

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 11-12, 2010

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

From: NORMA ORTEGA
Chief Financial Officer

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Local Assistance

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF)-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1011-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund project Baseline Agreement for TCIF Project 38, the Kraemer Boulevard Undercrossing project in Orange County.

ISSUE:

The Orange County Transportation Authority (OCTA) proposes to amend the TCIF Project Baseline Agreement for TCIF Project 38, the Kraemer Boulevard Undercrossing project in Orange County, to update the project cost, funding plan, and delivery schedule.

BACKGROUND:

This project will construct a grade separation at the current at-grade crossing of Kraemer Boulevard with the Burlington Northern Santa Fe Railway (BNSF) Company by lowering Kraemer Boulevard 24 feet and constructing a rail bridge. The project is partially funded with TCIF funds, programmed under the TCIF Program of Projects, adopted by the Commission on April 10, 2008.

A Project Baseline Agreement was executed on September 1, 2008, between the Department, the Commission, and OCTA. The agreement set forth the proposed project scope, delivery schedule, project cost, funding plan and measurable expected performance benefits. The TCIF Guidelines, adopted by the Commission, allow OCTA to request an amendment to the Project Baseline Agreement at any time.

The total project cost has increased by \$24,522,000, from \$45,910,000 to \$70,432,000. This increase will be funded by local Measure M2 Sales Tax and federal Congestion Mitigation and Air

Quality Improvement Program funds and will not affect the programmed total of \$22,642,000 in TCIF funds. The cost updates and funding plan are described below.

- Plans, Specifications, and Estimates (PS&E) costs increased by \$1,689,000, from \$3,354,000 to \$5,043,000. The increase is due to design modifications after the project planning stages, such as a railroad continuous shoofly design, geometric refinements, alternative design for storm drain relocation, design of a sanitary pump station and redesign to eliminate a pump station.
- Right of Way costs increased by \$6,122,000, from \$3,260,000 to \$9,382,000. The increase is due to additional BNSF property acquisitions for the railroad shoofly.
- Construction costs increased by \$19,434,000, from \$35,942,000 to \$55,376,000. The increase is due to original low cost estimates prepared based on preliminary design concepts that did not accurately reflect the true complexity of the project, including the quantity and cost of construction materials needed for the project.
- Project Approval and Environmental Document (PA&ED) costs decreased by \$2,723,000, from \$3,354,000 to \$631,000. The decrease is due to a reduction in technical studies needed to complete the NEPA environmental document.

(DOLLARS IN THOUSANDS)								
FUND	TOTAL	Totals by Fiscal Year			Totals by Project Component (Phase)			
		Prior	10/11	11/12+	PA&ED	PS&E	R/W	CONST
Federal Demo								
Existing	16,560	3,260	13,300	0	0	0	3,260	13,300
Change	(16,560)	(3,260)	(13,300)	0	0	0	(3,260)	(13,300)
Proposed	0	0	0	0	0	0	0	0
TCIF								
Existing	22,642	0	22,642	0	0	0	0	22,642
Change	0	0	0	0	0	0	0	0
Proposed	22,642	0	22,642	0	0	0	0	22,642
Measure M2								
Existing	6,708	6,708	0	0	3,354	3,354	0	0
Change	9,010	7,717	1,293	0	(3,354)	1,689	9,382	1,293
Proposed	15,718	14,425	1,293	0	0	5,043	9,382	1,293
STP								
Existing	0	0	0	0	0	0	0	0
Change	631	631	0	0	631	0	0	0
Proposed	631	631	0	0	631	0	0	0
CMAQ								
Existing	0	0	0	0	0	0	0	0
Change	31,441	0	31,441	0	0	0	0	31,441
Proposed	31,441	0	31,441	0	0	0	0	31,441
TOTAL								
Existing	45,910	9,968	35,942	0	3,354	3,354	3,260	35,942
Change	24,522	5,088	19,434	0	(2,723)	1,689	6,122	19,434
Proposed	70,432	15,056	55,376	0	631	5,043	9,382	55,376

The amendment also includes project schedule updates needed because of delays to the environmental, right of way and construction phases. The delays were triggered by design modifications that extended the time required for NEPA documentation re-evaluation and approval. The environmental phase extension postponed the beginning of the right of way acquisition and caused minor delays to the construction schedule. The following table lists the project milestones with baseline and amended delivery schedule:

Project Milestone	Baseline	Proposed	Change (months)
Begin Environmental (PA&ED) Phase	Jan 01	Jan 01	No Change
End Environmental (PA&ED) Phase	Dec 08	Sep 09	+ 9
Begin Design Phase	Jan 09	Feb 09	+ 1
End Design Phase	Dec 10	Sep 10	- 3
Begin Right of Way	Aug 09	Dec 09	+ 4
End Right of Way	May 10	Aug 10	+ 3
Begin Construction Phase	Jan 11	Feb 11	+ 1
End Construction Phase	Oct 13	Dec 13	+ 2