

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.1s.(4), Action Item

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Division of Transportation Programming

Subject: **PROJECT AMENDMENT FOR SENATE BILL 1 TRADE CORRIDOR
ENHANCEMENT PROGRAM
RESOLUTION TCEP-P-1920-14,
RESOLUTION TCEP-P-1920-15BA, AMENDING RESOLUTION TCEP-P-1819-05B**

ISSUE:

Should the California Transportation Commission (Commission) approve a Senate Bill 1 (SB1) –Trade Corridor Enhancement Program (TCEP) project amendment to reduce the scope, benefits, funding, and amend the Baseline Agreement (BA) for the State Route (SR) 71 Expressway to Freeway Conversion project (PPNO 2741S), in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the request to amend the SB1-TCEP project scope for the SR 71 Expressway to Freeway Conversion project (PPNO 2741S), in Los Angeles County with the proposed project changes.

The amendment proposes the following scope changes:

- The project will terminate the roadway widening 0.2 mile early at the northern limit of the project due to physical constraints. The southern limit has been increased by 0.2 mile to complete the median pavement to provide continuous High Occupancy Vehicle (HOV) lanes up to the undercrossing. This will close the gap and facilitate joining the proposed HOV lanes to the existing SR 71 HOV lanes.
- The new Pedestrian Overcrossing (POC) bridge construction will be removed resulting in a reduction of TCEP Construction Capital (CON) funding from \$39,000,000 to \$38,025,000.

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BACKGROUND:

The SR 71 Expressway to Freeway Conversion project (PPNO 2741S) was originally programmed under the parent project (PPNO 2741) between PM R0.5 to R4.8 from Interstate - 10 (I-10) to the Los Angeles (LA)/San Bernardino (SBD) County Line (CL). Subsequently, the parent project was segmented, as shown below, in order to accelerate the construction of the South Segment.

- North Segment (PPNO 2741N) - PM R0.5 to R1.6 from I-10 to Mission Boulevard (Blvd)
- South Segment (PPNO 2741S) - PM R1.6 to R4.8 from Mission Blvd to the LA/SBD CL

The State Route 71 Expressway to Freeway Conversion project (PPNO 2741S) was adopted by the Commission at its May 2018 meeting under Resolution TCEP-P-1718-01. A BA was approved by the Commission at the October 2018 meeting under Resolution TCEP-P-1819-05B. The project was programmed with TCEP funds for \$44,000,000 for the project construction phase, for a total project cost of \$175,519,000.

As Plans, Specifications & Estimates (PS&E) activities progressed for this project, the Project Development Team (PDT) realized that the existing Southern California Edison (SCE) electrical poles that ran parallel to the roadway were in conflict with the widening. These poles could not be relocated outside of the State Right of Way (R/W) due to limited space within the adjacent residential properties. It was decided that the SCE poles should be relocated within the State R/W with a Joint Use Agreement. The relocation of poles resulted in the existing open drainage ditch to be changed to a large size closed Reinforced Concrete Box (RCB). This change also required the roadway profile to be elevated up to 5 feet and additional retaining walls were needed for the RCB to meet grade requirements at the southern end of the project. These unforeseen changes to the scope have increased the PS&E cost by \$2,175,000.

Furthermore, during the Design phase, the PDT also realized that the proposed location of the new POC at the northern limit of the project needs to be relocated or re-designed due to flooding. The flooding stems from the culvert being connected to LA County's undersized pipe that cannot handle the volume during a storm and backs up water to the frontage road. Resolving these issues will take time as it involves collaboration with LA County. The project will terminate the roadway widening 0.2 mile early at the northern limit of PM 1.8 at the existing POC because there is not enough horizontal clearance for the widening. The southern limit has been increased by 0.2 mile to complete the median pavement to provide continuous HOV lanes up to the undercrossing. This will close the gap and facilitate joining the proposed HOV lanes to the existing SR 71 HOV lanes.

As this project is on an accelerated schedule, removal of the new POC and termination of the widening 0.2 mile early at the northern limit was deemed appropriate by the PDT, due to the long lead times needed to resolve the issues. As a result, the new POC, widening, R/W acquisition and utility relocation work at the northern limit of the project will be done as part of the North Segment project (2741N) reducing the R/W Capital cost of the South Segment by \$15,500,000, which will be transferred to the North Segment (2741N). These are Federal

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Repurposed funds that were programmed for R/W capital for the original parent project before segmenting.

Construction support costs are increased by \$8,153,000 due to the additional inspection required for the RCB, retaining walls as well as staging for the roadway profile change, and coordination with the utility companies for the relocations. CON costs are also increased by \$5,072,000 to provide a G-12 equivalent contingency. These cost increases mentioned above will be funded with local funds.

As a result of the elimination of POC from the project scope, a corresponding downward adjustment in TCEP funding will be made proportionally. The project was originally programmed with a total of \$120,000,000 for CON; \$39,000,000 with TCEP funds (32.5 percent) and \$81,000,000 with local funds (67.5 percent). The estimated new POC construction cost is \$3,000,000 and the corresponding funding reduction was to be distributed proportionally between the TCEP and local funding. Therefore, the Department is proposing to reduce the TCEP funding by \$975,000 from \$39,000,000 to \$38,250,000. The baseline agreement total project cost was \$175,519,000, the new revised total project cost will be \$174,544,000.

The proposed changes are shown on the following table:

PPNO 2741S – Route 71 Expressway to Freeway Conversion (South Segment)

| County | District | PPNO | EA | Element | Const. Year | PM Back | PM Ahead | Route/Corridor | | | | | |
|--|--|-------------------------------|----------|-----------------|-------------|-----------------|-----------------|-----------------------------|----------------|----------|---------------|--------------|---------------|
| LA & SBD County | 07 | 2741S | 21062 | CO | 2019-20 | ±6-1.8 & R0.0 | 4-8 R4.7 & R0.2 | 71 | | | | | |
| Implementing Agency: (by component) | PA&ED | Caltrans | | | | PS&E | | Caltrans | | | | | |
| | R/W | Caltrans | | | | CON | | Caltrans | | | | | |
| RTPA/CTC: | Los Angeles Metropolitan Transportation Commission | | | | | | | | | | | | |
| Project Title: | Route 71 Expressway to Freeway Conversion (South Segment) | | | | | | | | | | | | |
| Location: | In the City of Pomona from 0.2 mile South of Mission Blvd to 0.2 mile South of LA/SBD CL | | | | | | | | | | | | |
| Description: | Add one mixed lane and one HOV lane in each direction. | | | | | | | | | | | | |
| (DOLLARS IN THOUSANDS) | | | | | | | | | | | | | |
| FUND | TOTAL | Project Totals by Fiscal Year | | | | | | Project Totals by Component | | | | | |
| | | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23+ | R/W | CON | PA&ED | PS&E | R/W Supp | CON Supp |
| TCRP (Committed) | | | | | | | | | | | | | |
| Existing | 8,800 | 8,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,800 | 0 | 0 |
| Change | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Proposed | 8,800 | 8,800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,800 | 0 | 0 |
| State SB1 TCEP | | | | | | | | | | | | | |
| Existing | 44,000 | 0 | 0 | 44,000 | 0 | 0 | 0 | 0 | 39,000 | 0 | 0 | 0 | 5,000 |
| Change | (975) | 0 | 0 | (975) | 0 | 0 | 0 | 0 | (975) | 0 | 0 | 0 | 0 |
| Proposed | 43,025 | 0 | 0 | 43,025 | 0 | 0 | 0 | 0 | 38,025 | 0 | 0 | 0 | 5,000 |
| Local Funds - Local Measure (MEA) | | | | | | | | | | | | | |
| Existing | 81,000 | 0 | 0 | 81,000 | 0 | 0 | 0 | 0 | 81,000 | 0 | 0 | 0 | 0 |
| Change | 24,072 | 0 | 0 | 24,072 | 0 | 0 | 0 | 0 | 5,072 | 0 | 0 | 0 | 19,000 |
| Proposed | 105,072 | 0 | 0 | 105,072 | 0 | 0 | 0 | 0 | 86,072 | 0 | 0 | 0 | 19,000 |
| Other Fed- STP Local (STPL) | | | | | | | | | | | | | |
| Existing | 41,719 | 30,872 | 0 | 10,847 | 0 | 0 | 0 | 26,000 | 0 | 0 | 1,872 | 3,000 | 10,847 |
| Change | (24,072) | 0 | 0 | (24,072) | 0 | 0 | 0 | (15,400) | 0 | 0 | 2,175 | 0 | (10,847) |
| Proposed | 17,647 | 30,872 | 0 | (13,225) | 0 | 0 | 0 | 10,600 | 0 | 0 | 4,047 | 3,000 | 0 |
| Total | | | | | | | | | | | | | |
| Existing | 175,519 | 39,672 | 0 | 135,847 | 0 | 0 | 0 | 26,000 | 120,000 | 0 | 10,672 | 3,000 | 15,847 |
| Change | (975) | 0 | 0 | (975) | 0 | 0 | 0 | (15,400) | 4,097 | 0 | 2,175 | 0 | 8,153 |
| Proposed | 174,544 | 39,672 | 0 | 134,872 | 0 | 0 | 0 | 10,600 | 124,097 | 0 | 12,847 | 3,000 | 24,000 |

RESOLUTION:

Be it Resolved, that the Commission does hereby amend the SB1-TCEP project and baseline agreement for the SR 71 Expressway to Freeway Conversion project (PPNO 2741S), in Los Angeles County as described above.

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