

SUPPLEMENTAL FINAL DELIVERY REPORT (SFDR) TRADE CORRIDORS IMPROVEMENT FUND

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

A. Project Information		Date: 7/16/2014		
TCIF Project ID: 44	Other Project Identifier (EA, Project #, PPNO, etc):		Programming/CTIPS PPNO = 1120	
Project Title: Magnolia Avenue Grade Separation (Union Pacific Railroad)		Accounting/E-FIS ID = 0800001005		
TCIF Region: SCCG - Southern California Consensus Group		DLA/LP2000 ID = 5058(083)		
Delivery Report: <input type="checkbox"/> Final- Due within six months of project becoming operable <input checked="" type="checkbox"/> Supplemental - Due at the conclusion of all project activities		Prior Project EA = 0G0484		
Location County: RIVERSIDE City: RIVERSIDE				
Project Description: In Riverside, on Magnolia Avenue between Sunnyside Drive and Elizabeth Street ; construct 4 lane grade separation on Magnolia Avenue at existing UPRR tracks. Magnolia Avenue was realigned and lowered; and a railroad bridge was constructed to carry the Union Pacific railroad tracks. Project also included the relocation of wet and dry utilities.				
B. Contact Information				
Implementing Agency: City of Riverside		Caltrans District Number: 08		
Contact Person: Farshid Mohammadi		Phone Number: (951) 826-5515		
Email Address: fmohammadi@riversideca.gov				
C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental:				
Total Amount	\$160,000	\$160,000	\$628,191	-\$468,191
Design:				
Total Amount	\$2,500,000	\$2,500,000	\$2,449,039	\$50,961
Right of Way:				
Total Amount	\$0	\$0	\$0	\$0
Construction:				
Total Amount	\$0	\$0	\$0	\$0
Right of Way-Capital:				
Total Amount	\$23,500,000	\$23,500,000	\$26,521,656	-\$3,021,656
Construction-Capital:				
TCIF	\$20,000,000	\$17,288,000	\$17,288,000	\$2,712,000
Local	\$6,800,000	\$6,800,000	\$7,034,134	-\$234,134
Federal	\$0	\$0	\$0	\$0
Total Amount	\$52,960,000	\$50,248,000	\$53,904,702	-\$944,702
D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	01/01/06	01/01/06	01/01/06	0
End	06/01/06	06/01/06	06/28/06	-1
Design (PS&E) Phase				
Begin	07/31/07	07/31/07	07/01/08	13
End	08/01/08	09/01/09	09/24/09	-1
Right of Way Phase				
Begin	08/01/06	08/01/06	08/01/06	0
End	02/01/09	06/01/09	02/26/13	-46
Construction Phase				
Begin	03/01/09	02/01/10	12/01/09	2
End	08/01/10	01/01/12	08/30/12	-8
Closeout Phase				
Begin	08/01/10	08/30/10	08/30/12	-24
End	02/01/11	02/28/11	11/27/13	-33

E. Amendments**List of California Transportation Commission (CTC) Approved Amendments**

Project Baseline Agreement Amendment: TCIF-P-0910-03, 10/15/09:

– Revised Project delivery schedule for End Design, End ROW, and Start/End Construction

Project Financial Allocation Amendment: TCIF-AA-1213-17, Amending TCIF A-0809-04, 05/07/13:

– Reduce TCIF Allocation by \$2,712,000, from \$20,000,000 to \$17,288,000 to reflect Contract Award Savings

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

Outcomes	Adopted Program	Current Approved	Actual
Safety	Eliminate 1) at-grade crossing, 2) pedestrians walking across tracks, and 3) emergency vehicle response delays.	Eliminate 1) at-grade crossing, 2) pedestrians walking across tracks, and 3) emergency vehicle response delays.	Same as approved.
Velocity	Improve railroad velocity by eliminating the potential for train versus vehicle/pedestrian collision.	Improve railroad velocity by eliminating the potential for train versus vehicle/pedestrian collision.	Same as approved.
Throughput	Improve railroad throughput by eliminating the potential for train versus vehicle/pedestrian collision.	Improve railroad throughput by eliminating the potential for train versus vehicle/pedestrian collision.	Same as approved.
Reliability	Improve railroad reliability by eliminating the potential for train versus vehicle/pedestrian collision.	Improve railroad reliability by eliminating the potential for train versus vehicle/pedestrian collision.	Same as approved.
Congestion Reduction	Reduce vehicle delays due to passing trains.	Reduce vehicle delays due to passing trains.	Same as approved.
Emissions Reductions	Reduce idling vehicle emissions due to passing trains.	Reduce idling vehicle emissions due to passing trains.	Same as approved.

G. Differences/Variations**Describe differences/variances (if any) between approved scope, cost, schedule, and actual.**

1) Construction of the project was "substantially" complete by 1/1/2012, however, Notice-of-Completion was not issued until August 30, 2012, due to slow progress in completing the punch list items as well as repeated delays encountered while testing and accepting the storm water pump station equipments.

2) There were several litigations pending and the right-of-way phase not completed until the conclusion of the trials. The owners of the dry cleaner have assumed clean-up responsibility and deposited a portion of the settlement money in a trust account to be used for that purpose. Therefore, since all the right-of-way cost issues have been finalized and all the legal issues have been settled, the right-of-way phase is in fact complete, and the "End" date should coincide with the date of the Stipulated Judgment (2/26/2013).

H. Lessons-Learned/Best Practices**Describe lessons-learned and best practices for future projects.**

Certification Signature

Implementing Agency

I hereby certify, to the best of my knowledge, the information in this report is true and accurate. The work was performed in accordance with the California Transportation Commission (CTC) approved scope, cost, schedules, and benefit information in the Project Baseline Agreement or Amendment.

Farshid Mohammadi

(Print name) Project Manager

Farshid Mohammadi

(Signature) Project Manager

Date

7/17/2014

Caltrans

The TCIF Division Program Coordinator from the California Department of Transportation has reviewed the information contained in this report and has verified the information presented is complete. Division Program Coordinator does not have the authority to approve any Scope, Cost or Schedule variances.

Keri Elsberry-Vidad

(Print name) TCIF Division Program Coordinator

Keri Elsberry-Vidad

(Signature) TCIF Division Program Coordinator

Date

7/18/2014

The TCIF Program Lead from the California Department of Transportation has reviewed the information contained in this report and concurs with the Program Coordinator's approval. Program Lead does not have the authority to approve any Scope, Cost or Schedule variances.

Dawn Cheser

(Print name) TCIF Program Lead

Dawn Cheser

(Signature) TCIF Program Lead

Date

7/18/14

Distribution: 1) Implementing Agency 2) CT TCIF Division Program Coordinator 3) CT TCIF Program Lead 4) CTC