

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 11-12, 2011

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Sharon Scherzinger  
Division Chief  
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT  
RESOLUTION TCIF-P-1011-24**

## **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 76, LOSSAN N Rail Corridor – Sorrento to Miramar Double Track – Phase 1 project (PPNO 9069A). The San Diego Border Region concurs with this amendment and the requested changes. A concurrent Letter of No Prejudice and Allocation request are also being presented at the May 2011 Commission meeting.

## **ISSUE:**

The San Diego Association of Governments (SANDAG) proposes to amend the TCIF Project Baseline Agreement for Project 76, LOSSAN N Rail Corridor – Sorrento to Miramar Double Track – Phase 1, to revise the project scope, cost, and schedule for design and construction.

## **BACKGROUND:**

The LOSSAN N Rail Corridor – Sorrento to Miramar Double Track – Phase 1 project was programmed with \$10,800,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008 under Resolution TCIF-P-0708-01. A Project Baseline Agreement executed by the Department, the Commission, and SANDAG was approved on October 29, 2008 under Resolution TCIF-P-0809-04B.

The San Diego County portion of the LOSSAN Corridor serves the Burlington Northern Santa Fe Railway freight trains, Amtrak Pacific Surfliner intercity passenger trains, the North Coast Transit District Coaster commuter trains, and the Southern California Regional Rail Authority Metrolink commuter trains.

SANDAG is requesting to extend the completion date for the design component by two months, and for the construction component by one year. During the permit process, it was revealed that

delays may occur due to the presence of federally endangered species in the project area. In addition, to maintain ongoing train service through construction, work can only be performed during the night and other pre-determined work windows. Despite these issues, SANDAG remains committed to seeking opportunities to work around these obstacles.

The cost increase is due to design changes caused by limited right of way as well as project phasing issues. Specifically, a more costly retaining wall system is required in order to fit within the existing right of way. Also, 0.2 miles of additional track and signal work is necessary to interconnect with two double track projects currently under development – the Sorrento Valley Double Track to the immediate northwest and the Sorrento to Miramar Double Track Phase 2 to the southeast. The new project scope will construct 1.4 miles of a new second main track connecting the existing Sorrento Siding to Miramar, and include upgrading the signal system, provide drainage enhancements, and construct a new bridge for the double track to mitigate an existing bottleneck in the LOSSAN Corridor.

These issues have increased the overall project cost by \$15,300,000; increasing the total project cost from \$23,700,000 to \$39,000,000. The increase will be covered by the local transportation sales tax, TransNet. TCIF funding remains as originally programmed at \$10,800,000.

The TCIF Project Benefits Form indicates the project will eliminate 9,540 truck trips annually thereby reducing injury crashes; increase train speeds from 20 miles per hour (mph) to 24 mph; increase freight train capacity from four to five trains per day or 5,627 car loads per year; reduce travel time by at least 10 minutes per freight train; and reduce emissions by 200 pounds per day of nitrogen oxides, 1.32 million pounds per day of carbon dioxide, and 500 pounds per day of carbon monoxide.

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

<b>Project Milestone</b>	<b>Current Approved</b>	<b>Proposed</b>	<b>Change</b>
Begin Environmental Phase	11/01/08	11/01/08	No Change
End Environmental Phase	12/01/09	12/01/09	No Change (Complete)
Begin Design Phase	01/01/10	01/01/10	No Change
End Design Phase	03/01/11	04/30/11	2 Months
Begin Right of Way Phase	N/A	N/A	N/A
End Right of Way Phase	N/A	N/A	N/A
Begin Construction Phase	09/01/11	09/01/11	No Change
End Construction Phase	09/01/13	09/30/14	1 Year, 1 Month
Begin Closeout Phase	10/01/13	10/30/14	1 Year, 1 Month
End Closeout Phase	04/01/14	10/13/15	6 Months

Changes proposed to the funding plan include an increase in programmed local funding to include the local transportation sales tax, TransNet. This funding plan update reflects a more accurate estimate of project costs and availability of funding sources than available when the baseline agreement was originally adopted.

<b>(DOLLARS IN THOUSANDS)</b>										
<b>FUND SOURCE</b>	<b>TOTAL</b>	<b>Totals by Fiscal Year</b>					<b>Totals by Project Phase</b>			
		<b>Prior</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W</b>	<b>CONST</b>
<b>State Funds (IIP) *</b>										
Current Approved	5,200	5,200						5,200		
Change	-2,000	-2,000						-2,000		
Proposed	<b>3,200</b>	<b>3,200</b>						<b>3,200</b>		
<b>State Funds (TCIF)</b>										
Current Approved	10,800		10,800							10,800
Change	0		0							0
Proposed	10,800		10,800							10,800
<b>Local Funds – TransNet</b>										
Current Approved	10,800		10,800						600	10,200
Change	14,200		14,200						-600	14,800
Proposed	<b>25,000</b>		<b>25,000</b>						<b>0</b>	<b>25,000</b>
<b>TOTAL</b>										
Current Approved	26,800	5,200	21,600					5,200	600	21,000
Change	12,200	-2,000	14,200					-2,000	-600	14,800
Proposed	<b>39,000</b>	<b>3,200</b>	<b>35,800</b>					<b>3,200</b>	<b>0</b>	<b>35,800</b>

\*\$2,000 of the originally allocated \$5,200 is not part of the TCIF project. It was used for Phase II of this project.

**RESOLUTION TCIF-P-1011-24**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for Project 76, LOSSAN N Rail Corridor – Sorrento to Miramar Double Track – Phase 1 project (PPNO 9069A), in accordance with the changes described and illustrated above.

Attachment



401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 699-1900  
Fax (619) 699-1905  
www.sandag.org

March 14, 2011

File Number 3100800

Ms. Lauren Clauson, Chief  
Railroad Crossing Safety Branch  
Division of Rail  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

Dear Ms. Clauson:

**SUBJECT:** Letter of No Prejudice (LONP) for SANDAG's Sorrento to Miramar Double Track Phase I Project and Proposed Amendment to the Baseline Agreement for Trade Corridor Improvement Fund (TCIF) Project No. 76

Please accept this letter of support for the LONP for \$10.8 million and the proposed baseline agreement amendment submitted to the Caltrans Division of Rail with copy to the California Transportation Commission for Phase I of the Sorrento to Miramar double track improvements.

The TCIF-funded Sorrento to Miramar Phase I project includes 1.4 miles of double tracking and signal improvements that will expand freight movements along the corridor. The tracks in this corridor are shared with the COASTER passenger service, as well as Amtrak services. As the permitting process progressed for the double tracking project, we found that federally endangered species were in the project area. In order to maintain all freight and passenger services in the corridor, we had to add a year to the construction cycle so that the environmental issues can be respected and vital service is maintained.

Approval of the LONP will ensure that the construction schedules for this project can move forward. Thank you for your attention to this request.

Sincerely,

**CHRISTINA CASGAR**  
Goods Movement Policy Manager  
San Diego Border Region Gateway Coordinator

CCA/adi

cc: Maura Twomey, California Transportation Commission

**MEMBER AGENCIES**

Cities of  
Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista  
and  
County of San Diego

**ADVISORY MEMBERS**

Imperial County  
California Department  
of Transportation  
Metropolitan  
Transit System  
North County  
Transit District  
United States  
Department of Defense  
San Diego  
Unified Port District  
San Diego County  
Water Authority  
Southern California  
Tribal Chairmen's Association  
Mexico