

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 8, 2013

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-1213-36, AMENDING RESOLUTION TCIF-P-1011-15**

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 59, Glen Helen Parkway Grade Separation (PPNO 1130). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The San Bernardino Associated Governments (SANBAG) and the County of San Bernardino (County) propose to amend the TCIF Project Baseline Agreement for Project 59, Glen Helen Parkway 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 was executed between the Department, SANBAG and the County, and approved by the Commission on October 29, 2008, under Resolution TCIF-P-0809-04B. An amendment to the Baseline Agreement was approved on January 20, 2011, under Resolution TCIF-P-1011-15, to update the delivery schedule, cost, and funding plan.

In the County of San Bernardino, the Project includes constructing a grade separation on Glen Helen Parkway at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) crossings. The Project is needed to 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 and BNSF systems by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossings.

The original baseline agreement Project Approval and Environmental Document (Environmental) milestone date was June 30, 2008. In March 2008, as part of the biological survey, a Kangaroo Rat habitat was discovered. Working with resource agencies, the Project Development Team decided the best approach was avoidance. Environmental regulations require avoidance of habitat where practical. As a result, the Project footprint was changed in order to avoid impacting the habitat area.

As the design team focused on the revised alignment, the adjacent Devore Interchange project was holding Public Outreach meeting. To accommodate the avoidance of the Kangaroo Rat habitat and taking into account the public comments from the adjacent project, the alignment of a street within the Project was revised and Right of Way (ROW) requirements updated. Resolving these issues required intensive coordination with the resource agencies and the adjacent project’s team. The delays in the Environmental component had a negative impact on the remainder of the Project schedule.

In addition to the environmental delays, the footprint and design change required the acquisition of 15 additional parcels. The completion of the design phase was delayed eight months pending completion of the ROW phase, which was completed on October 1, 2012.

Completion of the ROW phase was delayed ten months. ROW acquisitions and negotiations were delayed pending completion of the environmental phase and extra time needed to negotiate utility relocations. Completion of the ROW component has been revised from January 31, 2012 to November 15, 2012.

Start of the Construction phase has been delayed 12 months due to unanticipated delays in completion of Environmental, ROW, and Design phases, as previously described. Contract award and start of construction is anticipated for April 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	06/01/2006	---	No Change
End Environmental Phase	04/19/2010	---	No Change
Begin Design Phase	04/01/2009	---	No Change
End Design Phase	01/31/2012	12/01/2012	10 Months
Begin Right of Way Phase	04/20/2010	---	No Change
End Right of Way Phase	01/31/2012	12/18/2012	11 Months
Begin Construction Phase	04/01/2012	04/05/2013	1 Year
End Construction Phase	09/01/2013	08/22/2014	1 Year
Begin Closeout	09/02/2013	09/01/2014	1 Year
End Closeout	03/01/2014	03/01/2015	1 Year

The County and SANBAG also request an update to the Project funding plan. The estimated Design cost has increased by \$2.65 million. ROW cost has increased \$700,000, from \$5.7 million to \$6.4 million, due to property settlements as stated above. .Construction costs have been decreased \$4.383

million, from \$21.218 million to \$16.835 million, to reflect the latest Project cost estimates. The updated total Project cost is now \$25,885,000, 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	7,172			7,172	0				7,172
Change	0			-7,172	7,172				0
Proposed	7,172			0	7,172				7,172
Development Impact Fees									
Current Approved	9,054	1,585		7,469	0		0	1,585	7,469
Change	-2,434	931		-7,469	4,104		737	194	-3,365
Proposed	6,620	2,516		0	4,104		737	1,779	4,104
SANBAG Measure I									
Current Approved	13,342	6,765		6,577	0	2,650	0	4,115	6,577
Change	-3,319	-231		-6,577	3,489	-2,650	1,913	506	-3,088
Proposed	10,023	6,534		0	3,489	0	1,913	4,621	3,489
Railroad – BNSF Funds									
Current Approved	0				0				0
Change	2,070				2,070				2,070
Proposed	2,070				2,070				2,070
TOTAL									
Current Approved	29,568	8,350		21,218	0	2,650	0	5,700	21,218
Change	-3,683	700		-21,218	16,835	-2,650	2,650	700	-4,383
Proposed	25,885	9,050		0	16,835	0	2,650	6,400	16,835

RESOLUTION TCIF-P-1213-36

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 59, Glen Helen Parkway Grade Separation (PPNO 1130), 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)

January 8, 2013

Attachment

October 5, 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 San Bernardino Associated Governments (SANBAG) is requesting approval of an amendment of their Baseline Agreements for TCIF project #59 – Glen Helen Parkway Grade Separation Project, #61 – South Milliken Avenue Grade Separation Project, #65 – Vineyard Avenue Grade Separation Project. The amendments requested impact the project schedules and total project cost. The proposed modifications do not modify the TCIF funds for SANBAG.

TCIF project #63 – Palm Avenue Grade Separation Project's proposed modifications will reduce the total programmed for TCIF funds by \$4.83 million. The TCIF savings will go towards SANBAG's share of the TCIF over programming for the corridor.

Please see the attached letter from SANBAG 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