M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 22, 2012

Reference No.: 4.10
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **HEARING – PROPOSITION 1B HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT**

ISSUE:

The Highway Railroad Crossing Safety Account (HRCSA) Program Guidelines stipulate that at least one public hearing will be held before the California Transportation Commission (Commission) adopts its 2012 HRCSA program of projects.

The hearing provides an opportunity for the HRCSA applicants to familiarize the Commission with the project nominations received by the July 1, 2012 deadline. The schedule also calls for the issuance of staff recommendations by September 5, 2012, with the adoption of the 2012 HRCSA program of projects at the Commission's September 26, 2012 meeting.

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B. Proposition 1B provides $250 million to fund the HRCSA program. The HRCSA program includes two sub-programs, Part 1 provides $150 million for highway railroad grade separations derived from the California Public Utilities Commission's Section 190 grade separation priority list and Part 2 provides $100 million for non-Section 190 high-priority grade crossing improvements.

Specifically, Proposition 1B authorized the $250 million for HRCSA as follows:

Part 1. Proposition 1B provided that $150 million from the HRCSA shall be made available for allocation to projects on the priority list established by the Public Utilities Commission (PUC) pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, with two exceptions: (1) a dollar for dollar match of non-state funds shall be provided for each project, and (2) the $5 million maximum in Section 2454 shall not apply to HRCSA funds.

Part 2. Proposition 1B provided that the remaining $100 million from the HRCSA shall be made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. These may include projects at any of the following:

(a) Crossings where freight and passenger rail share the affected rail line.
(b) Crossings with a high incidence of motor vehicle-rail or pedestrian-rail collisions.
(c) Crossings with a high potential for savings in rail and roadway traffic delay.
(d) Crossings where an improvement will result in quantifiable emission benefits.
(e) Crossings where the improvement will improve the flow of rail freight to or from a port facility.

The 2012 HRCSA Program is the third programming cycle for the HRCSA Funds. The remaining balance from the prior programming cycles is $22,173 million for Part 1 and $18,030 million for Part 2. The Commission will adopt the 2012 HRCSA program of projects under both parts from projects nominated by Caltrans, regional agencies or recipient local agencies. A single nomination will be considered for funding from either part of the program, as appropriate. The principal differences between the two parts of the HRCSA program are:

- PUC priority list. Projects to be funded from Part 1 must be on the priority list established by the PUC pursuant to Section 2452 of the Streets and Highways Code. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.

- Match. Projects to be funded from Part 1 require at least a one-to-one match of local, federal or private funds. In accordance with subdivision (d) of Section 2454 of the Streets and Highways Code, no allocation shall be made unless the railroad agrees to contribute 10 percent of the cost of the project. Projects to be funded from Part 2 do not require any specific match or railroad contribution. However, the Commission will give higher priority for funding from Part 2 to projects with a non-state match.

- Program Year. Because the PUC priority list to be adopted July 1, 2012, is valid only for the 2012-13 and 2013-14 fiscal years, the Commission will program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2014. The Commission anticipates that it will allocate the remaining funds for Part 1 by June 2014. If it has not allocated all available Part 1 funding by that time, the Commission will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, 2014.

  For Part 2, the initial program of projects may include projects scheduled for construction at any time through June 2014. However, the Commission will give higher priority for funding for Part 2 to projects with earlier delivery.

Attachment 1 – Highway Railroad Crossing Safety Account Nominations 2012 Program

Highway Railroad Crossing Safety Account Nominations
2012 Program
(Dollars in Thousands)

County	Nominated By	Project Name	PUC List	Part 1	Part 2	Enviro. Clearance	Const. Start	Total Project	HRCSA Request
Sacramento	City of Elk Grove	Grant Line Road Grade Separation Project	x	x	x	Feb-11	Nov-12	30,375	5,000
San Joaquin	City of Lathrop	Lathrop Road Grade Separation with UPRR	x	x	x	Oct-09	Jan-13	16,855	5,000
San Mateo	PCJPB	San Mateo Bridges Grade Separation Project, Phase 2	x	x	x	May-09	May-14	30,000	9,000
		Part 1 Nominations						**77,230**	**19,000**
Contra Costa	City of Richmond	Marina Bay Parkway Grade Separation			x	Jun-09	Jan-13	42,180	4,230
Orange	City of Santa Ana	Lincoln Ave Railroad Safety Pathway			x	Oct-12	Sep-13	1,022	920
Tulare	City of Tulare	Santa Fe Trail at Union pacific RR Grade Separation			x	Sep-12	Aug-13	6,813	3,381
San Joaquin	Port of Stockton	Navy Drive/BNSF Underpass Improvements	x		x	Jul-12	Mar-14	8,913	7,413
Los Angeles	SCRRA	Branford Road Grade Crossing Safety Improvements			x	Completed	Mar-13	3,048	1,325
Los Angeles	SCRRA	Citrus Avenue Grade Crossing Safety Improvements			x	Apr-13	Jan-14	3,030	1,515
Los Angeles	SCRRA	Doran St Grade Crossing Safety Improvement			x	Completed	May-13	2,495	1,247
Ventura	SCRRA	Erringer Road Grade Crossing Safety Improvement			x	Dec-12	Mar-13	4,383	1,217
Ventura	SCRRA	First Street Grade Crossing Safety Improvement			x	Dec-12	Mar-13	2,521	1,217
Los Angeles	SCRRA	Grandview Ave Grade Crossing Safety Improvements			x	Completed	Sep-12	2,630	580
San Bernardino	SCRRA	Hellman Road Grade Crossing Safety Improvements			x	Completed	Mar-13	6,006	3,181
Los Angeles	SCRRA	Moorpark Avenue Grade Crossing Safety Improvement			x	Dec-12	Apr-13	5,041	4,841
Los Angeles	SCRRA	Ramona Blvd Grade Crossing Safety Improvements			x	Apr-13	Jan-14	3,030	1,515
Los Angeles	SCRRA	Sierra Hwy Blvd Grade Crossing Safety Improvements			x	Apr-13	Jan-14	3,030	1,515
Los Angeles	SCRRA	Sonora Ave Grade Crossing Safety Improvement			x	Completed	Sep-12	2,630	580
Ventura	SCRRA	Sycamore Drive Grade Crossing Safety Improvement			x	Dec-12	Mar-13	4,055	1,217
Los Angeles	SCRRA	Woodley Avenue Grade Crossing Safety Improvements			x	Apr-12	Mar-13	1,000	500
		Part 2 Nominations						**101,827**	**36,394**
		Total Nominations						**179,057**	**55,394**

Note: The above projects costs and requests are based on a preliminary review of the nominations and are subject to revision. The list does not reflect priority oder.

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)
www.sjcog.org

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LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

June 6, 2012

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

RE: Proposition 1B Highway Rail Crossing Safety Account (HRCSA) Funding for Navy Drive/Burlington Northern Santa Fe (BNSF) Grade Separation Project

Dear Ms. Rhinehart:

The San Joaquin Council of Governments (SJCOG) is pleased to submit this letter of support for funding from the Proposition 1B HRCSA to the Navy Drive/BNSF grade separation project at the Port of Stockton. Navy Drive is one of two routes providing access to the Port of Stockton's West Complex that includes over 1,400 acres of maritime and land-side goods movement facilities. With the extension of State Route 4 (Crosstown Freeway) to Navy Drive, Navy Drive will become the primary route to the Port of Stockton from the interstate highway system. This change in access to the Port of Stockton will accelerate the need for capacity improvements on Navy Drive to accommodate the projected growth in both automobile and heavy truck traffic.

The proposed Navy Drive/BNSF grade separation project will construct a new underpass structure to accommodate a future four-lane roadway on Navy Drive. The project will also construct an additional mainline BNSF/Amtrak shared track needed to accommodate heavy and passenger rail traffic between the Central Valley and the San Francisco Bay Area. The immediate project benefits include improving the safety of the existing BNSF underpass by bringing horizontal and vertical clearances up to current standards. These increased clearances support better sight distance and provide more room for the passing of heavy trucks under the railroad.

SJCOG looks forward to the completion of the Navy Drive/BNSF grade separation and its benefit to goods movement and economic development for both the San Joaquin region and the State of California. We sincerely appreciate the California Transportation Commission's support of this project.

Sincerely,

Diane Nguyen for

ANDREW T. CHESLEY
Executive Director

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: BIMLA RHINEHART
Executive Director, California Transportation Commission

Date: April 20, 2012

From: KEN BAXTER
Caltrans, District 10, Deputy District Director
Planning and Local Assistance Division

Subject: **Memorandum of Support for Port of Stockton Proposed Project**

I am writing in support of the Port of Stockton's proposed Navy Drive/Burlington Northern Santa Fe underpass project that is pursuing Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 funding.

The Port of Stockton's Navy Drive project proposes to construct a new underpass structure to accommodate a future four lane roadway. Navy Drive is one of two routes providing access to the Port's West Complex. The State Route 4 (Crosstown Freeway) Extension project is currently in the design stage, and when constructed, the extended freeway would terminate at Navy Drive, and the existing ramps at Fresno Avenue would be permanently closed, effectively making Navy Drive the primary route to the Port's West complex from State Route 4.

This proposed project will assist with the improvement of goods movement in and out of the Port of Stockton. The project will also benefit the region and interregional movement of freight.

If you have any questions, please do not hesitate to contact me at (209) 948-7906.

CITY OF STOCKTON

PUBLIC WORKS DEPARTMENT
22 East Weber Avenue, Room 301 • Stockton, CA 95202-2317 • 209/937-8411 • Fax 209/937-8277
www.stocktongov.com

May 14, 2012

Bimla G. Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

LETTER OF SUPPORT FOR THE PORT OF STOCKTON NAVY DRIVE/BNSF UNDERPASS PROJECT

I am writing in support of the Port of Stockton's proposed Navy Drive/BNSF Railroad Underpass Project that is pursuing Highway Rail Crossing Safety Account funds under State Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006). The Port of Stockton's Navy Drive Project proposes to construct a new underpass structure to accommodate a future four-lane roadway, as well as an additional mainline BNSF/Amtrak shared track.

Navy Drive is one of two routes providing access to the Port of Stockton's West Complex. The State Route 4 (Crosstown Freeway) Extension Project is currently in the design stage. When constructed, the extended freeway would terminate at Navy Drive, and the existing ramps at Fresno Avenue would be permanently closed, effectively making Navy Drive the primary route to the Port of Stockton's West Complex from State Route 4.

This significant change in access has accelerated the need for capacity improvements on Navy Drive to accommodate projected growth in vehicles and heavy trucks. In addition to assisting with the improvement of goods movement in and out of the Port of Stockton, the proposed project supports the stated purposes of the State Route 4 (Crosstown Freeway) Extension Project, including removing industrial truck traffic from the adjacent residential Boggs Tract neighborhood.

If you have any questions, please contact me at (209) 937-8400.

ROBERT MURDOCH, DIRECTOR
PUBLIC WORKS DEPARTMENT

RM:GD:CAE/cl

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Stockton
All-America City
2004
1990

John R. Stilley
Manger Public Projects

BNSF Railway Company

740 East Carnegie Drive
San Bernardino, CA 92408
(909) 386-4474 (office)
(909) 386-4479 (fax)
john.stilley@bnsf.com

June 21, 2012

Mr. Michael Higgins
Parsons Transportation Group
2495 Natomas Park Drive, Suite 600
Sacramento, CA 95933

Re: Approval of the Conceptual Navy Drive Underpass Widening Plans dated May 10, 2012 Through May 17, 2012.

Dear Mr. Higgins:

This letter serves as BNSF RAILWAY COMPANY's ("BNSF") written approval of the Conceptual Plans covering the Widening of The Navy Drive (DOT# 029634G) Underpass in Stockton, California. This written approval is given to The Port of Stockton ("Agency"). If the Plans and Specifications are revised by Agency subsequent to the date set forth above, this letter shall no longer serve as final written approval of the Plans and Agency must resubmit said Plans to BNSF for final written approval.

Regards,

John R. Stilley
Manager Public Projects

DEFENSE LOGISTICS AGENCY
DEFENSE DISTRIBUTION DEPOT SAN JOAQUIN
P.O. BOX 960001
STOCKTON, CA 95296-0320

IN REPLY
REFER TO

JUN 22 2012

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Dear Ms. Rhinehart:

Defense Distribution Depot San Joaquin is pleased to endorse the City of Lathrop's effort to widen Lathrop Road and construct an elevated crossing of the railroad tracks near the south west corner of Defense Distribution Depot San Joaquin Sharpe Site.

This will greatly increase the capacity of the road and provide a continuous passage for safety and commerce from Interstate 5 to Highway 99. This project will serve the City of Lathrop as well as the Sharpe Site Depot more effectively, improve the safety for all vehicles and facilitate a more efficient movement of material along this vital corridor.

To confirm our support and commitment to this project, an easement was approved and granted to the City of Lathrop in 2002, for the narrow strips of government land adjacent to the project site. It is our position that the government could readily turn over this small amount of property without having a negative impact on our current mission, or any planned future missions of the depot. It is only a small concession that will reap great benefits for Sharpe Site as well as the City of Lathrop.

Defense Distribution Depot San Joaquin looks forward to the completion of the Lathrop Road Westerly Grade Separation Project. We appreciate the opportunity to partner with the City of Lathrop, and to be an active participant in moving the community forward and upward. We wish you success as you seek the additional funding necessary to complete this project.

Sincerely,

ADRIAN W. BURKE
Colonel, USMC
Commander

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RIPON,
STOCKTON,
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THE COUNTY OF
SAN JOAQUIN

June 12, 2012

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

RE: Proposition 1B Highway Rail Crossing Safety Account (HRCSA) Funding for Lathrop Road/Union Pacific Railroad (UPRR) Grade Separation Project

Dear Ms. Rhinehart:

The San Joaquin Council of Governments (SJCOG) is pleased to submit this letter of support for funding from the Proposition 1B HRCSA to the Lathrop Road/UPRR grade separation project in the City of Lathrop. Lathrop Road is a major East/West corridor in San Joaquin County connecting Interstate 5 to State Route 99. Lathrop Road currently intersects the UPRR at-grade as a two-lane arterial. This crossing is surrounded by areas of residential and commercial/industrial uses, including the Sharpe Army Depot, with average daily traffic volumes of 12,975 vehicle trips per day, including heavy trucks. This crossing also serves over 22 freight and passenger trains per day. The passenger train service is provided by the Altamont Commuter Express (ACE) which runs between the City of Stockton and the City of San Jose and has been identified as part of the California High Speed Rail 2012 Business Plan as "blended service" beginning in 2018.

The proposed Lathrop Road/UPRR grade separation project will construct a new overpass structure to accommodate a future four-lane roadway on Lathrop Road. The project benefits include improving the safety of the existing UPRR crossing by eliminating the at-grade crossing conflicts between automobiles and heavy/passenger trains. The project will also accommodate the projected increases in both heavy and passenger rail traffic between the Central Valley and the San Francisco Bay Area due to growth in goods movement and the implementation of high speed rail service.

SJCOG looks forward to the completion of the Lathrop Road/UPRR grade separation and its benefit to safety, goods movement, and passenger rail service for both the San Joaquin region and the State of California. We sincerely appreciate the California Transportation Commission's support of this project.

Sincerely,

ANDREW T. CHESLEY
Executive Director

SAN JOAQUIN
REGIONAL
RAIL COMMISSION

June 6, 2012

Dedicated to passengers

Responsive to change

Committed to growth

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

RE: Proposition 1B Highway Rail Crossing Safety Account (HRCSA) Funding for Lathrop Road/Union Pacific Railroad (UPRR) Grade Separation Project

Dear Ms. Rhinehart:

The San Joaquin Regional Rail Commission (SJRRC) the owner/operator of the Altamont Commuter Express (ACE) service is pleased to submit this letter of support for funding from the Proposition 1B HRCSA to the Lathrop Road/UPRR grade separation project in the City of Lathrop. ACE currently provides passenger service on this corridor between Lathrop and Stockton. Additionally, this corridor is identified as a potential alignment for the California High Speed Rail Authorities "blend service" beginning in 2018, adding to the number of passenger trains on the corridor.

Lathrop Road is a major East/West corridor in San Joaquin County connecting Interstate 5 to State Route 99. Lathrop Road currently intersects the UPRR at-grade as a two-lane arterial. This crossing is surrounded by areas of residential and commercial/industrial uses, including the Sharpe Army Depot, with average daily traffic volumes of 12,975 vehicle trips per day, including heavy trucks. This crossing also serves over 22 freight and passenger trains per day.

The proposed Lathrop Road/UPRR grade separation project will construct a new overpass structure to accommodate a future four-lane roadway on Lathrop Road. The project benefits include improving the safety of the existing UPRR crossing by eliminating the at-grade crossing conflicts between automobiles and heavy/passenger trains. The project will also accommodate the projected increases in both heavy and passenger rail traffic between the Central Valley and the San Francisco Bay Area due to growth in goods movement and the implementation of high speed rail service.

SJRRC looks forward to the completion of the Lathrop Road/UPRR grade separation and its benefit to safety, goods movement, and passenger rail service for both the San Joaquin region and the State of California. We sincerely appreciate the California Transportation Commission's support of this project.

Sincerely,

BRIAN SCHMIDT
Dir. Operations, Planning & Programming

Commissioners

Steve Bestolarides
San Joaquin County

Sonny Dhaliwal
City of Lathrop

John W. Harris
City of Manteca

Brent H. Ives
City of Tracy

Bob Johnson
City of Lodi

Ann Johnston
City of Stockton

Executive Director
Stacey Mortensen

UNION PACIFIC RAILROAD
915 L Street, Suite 1180
Sacramento, California 95814

P 916 789 5957
C 916 792 9160
F 402 271 4273

E llstark@up.com

Liisa Lawson Stark Director Public Affairs

June 26, 2012

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Re: LATHROP ROAD AT UNION PACIFIC RAILROAD GRADE SEPARATION PROJECT

Dear Ms. Rhinehart;

Union Pacific Railroad is pleased to submit this letter in support of the City of Lathrop's *Lathrop Road Westerly Grade Separation Project* located in Lathrop, CA.

Lathrop Road is a major East/West corridor in San Joaquin County connecting Interstate 5 to Highway 99. It currently crosses Union Pacific Railroad tracks at-grade near 7th Street, between 5th Street and McKinley Avenue.

This line is used by Union Pacific for moving high volumes of freight, as well as the Altamont Commuter Express to transport passengers between the Central Valley and San Francisco Bay Area.

Upon final design approval from Union Pacific, the *Lathrop Road Westerly Grade Separation* will increase safety at the crossing through construction of a grade separation. Union Pacific strongly supports efforts to protect public safety at rail crossings and around railroad tracks.

Sincerely,

Liisa Lawson Stark
Director, Public Affairs

Cc: Stephen Salvatore, City Manager, City of Lathrop

Lathrop-Manteca Fire Protection District

800 East 'J' Street, Lathrop, California 95330
• (209) 858-2331 • Fax (209) 858-1180 • *www.lmfd.org* •

May 30, 2012

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

LATHROP ROAD AT UNION PACIFIC RAILROAD GRADE SEPARATION PROJECT

Dear Ms. Rhinehart,

The Lathrop-Manteca Fire Protection District is pleased to submit this letter in support of the Lathrop Road/Union Pacific Railroad Grade Separation Project in Lathrop CA.

Lathrop Road is a major East/West corridor in San Joaquin County connecting Interstate 5 to SR-99. This crossing is surrounded by residential and commercial/industrial areas and is heavily traveled by regional residents and businesses. The Lathrop-Manteca Fire Protection District and Lathrop Police Services provide service to areas on both sides of the crossing. Any trains that block the crossing result in lowered response times to emergency calls.

Lathrop Road is currently two lanes wide and crosses the Union Pacific Railroad (UPRR) tracks at-grade. The Lathrop Road/UPRR Grade Separation will construct a four-lane bridge over the Union Pacific Railroad tracks. The Lathrop Road Westerly Grade Separation is needed to facilitate safety and emergency vehicle crossings and to facilitate the traffic flow along this vital corridor.

The Lathrop-Manteca Fire Protection District looks forward to completion of this project.

Sincerely,

Gene Neely
Fire Chief

GN:ba

City of Lathrop
LATHROP POLICE SERVICES

STEVE MOORE, Sheriff-Coroner
15597 S. Seventh Street
Lathrop, CA 95330
(209) 858-5551 Fax: (209) 858-2093

May 18, 2012

Ms. Bimla G. Rhinehart, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

LATHROP ROAD AT UNION PACIFIC RAILROAD GRADE SEPARATION PROJECT

Dear Ms. Rhinehart,

Lathrop Police Services is pleased to submit this letter in support of the Lathrop Road/Union Pacific Railroad Grade Separation Project in Lathrop CA.

Lathrop Road is a major East/West corridor in San Joaquin County connecting Interstate 5 to SR-99. This crossing is surrounded by residential and commercial/industrial areas and is heavily traveled by regional residents and businesses. The Lathrop-Manteca Fire District and Lathrop Police Services provide service to areas on both sides of the crossing. Any trains that block the crossing result in lowered response times to emergency calls.

Lathrop Road is currently two lanes wide and crosses the Union Pacific Railroad (UPRR) tracks at-grade. The Lathrop Road/UPRR Grade Separation will construct a four-lane bridge over the Union Pacific Railroad tracks. The Lathrop Road Westerly Grade Separation is needed to facilitate safety and emergency vehicle crossings and to facilitate the traffic flow along this vital corridor.

Lathrop Police Services looks forward to completion of this project.

Sincerely,

Lieutenant Chris Pehl
Lathrop Police Services

"In Partnership with our Community"

CITY OF MOORPARK

CITY ENGINEER/PUBLIC WORKS DEPARTMENT | 799 Moorpark Avenue, Moorpark, California 93021
Main City Phone Number (805) 517-6200 | Fax (805) 532-2555 | moorpark@ci.moorpark.ca.us

August 1, 2012

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N St., Room 2222 (MS 52)
Sacramento, CA 95814
Attn: Teresa Favila

Dear Ms. Rhinehart:

I am writing to provide the City of Moorpark's full support for the Southern California Regional Rail Authority (Metrolink) nomination of the Moorpark Avenue crossing for Proposition 1B Highway-Rail Crossing Safety Account (HRCSA), Part 2, Round 2 funding. This grade crossing improvement is part of the Metrolink Sealed Corridor Program, a comprehensive program to enhance the safety of trains, passengers, motorists, pedestrians and the community along the railroad corridors.

In addition to providing important safety improvements to Moorpark, the nominated crossing satisfies the criteria outlined in the HRCSA program guidelines, specifically:

a. The crossing is on a Metrolink system segment that serves at least eighteen weekday passenger trains and at least seven weekday freight trains.
b. The crossing has shown a high incidence of motor vehicle-rail and pedestrian-rail collisions.
c. The proposed improvements will reduce delays to rail and roadway traffic by reducing the number of collisions.
d. The reduction in rail and roadway traffic delays will result in reduced emissions from idling motor vehicles and trains.
e. The proposed project will improve the safety and operational flow of trains, roadway vehicles and pedestrians by reducing the number of collisions.

Additionally, this project meets Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

Although not required for HRCSA Part 2, Moorpark has committed to contribute funding for 4.0% of the project cost in support of this project. Your investment in this project will enhance safety at one of the busiest crossings in Southern California and further Metrolink's Sealed Corridor Program. I thank you in advance for your review and support of this application. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager at ricea@scrra.net or (213) 452-0211.

Sincerely,

Steven Kueny

Steven Kueny, City Manager

c: City Council
David Klotzle, City Engineer/Public Works Director
Anne Louise Rice, SCRRA

S:\Public Works\Everyone\Agencies\SCRRA\Prop 1B HRCSA Support Letter Moorpark Ave. Crossing.docx

JANICE S. PARVIN, Mayor | ROSEANN MIKOS, Ph.D., Councilmember | KEITH F. MILLHOUSE, Councilmember | DAVID POLLOCK, Councilmember | MARK VAN DAM, Councilmember

Governments
SANBAG
Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

August 1, 2012

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N St., Room 2222 (MS 52)
Sacramento, CA 95814
Attn: Teresa Favila

Dear Ms. Rhinehart:

I am writing to provide the San Bernardino Associated Governments (SANBAG) full support for the Southern California Regional Rail Authority (Metrolink) nomination of a crossing project at Hellman Road for Proposition 1B Highway-Rail Crossing Safety Account (HRCSA), Part 2, Round 2 funding. This crossing is on the San Bernardino line of Metrolink, the busiest commuter line of the Metrolink system. It has both freight and passenger trains crossing in an area where a high volume of automobile traffic also travels.

In addition to providing an important safety improvement to Rancho Cucamonga, the nominated crossing satisfies the criteria outlined in the HRCSA program guidelines.
Specifically:

a. The crossing is on the Metrolink system on a segment that serves at least 42 weekday passenger trains and 12 weekday freight trains.
b. The crossing has shown a high incidence of motor vehicle-rail and pedestrian-rail collisions.
c. The proposed improvements will result in savings in both rail and roadway traffic delay due to elimination of the above collisions.
d. The proposed improvements will result in emission reductions due to the elimination idling of motor vehicle and rail vehicles associated with delays accompanying the aforementioned collisions and incidents.
e. The proposed project will improve the operational flow of trains, surface street vehicles and pedestrians due to the reduction/elimination of the above collisions.

Additionally, this project meets Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

Although not required for Part 2, the SANBAG Board has approved a contribution toward the project in the amount of $750,000. The City of Rancho Cucamonga has committed to provide $1 million as part of our work on Hellman Road grade crossing improvement project. The City has

the grade crossing improvement phase of this project. Your investment in improving the Hellman crossing will help enhance safety at one of the busiest crossings in Southern California. I thank you in advance for your review and support of this application. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager at ricea@scrra.net or (213) 452-0211.

Sincerely,

Raymond W. Wolfe
Executive Director

cc: Anne Louise Rice

Ventura County Transportation Commission

July 31, 2012

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N St., Room 2222 (MS 52)
Sacramento, CA 95814
Attn: Teresa Favila

Dear Ms. Rhinehart:

I am writing to provide the Ventura County Transportation Commission's full support for the Southern California Regional Rail Authority (Metrolink) nomination of crossings at Sycamore Drive, Erringer Road and First Street for Proposition 1B Highway-Rail Crossing Safety Account, Part 2, (HRCSA) Round 2 funding. These three grade crossing improvements are part of the Metrolink Sealed Corridor Program, a comprehensive program to enhance the safety of trains, passengers, motorists, pedestrians and the community along the railroad corridors.

In addition to providing important safety improvements to Simi Valley, the nominated crossings each satisfy the criteria outlined in the HRCSA program guidelines. Specifically:

a. The crossings are in the Metrolink system on a segment that serves at least 26 weekday passenger trains and at least seven weekday freight trains.
b. The crossings have shown a high incidence of motor vehicle-rail and pedestrian-rail collisions.
c. The proposed improvements will result in savings in both rail and roadway traffic delay due to elimination of the above collisions.
d. The proposed improvements will result in emission reductions due to the elimination idling of motor vehicle and rail vehicles associated with delays accompanying the aforementioned collisions and incidents.
e. The proposed projects will improve the operational flow of trains, surface street vehicles and pedestrians due to the reduction/elimination of the above collisions.

Additionally, these proposed projects meet Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

Although not required for Part 2, previously approved Interregional Transportation Improvement Program (ITIP) funding will provide 51.73% of the total project cost for First Street, and 69.99% of the total project cost for Sycamore Drive and Erringer Road, respectively. Your investment in these projects will enhance safety at some of the

busiest crossings in Southern California and further Metrolink's Sealed Corridor program. I thank you in advance for your review and support of these applications. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager at ricea@scrra.net or (213) 452-0211.

Sincerely,

Darren M. Kettle
Executive Director

cc: Anne Louise Rice

CITY OF LOS ANGELES
CALIFORNIA

Jaime de la Vega
GENERAL MANAGER

DEPARTMENT OF TRANSPORTATION
100 South Main Street, 10th Floor
Los Angeles, California 90012
(213) 972-8470
FAX (213) 972-8410

ANTONIO R. VILLARAIGOSA
MAYOR

RECD BY CTC
JUL 30 2012

Date July 20, 2012

Ms. Bimla Rhinehart,
Executive Director
Attention: Teresa Favila
California Transportation Commission
1120 N St., Room 2222 (MS 52)
Sacramento, California 95814

Dear Ms. Rhinehart:

I am writing to provide the City of Los Angeles' full support for the Southern California Regional Rail Authority (Metrolink) nomination of crossings at Branford Street and Woodley Avenue for Proposition 1B Highway-Rail Crossing Safety Account (HRCSA), Part 2, Round 2 funding. These two grade crossing improvements are part of the Metrolink Sealed Corridor Program, a comprehensive program to enhance the safety of trains, passengers, motorists, pedestrians and the community along the railroad corridors.

In addition to providing important safety improvements to Los Angeles, the nominated crossings each satisfy the criteria outlined in the HRCSA program guidelines. Specifically:

a. The crossings are in the Metrolink system on a segment that serves at least 32 weekday passenger trains and at least seven weekday freight trains.
b. The crossings have shown a high incidence of motor vehicle-rail and pedestrian-rail collisions.
c. The proposed improvements will result in savings in both rail and roadway traffic delay due to elimination of the above collisions.
d. The proposed improvements will result in emission reductions due to the elimination idling of motor vehicle and rail vehicles associated with delays accompanying the aforementioned collisions and incidents.
e. The proposed projects will improve the operational flow of trains, surface street vehicles and pedestrians due to the reduction/elimination of the above collisions.

Additionally, these proposed projects meet Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

Although not required for Part 2, the City of Los Angeles and Los Angeles County Metropolitan Transportation Authority are prepared to support these projects with combined contributions equal to 50% of the project cost for both Branford Street and Woodley Avenue projects. Your investment in these projects will enhance safety at some of the busiest crossings in Southern California. I thank you in advance for your review and support of these applications. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager at ricea@scrra.net or (213) 452-0211.

Sincerely,

Jaime de la Vega
General Manager

c: Anne Louise Rice

Mayor L. Dennis Michael • *Mayor Pro Tem* Sam Spagnolo
Council Members William J. Alexander, Chuck Buquet, Diane Williams
City Manager John R. Gillison

THE CITY OF RANCHO CUCAMONGA

RANCHO CUCAMONGA

July 23, 2012

RECD BY CTC
JUL 27 2012

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2222 (MS 52)
Sacramento, CA 95814

Attention: Teresa Favila

Dear Ms. Rhinehart:

I am writing to provide the City of Rancho Cucamonga's full support for the Southern California Regional Rail Authority (Metrolink) nomination of a crossing project at Hellman Avenue for Proposition 1B Highway-Rail Crossing Safety Account (HRCSA), Part 2, Round 2 funding. This crossing is on the San Bernardino line of Metrolink, its busiest commuter line. It has both freight and passenger trains crossing in an area where a high volume of automobile traffic also travels.

In addition to providing an important safety improvement to Rancho Cucamonga, the nominated crossing satisfies the criteria outlined in the HRCSA program guidelines. Specifically:

a. The crossing is on the Metrolink system on a segment that serves at least 42 weekday passenger trains and 12 weekday freight trains.
b. The crossing has reportable highway-train incident(s) resulting in multiple injuries and damage to rail and vehicles. Most of the incidents have been due to autos stopped on the crossing. The proposed improvements at the crossing are designed to reduce this behavior.
c. The proposed improvements will result in savings in both rail and roadway traffic delay due to elimination of the above incidents.
d. The proposed improvements will result in emission reductions due to the elimination of idling motor vehicles and rail vehicles associated with delays accompanying the aforementioned incidents.
e. The proposed project will improve the operational flow of trains, surface street vehicles and pedestrians due to the reduction/elimination of the above incidents.

Additionally, this project meets Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

Although not required for Part 2, the City of Rancho Cucamonga is prepared to provide up to $1 million as part of the street improvements for the Hellman Avenue grade crossing improvement project. We have already contributed more than $1 million in storm water improvements which will clearly benefit the grade crossing improvement

phase of this project. Your investment in improving the Hellman crossing will help enhance safety at one of the busiest crossings in Southern California.

I thank you in advance for your review and support of this application. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager at ricea@scrra.net or (213) 452-0211.

Sincerely,

ENGINEERING SERVICES DEPARTMENT

Mark A. Steuer
Director of Engineering Services/City Engineer

c: Anne Louise Rice

CITY OF GLENDALE, CALIFORNIA
Public Works Department
TRAFFIC AND TRANSPORTATION

633 East Broadway, Room 300
Glendale, California 91206-4384
(818) 548-3960 Fax (818) 409-7027
www.ci.glendale.ca.us

July 24, 2012

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N St., Room 2222 (MS 52)
Sacramento, CA 95814
Attn: Teresa Favila

Dear Ms. Rhinehart:

I am writing to provide my full support for the Southern California Regional Rail Authority (Metrolink) nomination of crossings at Doran Street, Grandview Avenue and Sonora Avenue for Proposition 1B Highway-Rail Crossing Safety Account (HRCSA) Part 2, Round 2 funding. These three grade crossing improvements are part of the Metrolink Sealed Corridor Program, a comprehensive program to enhance the safety of trains, passengers, motorists, pedestrians and the community along the railroad corridors.

In addition to providing important safety improvements to Glendale, the nominated crossings each satisfy the criteria outlined in the HRCSA program guidelines.
Specifically:

a. The crossings are in the Metrolink system on a segment that serves at least 73 weekday passenger trains and at least 10 weekday freight trains.
b. The crossings have shown a high incidence of motor vehicle-rail and pedestrian-rail collisions.
c. The proposed improvements will result in savings in both rail and roadway traffic delay due to elimination of the above collisions.
d. The proposed improvements will result in emission reductions due to the elimination idling of motor vehicle and rail vehicles associated with delays accompanying the aforementioned collisions and incidents.
e. The proposed projects will improve the operational flow of trains, surface street vehicles and pedestrians due to the reduction/elimination of the above collisions.

Additionally, these proposed projects meet Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

Although not required for Part 2, the City of Glendale and the Los Angeles County Metropolitan Transportation Authority (METRO) combined are contributing significantly towards supporting these projects: 50% of the cost for the Doran Street project and just over 75% of the cost for Grandview Avenue and the same percentage for Sonora Avenue. Your investment in these projects will enhance safety at some of the busiest crossings in Southern California and the further the implementation of the Metrolink Sealed Corridor Program. I thank you in advance for

We Recycle

your review and support of these applications. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager at ricea@scrra.net or (213) 452-0211.

Sincerely,

Jano Baghdanian
Traffic and Transportation Administrator

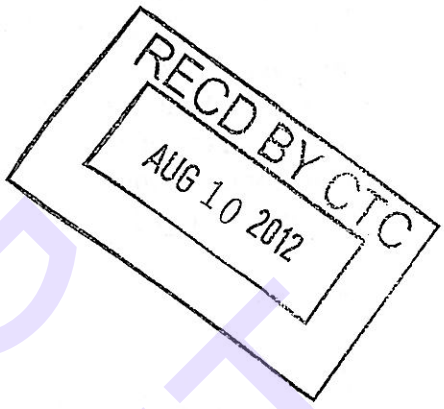
cc: Anne Louise Rice

TAB 16

CITY OF SIMI VALLEY

Home of The Ronald Reagan Presidential Library

August 6, 2012



Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N St., Room 2222 (MS 52)
Sacramento, CA 95814

Dear Ms. Rhinehart:

I am writing to provide the City of Simi Valley's full support for the Southern California Regional Rail Authority (Metrolink) nomination of crossings at Sycamore Drive, Erringer Road, and First Street for Proposition 1B Highway-Rail Crossing Safety Account, Part 2, (HRCSA) Round 2 funding. These three grade crossing improvements are part of the Metrolink Sealed Corridor Program, a comprehensive program to enhance the safety of trains, passengers, motorists, pedestrians and the community along the railroad corridors.

In addition to providing important safety improvements to Simi Valley, the nominated crossings each satisfy the criteria outlined in the HRCSA program guidelines. Specifically:

a. The crossings are in the Metrolink system on a segment that serves at least 26 weekday passenger trains and at least seven weekday freight trains.

b. The crossings have shown a high incidence of motor vehicle-rail and pedestrian-rail collisions.

c. The proposed improvements will result in savings in both rail and roadway traffic delay due to elimination of the above collisions.

d. The proposed improvements will result in emission reductions due to the elimination idling of motor vehicle and rail vehicles associated with delays accompanying the aforementioned collisions and incidents.

e. The proposed projects will improve the operational flow of trains, surface street vehicles, and pedestrians due to the reduction/elimination of the above collisions.

Additionally, these proposed projects meet Metrolink's Sealed Corridor Standard for improving grade crossings across the Metrolink rail network.

MEETING HANDOUT

APWD/0912.LTR.JH

Although not required for Part 2, previously approved Interregional Transportation Improvement Program (ITIP) funding will provide 51.73% of the total project cost for First Street and 69.99% of the total project cost for Sycamore Drive and Erringer Road, respectively. Your investment in these projects will enhance safety at some of the busiest crossings in Southern California and further Metrolink's Sealed Corridor program. I thank you in advance for your review and support of these applications. If you have any questions, please contact Anne Louise Rice, Metrolink's Strategic Programming and Development Manager, at ricea@scrra.net or (213) 452-0211.

Sincerely,

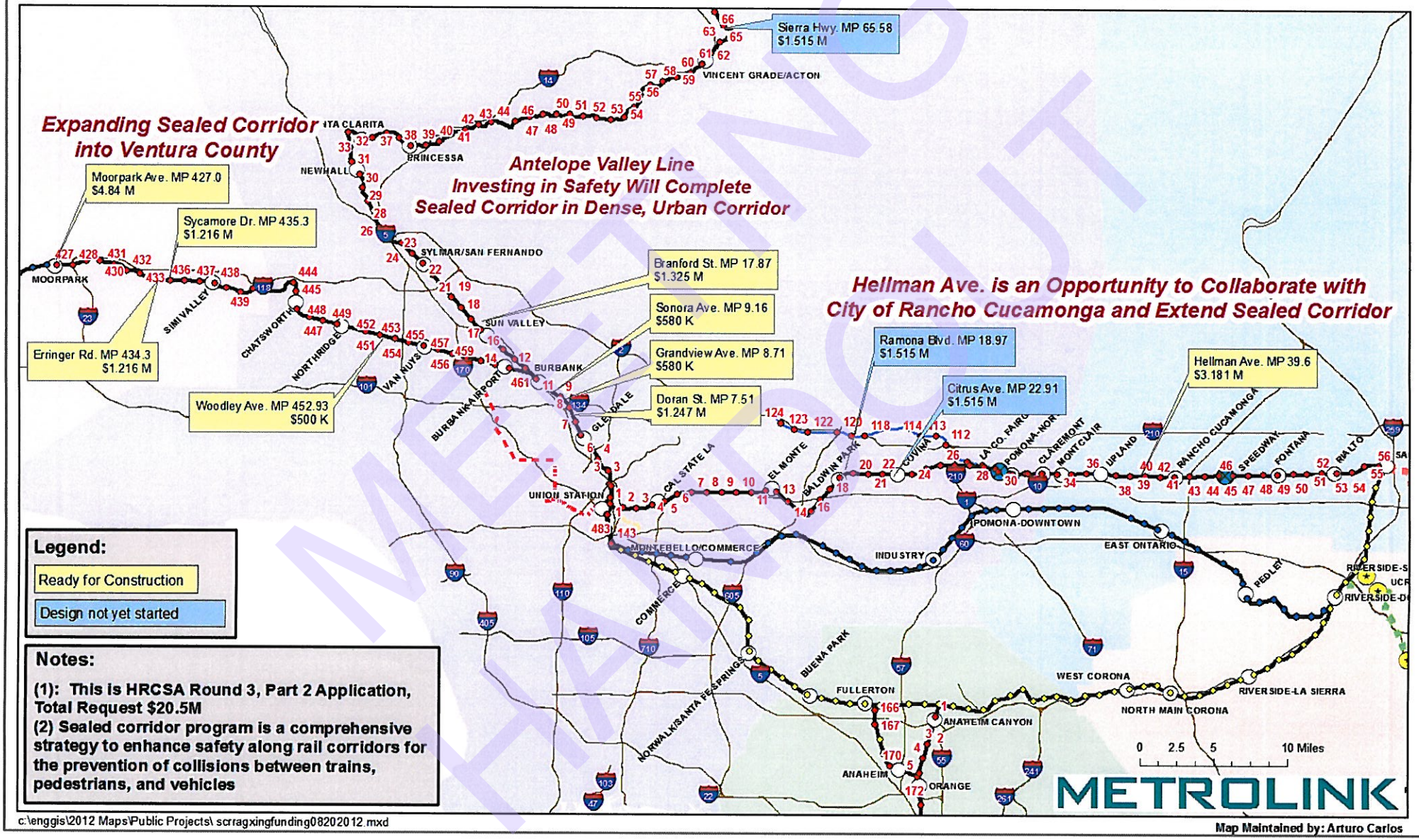
Laura Behjan
City Manager

cc: Director of Public Works
Assistant Public Works Director/B. Siemer
Senior Engineer/F. Miran
Senior Management Analyst/S. Argabrite
Teresa Favila/California Transportation Commission
Anne Louise Rice/SCRRA

MEETING HANDOUT

Tab 16

~ SEALED CORRIDOR ~
LEVERAGING TECHNOLOGY AND DOLLARS TO PREVENT COLLISIONS



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Map Maintained by: Arturo Carlos

MEETING HANDOUT