

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 19-20, 2011

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

From: NORMA ORTEGA
Chief Financial Officer

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Subject: TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1011-14

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 17, Alameda Corridor East (ACE): Gateway - Valley View Grade Separation project.

ISSUE:

The City of Santa Fe Springs (City) proposes to amend the TCIF Project Baseline Agreement for Project 17, ACE: Gateway - Valley View Grade Separation project, to update the project delivery schedule and funding plan.

BACKGROUND:

The project is programmed with \$25,570,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008. A Project Baseline Agreement executed by the Department, the Commission, and the City was approved on August 28, 2008, under Resolution TCIF-P-0809-01B

The purpose of the project is to increase the efficiency of the Burlington Northern Santa Fe (BNSF) Railroad main east-west corridor to accommodate the existing number of trains utilizing this corridor, future increases in the speed and volume of freight service, and planned passenger rail service. The ACE: Gateway - Valley View Grade Separation project contributes to these objectives by removing an existing at-grade crossing where accidents have created a high level of safety concern.

The reasons for the delay in the design and right of way schedules are as follows:

- In October 2009, the City considered project design to be 100 percent done. However, the Project Specifications were approximately 80 percent done. The City had expected to have the Plans, Specifications, and Estimate (Design) fully completed by December 2009. In December 2009, the design of a large retaining wall had to be modified to accommodate a change in the relocation of a Southern California Edison (Edison) power pole. This required about a month of additional work.
- In March 2010, the BNSF advised the City they needed to modify the railroad bridge to accommodate additional conduits for utilities. Again, this required about a month of additional time to revise the plans.
- In May 2010, the City discovered a major flaw in the design of a 30-inch Los Angeles (LA) County sewer line that needed to be relocated. This required major design revisions and plans had to be resubmitted and reapproved by the LA County Sanitation District. Once the redesign was completed, the City had to revise the construction staging plans and modify the specifications to address new requirements for the use of a temporary sewer by-pass system. Collectively, it took about four months to get all of this work done.
- The original schedule assumed right of way acquisition would proceed in a timely manner. However, the City had to condemn all of the right of way needed to complete the project. This has added over a year to the right of way acquisition schedule. Construction could not move forward until the Right of Way component was completed. Although the City is still in the process of getting the court to establish the final value of condemned parcels, the Court has granted the City full possession of all right of way and a Certification 2 was approved by the Department on November 17, 2010.
- After right of way acquisition drawings had been completed, Edison decided to change the alignment of temporary electrical facilities. This affected right of way acquisition on the three quadrants of the project site. It required the City to revise right of way drawings and since the City was in condemnation, the right of way acquisition process had to be restarted because the easements needed to accommodate the new alignment were different from what initially thought needed.

As a result of the above modifications, the project’s design, right of way, and constructions phases have fallen behind the adopted Baseline Agreement schedule. The design phase will be completed December 2010. The schedule for the completion of the right of way and construction phases is extended approximately one and a half years.

The following table lists project milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change (years-months)
Begin Environmental Phase			
End Environmental Phase	09/12/05		Approved Res. E-05-16
Begin Design Phase	09/01/05		No change
End Design Phase	06/01/08	12/31/10	2 years, 6 months
Begin Right of Way Phase	07/01/06		No change
End Right of Way Phase	06/01/09	12/31/10	1 year , 6 months
Begin Construction Phase	10/01/09	05/01/11	1 year, 7 months
End Construction Phase	01/01/12	08/01/13	1 year, 7 months

The City also requests an update to the project funding plan. The TCIF fund amounts and schedule remain as originally programmed. However, the distribution and funding amounts for the other state and federal funds are proposed for revision, as shown in the following table. The total project cost remains unchanged.

REVISES:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles	7	TC17	958RA	LA									
Project Component	PA&ED	FY 2005-06			PS&E	FY 2010-11							
Completion Milestones	R/W	FY 2010-11			CON	FY 2013-14							
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission												
Project Title:	Valley View Grade Separation; Alameda Corridor East												
Location	In the Cities of Santa Fe Springs and La Mirada , at the intersection of Valley View Ave./Stage Road (Milepost												
Description:	Construct grade separation; depress Valley View Ave. below BNSF RR mainline.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
CMAQ													
Existing	14,489	14,489						8,640	5,849				
Change	0	(14,489)	14,489					(2,140)	2,140				
Proposed	14,489	0	14,489					6,500	7,989				
Demo TEA-21													
Existing	2,000	2,000						2,000					
Change	0	0						0					
Proposed	2,000	2,000						2,000					
Demo State TEA-21													
Existing	800			800					800				
Change	0			0					0				
Proposed	800			800					800				
TCRP (Committed)													
Existing	23,698	23,698							23,698				
Change	0	(17,744)	17,744					2,354	(5,954)		3,600		
Proposed	23,698	5,954	17,744					2,354	17,744		3,600		
Prop 1B - TCIF													
Existing	25,570		25,570						25,570				
Change	0		0						0				
Proposed	25,570		25,570						25,570				
Local Rail													
Existing	2,900			2,900					2,900				
Change	0			0				846	(846)				
Proposed	2,900			2,900				846	2,054				
PUC Sec. 190													
Existing	5,000		2,500	2,500					5,000				
Change	0		0	0					0				
Proposed	5,000		2,500	2,500					5,000				
Demo - High Priority Projects													
Existing	720			720					720				
Change	0			0					0				
Proposed	720			720					720				
Total													
Existing	75,177	40,187	28,070	6,920				10,640	64,537		0		
Change	0	(32,233)	32,233	0				1,060	(4,660)		3,600		
Proposed	75,177	7,954	60,303	6,920				11,700	59,877		3,600		

RESOLUTION TCIF-P-1011-14

Be it Resolved, the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for Project 17, ACE: Gateway - Valley View Grade Separation project (PPNO TC17), in accordance with the changes described and illustrated above.