

FORM APPROVED COUNTY COUNSEL
 BY: GREGORY P. PRIAMOS
 DATE: 2/1/16



636

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

FROM: TLMA – Transportation Department

SUBMITTAL DATE:
 January 8, 2016

SUBJECT: Resolution No. 2016-058, Baseline Agreement with the California Transportation Commission for Trade Corridor Improvement Funds and Project Baseline Agreement for ACE: Avenue 66 / Union Pacific Railroad Grade Separation Bypass Project. 4th District; [\$5,708,556]; Federal Funds 41%, State Funds 15%, Local Funds 44%

RECOMMENDED MOTION: That the Board of Supervisors:

1. Approve the attached Resolution No. 2016-058, Baseline Agreement with the California Transportation Commission (CTC) for Trade Corridor Improvement Funds (TCIF); and
2. Approve the TCIF Project Baseline Agreement between the County of Riverside (County), the California Transportation Commission (CTC), and the California Department of Transportation (Caltrans) for the proposed Railroad Grade Separation Project located near Avenue 66; and
3. Authorize the Chairman of the Board to execute the same.

Departmental Concurrence

Patricia Romo
 Assistant Director of Transportation

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	\$ 0	\$ 0	\$ 5,708,556	\$ 0	Consent <input type="checkbox"/> Policy <input checked="" type="checkbox"/>
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0	

SOURCE OF FUNDS: Surface Transportation Program (39%), FFY 2009 Appropriation Earmark (2%), Proposition 1B - Trade Corridor Improvement Fund (15%), Coachella Valley Association of Governments (32%), County Highway Users Tax Account (8%), County Road Developer Impact Fees (4%).

Budget Adjustment: N/A
For Fiscal Year: 2015/2016

C.E.O. RECOMMENDATION:

APPROVE
 BY:
 Steven C. Horn

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

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

Prev. Agn. Ref.:

District: 4

Agenda Number:

3-28

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

FORM 11: Resolution No. 2016-058, Baseline Agreement with the California Transportation Commission for Trade Corridor Improvement Funds and Project Baseline Agreement for ACE: Avenue 66 / UP Railroad Grade Separation Bypass Project. 4th District; [\$5,708,556] Federal Funds 41%, State Funds 15%, Local Funds 44%

DATE: January 8, 2016

PAGE: 2 of 3

BACKGROUND:

Summary

The County of Riverside Transportation Department (Transportation Department) is proposing to construct a grade separation bypass project located in Eastern Riverside County, in the Coachella Valley. The project will construct a two-lane roadway and elevated structure over the Union Pacific Railroad (UPRR), Hammond Road, and State Route (SR) 111 south of the existing Avenue 66 alignment.

The proposed bypass will consist of approximately 1.7 miles of roadway that will connect Avenue 66 westerly of Lincoln Street to Avenue 66 at Home Avenue in the community of Mecca.

Currently, the only UPRR crossing in the area is at 4th Street; because 4th Street crossing is at-grade, east-west travel is delayed when trains cross. Avenue 66 is a major street within this part of Riverside County and serves as a connection between SR-86, SR-111, and the community of Mecca. Avenue 66 is currently segmented and blocked by UPRR mainline tracks. The UPRR and SR-86 are both designated North American Free Trade Agreement (NAFTA) freight corridors. Increasing vehicular traffic due to regional population growth and train traffic along this rail trade corridor is increasing the congestion, which is causing delays at the existing 4th Street at-grade crossing with SR-111, UPRR, and Hammond Road. Constructing a new grade separated overcrossing will improve public safety by providing a grade separated crossing over UPRR tracks for automobiles, trucks, farm equipment, emergency vehicles, and pedestrians. The Avenue 66/Union Pacific Railroad Grade Separation Bypass project will provide a secondary access for the community of Mecca and will provide connectivity from SR-86 and SR-111 to Interstate 10 (I-10) via Box Canyon Road.

This project is being proposed to receive \$5.7 million from the State's Prop 1B Bonds Goods Movement Program. In order to be eligible for TCIF a Project Baseline Agreement must be in place that identifies the scope and cost of the project for project monitoring purposes by the CTC and its Project Delivery Council.

A prerequisite for TCIF approval is that the funding sources cited are committed and expected to be available; the estimated cost represents full project funding; and the scope and description of benefits is the best estimate possible. As part of the Project Baseline Agreement the Transportation Department is providing details on the project scope, cost, schedule, and benefits that satisfy these requirements.

Construction is anticipated to begin in December 2016.

Impact on Residents and Businesses

The project will improve access and safety for the community of Mecca and improve goods and services movement through the region.

SUPPLEMENTAL:

Additional Fiscal Information

The estimated project cost is approximately \$39 million and is committed and expected to be available from various funding sources, including Federal Surface Transportation Program (STP) funds, Federal FFY 2009 Earmark funds, State Proposition 1B- Trade Corridor Improvement Fund (TCIF) funds, Coachella Valley Association of Governments (CVAG) funds, Riverside County Highway Users Tax Account funds and Riverside County Road Developer Impact Fee funds.

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
FORM 11: Resolution No. 2016-058, Baseline Agreement with the California Transportation Commission for Trade Corridor Improvement Funds and Project Baseline Agreement for ACE: Avenue 66 / UP Railroad Grade Separation Bypass Project. 4th District; [\$5,708,556] Federal Funds 41%, State Funds 15%, Local Funds 44%
DATE: January 8, 2016
PAGE: 3 of 3

Federal	
Surface Transportation Program	\$15,350,000
FFY 2009 Appropriation Earmark	\$950,000
	\$16,300,000
State	
Proposition 1B - Trade Corridor Improvement Fund	\$5,708,556
Local	
Coachella Valley Association of Governments	\$12,597,417
County Highway Users Tax Account	\$3,035,139
County Road Developer Impact Fees	\$1,439,000
	\$17,071,556
Total	\$39,080,112

On September 14, 2011, the Riverside County Transportation Commission (RCTC) approved the allocation of \$350,000 in federal Congestion Management Air Quality funds and \$950,000 in Omnibus Appropriations Act of 2009 funds.

On March 25, 2014, (Item 3.18) the Riverside County Board of Supervisors approved the use of up to \$1,439,250 of Development Impact Fee funds.

On November 12, 2015, the RCTC approved the Allocation of \$15 million in federal Congestion Management Air Quality funds.

On December 7, 2015, the Coachella Valley Association of Governments approved Amendment Number Three to an Agreement with Riverside County increasing Coachella Valley Association of Governments total funding commitment to \$12,597,417.

On January 13, 2016, the RCTC approved the swap of \$15,350,000 in federal Congestion Management Air Quality funds with \$15,350,000 in federal Surface Transportation Program funds.

There are no impacts to the County General Fund from this activity.

Contract History and Price Reasonableness

N/A

ATTACHMENTS:

Vicinity Map
Resolution No. 2016-058
Project Baseline Agreement

Vicinity Map



2
3 **RESOLUTION NO. 2016-058**

4 **BASELINE AGREEMENT WITH THE CALIFORNIA TRANSPORTATION COMMISSION FOR**
5 **TRADE CORRIDOR IMPROVEMENT FUNDS (TCIF)**
6 **(Fourth Supervisorial District)**
7

8 **WHEREAS**, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act
9 of 2006 was approved by voters as Proposition 1B on November 7, 2006; and

10 **WHEREAS**, the Bond Act provides that \$2 billion shall be transferred to the Trade
11 Corridors Improvement Fund (TCIF) for allocation by the California Transportation Commission
12 upon appropriation in the annual Budget Bill by the Legislature, for infrastructure improvements
13 along corridors that have a high volume of freight movement; and

14 **WHEREAS**, the Bond Act provides that eligible projects for the TCIF include, but are not
15 limited to all the following:

- 16 a) highway capacity improvements and operational improvement;
- 17 b) freight rail system improvements;
- 18 c) enhancements to the capacity and efficiency of ports;
- 19 d) truck corridor improvements;
- 20 e) border access improvements;
- 21 f) surface transportation improvements to and from airports; and

22 **WHEREAS**, the Bond Act mandates that the Commission allocates TCIF to projects that
23 have identified and committed supplemental funding from appropriate local, federal, or private
24 sources; and further mandates that except for border access improvements, projects funded from
25 the TCIF shall have supplemental funding that is at least equal to the amount of the contribution
26 from the fund; and

27 **WHEREAS**, the Commission adopted the TCIF program guidelines on November 27, 2007,
28 that identified the Commission's policy and expectations for the TCIF program; and

FORM APPROVED COUNTY COUNSEL
BY: *Ravala-Victor* 1/28/2016
MIAIRSHAH, VICTOR DATE

1 **WHEREAS**, the Commission required that the inclusion of each of the projects is based on
2 a demonstration that the project, among other factors, can commence construction no later than
3 December 31, 2013; and

4 **WHEREAS**, subsequent to the December 31, 2013 deadline it was determined that not all
5 the Program funds were allocated resulting in Program Savings; and

6 **WHEREAS**, the Commission updated the policy on March 20, 2014 to utilize Program
7 Savings by extending the deadline for allocation to June 2016 with construction commencing no
8 later than December 31, 2016; and

9 **WHEREAS**, at the January 2016 Commission Meeting, the Commission will be considering
10 programming \$5,708,556 in Trade Corridors Improvement Funds from the Program Savings and
11 include in this program of projects the ACE: Avenue 66 / Union Pacific Railroad Grade Separation
12 Bypass Project.

13 **NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS of the**
14 **County of Riverside, State of California, in regular session assembled on January 26, 2016,**
15 **AS FOLLOWS:**

- 16 1. That the Board approves the attached Trade Corridor Improvement Fund Project
17 Baseline Agreement.
- 18 2. That the Board certifies that the funding sources cited are committed and expected
19 to be available in conformance with the schedule and fund sources identified in the
20 Project Programming Request Form that is attached to the agreement; that the
21 estimated costs represent full project funding; and that the scope and description of
22 benefits is the best estimate possible.

**TRADE CORRIDOR IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT**

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the Avenue 66/UP Railroad Grade Separation Bypass Project, effective on _____, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the Riverside County (Project Sponsor), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1** Whereas at its January 21, 2016 Meeting the California Transportation Commission amended the Trade Corridor Improvement Fund and included in this program of projects the Avenue 66/UP Railroad Grade Separation Bypass Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Study Report/Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form as attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1** To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2** To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3** To adhere to the California Transportation Commission's Trade Corridor Improvement Fund Guidelines.
- 3.4** To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.

- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.
- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Benefits

See Project Benefits Form, attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

N/A

**SIGNATURE PAGE
TO
TRADE CORRIDOR IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT**

ANNE MAYER **Date**
Executive Director
Riverside County Transportation Commission

FORM APPROVED COUNTY COUNSEL

BY: Marsha L. Victor 1/28/2016
MARSHA L. VICTOR DATE

JOHN J. BENOIT **Date**
Chairman
Riverside County Board of Supervisors

MALCOLM DOUGHERTY **Date**
California Department of Transportation

Will Kempton **Date**
Executive Director
California Transportation Commission

Exhibit A • Project Programming Request Form

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	9/17/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08				RIV071288		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
RIV				Riverside County		
				MPO	Element	
				SCAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Khalid Nasim		(951)955-3337		knasim@rctlma.org		
Project Title						
ACE: Avenue 66/UP Railroad Grade Separation Bypass						
Location, Project Limits, Description, Scope of Work						
In Eastern Riverside County, in the Coachella Valley - Avenue 66/Union Pacific Railroad Grade Separation Bypass: Construct a two-lane roadway and elevated structure over the UPRR, Hammond Road, and SR-111 south of the existing Avenue 66 alignment. The proposed bypass will consist of approximately 1.7 miles of roadway that will connect Avenue 66 westerly of Lincoln Street to Avenue 66 at Home Avenue.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	Riverside County					
PS&E	Riverside County					
Right of Way	Riverside County					
Construction	Riverside County					
Purpose and Need						
Avenue 66 is currently segmented and blocked by Union Pacific Railroad mainline tracks near the community of Mecca. Auto, truck, farm equipment, emergency vehicles and pedestrians must traverse to existing at-grade crossing in the area in order to cross the railroad tracks. Construction of a new grade separated over-crossing south of existing Avenue 66 will allow auto, truck, farm equipment, emergency vehicles and pedestrians to bypass the blocked segment of Avenue 66 and avoid at-grade crossings in the area. The over-crossing will also provide access from Avenue 66 to SR-86 (NAFTA Corridor), SR-111 and I-10 via Box Canyon Road.						
Project Benefits						
Construction of a new grade separated overcrossing will improve public safety by providing a grade separated crossing over Union Pacific Railroad tracks for auto, truck, farm equipment, emergency vehicles and pedestrians and will improve efficiency and reliability of uninterrupted freight movement. The project will support the ever expanding agribusiness in the Coachella Valley which is currently valued at \$1.4 billion annually resulting in an economic impact						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone					Existing	Proposed
Project Study Report Approved					PEER	
Begin Environmental (PA&ED) Phase					12/01/08	07/26/12
Circulate Draft Environmental Document			Document Type	CE/CE	09/30/10	06/29/15
Draft Project Report					09/30/10	10/26/15
End Environmental Phase (PA&ED Milestone)					12/31/10	01/31/16
Begin Design (PS&E) Phase					01/03/11	05/25/15
End Design Phase (Ready to List for Advertisement Milestone)					06/29/12	01/31/16
Begin Right of Way Phase					03/31/11	04/15/15
End Right of Way Phase (Right of Way Certification Milestone)					03/30/12	03/15/16
Begin Construction Phase (Contract Award Milestone)					12/28/12	12/08/16
End Construction Phase (Construction Contract Acceptance Milestone)					12/28/14	12/31/19
Begin Closeout Phase					01/02/15	01/01/20
End Closeout Phase (Closeout Report)					04/01/15	05/30/20

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/17/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV				1125	
Project Title: ACE: Avenue 66/UP Railroad Grade Separation Bypass						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	700							700	Riverside County
PS&E	2,300							2,300	Riverside County
R/W SUP (CT)									Riverside County
CON SUP (CT)									Riverside County
R/W	6,500							6,500	Riverside County
CON	14,000							14,000	Riverside County
TOTAL	23,500							23,500	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	2,030							2,030	
PS&E	1,350							1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,000						3,000	
CON			32,700					32,700	
TOTAL	3,380	3,000	32,700					39,080	

Fund No. 1:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	700							700	Coachella Valley Association of Govern
PS&E	2,300							2,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,500							6,500	
CON	14,000							14,000	
TOTAL	23,500							23,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,030							2,030	
PS&E	1,350							1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,000						3,000	
CON			10,691					10,691	
TOTAL	3,380	3,000	10,691					17,071	

Fund No. 2:	FEDERAL RSTP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									RCTC/RSTP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,350					15,350	
TOTAL			15,350					15,350	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 9/17/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	RIV,				1125	
Project Title: ACE: Avenue 66/UP Railroad Grade Separation Bypass						

Fund No. 3:	TCIF								Program Code
Existing Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									RCTC - ACE TCIF PROGRAM
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,709				5,709	
TOTAL				5,709				5,709	

Fund No. 4:	FEDERAL 2009 APPROP. EARMARK								Program Code
Existing Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									2009 FEDERAL EARMARK
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				950				950	
TOTAL				950				950	

**Exhibit B • Project Study Report/Project Study Report Equivalent
(Permit Engineering Evaluation Report)**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PERMIT ENGINEERING EVALUATION REPORT

TR-0112 (REV. 6/2001)

PREPARATION HOURS	PERMIT NO.
DATE 10/06/15	DIST/CO/RTE/PM 8/RIV/111/18.4
EA USED 0M900 / 0812000248	APPLICANT County of Riverside

1. DESCRIBE PERMIT PROPOSAL, WHAT IT SERVES, APPROXIMATE COST.
 See Attachment "A"

2. DESCRIBE EXISTING HIGHWAY - BRIEF ANALYSIS OF IMPACT ON HIGHWAY OPERATION AND MAINTENANCE.
 See Attachment "A"

3. ANALYZE PERMIT PROPOSAL FOR GEOMETRIC AND FUNCTIONAL ADEQUACY.
 See Attachment "A"

4. NON-STANDARD DESIGN FEATURES YES NO
 REVISION IN ACCESS CONTROL INVOLVED YES NO

If YES above, provide rationale and name & date of headquarters, reviewer's concurrence. (and on Federal Aid Projects, FHWA concurrence on separate sheet)

IF YES, DATE OF HQ APPROVAL

5. SIGNALIZATION INVOLVED YES NO

If yes, signal warrants met YES NO* NOT APPLICABLE
 Capacity Analysis OK YES NO* NOT APPLICABLE
 Safety Analysis OK YES NO* NOT APPLICABLE
 Ownership/Maintenance Provisions OK YES NO* NOT APPLICABLE

* Comments, Supporting documents on attached sheet(s)

PERMIT PROPOSAL RECOMMENDED

Yes, as submitted Yes, with conditions described above No, as described above

PREPARED BY JUAN RAMOS	TITLE Project Manager	UNIT Consultant	DATE 10/06/15
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APPROVED BY [Signature]	TITLE DOB-Design	UNIT 2225	DATE 10/12/15
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PREPARING REGISTERED ENGINEER'S STAMP

I attest to the technical information contained herein and have judged the qualifications of all technical specialists providing engineering data upon which recommendations, conclusions, and decisions were based.

SIGNATURE [Signature] REGISTERED CIVIL ENGINEER
 DATE 10/06/15

REMARKS: SEND ONE COPY OF COMPLETED REPORT TO HEADQUARTERS DESIGN AND LOCAL PROGRAMS.

Attachment A

1. Describe Permit Proposal, What it serves, Approximate Cost:

Project Description

The proposed project will connect State Route (SR) 195 to Avenue 66 with a new railroad grade separation bypass (Road A) south of the existing Avenue 66 alignment. The new bypass begins approximately 1,100 feet east of SR-86 (2,600 feet west of Lincoln Street) and crosses Lincoln Street approximately 1,900 feet south of SR-195. The new bypass then continues east from Lincoln Street going over SR-111, the Union Pacific Railroad (UPRR), and Hammond Road with a bridge. The road then extends further to the east and connects to the existing Avenue 66 at Home Avenue. The proposed bypass will consist of approximately 1.7 miles of two lane (one lane each direction) roadway and a bridge with sufficient width to allow an ultimate four lane cross section. The bridge will be approximately 695 feet long, 95 feet wide, and striped for two lanes. Lincoln Street will no longer connect to SR-195, but will become a cul-de-sac, providing access to adjoin properties. The project crosses over SR-111 at PM 18.4. The existing State Route 111 at this location is a 2 lane facility and has a pavement width of approximately 32'. The location of the project is depicted in the Vicinity Map included as Figure 1.



Figure 1: Vicinity Map

Avenue 66 is a major street within this part of Riverside County and serves as a connection between SR-86, SR-195, and the Community of Mecca. Increasing vehicular traffic due to regional population growth and rising train traffic along this rail trade corridor has increased the congestion which is causing increasing delays at the existing 4th Street at-grade crossing with SR-111, UPRR, and Hammond Road. These delays affect the traveling public and potentially hinder access by emergency vehicles and increases emergency response times in the area. Air quality may also worsen due to increased vehicle idling without improvements.

UPRR will not authorize widening the existing crossing at 4th Street which necessitates creating a new grade-separated crossing in the area. The nearest at-grade railroad crossing from the project area is on 62nd Avenue, approximately 2.1 miles to the northwest. Another at-grade railroad crossing is near 69th Avenue, approximately 2.5 miles to the southeast. Without improvements, 62nd Avenue would continue to be the closest alternate route for crossing UPRR. There are no other grade-separated crossings in the vicinity.

The Avenue 66 Grade Separation Project consists of two locations encroaching into Caltrans. These locations are an Overcrossing over State Route 111 and a new intersection connecting Road A to SR-195.

Overcrossing over State Route 111:

- Span 1 of the Road A Overcrossing structure crosses over SR-111 with Abutment 1 and Bent 2 located within Caltrans right of way.
- The proposed Road A Overcrossing structure has been laid out to accommodate future widening of SR-111.
- An existing 2-cell reinforced concrete box culvert passes under SR-111, however, configuration and column spacing of the proposed Road Overcrossing structure has been laid out to avoid any impacts to this facility.
- Bent 2 footings have been located a minimum of 10' from the existing culvert to avoid potential undermining during bridge footing excavation.
- Minor grading has been included to provide better channelization of the storm water within Caltrans right of way.
- Additional footing cover has been provided at Bent 2 to avoid potential footing exposure from any storm water scour.
- The permanent vertical clearances over SR-111 are 24'-11". Temporary vertical clearance during construction will be above 15'-0" allowed for this roadway.

New intersection connecting Road A to SR-195:

- A "T" intersection is proposed at SR-195 (PM 6.88) and the new segment of realigned Avenue 66 (Road A).
- This intersection will include a pedestrian crossing facility (with push-button activation) on the east leg of the intersection.

- The design of the pedestrian facility will provide accessibility for the pedestrians traveling in the area.
- Bicycles are allowed on SR-195 and SR-111, no specific Class I, II, III, or IV bicycle facilities are planned in the area.
- Existing utilities, including electricity, phone, gas, sewer and irrigation would be relocated or protected in place.
- Lincoln Street will no longer connect to SR-195, but will become a cul-de-sac, providing access to adjoining properties.

Right of Way

Right of way will be acquired along the project alignment, including additional right of way for intersection improvements at SR-195/Road A. Partial acquisitions are anticipated for 12 parcels. Temporary construction easements would be needed throughout the project as well.

Environmental Document

The MND/CE has been prepared in accordance with CEQA and NEPA regulations. The attached MND/CE is the appropriate environmental documentation for this proposal.

Project Cost

The estimated construction cost within State right of way is approximately \$2,900,000. This estimate can be found in Appendix D.

2. Describe Existing Highway – Brief Analysis of Impact on Highway Operation and Maintenance

Existing Highway

Existing SR-195 within the project area travels in an east/west direction while SR-111 travels in a north/south direction. SR-195 between SR-86 and the UPRR corridor provides one 12 foot travel lane in each direction with 2 foot shoulders. The posted speed limit on this segment of the highway is 55 miles per hour (mph). At the UPRR corridor, SR-195 tees into SR-111 which turns south, sharing designation with Grapefruit Blvd. SR-111 has one 12 foot travel lane with 4 foot shoulders in each direction. There is no posted speed limit along SR-111/Grapefruit Blvd within the project area. Both segments of the highways are classified as an Urban Arterial in the Riverside County General Plan. SR-195 is listed on the California Legal Network for trucks, and the SR-111/Grapefruit Blvd segment of the highway is a Terminal Access route for Surface Transportation Assistance Act (STAA) trucks.

Impact on Highway Operations and Maintenance

The County of Riverside prepared a Traffic Operations Report for this project in December 2013. The report provides traffic operations analysis for existing traffic volumes and future traffic volume

projections developed using the Riverside County Transportation Analysis Model (RIVTAM). This report was finalized and approved by Caltrans on August 28, 2015, and can be found in Appendix E.

The construction of the proposed intersection at SR-195/Road A is included in this permit project, and as stated in the Traffic Operations Report, will operate at acceptable levels of service for the near term year of 2020 and through year 2040 with the proposed improvements implemented.

The County of Riverside and Caltrans will enter into an electrical maintenance agreement for the proposed signalized T-intersection as well as a project specific freeway maintenance agreement for the overcrossing over SR-111. Additionally, the County will enter into a Construction and Maintenance (C&M) Agreement with UPRR.

3. Analysis of Permit Proposal for Geometric and Functional Adequacy

All geometric standards are in compliance with Caltrans Standards and the current edition of the Caltrans Highway Design Manual.

Appendices

Appendix A Location Map

Appendix B Geometric Plans

Appendix C Environmental Document

Appendix D Cost Estimate

Appendix E Traffic Operations Report

Exhibit C • Project Benefits Form

**Trade Corridor Improvement Fund
Project Benefits Form**

Project Title: ACE: Avenue 66/Union Pacific Railroad Grade Separation Bypass Project

Project Category: Grade Separation, Rail

Project Type: Grade Separation

Outputs: The proposed project will connect State Route 195 to Avenue 66 with a new railroad grade separation over the existing Union Pacific Railroad mainline and State Route 111 and will be located south of the existing Avenue 66 alignment. The proposed bypass will consist of approximately 1.7 miles of roadway and a bridge crossing over the existing Union Pacific Railroad mainline and State Route 111. The over-crossing will provide a grade separated route for auto, truck, farm equipment, emergency vehicles and pedestrians to the community of Mecca and to Interstate 10 via Box Canyon Road.

Outcomes:	Outcome	Performance Measure
	Safety	Construction of a new grade separated overcrossing will improve public safety by providing a grade separated route for auto, truck, farm equipment, emergency vehicles, and pedestrians.
	Velocity	The proposed grade separated bypass will improve connectivity between State Route 86 and the community of Mecca and connectivity between State Route 86 and Interstate 10. The vehicle speed on Avenue 66 will increase to the ultimate posted speed of 55 mph for the Major Highway designation.
	Throughput	This grade separation bypass project will contribute to enhancing the operational characteristics (i.e. speed, efficiency and reliability) of trucking and farm equipment to and from NAFTA corridor SR-86, SR-111 and I-10 through Riverside County and will reduce conflicts between railroad traffic and vehicle traffic.
	Reliability	Project reduces the variability and unpredictability of travel time, including NAFTA truck traffic through this corridor.
	Congestion Reduction	With implementation of the proposed project, traffic conditions would improve in the study area as the project would provide for additional connectivity to the community of Mecca. The proposed project is sized consistently with the Caltrans Guidelines and would benefit the region by reducing traffic on congested facilities. Project improvements will reduce the vehicle daily hours of delay on the system and improve truck access to nearby freight facilities.
	Emissions Reduction	The project will provide an opportunity for the truck traffic currently using SR-86 to I-10 east to Arizona to travel a shorter distance. The current route (SR-86 and Avenue 66 to Box Canyon Road at I-10) is roughly 34 miles in length. Once the project is built, the route will be approximately 21 miles - a savings of 13 miles per trip. This shorter travel distance will eliminate additional emissions due to the more direct route. Vehicle idling at the existing 4th Street at-grade crossing will also be reduced as vehicles take the Avenue 66 bypass. 2040 emission reductions are projected as: ROG 1.69; TOG: 2.46; CO 21.97; NOx 1.89; CO ₂ 1.7963.7 and PM ₁₀ : 0.14. Note: These numbers are in pounds/day.