

# Memorandum

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

**CTC Meeting:** January 8, 2013

**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-1213-39, AMENDING RESOLUTION TCIF-P-0809-05B**

## **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 65, Vineyard Avenue Grade Separation (PPNO 1136). The Southern California Consensus Group concurs with this amendment and the requested changes.

## **ISSUE:**

The San Bernardino Associated Governments (SANBAG) and the City of Ontario (City) propose to amend the TCIF Project Baseline Agreement for Project 65, Vineyard 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 was executed by the Department, SANBAG, and the City, and approved by the Commission on December 10, 2008, under Resolution TCIF-P-0809-05B.

Vineyard Avenue is a north/south corridor located north of the Los Angeles/Ontario International Airport (ONT) running from I-10 to ONT and to Ontario's Foreign Trade Zone (FTZ) No. 50-1 (an extension of the Port of Long Beach's FTZ N0. 50). The Project involves constructing a grade separation, in the City of Ontario, along Alameda Corridor East, on Vineyard Avenue at Union Pacific/Alhambra immediately south of Holt Boulevard, which will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.

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 Union Pacific Railroad (UPRR) system 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 Project had two distinct events that triggered schedule and project cost changes. The first event was the negotiations with UPRR on the preferred rail-highway configuration. This event delayed the environmental completion date from the original Baseline Agreement milestone of December 2009 to June 2010.

The second event was a permit delay from the Los Angeles World Airports (LAWA). The City and Consultant had to obtain a Right of Entry permit for geotechnical borings on LAWA property within the project site. The permit review process by LAWA took over seven months. Furthermore, the City experienced additional delays due to an active lawsuit between LAWA and Aero Ontario (developer of the Pacific Gateway Cargo Center located at the southwest corner of the Project site). The lawsuit was eventually settled and the grade separation project was able to move forward.

These two events delayed the completion of the design phase from the original baseline agreement date of December 2011 to March 2013. At this time, the Project has 65 percent of the design plans completed and the construction award milestone is now scheduled for September 2013. 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	07/01/2008	---	No Change
End Environmental Phase	12/31/2009	06/15/2010	6 Months
Begin Design Phase	01/01/2010	06/16/2010	6 Months
End Design Phase	12/31/2011	03/07/2013	1 Year + 2 Months
Begin Right of Way Phase	01/01/2010	07/01/2011	1 Year + 6 Months
End Right of Way Phase	06/30/2012	03/07/2013	8 Months
Begin Construction Phase	12/01/2012	09/18/2013	10 Months
End Construction Phase	12/31/2014	04/01/2015	3 Months
Begin Closeout	01/01/2015	05/01/2015	4 Months
End Closeout	04/30/2015	11/01/2015	6 Months

SANBAG and the City also request an update to the project funding plan. Proposition 1B State-Local Partnership Program funds and UPRR funds have been added to the project. The total Project cost has increased from \$43,789,000 to \$51,795,000, 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
<b>State Bond - Trade Corridor Improvement Funds (TCIF)</b>									
Current Approved	6,884				6,884				6,884
Change	0				0				0
Proposed	6,884				6,884				6,884
<b>Local - Developer Impact Fees</b>									
Current Approved	8,353	1,680		0	6,673	0	0	1,680	6,673
Change	1,363	-821		120	2,064	250	609	-1,560	2,064
Proposed	9,716	859		120	8,737	250	609	120	8,737
<b>SANBAG Measure I</b>									
Current Approved	28,552	9,472		0	19,080	750	2,000	6,722	19,080
Change	-11,055	-6,536		480	-4,999	-250	436	-6,242	-4,999
Proposed	17,497	2,936		480	14,081	500	2,436	480	14,081
<b>State Bond - SLPP -SBD Formula Share Funds</b>									
Current Approved	0				0				0
Change	14,080				14,080				14,080
Proposed	14,080				14,080				14,080
<b>UPRR Funds</b>									
Current Approved	0				0				0
Change	3,618				3,618				3,618
Proposed	3,618				3,618				3,618
<b>TOTAL</b>									
Current Approved	43,789	11,152		0	32,637	750	2,000	8,402	32,637
Change	8,006	-7,357		600	14,763	0	1,045	-7,802	14,763
Proposed	51,795	3,795		600	47,400	750	3,045	600	47,400

**RESOLUTION TCIF-P-1213-39**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 65, Vineyard Avenue Grade Separation (PPNO 1136), in accordance with the changes described and illustrated above.

Attachment



**Metro**

Reference No.: 2.1c.(5g)  
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