

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 5, 2013

**Reference No.:** 2.1c.(5c)  
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-1213-45, 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 46, Sunset Avenue Grade Separation (PPNO 1122). 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 46, Sunset Avenue 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 between the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project is in the city of Banning, on Sunset Avenue, at Interstate 10 (I-10) from south of Ramsey Street to south of Lincoln Street, to lower Sunset Avenue. The Project will construct an underpass at the Union Pacific Railroad (UPRR) crossing and reconstruct the I-10 interchange ramps to meet the new street grade. 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 and allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossing.

The Project was originally combined with an interchange project which was delayed in the planning stages. As a result, the City of Banning (City) contracted with the County to assist with delivering the Project. A Cooperative Agreement providing for the changing roles was executed by the City

and County on June 8, 2010. Due to funding constraints and schedule deadlines, the projects were separated, allowing the grade separation to proceed. For the above-mentioned reasons, delays occurred during the environmental study and approval stages; the end of environmental phase was completed February 28, 2011.

Coordination with the Department and UPRR on the design and structural components of the Project has also affected the schedule. Altering the roadbed between the existing 1-10 freeway abutments required extensive coordination with the Department and subsurface site exploration by potholing. Retaining wall redesign was necessary to minimize the wall size, provide Americans with Disabilities Act (ADA) accessible sidewalks throughout the Project and accommodate design comments received from the Department. The proposed end of the design phase is January 31, 2013.

The start of the Right of Way (ROW) phase was delayed by design changes and revisions to the ROW needs for the Project. ROW acquisition is underway and is expected to be completed by February 28, 2013.

The construction start date, now scheduled for June 30, 2013, is impacted due to ROW acquisition and finalizing the design to accommodate utility relocation. The County anticipates advertising the Project in Spring 2013, which will assure that the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013. The construction completion date is scheduled for June 2015.

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

<b>Project Milestone</b>	<b>Current Approved</b>	<b>Proposed</b>	<b>Change</b>
Begin Environmental Phase	01/01/2006	06/10/2010	4 Years + 5 Months
End Environmental Phase	12/01/2009	02/28/2011	1 Year + 3 Months
Begin Design Phase	01/01/2010	05/10/2011	1 Year + 4 Months
End Design Phase	07/01/2011	01/31/2013	1 Year + 7 Months
Begin Right of Way Phase	01/01/2010	05/10/2011	1 Year + 4 Months
End Right of Way Phase	07/01/2011	02/28/2013	1 Year + 8 Months
Begin Construction Phase	01/15/2012	06/30/2013	1 Year + 6 Months
End Construction Phase	12/31/2014	06/30/2015	6 Months
Begin Closeout	01/01/2015	07/01/2015	6 Months
End Closeout	07/01/2015	11/30/2015	5 Months

RCTC and the County also request an update to the Project funding plan. At the time the original baseline agreement was executed, the Project was in the preliminary project development phase with an estimated total Project cost of \$36,500,000. Subsequently, the various changes to the Project design and scheduling have lead to the updated total Project cost of \$35,905,000. The overall total Project cost has decreased by \$595,000, as shown in the following table.

<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>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>R/W</b>	<b>CONST</b>
<b>State Bond - Trade Corridor Improvement Funds (TCIF)</b>									
Current Approved	10,000			10,000	0				10,000
Change	0			-10,000	10,000				0
Proposed	10,000			0	10,000				10,000
<b>Local Funds – City of Banning</b>									
Current Approved	500	500			0	0		500	0
Change	1,917	200			1,717	700		236	981
Proposed	2,417	700			1,717	700		736	981
<b>RSTP-STP Local (STPL) - [replaced two earmarks: 2005 (DEMO ID 301) for \$491,964 ; 2006 (DEMO ID 796) for \$990,000]</b>									
Current Approved	1,000	1,000			0			600	400
Change	482	-1,000			1,482			-600	1,082
Proposed	1,482	0			1,482			0	1,482
<b>Federal Funds – DEMO SAFETEA-LU [ HPP #1261, CALIFORNIA DEMO ID 438 ]</b>									
Current Approved	1,600	1,600			0				1,600
Change	0	-1,600			1,600				0
Proposed	1,600	0			1,600				1,600
<b>Federal Funds – Projects of National &amp; Regional Significance (PNRS)</b>									
Current Approved	7,500			7,500	0				7,500
Change	0			-7,500	7,500				0
Proposed	7,500			0	7,500				7,500
<b>Local Funds – Local Transportation Funds (LTF)</b>									
Current Approved	1,825			1,825					1,825
Change	-1,825			-1,825					-1,825
Proposed	0			0					0
<b>Local Funds – County Funds – Western Riverside COG – TUMF (Pass Zone)</b>									
Current Approved	4,200	4,200			0	100	4,100	0	
Change	-1,294	-2,700			1,406	100	-1,800	406	
Proposed	2,906	1,500			1,406	200	2,300	406	
<b>CMAQ – [previously Local Transportation Funds – RCTC ]</b>									
Current Approved	9,875	300		9,575	0	300			9,575
Change	125	-300		-9,575	10,000	-300			425
Proposed	10,000	0		0	10,000	0			10,000
<b>TOTAL</b>									
Current Approved	36,500	7,600		28,900	0	400	4,100	1,100	30,900
Change	-595	-5,400		-28,900	33,705	500	-1,800	42	663
Proposed	35,905	2,200		0	33,705	900	2,300	1,142	31,563

**RESOLUTION TCIF-P-1213-45**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 46, Sunset Avenue Grade Separation Project (PPNO 1122), in accordance with the changes described and illustrated above.

Attachment



# Metro

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