

DEPARTMENT OF TRANSPORTATION

Division of Local Assistance, MS1
 1120 N STREET
 P. O. BOX 942873
 SACRAMENTO, CA 94273-0001
 PHONE (916) 654-5266
 FAX (916) 654-6608
 TTY (916) 653-4086



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AUG - 1 2013

**SAN BERNARDINO
 ASSOCIATED GOVTS**

July 25, 2013

Mr. Raymond Wolfe
 Executive Director
 San Bernardino Associated Governments
 1170 W. 3rd. Street, 2nd Floor
 San Bernardino, CA 92410-1715

Attention: Mr. Phillip Chu

Dear Mr. Wolfe:

Your letter received on March 13, 2013, requested a fund allocation from the Proposition 1B Trade Corridors Improvement Fund (TCIF) program for the San Bernardino Associated Governments (SANBAG) Laurel Street grade separation project at the Burlington Northern Santa Fe Railroad tracks in the City of Colton from east of Pennsylvania Avenue to west of 9th Street, CPUC #002B-2.10. This project is included in the California Transportation Commission (CTC) adopted TCIF Program, as amended.

At their June 11, 2013, meeting, the CTC amended and allocated funding in the amount shown below.

The State hereby makes the following allocation June 11, 2013, effective June 11, 2013.

Allocation No.	TCIF13-04	PROGRAMMED FUNDS		FUND ALLOCATION	
		Amount Programmed	State Budget Year	Amount Previously Allocated	This Request
CONST		\$ 24,713,000	2013	\$0	\$ 24,713,000
STATE FUNDS					\$ 24,713,000

This allocation makes available \$24,713,000 in State funds.

For State-only funded projects, the effective date of allocation serves as the authorization to proceed and establishes the date for the start of reimbursable work.

✓ Approved 8/9/13 - 265

* Applicable federal requirements must be complied with if this project is partially funded with federal funds. A separate request for Federal Authorization to Proceed (E-76) with construction is required prior to advertising the construction contract.

For allocated construction funds:

The Administering Agency has up to 6 months after the date of allocation to award a contract.

In the event of a deviation in scope, cost, schedule or benefits in the project Baseline Agreement, a corrective action plan must be submitted for CTC approval. The corrective action plan is to be submitted with the required Quarterly Progress Report for the project.

The project award information should be submitted to the District Local Assistance Engineer (DLAE) immediately after award of the construction contract. A copy of the project's award package shall be included with the submittal of the Administering Agency's first invoice to the Local Programs Accounting Branch.

This allocation of TCIF program funds is not a commitment on the part of the State to make reimbursements **until a signed revised finance letter showing all the current sources and amounts of funding is submitted to District Local Assistance** and after a project specific program supplement agreement is executed between the Administering Agency and the State.

Your attention is directed to the CTC, Division of Transportation Programming, and Division of Local Assistance websites, Local Assistance Procedures Manual, Local Programs Procedures (LPPs) and CTC adopted TCIF Guidelines for additional information.

If you have any questions, please contact your DLAE.

Sincerely,



for JOHN HOOLE, Chief
Office of Project Implementation – South
Division of Local Assistance

c: SYeung – DLAE
CDavis - LPA
AWong – LPA

Attachment: CTC Vote Box

Tab #	Item Description	Ref. #	Presenter	Status	Status*		CT Follow-up Required
					A	D	
144	Financial Allocation: \$13,247,000 for the Clay Street Railroad Grade Separation (PPNO 1126) locally administered TCIF project, in Riverside County, off the State Highway System. Contributions from other sources: \$17,559,000. Resolution TCIF-A-1213-15 <i>(Related Item under Tab 116.)</i>	2.5g.(5d)	Stephen Maller Rachel Falsetti	Approved, as modified.	A	D	
145	Financial Allocation: \$10,000,000 for the Sunset Avenue Grade Separation (PPNO 1122) locally administered TCIF project, in Riverside County, off the State Highway System. Contributions from other sources: \$24,764,000. Resolution TCIF-A-1213-16 <i>(Related Item under Tab 114.)</i>	2.5g.(5e)	Stephen Maller Rachel Falsetti	Approved, as modified.	A	D	
146	Financial Allocation: \$10,000,000 for the Avenue 52 Grade Separation on Yuma Subdivision of UPPR Mainline (PPNO 1142) locally administered TCIF project, in Riverside County, off the State Highway System. Contributions from other sources: \$19,866,000. Resolution TCIF-A-1213-17 <i>(Related Item under Tab 120.)</i>	2.5g.(5f)	Stephen Maller Rachel Falsetti	Approved.	A	D	
147	Financial Allocation: \$15,066,000 for the ACE: Avenue 56 Railroad Grade Separation (UP) (PPNO 1124) locally administered TCIF project, in Riverside County, off the State Highway System. Contributions from other sources: \$16,592,000. Resolution TCIF-A-1213-18 <i>(Related Item under Tab 115.)</i>	2.5g.(5g)	Stephen Maller Rachel Falsetti	Approved, as modified.	A	D	
148 Deferred	Financial Allocation: \$8,885,000 for the Lenwood Road Railroad Grade Separation (PPNO 1135) locally administered TCIF project, in San Bernardino County, off the State Highway System. Contributions from other sources: \$22,878,000. Resolution TCIF A 1213-19 <i>(Related Item under Tab 124.)</i>	2.5g.(5h)	Stephen Maller Rachel Falsetti	The Commission deferred this item.	A	D	
149	Financial Allocation: \$24,713,000 for the Laurel Street Grade Separation (PPNO 1141) locally administered TCIF project, in San Bernardino County, off the State Highway System. Contributions from other sources: \$35,142,000. Resolution TCIF-A-1213-20 <i>(Related Item under Tabs 119 & 97)</i>	2.5g.(5i)	Stephen Maller Rachel Falsetti	Approved.	A	D	



2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5i) Proposition 1B – Locally Administered TCIF Projects off the State Highway System			Resolution TCIF-A-1213-20	
1 \$24,713,000 San Bernardino Associated Governments SANBAG 08-San Bernardino	Laurel Street Grade Separation. In the city of Colton. Construct a grade separation for BNSF railroad lines. (TCIF Project 84) (CEQA – NE, 09/21/2011.) (Concurrent TCIF Project Baseline Amendment under Resolution TCIF-P-1213-72, June 2013) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1213-79, June 2013) (The TCIF allocation is split as follows: \$0 for construction engineering and \$24,713,000 for construction capital.) (Contributions from other sources: \$35,142,000.) <u>Outcome/Output:</u> This project will improve traffic circulation, provide greater safety, lessen train noise, and reduce air pollution.	08-1141 TCIF/12-13 CONST \$24,713,000 0813000106	2012-13 104-6056 TCIF 20.30.210.300	\$24,713,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5j) Proposition 1B – Locally Administered TCIF Projects off the State Highway System			Resolution TCIF-A-1213-21	
1 \$28,213,000 City of Ontario SANBAG 08-San Bernardino	ACE: South Milliken Avenue Railroad Grade Separation. In the city of Ontario along the Alameda Corridor East, on Milliken Avenue at Union Pacific/Los Angeles immediately north of Mission Boulevard. Construct a grade separation (TCIF Project 61). (CEQA – NE, 05/04/2010.) (Concurrent TCIF Project Baseline Amendment under Resolution TCIF-P-1213-71, June 2013) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1213-79, June 2013) (Concurrent SLP Allocation for \$7,210,000 under Resolution SLP1B-A-1213-26; June 2013.) (The TCIF allocation is split as follows: \$0 for construction engineering and \$28,213,000 for construction capital.) (Contributions from other sources: \$53,803,000.) <u>Outcome/Output:</u> This project is needed to eliminate the impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the Union Pacific Railroad (UPRR) system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts associated with at-grade crossing.	08-1131 TCIF/12-13 CONST \$28,213,000 0813000114	2012-13 104-6056 TCIF 20.30.210.300	\$28,213,000



Note: This document was prepared following the California Transportation Commission meeting and is a reflection of the Department's interpretation of actions taken by the Commission.