

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

708 A



FROM: TLMA – Transportation Department

SUBMITTAL DATE:

February 27, 2014

SUBJECT: DIF Funding for 66th Avenue Railroad Grade Separation Project. 4th/4th District. [\$1,439,250]; 100% Development Impact Fee

RECOMMENDED MOTION: That the Board of Supervisors:

1. Authorize the use of up to \$1,285,987 of Development Impact Fee funding from Coachella-Eastern Area Plan (AP18) – Roads, Bridges and Major Improvement Fund No. 30524 for the 66th Avenue Railroad Grade Separation Project; and
2. Direct the Executive Office to reimburse up to \$1,285,987 from Coachella-Eastern Area Plan (AP18) – Roads, Bridges and Major Improvement Fund to fund No. 31650-790600 as needed, pursuant to contracts and billings, including County staff support costs reserved for the 66th Avenue Railroad Grade Separation Project; and
3. Direct the Executive Office to reimburse up to \$153,263 from the Regional Transportation Match set-aside from AP18 as previously approved by the Board of Supervisors on July 12, 2011, Item 3-5, to fund No. 31650-790600 as needed, pursuant to contracts and billings, including County staff support costs reserved for the 66th Avenue Railroad Grade Separation Project.

Patricia Romo

Assistant Director of Transportation

Patricia Romo

Juan C. Perez

Director of Transportation and Land Management

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (Per Exec. Office)
COST	\$ 500,000	\$ 939,250	\$ 1,439,250	\$ 0	Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/>
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0	
SOURCE OF FUNDS: Development Impact Fee (DIF) 100%				Budget Adjustment: No	
There are no General Funds used in this Project.				For Fiscal Year: 13/14 & 14/15	

C.E.O. RECOMMENDATION:

APPROVE

BY:

Tina Grande
Tina Grande

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

FORM APPROVED COUNTY COUNSEL
BY: *DALE A. GARDNER* 3/11/14
DALE A. GARDNER, Departmental Counsel

- ☐ A-30
☐ Positions Added
☐ 4/5 Vote
☐ Change Order

Prev. Agn. Ref.: 7/12/11, 3-43 and 3-5 **District:** 4/4

Agenda Number:

3-18

BACKGROUND:

Summary

On July 12, 2011 (Item 3-43), the Board of Supervisors authorized the use of up to \$500,000 of Development Impact Fee (DIF) funding from Coachella-Eastern Area Plan (AP18) – Roads, Bridges and Major Improvement Fund No. 30524 for the preliminary engineering and environmental phase of this project. This new request would increase the DIF funding previously authorized to a new total of \$1,439,250 for the project. The project is currently in the environmental phase, which is anticipated to be complete in mid-2014. This increase in DIF funding is needed to begin the final design phase of the project.

66th Avenue is the primary access to the community of Mecca from State Route 86. However, 66th Avenue currently does not cross the Union Pacific Railroad (UPRR) tracks, creating a gap that requires through traffic to use a circuitous route north onto Highway 111, crossing the railroad tracks at-grade on 4th Street and then south on Hammond to 66th Avenue. A substantial number of agricultural freight trucks use this crossing on a regular basis and can cause backups at the railroad tracks at the 4th Street at-grade crossing.

The proposed 66th Avenue Railroad Grade Separation Project would complete the connection of 66th Avenue across the UPRR tracks by building a bridge over the railroad for 66th Avenue traffic and provide a direct east-west connection of 66th Avenue. The 4th Street crossing will remain open to local traffic for access to Highway 111. The proposed 66th Avenue grade separation would provide a more direct route for agricultural trucks, emergency vehicles and through traffic, and avoid conflicts and delays with the railroad train traffic.

Project No. B80664

Impact on Residents and Businesses

The UPRR and State Highway 86 are important North American Free Trade Agreement (NAFTA) freight corridors to and from Mexico. Currently, up to 71 freight trains pass through Riverside County daily on this rail line, with that number projected to increase to approximately 107 by the year 2030. The surrounding community, vehicle traffic and rail users will benefit from the construction of this project through:

- Improved traffic circulation and reduced delays by providing uninterrupted and efficient access for agricultural trucks, motorists, residents, businesses, pedestrians and emergency vehicles
- Increase public safety by providing a separation for vehicles, bicycles and pedestrians from train traffic
- Reduce particulate matter and greenhouse gasses from idling cars and trucks

SUPPLEMENTAL:

Additional Fiscal Information

The Coachella Valley Association of Governments (CVAG) approved an allocation of \$500,000 towards the environmental phase at their December 6, 2010, Executive Committee meeting; an additional \$850,000 of CVAG Transportation Uniform Mitigation Fee (TUMF) towards the design phase of the project was approved at their February 24, 2014, Executive Committee meeting. This funding Cooperative Agreement amendment will be brought to the Board as a separate agenda item.

The total cost estimate for the preliminary engineering/environmental and final design phases is approximately \$2,700,000, which will be funded with County DIF and CVAG TUMF. \$1,439,250 will come from County DIF and \$1,350,000 from CVAG. In addition, \$350,000 in Congestion Mitigation and Air Quality (CMAQ) and \$950,000 in Federal Highway Administration (FHWA) funding have been identified to fund a portion of the future construction phase. The Transportation Department will continue to seek full funding for the right-of-way and construction phases.

Contract History and Price Reasonableness

NA