

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(5g)
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-1213-25, 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 53, Magnolia Avenue Railroad Grade Separation - Burlington Northern and Santa Fe Railroad (BNSF) (PPNO 1129). 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 53, Magnolia Avenue Railroad Grade Separation - BNSF (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 located in the Home Gardens area of Riverside County between the City of Riverside on the east and the City of Corona on the west. The Project involves the construction of a grade separation over the Burlington Northern Santa Fe (BNSF) lines at Magnolia Avenue between Buchanan Avenue and Lincoln Street. The BNSF crossing at Magnolia Avenue is considered one of the most dangerous crossings in Riverside County. Over a ten-year span, there have been 23 accidents, including two fatalities, which involved trains at the crossing. The railroad crossing is a major BNSF route for transporting freight from the Ports of Long Beach and Los Angeles through the Alameda Corridor. Metrolink and Amtrak commuter trains also run on the tracks. BNSF has indicated that a third and eventually fourth track is planned within this area.

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 Union Pacific Railroad system by eliminating the potential for vehicle or pedestrian versus train accidents.

There were several delays during the early phases of the Project including obtaining environmental clearance, utility coordination, agency coordination with the cities of Corona and Riverside, public input and structural design challenges, which all contributed to the schedule delays.

Delays in the consultant selection caused the environmental phase to begin behind schedule. Completion of the environmental phase was also delayed by the addition of two technical studies that were not anticipated or included in the original Project scope. The environmental phase was completed on May 10, 2011.

Through the value analysis process, the Project design was refined to avoid reconstructing a large flood control channel by extending the bridge, and to reduce the need of two frontage roads to one while maintaining access to surrounding businesses. Delays were also caused by the bridge structure being more complex than originally anticipated.

The Project is expected to meet the Right of Way (ROW) and construction phase schedules listed in the currently adopted schedule. 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 current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	09/30/2008	11/02/2009	1 Year + 1 Month
End Environmental Phase	09/30/2010	05/10/2011	7 Months
Begin Design Phase	10/01/2010	05/10/2011	7 Months
End Design Phase	12/30/2011	11/30/2012	11 Months
Begin Right of Way Phase	12/30/2010	05/03/2011	4 Months
End Right of Way Phase	03/28/2013	---	No Change
Begin Construction Phase	09/30/2013	---	No Change
End Construction Phase	09/30/2015	---	No Change
Begin Closeout	10/01/2015	---	No Change
End Closeout	12/31/2015	02/30/2016	2 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 \$81,750,000. Escalations and contingencies in the early

Project estimate were greater than needed. Early designs included two frontage roads where the current design utilizes one frontage road while maintaining access to surrounding businesses. Through the value analysis process the project was refined to avoid reconstructing a large flood control channel by extending the bridge. Based on recent construction bids for similar projects, the construction cost estimates, particularly the bridge square foot costs, were reduced to match the current bids. The updated total Project cost is now \$49,566,000. The overall total Project cost has decreased by \$32,184,000, 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	13,700				13,700				13,700
Change	0				0				0
Proposed	13,700				13,700				13,700
State Funds – CMAQ – Congestion Mitigation									
Current Approved	15,000				15,000				15,000
Change	1,400				1,400				1,400
Proposed	16,400				16,400				16,400
Local Funds – Developer Fees – WRCOG-TUMF									
Current Approved	14,580	1,780	2,000		10,800	1,780	2,000	0	10,800
Change	-11,432	-14	-2,000		-9,418	-1,338	-1,294	1,888	-10,688
Proposed	3,148	1,766	0		1,382	442	706	1,888	112
Local Funds – Railroad – BNSF									
Current Approved	4,088		2,220	1,868	0		2,220	1,868	0
Change	0		-2,220	-1,868	4,088		-2,220	-1,868	4,088
Proposed	4,088		0	0	4,088		0	0	4,088
State Funds – PUC									
Current Approved	5,000			1,810	3,190			1,810	3,190
Change	0			-1,810	1,810			-1,810	1,810
Proposed	5,000			0	5,000			0	5,000
Local Funds – RCTC									
Current Approved	500			202	298			202	298
Change	0			-202	202			-202	202
Proposed	500			0	500			0	500
Local Funds – Miscellaneous County Funds									
Current Approved	28,882	0			28,882	0	0		28,882
Change	-22,152	2,553			-24,705	82	2,632		-24,866
Proposed	6,730	2,553			4,177	82	2,632		4,016
TOTAL									
Current Approved	81,750	1,780	4,220	3,880	71,870	1,780	4,220	3,880	71,870
Change	-32,184	2,539	-4,220	-3,880	-26,623	-1,256	-882	-1,992	-28,054
Proposed	49,566	4,319	0	0	45,247	524	3,338	1,888	43,816

RESOLUTION TCIF-P-1213-25

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 53, Magnolia Avenue Railroad Grade Separation - BNSF (PPNO 1129), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza 213.922.2000 Tel
Los Angeles, CA 90012-2952 metro.net

Reference No.: 2.1c.(5g)
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