

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 11-12, 2011

Reference No.: 2.1c.(5e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Sharon Scherzinger
Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1011-25**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for the following two projects in Orange County: Project 35, State College Boulevard Grade Separation project (PPNO TC35) and Project 39, Raymond Avenue Grade Separation project (PPNO TC39). 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 Agreements for Project 35, State College Boulevard Grade Separation (State College) project and Project 39, Raymond Avenue Grade Separation (Raymond) project to update the cost, funding plan, and delivery schedule for both projects.

BACKGROUND:

The State College and Raymond projects are part of the Orange County Bridges Program (OCBP) which will build underpasses and overpasses at local rail crossings to improve safety and reduce delays for this area. These two projects were adopted in the TCIF Program by the Commission on April 10, 2008. Project Baseline Agreements were executed for each project between OCTA, the Department, and the Commission, and approved by the Commission on October 29, 2008, under Resolution TCIF-P-0809-04B.

The two project locations are in the same proximity to each other in the city of Fullerton. At the request of Burlington Northern Santa Fe (BNSF) Company, additional rail improvements have been added to construct a shoofly, which is a temporary stretch of track to route trains around the construction site. The continuous shoofly between the two projects will improve the railway operations during construction. The construction of the shoofly requires additional environmental studies, design, and right of way work which will delay the environmental and right of way components for both projects. Details of the project information and changes proposed by OCTA are elaborated below.

State College Boulevard Grade Separation Project

The State College project is programmed with \$30,731,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008. The project will construct a grade separation on State College Boulevard at BNSF tracks from Santa Fe Avenue at the northerly terminus and 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.

The amendment will update the project’s environmental completion date. Subsequently, the right of way component will be postponed from the original schedule due to the environmental delay. The following table provides a list of the project’s milestones with current approved and proposed delivery schedules:

Project Milestone	Current Approved	Proposed	Change
State College Boulevard GS			
Begin Environmental Phase	Apr-05	Apr-05	Complete
End Environmental Phase	Jul-10	Feb-11	7 Months
Begin Design Phase	Apr-05	Apr-05	No Change
End Design Phase	Mar-13	Mar-13	No Change
Begin Right of Way Phase	Nov-10	Mar-11	4 Months
End Right of Way Phase	Aug-12	Mar-13	7 Months
Begin Construction Phase	Apr-13	Apr-13	No Change
End Construction Phase	Jan-16	Jan-16	No Change

The increase in project costs is primarily due to the low cost estimate which was based on the preliminary design concepts that did not accurately reflect the quantities, material costs and full requirements for the project. The added design change also contributed to cost increases.

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

- The total project cost increased by \$11, 565,000, from \$62,083,000 to \$73,648,000. The increase will not affect the amount of the programmed \$30,731,000 TCIF funds. The increase of the project cost will be fully funded by Congestion Mitigation and Air Quality (CMAQ) funds and city funds as illustrated in the table below.
- Environmental costs decreased by \$5,010,000, from \$5,315,000 to \$305,000. Design costs reduced by \$2,602,000, from \$5,315,000 to \$2,713,000. Right of way costs increased by \$4,311,000, from \$14,889,000 to \$19,200,000. Construction costs increased by \$14,866,000, from \$36,564,000 to \$51,430,000.

(DOLLARS IN THOUSANDS) State College Boulevard GS										
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	0				0					0
Proposed	30,731				30,731					30,731
CMAQ										
Current Approved	7,922		2,089		5,833			2,089		5,833
Change	11,115		-595		11,710			-595		11,710
Proposed	19,037		1,494		17,543			1,494		17,543
Measure M 2										
Current Approved	0				0			0		
Change	450				450			450		
Proposed	450				450			450		
City										
Current Approved	10,630	10,630	0		0		5,315	5,315	0	0
Change	0	-8,062	4,906		3,156		-5,010	3,052	4,906	3,156
Proposed	10,630	2,568	4,906		3,156		305	2,263	4,906	3,156
Federal DEMO										
Current Approved	12,800		12,800						12,800	
Change	0		0						0	
Proposed	12,800		12,800						12,800	
TOTAL										
Current Approved	62,083	10,630	14,889		36,564		5,315	5,315	14,889	36,564
Change	11,565	-8,062	4,311		15,316		-5,010	-2,602	4,311	14,866
Proposed	73,648	2,568	19,200		51,880		305	2,713	19,200	51,430

Raymond Avenue Grade Separation Project

The Raymond project is programmed with \$12,757,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008. The Raymond project will construct a vehicular underpass on Raymond Avenue at the BNSF railroad crossing between Walnut Avenue and Ash Avenue. The project will lower Raymond Avenue under Valencia Drive. Two bridge structures will be constructed, one for the railroad and the other one for vehicular traffic. The

project also includes connector roads on the west side of Raymond Avenue to provide access to Valencia Drive and Truslow Avenue.

The amendment will update the project’s environmental completion date. Subsequently, the right of way component will be postponed from the original schedule due to the environmental delays. The project construction schedule remains unchanged. The following table provides a list of the project’s milestones with current approved and proposed delivery schedules:

Project Milestone	Current Approved	Proposed	Change
Raymond Avenue GS			
Begin Environmental Phase	Jan-09	Feb-09	Complete
End Environmental Phase	Oct-10	Dec-12	1 Year, 2 Months
Begin Design Phase	Apr-11	Jan-12	Complete
End Design Phase	Oct-12	Mar-13	5 Months
Begin Right of Way Phase	Apr-11	Nov-11	7 Months
End Right of Way Phase	Oct-12	Mar-13	5 Months
Begin Construction Phase	Apr-13	Apr-13	No Change
End Construction Phase	Jan-16	Jan-16	No Change

The increase in project costs is primarily due to the low cost estimate which was based on the preliminary design concepts that did not accurately reflect the quantities, material costs and full requirements for the project. The added design change also contributed to cost increases.

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

- The total project cost increased \$13,028,000, from \$63,739,000 to \$76,767,000. The increase will not affect the amount of the programmed \$12,757,000 TCIF funds. The increase of the project cost will be fully funded by city funds as illustrated in the table below.
- Environmental costs decreased by \$2,506,000, from \$3,337,000 to \$831,000. Design costs increased by \$1,513,000, from \$3,337,000 to \$4,850,000. Right of way costs increased by \$2,298,000, from \$25,025,000 to \$27,323,000. Construction costs increased by \$11,723,000, from \$32,040,000 to \$43,763,000.

(DOLLARS IN THOUSANDS) Raymond Avenue GS project										
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	12,757				12,757					12,757
Change	0				0					0
Proposed	12,757				12,757					12,757
OCTA M2										
Current Approved	50,982	3,337	28,362	0	19,283		3,337	3,337	25,025	19,283
Change	13,028	-3,337	-22,681	27,323	11,723		-2,506	1,513	2,298	11,723
Proposed	64,010	0	5,681	27,323	31,006		831	4,850	27,323	31,006
TOTAL										
Current Approved	63,739	3,337	28,362	0	32,040		3,337	3,337	25,025	32,040
Change	13,028	-3,337	-22,681	27,323	11,723		-2,506	1,513	2,298	11,723
Proposed	76,767	0	5,681	27,323	43,763		831	4,850	27,323	43,763

RESOLUTION TCIF-P-1011-25

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreements for Project 35, State College Boulevard Grade Separation Project (PPNO TC35) and Project 39, Raymond Avenue Grade Separation Project (PPNO TC39), in accordance with the changes described and illustrated above.

Attachment

May 11-12, 2011

Attachment

One Gateway Plaza
Los Angeles, CA 90012-2952213.922.2000 Tel
metro.net**Metro**Los Angeles County
Metropolitan Transportation Authority

April 18, 2011

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 Orange County Transportation Authority is requesting approval to amend the schedule of seven TCIF grade separation projects:

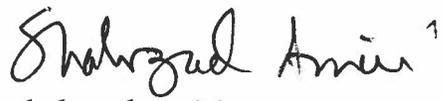
- Raymond Avenue
- State College Boulevard
- Placentia Avenue
- Kraemer Boulevard
- Orangethorpe Avenue
- Tustin Avenue/Rose Drive
- Lakeview Avenue

Second, they are also requesting to increase the total project cost for five grade separation projects. This request will in no way increase the TCIF project funding programmed to each of the projects.

- Raymond Avenue
- State College Boulevard
- 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,

A handwritten signature in black ink that reads "Shahrzad Amiri" with a small superscript "1" at the end.

Shahrzad Amiri
Deputy Executive Director

cc: Southern California Consensus Group
Andre Boutros
Maura Twomey