

# 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: 6/21/2018

TCIF # (Segment): 6 Other Project Identifier (EA, Project #, PPNO, etc): PPNO: TC06

Project Title: Tehachapi Trade Corridor Rail Improvement Project

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

Location: County: Kern City: n/a

Project Description: Constructed approximately 0.8 miles of second mainline to connect Walong and Marcel sidings to create a segment of approximately 2.8 miles of double track; and, extended Cliff siding by approximately 900 feet to portal of Tunnel No. 7, with related infrastructure for both segments.

### B. Contact Information

Implementing Agency: Caltrans Caltrans District Number: 75

Contact Person: Betty Miller Phone: 916-654-5739

Email Address: betty\_l\_miller@dot.ca.gov

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
<b>Environmental</b>				
Total Amount	\$3,700,000	\$9,500,000	\$7,441,886	-\$2,058,114
<b>Design</b>				
Total Amount	\$1,000,000	\$1,000,000	\$977,000	-\$23,000
<b>Right of Way</b>				
Total Amount				
<b>Construction</b>				
TCIF	\$54,000,000	\$12,270,000	\$12,270,000	\$0
Local	\$54,000,000	\$3,270,000	\$16,347,346	\$13,077,346
Federal				
Other				
<b>Totals</b>	<b>\$112,700,000</b>	<b>\$26,040,000</b>	<b>\$37,036,232</b>	<b>\$10,996,232</b>

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
<b>Environmental Phase</b>				
Begin	01/01/08	09/01/08	06/01/11	43
End	06/01/10	10/01/13	06/01/14	8
<b>Design (PS&amp;E) Phase</b>				
Begin	01/01/08	01/01/08	01/01/08	
End	12/01/11	09/01/13	11/01/14	14
<b>Right of Way Phase</b>				
Begin				
End				
<b>Construction Phase</b>				
Begin	03/01/12	09/24/14	09/24/14	0
End	10/01/14	10/01/16	05/31/17	8
<b>Closeout Date</b>				
Begin	01/01/15	10/01/16	12/01/17	14
End	12/01/15	03/31/17	06/21/18	15

**E. Amendments****List approved amendments**

<b>Amendment #</b>	<b>CTC Meeting</b>	<b>Summary of Changes (Scope, Cost, Schedule)</b>
TCIF-P-1213-60 and TCIF-P-1314-11B	5/7/2013 and 1/29/2014	Project Baseline Amendment and Program Amendment and Baseline Amendment

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

<b>Outcomes</b>	<b>Adopted Program</b>	<b>Current Approved</b>	<b>Actual</b>
Throughput	2020: 223,000 train feet/day	63% Capacity Improvement	2017: 232,000 train feet/day
Velocity	2020: 4.75 hours run time	Faster Transit Time	2017: 19.2 mph
Reliability	2020: Standard Deviation 2.06 hours/trip	25% Less Train Delay Hours	Train delay hours reduced by 24.4%
Safety	2020: 43 injuries avoided		Unable to calculate. Revised estimate of an average of 12 injuries avoided per year.
Congestion Reduction	2020: \$2.7M avoided highway congestion costs; 2,600 trucks taken off the road; 72 million VMT diverted; 1.7 billion truck ton-miles diverted.	Less Rail & Highway Congestion; Multi-year Reduction in Truck Miles.	Train network assumed to reach NB capacity in 2027. Annual averages: 89,000 truck trips avoided per year; 443 million ton-miles diverted per year.
Emission Reduction	2020: 27 tons VOC avoided; 163 tons NOX avoided; 1.4 tons PM10, PM2.5 avoided; 113,400 tons of CO2 avoided.	Less CO2 Emissions; Reduce Train Idling	Average of 27,000 tons of CO2 avoided per year.
Other Outcomes a. Roadway Maintenance Cost Reduction; b. Fuel Savings	2020: \$8.6M in roadway maintenance cost reduction; 10.2 million gallons saved.	Significant Fuel Savings vs. Highway	2017: 130,000 gallons of fuel saved. Project Lifecycle: \$46 M in undiscounted roadway maintenance cost reduction; 70 million gallons of fuel saved.

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

Proposed schedule, scope, and funding were amended May 7, 2013. Project segments reduced from six to two. Project schedule amended January 29, 2014. CTC allocated funding June 25, 2014. Subcontractor costs increased substantially following award of State's contract to BNSF Railway Company.

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

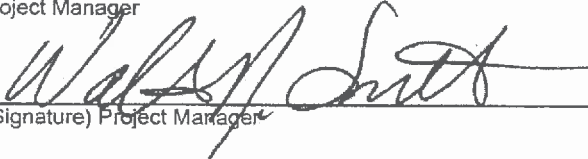
## Certification Signature

### Implementing Agency

I hereby certify to the best of my knowledge 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.

Walter N. Smith, P.E.  
BNSF Railway Company

Project Manager

  
(Signature) Project Manager

07/05/2018  
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.

Betty Miller

(Print Name) TCIF Division Program Coordinator/Project Manager

  
(Signature) TCIF Division Program Coordinator/Project Manager

07/05/2018  
Date

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

  
(Print Name) TCIF Program Lead

  
(Signature) TCIF Program Lead

9/21/18  
Date

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