

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 11, 2013

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katie Benouar
Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-65, AMENDING RESOLUTION TCIF-P-1213-45**

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 46, Sunset Avenue Grade Separation (PPNO 1122). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 46, Sunset 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 executed between the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B. A Project Baseline Agreement Amendment was approved March 5, 2013, under Resolution TCIF-P-1213-45, to update the project delivery schedule, cost, and funding plan.

The Project is in the City of Banning, on Sunset Avenue, at Interstate 10 (I-10) from south of Ramsey Street to south of Lincoln Street, to lower Sunset Avenue. The Project will construct an underpass at the Union Pacific Railroad (UPRR) crossing and reconstruct the I-10 interchange ramps to meet the new street grade. 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 UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossing.

The Project was originally combined with an interchange project which was delayed in the planning stages. As a result, the City of Banning (City) contracted with the County to assist with delivering the Project. A Cooperative Agreement providing for the changing roles was executed by the City and County on June 8, 2010. Due to funding constraints and schedule deadlines, the projects were separated, allowing the grade separation to proceed. For the above-mentioned reasons, delays occurred during the environmental study and approval stages; the end of environmental phase was completed February 28, 2011.

Coordination with the Department and UPRR on the design and structural components of the Project has also affected the schedule. Altering the roadbed between the existing 1-10 freeway abutments required extensive coordination with the Department and subsurface site exploration by potholing. Retaining wall redesign was necessary to minimize the wall size, provide Americans with Disabilities Act (ADA) accessible sidewalks throughout the Project and accommodate design comments received from the Department. The proposed end of the design phase is May 15, 2013.

The start of the Right of Way (ROW) phase was delayed by design changes and revisions to the ROW needs for the Project. ROW acquisition is underway and is expected to be completed by May 30, 2013.

The construction start date, now scheduled for December 1, 2013, is impacted due to ROW acquisition and finalizing the design to accommodate utility relocation. The County anticipates advertising the Project in Summer 2013, which will assure that the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013. The construction completion date is scheduled for February 2016.

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	06/10/2010	---	No Change
End Environmental Phase	02/28/2011	---	No Change
Begin Design Phase	05/10/2011	---	No Change
End Design Phase	01/31/2013	05/15/2013	3 Months
Begin Right of Way Phase	05/10/2011	---	No Change
End Right of Way Phase	02/28/2013	05/30/2013	3 Months
Begin Construction Phase	06/30/2013	12/01/2013	5 Months
End Construction Phase	06/30/2015	02/28/2016	8 Months
Begin Closeout	07/01/2015	03/01/2016	8 Months
End Closeout	11/30/2015	08/01/2016	8 Months

RCTC and the County also request an update to the Project funding plan. The revised engineer's estimates are a reduction in construction costs that will provide savings to the project. CMAQ funding will be obligated in Fiscal Year 2012-13 through the Expedited Project Selection Process. Subsequently, the various changes to the Project design and scheduling have lead to the updated total Project cost of \$34,764,000. The overall total Project cost has decreased by \$1,141,000, 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	13/14	14/15	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)											
Current Approved	10,000				10,000						10,000
Change	0				0						0
Proposed	10,000				10,000						10,000
Local Funds – City of Banning											
Current Approved	2,417	700			1,717			700		736	981
Change	-981	0			-981			0		0	-981
Proposed	1,436	700			736			700		736	0
RSTP-STP Local (STPL) - [replaced two earmarks: 2005 (DEMO ID 301) for \$491,964 ; 2006 (DEMO ID 796) for \$990,000]											
Current Approved	1,482				1,482						1,482
Change	0				0						0
Proposed	1,482				1,482						1,482
Federal Funds – DEMO SAFETEA-LU [HPP #1261, CALIFORNIA DEMO ID 438]											
Current Approved	1,600				1,600						1,600
Change	-160				-160						-160
Proposed	1,440				1,440						1,440
Federal Funds – Projects of National & Regional Significance (PNRS)											
Current Approved	7,500				7,500						7,500
Change	0				0						0
Proposed	7,500				7,500						7,500
Local Funds – County Funds – Western Riverside COG – TUMF (Pass Zone)											
Current Approved	2,906	1,500			1,406			200	2,300	406	
Change	0	0			0			0	0	0	
Proposed	2,906	1,500			1,406			200	2,300	406	
CMAQ – [previously Local Transportation Funds – RCTC]											
Current Approved	10,000				10,000		0				10,000
Change	0				-10,000		10,000				0
Proposed	10,000				0		10,000				10,000
TOTAL											
Current Approved	35,905	2,200			33,705		0	900	2,300	1,142	31,563
Change	-1,141	0			-11,141		10,000	0	0	0	-1,141
Proposed	34,764	2,200			22,564		10,000	900	2,300	1,142	30,422

RESOLUTION TCIF-P-1213-65

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 46, Sunset Avenue Grade Separation Project (PPNO 1122), in accordance with the changes described and illustrated above.

Attachment



Los Angeles County
Metropolitan Transportation Authority

Metro

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

April 25, 2013

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

Dear Mr. Boutros: *Andre*

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission (RCTC) is requesting to amend their Baseline Agreements for Project #46 - Sunset Avenue Grade Separation, Project #48 - Avenue 56 Grade Separation, Project #50 - Clay Street Grade Separation, Project #53 - Grade Separation at Magnolia Avenue Railroad Grade Crossing, & Project #85 - Avenue 52 Grade Separation due to schedule modifications and project costs.

RCTC is also requesting to reallocate \$13.4 million from TCIF project savings.

- \$3,600,000 to Project #51 - Riverside Avenue Grade Separation.
- \$5,065,324 to Project #48 - Avenue 56 Grade Separation.
- \$746,613 to Project #50 - Clay Street Grade Separation.
- \$3,996,397 to Project #53 - Grade Separation at Magnolia Avenue Railroad Grade Crossing

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

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,

Shahrzad Amiri
Deputy Executive Officer

cc: Southern California Consensus Group
Stephen Maller