

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 8, 2013

Reference No.: 2.1c.(5f)
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-1213-38, AMENDING RESOLUTION TCIF-P-0809-04B**

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 63, Palm Avenue Grade Separation (PPNO 1134). 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 63, Palm Avenue Grade Separation (Project), to revise the scope, 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, and SANBAG, and approved by the Commission on October 29, 2008, under Resolution TCIF-P-0809-04B.

Near the city of San Bernardino, the Project involves constructing a grade separation on Palm Avenue at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) crossings. 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 UPRR and BNSF systems 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.

Initially the Project was funded with only State and local funds (no federal funds). Subsequent to the start of the Project, a federal grant in the amount of \$1,600,000 was obtained, which required federal environmental clearance and additional resource agency coordination. The result of this additional effort was that the final environmental clearance for the Project was not obtained until July 2011, which also resulted in the federal authorization to begin Right of Way (ROW) activities being delayed. The ROW certification is anticipated in January 2013, and the construction award milestone is scheduled for June 2013, which is well ahead of the TCIF construction 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	07/01/2008	---	No Change
End Environmental Phase	12/30/2009	07/31/2011	1 Year + 7 Months
Begin Design Phase	01/01/2010	---	No Change
End Design Phase	06/30/2012	01/15/2013	7 Months
Begin Right of Way Phase	07/01/2010	09/24/2011	1 Year + 3 Months
End Right of Way Phase	06/30/2012	02/11/2013	8 Months
Begin Construction Phase	07/01/2012	06/01/2013	11 Months
End Construction Phase	12/30/2013	06/30/2015	1 Year + 6 Months
Begin Closeout	01/01/2014	07/01/2015	1 Year + 6 Months
End Closeout	06/30/2014	09/01/2015	1 Year + 2 Months

The Project was in the preliminary project development phase when the original baseline agreement was executed and included the widening of Palm Avenue from two to four lanes. Upon completion of the traffic study, it was determined, with concurrence from the City of San Bernardino, that two lanes were sufficient, as the revised scope of work. The Project is now in final design and sufficient design has been completed to confirm the ROW requirements and a more precise project estimate has been developed. The updated cost reflects the selected two lane alternative and is consistent with current design optimization efforts and bid prices.

The total Project cost has been updated from \$35.17 million to \$26.39 million to reflect the latest project cost estimate, as shown in the following table. The proposed modifications will reduce the total programmed TCIF funds for this project by \$4.83 million.

(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	9,390			9,390	0				9,390
Change	-4,830			-9,390	4,560				-4,830
Proposed	4,560			0	4,560				4,560
Local Funds – Developer Fees									
Current Approved	5,136	0	0	5,136	0	0	0	0	5,136
Change	-1,595	113	296	-3,921	1,917	113	296	1,215	-3,219
Proposed	3,541	113	296	1,215	1,917	113	296	1,215	1,917
Local – Measure Funds									
Current Approved	20,650	3,876	0	16,774	0	750	2,000	1,126	16,774
Change	-12,167	-3,215	1,728	-13,969	3,289	-89	-272	1,679	-13,485
Proposed	8,483	661	1,728	2,805	3,289	661	1,728	2,805	3,289
Congestion Mitigation and Air Quality Improvement (CMAQ) Funds									
Current Approved	0			0				0	
Change	4,300			4,300				4,300	
Proposed	4,300			4,300				4,300	
BNSF – Railroad Funds									
Current Approved	0				0				0
Change	550				550				550
Proposed	550				550				550
SAFETEA-LU DEMO Funds									
Current Approved	0				0				0
Change	1,600				1,600				1,600
Proposed	1,600				1,600				1,600
PNRS Funds – Projects of National and Regional Significance (Hunts Lane)									
Current Approved	0				0				0
Change	3,364				3,364				3,364
Proposed	3,364				3,364				3,364
TOTAL									
Current Approved	35,176	3,876	0	31,300	0	750	2,000	1,126	31,300
Change	-8,778	-3,102	2,024	-22,980	15,280	24	24	7,194	-16,020
Proposed	26,398	774	2,024	8,320	15,280	774	2,024	8,320	15,280

RESOLUTION TCIF-P-1213-38

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 63, Palm Avenue Grade Separation (PPNO 1134), in accordance with the changes described and illustrated above.

Attachment



Metro

Reference No. : 2.1c.(5f)
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