

PROJECT DELIVERY REPORT

Trade Corridors Improvement Fund

The submitting agency will be responsible for maintaining documentation of the information entered on this report.
(Please type your response, handwritten reports will not be accepted)

A. Project Information

Date: 12-Oct-15

TCIF # (Segment): 17 Other Project Identifier (EA, Project #, PPNO, etc): 07-932837L

Project Title: ACE: Gateway-Valley View Grade Separation

Delivery Report: ☒ Final- Due within six months of project becoming operable.
☐ Supplemental - Due at the conclusion of all project activities.

Location: County: Los Angeles Santa Fe springs

Project Description: Removing existing at-grade crossing at Valley View to increase efficiency of BNSF main east west corridor to accommodate existing trains using the corridor and to future capacity, speed and volume of freight.

B. Contact Information

Implementing Agency: City of Santa Fe Springs Caltrans District Number: 7

Contact Person: Noe Negrete, Public Works Director Phone: (562) 868-0511

Email Address: noenegrete@santafesprings.org

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$0	\$0	\$0	\$0
Design				
Total Amount	\$2,996,000	\$4,000,000	\$4,000,000	\$0
Right of Way				
Total Amount	\$10,640,000	\$15,281,000	\$18,554,401	-\$3,273,401
Construction				
TCIF	\$25,570,000	\$18,012,000	\$18,012,000	\$0
Local	\$1,909,000	\$2,054,000	\$1,026,789	\$1,027,211
Federal	\$8,360,000	\$9,509,000	\$10,423,907	-\$914,907
Other	\$25,702,000	\$15,141,000	\$11,495,654	\$3,645,346
Totals	\$75,177,000	\$63,997,000	\$63,512,751	\$484,249

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	09/12/05	09/12/05	09/12/05	0
End	09/12/05	09/12/05	09/12/05	0
Design (PS&E) Phase				
Begin	06/01/06	09/01/05	09/01/05	0
End	03/01/08	12/31/10	12/31/10	0
Right of Way Phase				
Begin	07/01/06	07/01/06	07/01/06	0
End	10/01/08	12/31/10	12/31/10	0
Construction Phase				
Begin	02/01/09	05/31/12	08/20/12	3
End	04/01/11	08/31/14	02/12/15	6
Closeout Date				
Begin	04/01/11	09/01/14	02/13/15	6
End	07/01/11	11/30/14	02/01/16	14

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, cost, Schedule)
1	1/19/2011 (TCIF-P-1011-14)	Amend TCIF baseline agreement [PPNO TC 17] to revise the project schedule for design, ROW, and construction and to revise the project funding plan.
2	5/23/2012 (TCIF-P-1112-42)	Amend TCIF baseline agreement [PPNO TC 17] to update the project delivery schedule, funding plan for design, ROW, and construction.
3	10/23/2014 (TCIF-AA-1213-05)	De-allocate \$6,478,000 to decrease original funding of \$25,570,000 to \$19,092,000
4	10/21/2015	De-allocate \$851,000 to decrease funding of \$19,092,000 to \$18,241,000
5	12/9/2015	De-allocate \$229,000 to decrease funding of \$18,241,000 to \$18,012,000

F. Project Benefits**Describe and compare project benefits with those included in the approved Baseline Agreement.**

Outcomes	Adopted Program	Current Approved	Actual
Safety	Remove at grade crossing. Eliminate train/Ped conflict.	Remove at grade crossing. Eliminate train/Ped conflict.	At grade crossing eliminated. Valley View & Stage Rd grade separated.
Velocity	Eliminate grade crossing improves BNSF train speed & goods movement	Eliminate grade crossing improves BNSF train speed & goods movement	Grade crossing eliminated. Train/vehicle/pedestrian conflict eliminated. Train speed improves
Throughput	Project designed to accommodate BNSF expansion to include 3rd main track. Improves goods movement	Project designed to accommodate BNSF expansion to include 3rd main track. Improves goods movement	BNSF 3rd main track construction in progress.
Reliability	Eliminate at grade crossing: Improves safety and movement of goods & vehicles thru. Valley View	Eliminate at grade crossing: Improves safety and movement of goods & vehicles thru. Valley View	No vehicle queuing at crossing. Improves emergency response time. Eliminate train accident at crossing.
Congestion Reduction	12.2 hrs reduction in ave. daily vehicle hrs, 13.04 miles reduction in vehicle queue length (2030)	12.2 hrs reduction in ave. daily vehicle hrs, 13.04 miles reduction in vehicle queue length (2030)	From observations, substantial improvements in both vehicle queuing length and idling hours.
Emissions Reductions	Eliminate 17 tons per yr greenhouse gas emissions. Eliminate 8.3 gms/day of Particulate matter.	Eliminate 17 tons per yr greenhouse gas emissions. Eliminate 8.3 gms/day of Particulate matter.	Less vehicle queuing and train operation efficiencies will achieve greenhouse gas emissions and particulate matter reduction.

G. Differences/Variances

Describe differences/variances (if any) and reason for, between approved scope, cost, schedule, and actual.

1) **Scope:** No change from approved scope to actual scope. All baseline objectives have been achieved.
2) **Cost:** The Project was allocated \$25,570,000 of TCIF funding approved by CTC on 4/10/2008. After bids opening and award of the construction contract, the construction cost was decreased from \$59.877 MM to \$55.596 MM as a result of changes in the market conditions as the bids came in lower than estimated. Request to de-allocate TCIF funding \$6.478 MM to decrease original allocation of \$ 25,570,000 to \$ 19,091,722. De-allocation was approved by CTC on 10/23/12. This closeout Project Delivery Report provides a final actual expended amount of \$18,012,000.
3) **Schedule:** Two Amendments were submitted for schedule changes due to ROW and construction start date delays. Amendment No. 1 approved by CTC on 1/19/2011 extend design and ROW schedule due to unforeseen design and ROW acquisition changes. Amendment No. 2 approved by CTC on 5/23/2012 extend construction start date from 5/1/2011 to 5/31/2012 because more time was required to obligate federal funding than originally anticipated. The construction contract was eventually awarded by the City on 5/24/2012.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

Lesson- Learned: 1) Utility Agreements should start early to keep project on schedule 2) Selection of project designer should be more stringent to get a better product

Best Practices: 1) Formal Partnering with Railroad and Contractor 2) Review and work with contractor for phasing changes to reduce construction duration.

Certification Signature

Implementing Agency

I hereby certify to the best of my knowledge and belief, the information in this report is a true and accurate record. The work was performed in accordance with the CTC approved scope, cost, schedules, and benefit information in the Baseline Agreement.

Noe Negrete

(Print name) Project Manager



(Signature) Project Manager

10/12/15
Date

Caltrans

The TCIF Division Program Coordinator and/or the Project Manager from the California Department of Transportation has reviewed the information contained in this report and has verified the information presented is correct.

Bill Huang

(Print Name) TCIF Division Program Coordinator/Project Manager



(Signature) TCIF Division Program Coordinator/Project Manager

10/12/16
Date

The TCIF Program Lead from the California Department of Transportation has reviewed the information contained in the report and concurs with the approval.

Antonio Cano

(Print Name) TCIF Program Lead



(Signature) TCIF Program Lead

10/19/16
Date

Distribution: 1) Local Agency, 2) Division Program Coordinator/Project Manager, 3) TCIF Program Lead, 4) CTC