

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

revised 3/14/18
Date: 04/26/2017

TCIF # (Segment): _____ 84 Other Project Identifier (EA, Project #, PPNO, etc): _____ 1141

Project Title: Laurel Street Grade Separation

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

Location: County: San Bernardino City of Colton

Project Description: In the City of Colton. Construct a grade separation for BNSF lines at Laurel Street (TCIF 84)

B. Contact Information

Implementing Agency: SBCTA (formerly SANBAG) Caltrans District Number: 8

Contact Person: Paul Melocoton 909-884-8276

Email Address: pmelocoton@gosbcta.com

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$1,449,000	\$0	\$0	\$0
Design				
Total Amount	\$3,379,000	\$4,657,000	\$4,376,188	\$280,812
Right of Way				
Total Amount	\$7,800,000	\$11,053,000	\$11,773,730	-\$720,730
Construction				
TCIF	\$11,917,000	\$23,583,000	\$22,824,705	\$758,295
Local	\$13,643,000	\$11,618,000	\$6,660,443	\$4,957,557
PUC 190	\$0	\$0	\$5,000,000	-\$5,000,000
Other	\$15,807,000	\$7,814,000	\$7,579,738	\$234,262
Totals	\$53,995,000	\$58,725,000	\$58,214,804	\$510,196

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	12/06/11	12/06/10	12/06/10	0
End	06/08/11	06/08/11	12/09/11	6
Design (PS&E) Phase				
Begin	06/09/11	06/09/11	06/09/11	0
End	07/16/12	01/11/13	01/11/13	0
Right of Way Phase				
Begin	06/09/11	06/09/11	06/09/11	0
End	07/16/12	06/04/13	05/01/13	-1
Construction Phase				
Begin	12/10/12	09/04/13	09/04/13	0
End	05/21/14	09/06/15	10/30/16	14
Closeout Date				
Begin	05/22/14	10/01/15	10/06/16	12
End	05/22/15	01/30/16	03/14/18	25

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
1 TCIF-P-1213-79	6/2013	Increase TCIF and updated project cost and schedule
2 TCIF-AA-1314-13	3/2014	Award adjustment (reduced TCIF and project cost from bid savings)
3	5/2016	CAP- update schedule

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

Outcomes	Adopted Program	Current Approved	Actual
Safety	Eliminate potential accidents with at grade crossings	Eliminate potential accidents with at grade crossings	No accidents occurred over the 10-year period prior to opening of the grade separation, at which point the accidents have remained at zero.
Velocity	Reduction of 10 daily vehicle hours (current year) Reduction of 38 daily vehicle hours (2030)	Reduction of 10 daily vehicle hours (current year) Reduction of 38 daily vehicle hours (2030)	Grade separation reduces delay to zero. Reduced existing delay by 38 daily vehicle hours.
Throughput	Elimination of 2.5 hours of gate down time (current year) Elimination of 3.8 hours of gate down time (2030)	Elimination of 2.5 hours of gate down time (current year) Elimination of 3.8 hours of gate down time (2030)	Gate down time reduced to zero from 2.5 hours per day for existing conditions. Reduced to zero from 6.6 hours per day by 2030.
Reliability	Eliminate emergency vehicle delay time up to 5 min	Eliminate emergency vehicle delay time up to 5 min	Emergency vehicle delay time reduced to zero because of no gate down time. Delay time reduced by average of 5 minutes when gates
Congestion Reduction	Eliminate current at-grade queue rate of 100 vehicles/hour Eliminate 2030 at-grade queue rate of 625 vehicles/hour	Eliminate current at-grade queue rate of 100 vehicles/hour Eliminate 2030 at-grade queue rate of 625 vehicles/hour	Vehicles developed queues at a rate of 166 vehicles per hour per lane in opening year without the grade separation. This congestion has been eliminated.
Emissions Reductions	Estimated emissions reductions in tons per day CO2 – 0.06783 NOx – 0.00002 PM2.5 – 0.00001 ROG – 0.00001	Estimated emissions reductions in tons per day CO2 – 0.06783 NOx – 0.00002 PM2.5 – 0.00001 ROG – 0.00001	Reduced incremental emission to zero over the no-build condition, as shown in the Adopted Program.

G. Differences/Variances

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

Disposition of excess property is ongoing. SBCTA has received offers for two excess properties with the latest offer dated February 27, 2018. The total anticipated sale amount of \$977,432. Sale agreements are being executed and the latest close of escrow is anticipated in June 2018.

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.

PAUL M. LOCOTON

(Print name) Project Manager



(Signature) Project Manager

3/20/18

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.

Mary Hartegan

(Print Name) TCIF Division Program Coordinator/Project Manager

Mary Hartegan

(Signature) TCIF Division Program Coordinator/Project Manager

5/14/18

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

5/15/18

Date

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