

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: 10/26/2018

TCIF # (Segment): 106 Other Project Identifier (EA, Project #, PPNO, etc): PPNO TC106

Project Title: Vincent Siding Extension at CP Quartz and Second Platform at Vincent Grade/Acton Station Project

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

Location: County: Los Angeles City: Town of Acton

Project Description: This project extended the existing Vincent siding and constructed a platform with an at-grade crossing at the Vincent Grade/ Acton station, located in the unincorporated portion of Northern Los Angeles County.

B. Contact Information

Implementing Agency: SCRRA Caltrans District Number: 07

Contact Person: Lun, Elizabeth Phone: 909-593-6419

Email Address: LunE@scrta.net

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$350,000	\$350,000	\$350,000	\$0
Design				
Total Amount	\$650,000	\$650,000	\$650,000	\$0
Right of Way				
Total Amount	\$0	\$0		\$0
Construction				
TCIF	\$8,200,000	\$8,200,000	\$8,200,000	\$0
Local	\$8,200,000	\$8,200,000	\$8,659,056	-\$459,056
Federal				\$0
Other				\$0
Totals	\$17,400,000	\$17,400,000	\$17,859,056	-\$459,056

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	01/01/14	01/01/14	01/01/14	0
End	03/12/14	03/12/14	03/12/14	0
Design (PS&E) Phase				
Begin	12/11/13	12/11/13	12/11/13	0
End	03/27/14	03/27/14	03/27/14	0
Right of Way Phase				
Begin	NA	NA	NA	
End	NA	NA	NA	
Construction Phase				
Begin	04/30/15	04/30/15	08/04/15	3
End	12/31/16	12/31/16	04/30/17	4
Closeout Date				
Begin	01/01/17	01/01/17	05/01/17	4
End	04/30/17	04/30/17	06/30/18	14

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
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F. Project Benefits**Describe and compare project benefits with those included in the approved Baseline Agreement.**

Outcomes	Adopted Program	Current Approved	Actual
Safety	There will be a reduction in the number of preventable accidents associated with a freight train having to park on the main line in an emergency because the siding is too short. Parking on the main line effectively shuts down the railroad. Stalled trains can cause operational safety issues.	There will be a reduction in the number of preventable accidents associated with a freight train having to park on the main line in an emergency because the siding is too short. Parking on the main line effectively shuts down the railroad. Stalled trains can cause operational safety issues.	The extended siding means freight trains can pull over and park in the siding instead of stopping on the main line track. This prevents a train-to-train collision on the main line track.
Velocity	The freight speeds on this line vary from 25 mph to 50 mph and due to wait times the average speed is about 30 mph. This project reduces delays and allows average speeds to increase to 35 mph.	The freight speeds on this line vary from 25 mph to 50 mph and due to wait times the average speed is about 30 mph. This project reduces delays and allows average speeds to increase to 35 mph.	The siding allows freight trains to run through this section of the route instead of slowing or holding for passing trains, thereby increasing velocity.
Throughput	200% increase in freight traffic on the Antelope Valley Line	200% increase in freight traffic on the Antelope Valley Line	20% increase in freight traffic on the Antelope Valley Line (Explained in Box.G)
Reliability	With this project, freight trains will experience up to a 30 minute time delay reduction.	With this project, freight trains will experience up to a 30 minute time delay reduction.	The siding allows freight trains to travel through this segment of the route without waiting for another train to pass, thereby adding reliability to the schedule.
Congestion Reduction	Congestion is reduced as a result of the time improvement. Better on time performance is important and has national implications as many of these freight trains serve the Pacific Northwest, West and Midwest.	Congestion is reduced as a result of the time improvement. Better on time performance is important and has national implications as many of these freight trains serve the Pacific Northwest, West and Midwest.	Since freight trains can travel through this segment unimpeded, the opportunity for congestion due to queued freight train is reduced.
Emissions Reductions	Reduction of 343 tons of Nox by 2016; Reduction of 40 tons of ROG by 2016; Reduction of 20 tons of PM 2.5 by 2016; Reduction of 13,473 tons of CO2 by 2016	Reduction of 343 tons of Nox by 2016; Reduction of 40 tons of ROG by 2016; Reduction of 20 tons of PM 2.5 by 2016; Reduction of 13,473 tons of CO2 by 2016	Reduction of 66 tons of Nox by 2018; Reduction of 8 tons of ROG by 2018; Reduction of 4 tons of PM 2.5 by 2018; Reduction of 2,160 tons of CO2 by 2018. (Explained in Box.G)

G. Differences/Variations

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

Project benefits: (Throughput) In 2014, the Union Pacific Railroad was originally expected to increase from the current 5 daily freight trains to 15, which included the 8 that can be rerouted after the completion of the Vincent grade/ Acton Station project. Per the latest schedule as provided by the Union Pacific Railroad, 6 daily freight trains are being arranged to travel on the Antelope Valley line. Therefore, only 20% increase in freight traffic on the Antelope Valley line.

(Emissions Reductions) The emissions benefit is calculated based on the fuel savings that occurs by rerouting eight daily intermodal trains originating or terminating at UP's Los Angeles Trailer and Container Intermodal Facility (LATIC) from UP's Colton Cutoff route to the Antelope Valley line. Consequently, the actual emissions reductions are smaller than the expected due to the number of rerouting freight trains travel on the Antelope Valley line is less than what Union Pacific Railroad expected in 2014.

Scope:

1) (a) Reduce the extension length of the siding spur track by 341 feet; (b) extended the mainline spur track by an additional 250 feet; (c) replaced approximately 600 feet of existing 90lb rail on siding spur track with relocated 136lb rail.

2) Replaced existing fence with 230 ft of new fence near the property adjacent to the mainline setout track.

3) Changed the turnout type from an RBM to WSM type; 3 in kind

An amendment was submitted to request these changes during construction.

Cost:

No cost increase. Project was completed within budget.

Schedule:

There was a late start on construction which caused the construction end date to push back. Due to payment of invoices from the contractor. The close-out process took longer than anticipated.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

There were some subcontractors that were not very familiar with the railroad environment and needed a lot of hand-holding from the agency.

Better coordination with Southern California Edison during the design phase to finalize the design of electric & power facilities and to finalize quantities and schedule

Since Metrolink operates entirely on PTC now, coordination with PTC groups are critical in the design phase so that there is an understanding from everyone as well as an opportunity for others to comment on the design if needed

Improved coordination between design and operations department during the design phase

Identify and resolve all right-of-way issues prior to construction; there was a property owner that encroached in railroad property within the project limits

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.

Elizabeth Lun

(Print name) Project Manager


(Signature) Project Manager

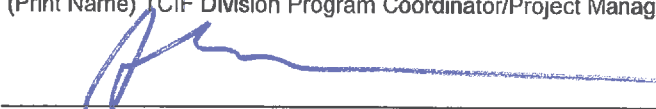
10/21/18
Date

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.

Alex Kenefick

(Print Name) TCIF Division Program Coordinator/Project Manager


(Signature) TCIF Division Program Coordinator/Project Manager

10/30/2018
Date

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

Tony Cano

(Print Name) TCIF Program Lead


(Signature) TCIF Program Lead

10/30/18
Date

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