anticipated. Because the Project will change the vertical profile of Laurel Street, the planned EMF at-grade crossing will now have to be a grade-separated crossing. This will avoid impacts to the Project structure when the EMF project moves forward. The cost of this change is estimated at \$172,000.

R/W acquisition is underway and is expected to be completed by June 2013. The construction start date was delayed nine months due to the R/W acquisition, is now scheduled for September 2013, prior to the TCIF construction contract execution deadline of December 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	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	06/04/2013	11 Months
Begin Construction Phase	12/01/2012	09/04/2013	9 Months
End Construction Phase	05/01/2014	09/06/2015	1 Year + 4 Months
Begin Closeout	05/01/2014	10/01/2015	1 Year + 5 Months
End Closeout	05/01/2015	1/30/2016	9 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 Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) contract that was awarded by SANBAG was approximately \$172,000 less than the estimated sum, due to overlapping tasks.

Also, an increase in construction cost reflects the latest engineer's estimate and the necessary design modification for the EMF expansion. The increase in TCIF funding from \$11,917,000 to \$24,713,000 is a result of reprogramming TCIF funds from the I-10 Citrus Interchange Project. SANBAG is also proposing to de-program \$19,432,000 TCRP funds from this Project, along with changes to PA&ED, PS&E and R/W. In lieu of these Tier 2 TCRP funds, SANBAG is using local funds (Measure I) to deliver PS&E and R/W. The overall total Project cost has increased from \$53,995,000 to \$59,855,000, 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	12,796				12,796				12,796
Proposed	24,713				24,713				24,713
TCRP (Committed)-Traffic Congestion Relief Fund (TCRF) : Tier 2 – Local funds (Measure I) are being used in lieu of TCRP funds									
Current Approved	27,122	11,315			15,807	484	3,031	7,800	15,807
Change	-19,432	-3,625			-15,807	-484	-789	-2,352	-15,807
Proposed	7,690	7,690			0	0	2,242	5,448	0
Local Funds - Local Transportation Funds (LTF) – City of Colton									
Current Approved	5,819	657			5,162	483	174	0	5,162
Change	142	908			-766	-483	290	1,101	-766
Proposed	5,961	1,565			4,396	0	464	1,101	4,396
Local Funds - Local Transportation Funds (LTF) – SANBAG									
Current Approved	5,397	0			5,397		0	0	5,397
Change	5,500	3,675			1,824		1,127	2,548	1,825
Proposed	10,897	3,675			7,221		1,127	2,548	7,222
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
Change	5,985	1,570			4,415		465	1,105	4,415
Proposed	5,985	1,570			4,415		465	1,105	4,415
Private Funds – UPRR Railroad Contribution									
Current Approved	0	0			0		0	0	0
Change	4,609	1,210			3,399		359	851	3,399
Proposed	4,609	1,210			3,399		359	851	3,399
TOTAL									
Current Approved	53,995	12,628			41,367	1,449	3,379	7,800	41,367
Change	5,860	3,082			2,778	-1,449	1,278	3,253	2,778
Proposed	59,855	15,710			44,145	0	4,657	11,053	44,146

NOTE: Tier 2 TCRP funds (\$19,432,000), as de-programmed above, will stay with the Project as uncommitted TCRP at this time. SANBAG will request a future TCRP amendment to reprogram these Tier 2 funds to another TCRP-eligible project in the corridor.

RESOLUTIONS TCIF-P-1213-72, TAA-12-12

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Project Baseline Agreement and the Traffic Congestion Relief Program (TCRP) for the Laurel Street Grade Separation Project (TCIF 84, TCRP 55.4, PPNO 1141) in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza 213.922.2000 Tel
Los Angeles, CA 90012-2952 metro.net
Reference No. 2.1c.(5g)
June 11, 2013
Attachment

May 21, 2013

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 95814

Dear Mr. *Andre!* Boutros:

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 to amend their Baseline Agreements for Project #61 - South Milliken Avenue Grade Separation, Project #64 - Lenwood Road Grade Separation, Project #65 - North Vineyard Avenue Grade Separation, and Project #84 - Laurel Street Grade Separation Project.

- Project #61 - South Milliken Avenue Grade Separation: Increase TCIF funds from \$14.521 million to \$28.213 million. Additional TCIF funds were originally programmed for the I-10 Citrus Interchange with Letter of No Prejudice and TCIF funds deprogrammed from North Vineyard Avenue Grade Separation.
- Project #64 - Lenwood Road Grade Separation: Increase TCIF funds from the current programmed \$6.694 million to \$8.855 million. Additional TCIF funds are deprogrammed from North Vineyard Avenue Grade Separation.
- Project #65 - North Vineyard Avenue Grade Separation: Deprogram \$6.884 million of TCIF funds from the project. These funds will be shifted to Project #61 - South Milliken Avenue Grade Separation & Project #64 - Lenwood Road Grade Separation.
- Project #84 - Laurel Street Grade Separation Project: Increase TCIF funds from the current programmed \$11.917 million to \$24.713 million. Additional TCIF funds were originally programmed for the I-10 Citrus Interchange with Letter of No Prejudice.

Project #57 – I-10 Corridor Logistics Access Project (IC reconst @ Citrus) had a reduction in cost savings from \$23.6 million to \$21.765 million due to construction bid savings. The \$1.835 million of TCIF savings went towards reducing SANBAG's over programming share reduction.

The proposed modifications do not change the TCIF funds for SANBAG.

Please see the attached letter 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,

A handwritten signature in black ink that reads "Shahrzad Amiri". The signature is written in a cursive style with a large initial 'S'.

Shahrzad Amiri
Deputy Executive Officer

cc: Southern California Consensus Group
Stephen Maller