

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** December 5-6, 2012

**Reference No.:** 2.1c.(5f) - **REVISED**  
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-1112-24 -1213-24, 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 51, Riverside Avenue Grade Separation (PPNO 1127). The Southern California Consensus Group concurs with this amendment and the requested changes.

## **ISSUE:**

The Riverside County Transportation Commission (RCTC) and the City of Riverside (City) propose to amend the TCIF Project Baseline Agreement for Project 51, Riverside 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 City was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project will construct a four-lane grade separation at the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Riverside Avenue in the city of Riverside. 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 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.

Environmental review and approval processing took longer than anticipated, causing a 13-month delay. The delays were attributed to the scope of the environmental studies being more complex than originally anticipated, thus exceeding their approval processing schedule. The City also experienced difficulties in obtaining the federal project identification, which was resolved in November 2008. The end of environmental phase was completed July 1, 2010.

The completion of the design phase was delayed 21 months pending completion of the Right of Way (ROW) phase; and extended an additional four months to include production of the final plans and specifications for bidding purposes. The plans, specifications, and estimates (PS&E) phase is anticipated to be complete on April 1, 2013.

Completion of the ROW phase was delayed by 21 months. ROW acquisitions and negotiations were delayed 13 months pending completion of the environmental phase and an additional eight months due to negotiations and utility relocations taking longer than anticipated. The City now has possession of all ROW needed to construct the project and anticipates having a ROW Certification No. 1 for the project by December 31, 2012.

Start of the Construction phase has been delayed 22 months due to unanticipated delays in completion of Environmental, ROW, and Design phases as previously described. The City is on schedule to advertise the project in early July 2013, which will assure the project will begin construction prior to the TCIF construction contract execution deadline of December 2013. Contract award is anticipated for September 2013 and start of construction in October 2013. The construction completion date is now scheduled for April 2015.

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

<b>Project Milestone</b>	<b>Current Approved</b>	<b>Proposed</b>	<b>Change</b>
Begin Environmental Phase	02/01/2008	---	No Change
End Environmental Phase	06/01/2009	07/01/2010	1 Year + 1 Month
Begin Design Phase	06/01/2009	07/01/2010	1 Year + 1 Month
End Design Phase	03/01/2011	04/01/2013	2 Years + 1 Month
Begin Right of Way Phase	06/01/2009	07/01/2010	1 Year + 1 Month
End Right of Way Phase	03/01/2011	12/31/2012	1 Year + 10 Months
Begin Construction Phase	12/01/2011	10/01/2013	1 Year + 10 Months
End Construction Phase	06/01/2013	04/01/2015	1 Year + 10 Months
Begin Closeout	06/01/2013	04/30/2015	1 Year + 11 Months
End Closeout	12/01/2013	10/31/2015	1 Year + 11 Months

RCTC and the City 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 \$30,300,000. Since then, the estimated ROW cost has decreased \$4.368 million, from \$12.8 million to \$8.432 million, due to a drop in real estate prices.

Construction costs have increased by \$5.675 million, from \$15 million to \$20.675 million, to account for higher than anticipated costs for railroad shoofly work, associated utilities relocations, and the need for a stormwater pump station. The updated total project cost is now \$31,607,000, 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
<b>State Bond - Trade Corridor Improvement Funds (TCIF)</b>									
Current Approved	8,500			8,500	0				8,500
Change	0			-8,500	8,500				0
Proposed	8,500			0	8,500				8,500
<b>RSTP – STP (Local) – Riverside County Transportation Commission</b>									
Current Approved	4,000	0	4,000		0			4,000	
Change	4,209	6,892	-4,000		1,317			4,209	
Proposed	8,209	6,892	0		1,317			8,209	
<b>Local Transportation Funds (LTF) – City of Riverside / UP Railroad</b>									
Current Approved	10,800	3,800	1,000	6,000	0	0	1,000	3,800	6,000
Change	-5,023	-2,577	-1,000	-6,000	4,554	262	-262	-3,577	-1,446
Proposed	5,777	1,223	0	0	4,554	262	738	223	4,554
<b>State Funds – PUC</b>									
Current Approved	5,000	3,800	1,200		0			5,000	0
Change	0	-3,800	-1,200		5,000			-5,000	5,000
Proposed	5,000	0	0		5,000			0	5,000
<b>RCTC – Section 190 Match Funds</b>									
Current Approved	500			500	0				500
Change	0			-500	500				0
Proposed	500			0	500				500
<b>Local Funds – RCTC – TDA Grant</b>									
Current Approved	1,500	1,500				500	1,000		
Change	0	0				285	-285		
Proposed	1,500	1,500				785	715		
<b>Federal DEMO – SAFETEA-LU</b>									
Current Approved	0				0				0
Change	160				160				160
Proposed	160				160				160
<b>STP – Section 125 Funds</b>									
Current Approved	0				0				0
Change	570				570				570
Proposed	570				570				570
<b>STP – Section 129 Funds</b>									
Current Approved	0				0				0
Change	1,391				1,391				1,391
Proposed	1,391				1,391				1,391
<b>TOTAL</b>									
Current Approved	30,300	9,100	6,200	15,000	0	500	2,000	12,800	15,000
Change	1,307	515	-6,200	-15,000	21,992	547	-547	-4,368	5,675
Proposed	31,607	9,615	0	0	21,992	1,047	1,453	8,432	20,675

**RESOLUTION TCIF-P-~~1112-24~~ 1213-24**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 51, Riverside Avenue Grade Separation (PPNO 1127), 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.(5f)

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