

# MCKINLEY GRADE SEPARATION PROJECT

STUDY SESSION

FEBRUARY 28, 2018



## SEPTEMBER 26, 2007 STUDY SESSION

**Four Alternatives were presented from the Project Study Report (PSR), two were determined feasible:**

- Alternative 1:** Elevated McKinley Street & Sampson Avenue
- Alternative 2:** Elevated Railroad Tracks
- Alternative 3:** Elevated McKinley Street without direct connection to Sampson Avenue
- Alternative 4:** Elevated McKinley Street with direct connection to Sampson Avenue

## OCTOBER 21, 2015 CITY COUNCIL MEETING

- Appropriate \$2,400,000 from Caltrans with local match of \$1,400,000 from WRCOG TUMF

## MCKINLEY: ONE OF THE STATE'S TOP PRIORITIES

- Section 2452 of the California Streets and Highways Code requires the California Public Utilities Commission (CPUC) to establish the Grade Separation Program Priority List for qualified projects and furnish it to the California Transportation Commission by July 1 of each year.
- The Priority List uses factors such as Accident History, Vehicle Speed Limit, Crossing Delay, Rail Speed limit, and Crossing Geometrics to determine the Priority Index associated with each grade crossing.
- **McKinley is No. 6 out of 56 grade crossings, according to this criteria,** in the California Grade Separation Program Priority List for the 2015-2016 Fiscal Year. The CPUC determines the order of priority as the most urgently in need of grade separation, alteration, or reconstruction to meet the program goals of eliminating hazardous railroad crossings.
- **One of 5 projects** selected under **SB-132** for local assistance for the Riverside County Transportation Efficiency Corridor with funding of \$84,450,000 on April 28, 2017.

# JUNE 28, 2017 STUDY SESSION

## Discussed Options for a Grade Separation at the McKinley / BNSF Railroad Crossing

- OPTION 1:** Road over Tracks
- OPTION 2:** Tracks over Road
- OPTION 3:** Meet with BNSF to confirm what options are feasible, issue Request for Proposals (RFP) for design services to allow design team to submit proposals for Option 1 and 2 as well as other innovated options.



Note that meeting with BNSF took much longer to arrange in which BNSF established clear design criteria that significantly affected costs of Tracks over Road.

# NOVEMBER 28, 2017 STUDY SESSION

## **KZAB Engineers, Inc. & CNC Engineering presented cost estimates for two options to construct Grade Separation at the McKinley / BNSF Railroad Crossing**

- OPTION 1:** Road over Tracks
  - \$84 million
  
- OPTION 2:** Tracks over Road
  - \$195.8 million
  - \$ 17.9 million for maintenance of BNSF structures
  
- Council Direction: Provide economic analysis of businesses directly impacted by bridge project**



# ECONOMIC ANALYSIS

## BASIC PROPERTY TAX TABLE

Category	Parcels	Net Taxable Value	G. F. Revenue
Residential	86	\$19,596,225 (8.2%)	\$25,658.93
Commercial	25	\$95,999,872 (40.4%)	\$165,567.13
Industrial	13	\$75,147,152 (31.6%)	\$137,042.30
Vacant	2	\$2,902,838 (1.2%)	\$4,886.24
Exempt	14	\$0 (0.0%)	\$0.00
Unsecured	[65]	\$43,915,963 (18.5%)	\$79,105.22
<b>TOTALS</b>	<b>140</b>	<b>\$237,562,050</b>	<b>\$412,259.83</b>



Data Source: Riverside County Assessor 2017/18 Combined Tax Rolls

This report is not to be used in support of debt issuance or continuing disclosure statements without the written consent of HdL, Coren & Cone



# ECONOMIC ANALYSIS

## SALES TAX TABLE

### REPORT TOTALS

Total Businesses in Agency:	30,276
Total Businesses Printed:	70
Total Active Businesses Printed:	66
Total Business Types Printed:	28

Quarters shown reflect the period in which the sales occurred - Point of Sale

	FY 2016-17				FY 2017-18	Fiscal
	3Q	4Q	1Q	2Q	3Q	YTD Total
Regular Payments	140,747	152,771	124,003	169,471	154,462	154,462
Adjustments	943	0	(422)	9,639	963	963
<b>Grand Totals</b>	<b>141,690</b>	<b>152,771</b>	<b>123,581</b>	<b>179,109</b>	<b>155,425</b>	<b>155,425</b>

\$597,151 for Fiscal Year 2016/17

# PROJECT COST AND FUNDING

## Cost Estimate

- **Railroad Tracks over McKinley Street:                   \$213,700,000**
  
- **McKinley Street over Railroad Tracks:**
  - **Design, Oversight & Construction Mgmt                   \$ 18,700,000**
  - **Utilities   \$ 3,600,000**
  - **Right-of-way   \$ 24,200,000**
  - **Construction   \$ 37,500,000**
  
- **Total McKinley Street over Railroad Tracks:         \$ 84,000,000**

## Completed Goodwill Loss Estimate for Budgetary purposes

- **Total budgetary estimate for design alternative is between:  
\$11,700,000 to \$16,500,00**



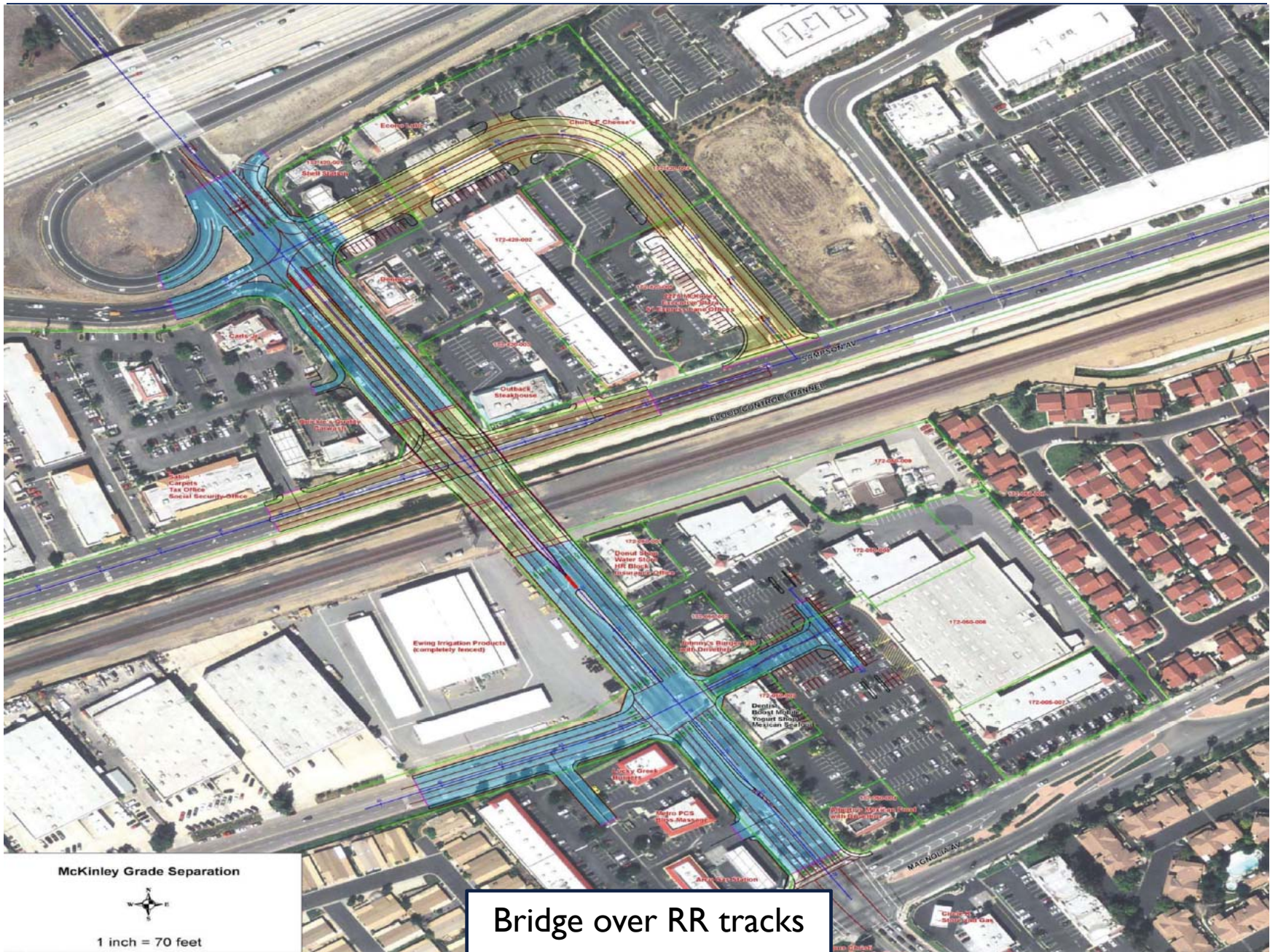
# PROJECT COST AND FUNDING

## Revised Cost Estimate

➤ McKinley Street over Railroad Tracks:	\$ 84,000,000
➤ Goodwill Loss Estimate:	<u>\$ 16,500,000</u>
Total Estimate	\$100,500,000

## Current Funding Sources

☑ \$ 180,000	Gas Tax
☑ \$ 1,000,000	Measure A
☑ \$ 2,400,000	Transportation Development Act State Funds
☑ \$ 1,500,000	TUMF
☑ <u>\$84,450,000</u>	SB 132 – Funds available for encumbrance and liquidation until June 30, 2023
\$89,530,000	



McKinley Grade Separation



1 inch = 70 feet

Bridge over RR tracks



# VIEW OF PROPOSED BRIDGE LOOKING NORTH



<https://www.coronaca.gov/government/departments-divisions/public-works/construction-projects/mckinley-grade-separation>



# VIEW OF PROPOSED BRIDGE LOOKING SOUTH



<https://www.coronaca.gov/government/departments-divisions/public-works/construction-projects/mckinley-grade-separation>

# MCKINLEY / BNSF CROSSING

## Train Volumes

	<u>Freight</u>	<u>Metrolink</u> *	<u>Amtrak</u>	<u>Total</u>
<b>2011</b>	42 **	23	3	68
<b>2035</b> (Projected)	91	42	4	137

\* Includes 91/Perris Valley and Inland Empire-Orange County Lines (normal operating schedule)

\*\* Year 2011 freight train volume was factored up by 2.71% consistent with SCAG growth factors

## Train Length & Speed

	<u>Freight</u>	<u>Metrolink</u>	<u>Amtrak</u>
<b>Train Length - 2011</b>	5,000 ft	500 ft	1,000 ft
<b>Train Length - 2035</b> (Projected)	6,500 ft	700 ft	1,000 ft
<b>Train Speed</b>	40 mph	55 mph	55 mph





# MCKINLEY / BNSF CROSSING

## Vehicle Delay & Gate-Down

	Vehicle Delays Per Day (hours)	Gate-Down Time Per Day (minutes)
<b>2010</b>	56.72	105.35
<b>2035</b> (Projected)	322.63 ←	261.45 ←



# MCKINLEY / BNSF CROSSING

## McKinley Railroad Crossing Accidents Record \*

	<u>Accident Type</u>	<u>Position</u>	<u>User Condition</u>
9/20/2016	Pedestrian vs Train	Stopped on crossing	<b>Fatality</b>
1/22/2016	Pedestrian vs Train	Moving over crossing	<b>Fatality</b>
8/3/2005	Bicycle vs Train	Moving over crossing	<b>Fatality</b>
12/4/2001	Auto vs Train	Stopped on crossing	<b>Fatality</b>
5/16/2001	Truck vs Train	Moving over crossing	Vehicle Damage only
2/24/2001	Truck vs Train	Stopped on crossing	Vehicle Damage only
2/15/2000	Pedestrian vs Train	Stopped on crossing	<b>Fatality</b>
8/13/1983	Pedestrian vs Train	Moving over crossing	<b>Injured</b>

\* Federal Railroad Administration



# COUNCIL DIRECTION

## OPTION 1: Road Over Tracks

- **The design of the bridge would be developed with input from property owners, business owners, the community, County of Riverside, Caltrans, BNSF, and City Council**
  - Input would be limited to the look and aesthetic details of the bridge
- **The City must complete design and procure necessary right-of-way within 1½ years**

## OPTION 2: Do nothing or seek other alternatives

- **Forfeit \$84.45 million in SB 132 funds to be utilized for another project**
- **Release \$2.4 million in Transportation Development Act State Funds**
- **Release \$1.5 million in TUMF**