

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(5d)
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-1213-22, 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 48, Avenue 56 Grade Separation (PPNO 1124). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 48, Avenue 56 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 by the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project will provide an elevated structure over the Union Pacific Railroad (UPRR) and Grapefruit Boulevard to replace the current at-grade crossing. A UPRR at-grade crossing currently exists on Avenue 56 (Airport Boulevard) in eastern Riverside County just south of the City of Coachella and west of State Highway 86S (SH-86S).

The Project will 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.

Due to community input, the scope of the Project was modified to include retrofitting a sidewalk on the adjacent bridge and designing sidewalks to match up with a new interchange on SH-86S to

provide a safe and continuous route for pedestrians. Therefore, a greater level of effort was spent developing project alternatives and alignment studies than was originally anticipated. The environmental phase was delayed pending the hiring of a consulting engineering firm. Once the environmental phase began, it was completed on July 28, 2011, which was less time than originally programmed.

As a result of the public outreach program, the design was modified which eliminated the need for any full property acquisitions, incorporates retaining walls in place of the bridge embankment, and incorporates lightweight concrete fill materials in place of imported excess fill material and temporary retaining walls. These modifications along with requests by utility companies to accommodate relocation of their facilities contributed to the design delays.

Right of Way (ROW) activities began as originally scheduled but took more time than anticipated due to revisions in the ROW requirements to accommodate design changes and requests by the property owners. Negotiations are ongoing with property owners and are estimated to be complete by the end of 2012.

The construction start date is now scheduled for September 30, 2013, having been delayed due to associated ROW acquisition and incorporation of utility relocation requirements into the design plans. The County anticipates advertising the Project in Summer 2013, which assures the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013.

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

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	12/01/2008	09/01/2010	1 Year + 9 Months
End Environmental Phase	12/31/2010	07/28/2011	7 Months
Begin Design Phase	01/31/2011	03/28/2011	2 Months
End Design Phase	06/29/2012	12/07/2012	5 Months
Begin Right of Way Phase	03/31/2011	03/28/2011	-3 Days
End Right of Way Phase	03/31/2012	12/27/2012	9 Months
Begin Construction Phase	12/28/2012	09/30/2013	9 Months
End Construction Phase	12/28/2014	09/30/2015	9 Months
Begin Closeout	01/02/2015	10/01/2015	9 Months
End Closeout	04/01/2015	02/30/2016	11 Months

RCTC and the County also request an update to the Project funding plan. At the time when the original baseline agreement was executed, the Project was in the preliminary project development phase with an estimated total Project cost of \$60,000,000.

The overall cost of the Project was reduced significantly by modifying the design to avoid the need to purchase 21 additional residential and commercial properties. This was achieved by incorporating retaining walls in place of the bridge embankment, and by utilizing lightweight fill material instead of imported fill to reduce the time for the soil to settle and eliminate the need for temporary retaining walls. Early designs considered the possibility of having to bridge the entire UPRR ROW; however, current design shortens the bridge by placing the easterly abutment within the railroad ROW. Construction cost estimates have also been reduced to match current trends. The updated total Project cost is now \$29,352,000. The overall total Project cost has decreased by \$30,648,000, 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
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	10,000				10,000				10,000
Change	0				0				0
Proposed	10,000				10,000				10,000
Local Funds – Local Transportation Funds (LTF) -- Coachella Valley Association of Governments									
Current Approved	50,000	800	2,800	8,500	37,900	800	2,800	8,500	37,900
Change	-50,000	-800	-2,800	-8,500	-37,900	-800	-2,800	-8,500	-37,900
Proposed	0	0	0	0	0	0	0	0	0
Local Funds – Economic Development Agency (EDA)									
Current Approved	0	0			0		0	0	0
Change	4,000	1,000			3,000		1,000	1,000	2,000
Proposed	4,000	1,000			3,000		1,000	1,000	2,000
Local Funds – Miscellaneous County Funds									
Current Approved	0				0				0
Change	5,352				5,352				5,352
Proposed	5,352				5,352				5,352
Local Funds – Transportation Uniform Mitigation Funds (TUMF)									
Current Approved	0	0			0	0	0	0	0
Change	10,000	1,450			8,550	295	1,268	2,289	6,148
Proposed	10,000	1,450			8,550	295	1,268	2,289	6,148
TOTAL									
Current Approved	60,000	800	2,800	8,500	47,900	800	2,800	8,500	47,900
Change	-30,648	1,650	-2,800	-8,500	-20,998	-505	-532	-5,211	-24,400
Proposed	29,352	2,450	0	0	26,902	295	2,268	3,289	23,500

RESOLUTION TCIF-P-1213-22

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 48, Avenue 56 Grade Separation Project (PPNO 1124), 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.(5d)
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