

Memorandum

TAB 66

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: April 25-26, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ryan Chamberlain
Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-31, AMENDING RESOLUTIONS TCIF-P-1011-25 AND
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 35, State College Boulevard Grade Separation (PPNO TC35). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Orange County Transportation Authority (OCTA) proposes to amend the TCIF Project Baseline Agreement for Project 35, State College Boulevard Grade Separation (State College) to update cost, funding plan, and delivery schedule.

BACKGROUND:

The State College project is part of the Orange County Bridges Program, which will build underpasses and overpasses at local rail crossings to improve safety and reduce delays. This project will construct a grade separation on State College Boulevard at Burlington Northern Santa Fe (BNSF) Railway tracks from Santa Fe Avenue at the northerly terminus to approximately 700 feet south of Valencia Drive at the southerly terminus. The project will provide significant benefits to vehicle and truck traffic traveling on State College Boulevard by reducing delays and traffic congestion associated with the existing at-grade crossing.

This project was adopted in the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement was executed between the OCTA, the Department, and the Commission, and approved by the Commission on October 29, 2008, under Resolution TCIF-P-0809-04B. A Project Baseline Agreement Amendment was approved May 11, 2011 under Resolution TCIF-P-1011-25, to update the project delivery schedule, cost, and funding plan.

OCTA is requesting to update the project delivery schedule by changing the end of the environmental component from February 1, 2011 to April 14, 2011, due to a delay in obtaining signatures on the final environmental document. This delay also affected the start of the right of way component. There is no cost increase related to these delays.

The table below lists the current approved and proposed project milestones.

| Project Milestone | Current Approved | Proposed | Change |
|---------------------------|-------------------------|-----------------|----------------------------|
| Begin Environmental Phase | Apr 1, 2005 | - | No Change |
| End Environmental Phase | Feb 1, 2011 | Apr 14, 2011 | Completed 2 mo, 14 days |
| Begin Design Phase | Apr 1, 2005 | - | No Change |
| End Design Phase | Mar 1, 2013 | - | No Change |
| Begin Right of Way Phase | Mar 1, 2011 | Jul 25, 2011 | 4 mo, 25 days |
| End Right of Way Phase | Mar 1, 2013 | - | No Change |
| Begin Construction Phase | Apr 13, 2013 | - | No Change |
| End Construction Phase | Jan 1, 2016 | - | No Change |
| Begin Closeout Phase | Jan 1, 2016 | - | No Change |
| End Closeout Phase | Jan 1, 2019 | - | No Change |

OCTA is requesting to reprogram \$12,757,000 in TCIF funding from TCIF Project 39, Raymond Avenue, with the funds to be reprogrammed to three existing OCTA TCIF projects. A concurrent program amendment to delete Raymond Avenue from the TCIF Program and reprogram the funds, including baseline agreement amendments are all scheduled for this month's Commission meeting.

OCTA is proposing to use \$3,376,000 of the \$12,757,000 TCIF funds from Raymond Avenue for the State College project, thereby increasing the TCIF programmed amount from \$30,731,000 to \$34,107,000. Additionally, the City of Fullerton is reducing its contribution to the project by \$5,693,000 due to both a lack of developer funds and the State of California's recent decision to eliminate redevelopment agency funding. Therefore, OCTA has increased its Measure 2 contribution to offset the majority of the loss of City funds. The total project cost has increased by \$996,000 related to project management costs including coordination with BNSF Railway on a temporary continuous construction track (shoofly), and Right of Way coordination and process issues. Overall project costs are reflective of current design and cost data.

OCTA proposes to update the project's cost and funding plan as follows:

| (DOLLARS IN THOUSANDS) | | | | | | | | | | |
|--------------------------------|---------------|------------------------------|---------------|--------------|---------------|--------------|--------------------------------|-----------------|---------------|---------------|
| FUND SOURCE | TOTAL | Totals by Fiscal Year | | | | | Totals by Project Phase | | | |
| | | Prior | 10/11 | 11/12 | 12/13 | 13/14 | PA&ED | PS&E | R/W | CONST |
| State Funds (TCIF) | | | | | | | | | | |
| Current Approved | 30,731 | | | | 30,731 | | | | | 30,731 |
| Change | 3,376 | | | | 3,376 | | | | | 3,376 |
| Proposed | 34,107 | | | | 34,107 | | | | | 34,107 |
| CMAQ | | | | | | | | | | |
| Current Approved | 19,037 | | 1,494 | | 17,543 | | | 1,494 | | 17,543 |
| Change | -1,741 | | -461 | | -1,280 | | | -461 | | -1,280 |
| Proposed | 17,296 | | 1,033 | | 16,263 | | | 1,033 | | 16,263 |
| Measure M2 | | | | | | | | | | |
| Current Approved | 450 | | 0 | | 450 | | 450 | 0 | | |
| Change | 5,054 | | 5,504 | | -450 | | 1,525 | 3,529 | | |
| Proposed | 5,504 | | 5,504 | | 0 | | 1,975 | 3,529 | | |
| City – Fullerton / OCTA | | | | | | | | | | |
| Current Approved | 10,630 | 2,568 | 4,906 | | 3,156 | | 305 | 2,263 | 4,906 | 3,156 |
| Change | -5,693 | -643 | -1,894 | | -3,156 | | 0 | -643 | -1,894 | -3,156 |
| Proposed | 4,937 | 1,925 | 3,012 | | 0 | | 305 | 1,620 | 3,012 | 0 |
| Federal DEMO | | | | | | | | | | |
| Current Approved | 12,800 | | 12,800 | | 0 | | | | 12,800 | 0 |
| Change | 0 | | -1,282 | | 1,282 | | | | -1,282 | 1,282 |
| Proposed | 12,800 | | 11,518 | | 1,282 | | | | 11,518 | 1,282 |
| TOTAL | | | | | | | | | | |
| Current Approved | 73,648 | 2,568 | 19,200 | | 51,880 | | 305 | 2,713 | 19,200 | 51,430 |
| Change | 996 | -643 | 1,867 | | -228 | | 0 | 882 | -108 | 222 |
| Proposed | 74,644 | 1,925 | 21,067 | | 51,652 | | 305 | 3,595 | 19,092 | 51,652 |

RESOLUTION TCIF-P-1112-31

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 35, State College Boulevard Grade Separation Project (PPNO TC35), 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

Tab 66
213.922.2000 Tel
metro.net

February 15, 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, the Orange County Transportation Authority (OCTA). It is our understanding that OCTA is requesting approval to amend six TCIF grade separation projects:

- Raymond Avenue
- State College Boulevard
- Placentia Avenue
- Orangethorpe Avenue
- Tustin Avenue/Rose Drive
- Lakeview Avenue

Please see the attached letter from OCTA 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 Director

cc: Southern California Consensus Group
Maura Twomey