

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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-1213-23, 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 50, Clay Street Railroad Grade Separation (PPNO 1126). 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 50, Clay Street Railroad 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 by the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project will construct a grade separation within the newly incorporated City of Jurupa Valley at the Union Pacific Railroad (UPRR) at Clay Street crossing between Van Buren Boulevard and Limonite Avenue. 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.

Start of the environmental phase was delayed due to finalizing Project alternatives and bringing the engineering consultant onboard. During the environmental process additional areas were reviewed for possible water quality basin locations potentially required as a result of new National Pollutant Discharge Elimination System (NPDES) requirements; a basin was later determined to be unnecessary. Additional technical studies were required, which also contributed to the delay. The end of the environmental phase was completed on January 14, 2011.

During geotechnical field-testing, it was discovered that the Project location had a high water table, which would place the roadbed below the existing water table. This required a redesign of the bridge footings, waterproofing of the roadway design in the dip section at the undercrossing, and relocation of underground utilities outside of the Project site.

Additional Right of Way (ROW) was needed to accommodate the relocation of underground utilities. This required an environmental revalidation, which was approved on September 17, 2012. Approval of the revalidation was required before a Request for Authorization of federal funds for ROW acquisition could be approved. The federal authorization is in process and is anticipated to be approved in November 2012.

The construction start date, now scheduled for November 1, 2013, was delayed due to the impacts stated above. The county anticipates advertising the Project in Summer 2013, which assures that Project will begin construction 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	09/08/2008	06/02/2009	9 Months
End Environmental Phase	04/30/2010	01/14/2011	9 Months
Begin Design Phase	05/03/2010	02/02/2011	9 Months
End Design Phase	06/30/2011	12/27/2012	1 Year + 6 Months
Begin Right of Way Phase	09/30/2010	03/01/2011	5 Months
End Right of Way Phase	09/30/2011	03/01/2013	1 Year + 5 Months
Begin Construction Phase	03/30/2012	11/01/2013	1 Year + 7 Months
End Construction Phase	09/30/2013	10/31/2015	2 Years + 1 Month
Begin Closeout	10/01/2013	11/01/2015	2 Years + 1 Month
End Closeout	12/31/2013	03/31/2016	2 Years + 3 Months

RCTC and the County also request 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 with an estimated total Project cost of \$37,350,000. Subsequently, due to the various changes to the design and associated construction costs, the updated total Project cost is now \$31,025,000. The overall total Project cost has decreased by \$6,325,000, 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 Corridor Improvement Funds (TCIF)									
Current Approved	12,500			12,500	0				12,500
Change	0			-12,500	12,500				0
Proposed	12,500			0	12,500				12,500
State Funds – CMAQ									
Current Approved	7,500			7,500	0			0	7,500
Change	5,329			-7,500	12,829			6,500	-1,171
Proposed	12,829			0	12,829			6,500	6,329
Federal Funds – Projects of National & Regional Significance (PNRS)									
Current Approved	2,500	2,500			0	900	1,600		
Change	0	-82			82	-482	482		
Proposed	2,500	2,418			82	418	2,082		
Local Funds – Redevelopment Agency – RDA									
Current Approved	7,482	625		6,857		225	400		6,857
Change	-6,857	0		-6,875		-141	141		-6,857
Proposed	625	625		0		84	541		0
Local Funds – Railroad – UPRR									
Current Approved	1,868			1,868					1,868
Change	-1,868			-1,868					-1,868
Proposed	0			0					0
State Funds – PUC									
Current Approved	5,000	2,114	1,820	1,066			2,114	1,820	1,066
Change	-5,000	-2,114	-1,820	-1,066			-2,114	-1,820	-1,066
Proposed	0	0	0	0			0	0	0
Local Funds – Riverside Transportation Commission – RCTC									
Current Approved	500	211	180	109			211	180	109
Change	-500	-211	-180	-109			-211	-180	-109
Proposed	0	0	0	0			0	0	0
Local Funds – Local Transportation Funds (LTF)									
Current Approved	0				0				0
Change	1,171				1,171				1,171
Proposed	1,171				1,171				1,171
Local Funds – Miscellaneous – County Funds									
Current Approved	0				0				0
Change	1,400				1,400				1,400
Proposed	1,400				1,400				1,400
TOTAL									
Current Approved	37,350	5,450	2,000	29,900	0	1,125	4,325	2,000	29,900
Change	-6,325	-2,407	-2,000	-29,900	27,982	-623	-1,702	4,500	-8,500
Proposed	31,025	3,043	0	0	27,982	502	2,623	6,500	21,400

RESOLUTION TCIF-P-1213-23

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 50, Clay Street Railroad Grade Separation Project (PPNO 1126), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5e)

December 5-6, 2012

Attachment

October 18, 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 Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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