

M e m o r a n d u m**To:** CHAIR AND COMMISSIONERS**CTC Meeting:** October 8, 2014**Reference No.:** 4.6
Action**From:** ANDRE BOUTROS
Executive Director**Subject:** **ADOPTION OF THE PROPOSITION 1B 2014 HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROGRAM****ISSUE:**

Should the Commission adopt the proposed Proposition 1B 2014 Highway Railroad Crossing Safety Account (HRCSA) Program?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the proposed Proposition 1B 2014 Highway Railroad Crossing Safety Account Program as attached to this memorandum (Schedule 1).

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B. Proposition 1B set aside \$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 (PUC) Section 190 grade separation priority list and Part 2 provides \$100 million for non-Section 190 high-priority grade crossing improvements.

Part 1 of the HRCSA Program is made available for projects on the priority list established by the PUC pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code (S&HC), 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 S&HC Section 2454 shall not apply to HRCSA funds.

Part 2 of the HRCSA Program is made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in the S&HC commencing with Section 2450. Part 2 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.

At the August 20, 2014 Commission meeting, staff identified \$16.811 million in HRCSA fund savings as available for programming, \$6.865 million for Part 1 and \$9.946 million for Part 2. Since then, additional savings have been achieved and an additional \$1.495 million has become available for Part 1. This increases the available balance for reprogramming to \$18.306 million, \$8.360 million for Part 1 and \$9.946 million for Part 2.

At the August 20, 2014 Commission meeting, staff presented the four project applications received by the July 1, 2014 deadline. The four project requests totaled \$25.036 million. Commission staff reviewed the nominations in accordance with the HRCSA Guidelines and released staff recommendations on September 18, 2014. Commission staff recommends that the Commission adopt the Proposition 1B Highway-Railroad Crossing Safety Account 2014 Program as proposed in the staff recommendations.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of Proposition 1B
Highway-Railroad Crossing Safety Account (HRCSA) Program

RESOLUTION GS1B-P-1415-01

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, includes \$250 million for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund the completion of high-priority grade separation and railroad crossing safety improvements, and
- 1.2 WHEREAS the Bond Act provides that HRCSA funds are available, upon appropriation by the Legislature, to the Department of Transportation (Department), as allocated by the California Transportation Commission (Commission), and
- 1.3 WHEREAS the HRCSA program includes \$150 million under Government Code Section 8879.23(j)(1), described in the Commission's guidelines as Part 1, for 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, and
- 1.4 WHEREAS the HRCSA program includes \$100 million under Government Code Section 8879.23(j)(2), described in the Commission's guidelines as Part 2, for high-priority railroad crossing improvements that are not part of the PUC priority list process, and
- 1.5 WHEREAS the Commission, at its April 9, 2008 meeting, adopted the HRCSA Guidelines (Resolution GS1B-G-0708-01) for the initial HRCSA Program, and
- 1.6 WHEREAS in accordance with the HRCSA Guidelines, every two years the HRCSA Program will be updated and funds not allocated or savings generated from the savings at award will be available for reprogramming, and
- 1.7 WHEREAS the Commission, at its March 20, 2014 meeting, updated the HRCSA Guidelines (Resolution GS1B-G-1314-01) to establish the schedule for the 2014 programming process and to instruct agencies to submit nominations by July 1, 2014, and
- 1.8 WHEREAS all other provisions of the HRCSA Guidelines adopted by the Commission on April 9, 2008 remain in effect, and
- 1.9 WHEREAS for the 2014 HRCSA Program, \$18.306 million is available for reprogramming, \$8.360 for Part 1 and \$9.946 for Part 2, and

Resolution GS1B-P-1415-01

- 1.10 WHEREAS the Commission received four project nominations requesting \$25.036 million in HRCSA funds by the deadline of July 1, 2014, and
- 1.11 WHEREAS Commission staff has reviewed and evaluated the project nominations consistent with the criteria set forth in the adopted HRCSA Guidelines, and
- 1.12 WHEREAS the Commission held a public hearing on August 20, 2014, receiving comments and testimony on nominated projects, and
- 1.13 WHEREAS Commission staff released its recommendations on September 18, 2014 to program \$18.306 million to one projects eligible for funding under Part 1 and Part 2,
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the attached list of projects as the Adopted Highway-Railroad Crossing Safety Account (HRCSA) 2014 Program, and
- 2.2 BE IT FURTHER RESOLVED that a project's approved HRCSA funding is to be considered a "not to exceed amount" and that any increase in project cost is the responsibility of the nominating agency, and
- 2.3 BE IT FURTHER RESOLVED that the Commission expects the Department of Transportation and nominating agencies to execute project baseline agreements that set forth the project scope, measurable expected performance benefits, delivery schedule, and estimated costs and funding plan. The baseline agreements shall be signed by the Director of the Department of Transportation and nominating agency executive directors, and
- 2.4 BE IT FURTHER RESOLVED that the Commission requires that baseline agreements include quantification of expected benefits related to the effectiveness of the proposed project and the degree in which the project reduces corridor or air basin emissions, and that these benefits be updated at the time the HRCSA allocation is requested, and
- 2.5 BE IT FURTHER RESOLVED that the Commission expects the nominating agency to provide a local board resolution that commits the funding identified in the project baseline agreement and funding plan, and
- 2.6 BE IT FURTHER RESOLVED that the Commission may delete a project from the adopted HRCSA program for which a baseline agreement is not executed within 90 days of program adoption, and the Commission will not consider approval of project allocations prior to the execution of the baseline agreement, and
- 2.7 BE IT FURTHER RESOLVED that the Commission expects the Department of Transportation will ensure that allocation requests in HRCSA funding conform with and contain all elements required in a Section 190 allocation request including, but not limited to, a PUC order to construct, railroad agreement, certification of environmental clearance, General plan of the project, including profiles and typical sections, and

Resolution GS1B-P-1415-01

- 2.8 BE IT FURTHER RESOLVED that the Commission requires the implementing agencies and the Department of Transportation to meet the requirements of Government Code Section 8879.23(j)(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), and
- 2.9 BE IT FURTHER RESOLVED that the Commission requires the implementing agencies and the Department of Transportation to adhere to the California Transportation Commission's HRCSA Guidelines and Accountability Implementation Plan.

Attachment

Schedule 1
 Highway Railroad Crossing Safety Account
 2014 Program Recommendations
 (Dollars in Thousands)

Reference No.: 4.6
 October 8, 2014

Recommended for Programming								
	Nominated By	Project Name	PUC List	Enviro. Clearance	Const. Start	Total Project	HRCSA Request	HRCSA Staff Recommend.
Los Angeles	ACE Construction Authority	Fullerton Road Grade Separation Project	Yes	Oct-13	Mar-16	\$ 142,923	\$ 20,000	\$ 18,306
		Total Recommended for Programming Part 1						\$ 8,360
		Total Recommended for Programming Part 2						\$ 9,946
		Total Recommended for Part 1 and Part 2						\$ 18,306
		Available Funding						\$ 18,306
		Remaining Balance						\$ -

Not Recommended for Programming								
Los Angeles	SCRRA	Ramona Boulevard Grade Crossing Safety Improvement	No	Dec-14	Mar-15	\$ 3,030	\$ 1,515	\$ -
Los Angeles	SCRRA	Citrus Avenue Grade Crossing Safety Improvement	No	Dec-14	Mar-15	\$ 3,030	\$ 1,515	\$ -
San Bernardino	SCRRA	Hellman Road Grade Crossing Safety Improvement	No	Apr-11	Nov-14	\$ 2,750	\$ 2,006	\$ -



CITY OF COVINA

125 East College Street • Covina, California 91723-2199

www.covinaca.gov

August 19, 2014

California Transportation Commission
C/o Chair, Mr. Carl Guardino
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chair Guardino and Members of the California Transportation Commission:

As the City of Covina continues to plan for the creation of a community that is sustainable and livable, we recognize the potential and the importance of renovating and improving the safety of our regional commuter rail infrastructure. I am writing in support of the SCRRA/Metrolink application for \$5 million in HRCSA program funds.

The funds from this program will enable SCRRA/Metrolink to partner with the City of Covina in improving the Covina Metrolink station with the installation of right of way improvements that include grade crossing improvements and pedestrian gate arms and channelization. The City of Covina is currently out to bid with a \$1.8 million dollar project to improve the Covina Metrolink station and provide pedestrian channelization and pedestrian path improvements on Citrus Avenue. The City is completing pedestrian safety improvements outside of the right of way, and these funds would support SCRRA's contribution to improving the pedestrian crossing inside the right of way.

The Covina Metrolink station is one of the busiest stations on the San Bernardino line, and the main parking structure for the station is to the west of the platforms across Citrus Avenue. On an average weekday, more than 1,000 pedestrian crossings occur on Citrus Avenue due to station activity. The City of Covina sincerely requests the California Transportation Commission's support for this funding that will improve pedestrian safety at one of the busiest pedestrian crossings in the SCRRA/Metrolink system.

Thank you for your time and consideration of this application.

Sincerely,

The Honorable Peggy Delach
Mayor, City of Covina



THE CITY OF RANCHO CUCAMONGA

August 21, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for 2014 HRCSA Program, Part 2 Application for Hellman Avenue Grade Crossing

Dear Mr. Boutros:

On behalf of the City of Rancho Cucamonga, I am writing to express support for the Southern California Regional Rail Authority's (SCRRA) application for \$2,006,000 to construct grade crossing improvements at Hellman Avenue just north of 8th Street. The total project cost is \$2,750,000.

The right of way improvements, which will all be completed by SCRRA, include gate arm and cantilevered flashing signal installation, pedestrian channelization improvements, track upgrades and advanced signal preemption.

These safety enhancements are particularly important at Hellman Avenue which experiences heavy rail and vehicular usage. There are forty-two Metrolink and six freight trains that transverse this crossing en route to their final destinations each week day. In addition, Hellman Avenue is one of the most active freight train switching locations on the Metrolink system, with sometimes 12-15 switches a day. In sum, there are up to 60-65 trains which move across the roadway each day. Hellman Avenue carries an average of 6,600 vehicles daily, many of which are commercial trucks. The current railroad crossing along with the all-way stop at 8th Street is a dangerous situation often times leaving long trailer trucks stopped over the tracks. The City will be installing (at our cost) traffic signal improvements at 8th Street in conjunction with the subject grade crossing improvements.

We view this project as the necessary second phase to the drainage and street improvements already completed. To this end, the City is contributing \$200,000 toward design of the grade crossing improvements. Final project plans will be 100% complete in about two months. Although not required, SCRRA has received \$544,000 in PTMISEA funds, approved by the San Bernardino Associated Governments, to use toward construction, which is planned to take eight months to complete.

Thank you for considering our request for \$2,006,000 for construction of the proposed grade crossing improvements at Hellman Avenue. If you have any questions, please do not hesitate to contact me by phone at 909-477-2740, ext. 4011 or by e-mail at mark.steuer@cityofrc.us.

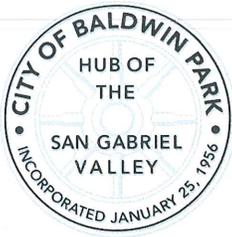
Regards,

A handwritten signature in blue ink, appearing to read 'Mark A. Steuer', is written over a circular blue stamp or seal.

Mark A. Steuer, P.E.

Director of Engineering Services/City Engineer

c: Stephen Maller
Teresa Favila
Lauren Clausen
Carlos Ruiz
Anne Louise Rice



August 27, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for 2014 HRCSA Program, Part 2 Application for Ramona Boulevard Grade Crossing

Dear Mr. Boutros:

On behalf of the City of Baldwin Park, I am writing to express support for the Southern California Regional Rail Authority's (SCRRA) application for \$1,515,000 to construct grade crossing improvements at the Ramona Boulevard grade crossing. LAMetro is contributing a matching amount to the total project cost which is \$3,030,000. The right of way improvements, which will all be completed by SCRRA, include gate arm and cantilevered flashing signal installation, pedestrian channelization improvements, track upgrades, advanced signal preemption, raised median installation and crossing widening.

This crossing, located between two streets and positioned at an angle, experiences heavy traffic volumes -- an average of 20,757 each day. Additionally, there are 42 Metrolink and three freight trains that transverse this crossing every weekday. This is a very important project to the City and SCRRA would be able to complete construction within eleven months. But these improvements are only possible with award of the HRCSA grant.

Again, we request that you award the requested \$1,515,000 for construction of the proposed grade crossing improvements at Ramona Boulevard.

If you have any questions, please contact me at dwall@baldwinpark.com.

All the best,

A handwritten signature in blue ink that reads "D S Wall". The signature is stylized with a large, looped "D" and "S".

Daniel S. Wall, P.E.
Director of Public Works / City Engineer

cc: Stephen Maller
Teresa Favila
Lauren Clauson
Carlos Ruiz

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- San Bernardino County Transportation Commission
 - San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency
 - Service Authority for Freeway Emergencies
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September 9, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Support for 2014 HRCSA Program, Part 2 Application for Hellman Avenue Grade Crossing

Dear Mr. Boutros:

On behalf of the San Bernardino Associated Governments (SANBAG), I am writing to express support for the Southern California Regional Rail Authority's (SCRRA) application for \$2,006,000 in Prop 1B Highway-Railroad Crossing Safety Account (HRCSA) funds to construct grade crossing improvements at the Hellman Avenue grade crossing. The total project cost is \$2,750,000. The difference is made up of a \$200,000 contribution from the City of Rancho Cucamonga and \$544,000 in fare-box revenue generated PTMISEA funds, approved by SANBAG for this purpose.

The right of way improvements, which will be completed by SCRRA, include gate arm and cantilevered flashing signal installation, pedestrian channelization improvements, track upgrades and advanced signal preemption. These safety enhancements are particularly important at Hellman Avenue which experiences heavy rail and vehicular usage.

There are 42 Metrolink and six freight trains that transverse this crossing en route to their final destinations each week day and the San Bernardino Line, on which this crossing is located, is the most heavily patronized of all seven Metrolink routes. In addition, Hellman Avenue located in San Bernardino County, is one of the most active freight train switching locations on the Metrolink system, with 12-15 switches a day. In sum, there are up to 60-65 train moves across Hellman Avenue each day. In addition, this crossing carries an average of 6,600 vehicles daily, many of which are tractor trailers.

Design of the project is 60% complete and can be finished in less than three months. Construction can begin shortly after HRCSA funds are awarded and is planned to take eight months to complete.

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Andre Boutros
September 9, 2014
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HRCSA funds have been invested in other portions of the Metrolink Sealed Corridor program, namely on the Ventura County and Antelope Valley Lines. We respectfully request that you direct investments onto the San Bernardino Line, and approve this request for \$2,006,000 for construction of the proposed grade crossing improvements at Hellman Avenue.

If you have any questions, please contact Justin Fornelli, Chief of Transit and Rail Programs at 909-884-8276 or jfornelli@sanbag.ca.gov

Regards,



Mitch Alderman
Director of Transit and Rail Programs

cc: Stephen Maller
Teresa Favila
Lauren Clauson
Carlos Ruiz
Anne Louise Rice