

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 14, 2009

Reference No.: 4.11
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Ross Chittenden
Proposition 1B
Program Manager

Subject: **HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROGRAM AMENDMENT
RESOLUTION GS1B-P-0809-02, AMENDING RESOLUTION GS1B-P-0809-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the attached Resolution GS1B-P-0809-02 and the amended project list for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program.

ISSUE:

On August 28, 2008, the Commission adopted the HRCSA program that included \$143,933,000 for 12 high-priority grade separation projects under Part 1 and \$100,884,000 for 11 railroad crossing safety improvement projects under Part 2.

Part 2 of the project list needs to be amended to modify the scope and funding for the Port of Stockton Expressway grade separation project (Attachment 1). The Port of Stockton requests approval to reduce the Expressway Grade Separation project scope from a four-lane expressway grade separation to a two-lane grade separation and the HRCSA funding programmed for the project from \$10,448,000 to \$4,400,000. There are two main reasons for this programming change. First, some non-state funding commitments for the project are no longer viable. Second, the four-lane cross-town expressway project that was to connect with this grade separation project has been reduced in length. The four-lane cross-town expressway project will not connect with the grade separation project at this time.

The change does not affect the original scoring of the project. Commission approval of the amendment is needed to allow project sponsors to proceed with the project.

BACKGROUND:

The Port of Stockton Expressway crosses the BNSF mainline to the East Bay and Oakland. The line also carries Amtrak passenger trains in addition to freight trains. The crossing is currently protected by a signal and gate system. A major part of the future improvements to the expressway has been to separate the road from the rails with an overcrossing. This was originally proposed to be a four-lane structure to coincide with the planned extension of Route 4, the Crosstown Freeway. Due to funding constraints, the San Joaquin Council of Governments has split the project into two stages.

The second stage, which would tie into the Port of Stockton's expressway project, has been delayed until funding has been identified. As a result, the Port has indicated that it is not imperative that the expressway be expanded at this time. Therefore, they are proposing to build the crossover as a two lane structure that would be engineered to expand to four lanes if and when the State highway is expanded.

Furthermore, with the deferral of the Crosstown Freeway, Port staff has indicated that operations might cite the fact that the two-lane highway is already overburdened and that a four-lane road feeding into it would require extensive off-site mitigation that could escalate the cost of the project beyond any funding that could be available. For these reasons, the Port of Stockton is requesting to amend the scope of the expressway project to a two-lane overcrossing.

Attachments:

Attachment 1 - Revised Program of Projects List

Attachment 2 - Amending Resolution and Final Project List

AMENDED Program of Projects
for the Proposition 1B
Highway-Railroad Crossing Safety Account (HRCSA) Program
(Dollars in Thousands)

Reference No.: 4.11
January 14, 2009
Attachment 1

ID	County	Nominated By	Project Title	PUC Rank	Enviro. Clearance	Const. Start	Total Project Cost	HRCSA Request	HRCSA Funding Recomm'd
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Recommended Program for Part 1 - Construction Start by December 2010 and PUC Ranked

8	Kern	County of Kern	BNSF Grade Separation at 7th Standard Rd/Santa Fe Wa	89	May-06	Apr-09	\$ 28,853	\$ 9,926	\$ 9,926
44	San Mateo	PCJPB	San Mateo Bridges Grade Separation	58	Jun-04	Apr-09	\$ 46,521	\$ 5,000	\$ 5,000
12	Los Angeles	City of Los Angeles	North Spring Street Grade Separation Reconstruction	43	Dec-05	Jul-09	\$ 48,764	\$ 5,001	\$ 5,001
11	Los Angeles	City of Los Angeles	Riverside Drive Grade Separation Replacement	66	Dec-05	Jul-09	\$ 54,465	\$ 5,000	\$ 5,000
14	Los Angeles	ACE	Nogales Street Grade Separation	10	Jan-09	Dec-09	\$ 84,000	\$ 25,600	\$ 25,600
39	San Francisco	PCJPB	Jerrold Avenue & Quint Street Bridges Grade Separation	81	Sep-08	Dec-09	\$ 41,661	\$ 10,000	\$ 10,000
18	Merced	City of Merced	G Street Undercrossing	74	Jun-08	Mar-10	\$ 18,000	\$ 9,000	\$ 9,000
1	Alameda	City of Fremont	Warren Avenue Grade Separation	97	Jul-02	Apr-10	\$ 51,218	\$ 9,600	\$ 9,600
9	Kern	County of Kern	Hageman Road/BNSF Railroad Grade Separation	69	Aug-08	Jun-10	\$ 35,300	\$ 17,650	\$ 17,650
47	Tulare	City of Tulare	Bardsley Avenue Grade Separation	83	Dec-08	Jun-10	\$ 14,486	\$ 7,156	\$ 7,156
45	San Mateo	PCJPB	San Bruno Grade Separation	8	Dec-08	Jul-10	\$ 165,000	\$ 30,000	\$ 30,000
43	San Joaquin	City of Stockton	Lower Sacramento Road at UPRR Grade Separation	63	Jul-07	Jul-10	\$ 34,000	\$ 10,000	\$ 10,000
							\$ 622,268	\$ 143,933	\$ 143,933

Recommended Program for Part 2 - Construction Start by December 2010 with 50% or more Non-State Funding - AMENDED

33	San Diego	City of San Diego	Park Boulevard at Harbor Drive/Pedestrian Bridge		Jun-06	Jun-08	\$ 29,400	\$ 8,400	\$ 6,000
13	Los Angeles	SCRRA	Broadway-Brazil Street Grade Crossing Improvements		May-06	Sep-09	\$ 6,500	\$ 3,000	\$ 3,000
29	Sacramento	City of Sacramento	6th Street Overcrossing & 7th Street Undercrossing		Dec-07	Nov-09	\$ 35,814	\$ 17,968	\$ 17,968
2	Alameda	City of Fremont	Kato Road Grade Separation	118	Apr-09	Apr-10	\$ 40,239	\$ 10,000	\$ 10,000
48	Tulare	City of Tulare	Cartmill Avenue Grade Separation	109	Dec-08	Jun-10	\$ 22,760	\$ 11,293	\$ 11,293
46	Tulare	County of Tulare	Betty Drive Grade Separation		May-09	Jun-10	\$ 27,683	\$ 12,175	\$ 12,175
40	San Joaquin	Port of Stockton	Port of Stockton Expressway	116	Nov-09	Jun-10	\$ 31,700	\$ 10,448	\$ 10,448
40	San Joaquin	Port of Stockton	Port of Stockton Expressway	116	Nov-09	Jun-10	\$ 11,500	\$ 4,400	\$ 4,400
41	San Joaquin	City of Stockton	Eight Mile Road/UPRR (East) Grade Separation	100	Jul-07	Jul-10	\$ 31,000	\$ 8,500	\$ 8,500
42	San Joaquin	City of Stockton	Eight Mile Road/UPRR (West) Grade Separation	106	Jul-07	Jul-10	\$ 25,000	\$ 8,500	\$ 8,500
20	Orange	City of Irvine	Sand Canyon Grade Separation	35	Sep-08	Aug-10	\$ 56,604	\$ 15,515	\$ 8,000
5	Contra Costa	City of Richmond	Marina Bay Grade Separation		Jun-09	Sep-10	\$ 37,500	\$ 6,000	\$ 5,000
							\$ 344,200	\$ 111,799	\$ 100,884
							\$ 324,000	\$ 105,751	\$ 94,836

Original
Amended

Original
Amended

Bond Admin Fees	\$ 5,000	
Total Program	\$ 249,817	Original
Total Program	\$ 243,769	Amended

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

RESOLUTION GS1B-P-0809-02, Amending
RESOLUTION GS1B-P-0809-01

- 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 is subject to the provisions of Government Code Section 8879.23(j) (1) and (2), as added by Proposition 1B, and to Section 8879.63, as enacted through implementing legislation in 2007 (SB 88) designating the Commission the administrative agency responsible for programming HRCSA and the agency authorized to adopt guidelines for the program, and
- 1.4 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
- 1.5 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
- 1.6 WHEREAS the Commission adopted HRCSA Program Guidelines on April 9, 2008, that identified the Commission's policy and expectations for the HRCSA program, including program development timelines, requirements for project nomination, and criteria for project evaluation and scoring, and
- 1.7 WHEREAS the Commission adopted a Highway-Railroad Crossing Safety Account (HRCSA) Program of Projects, to program \$244,817,000 for 23 projects, and

Resolution GS1B-P-0809-02

- 1.8 WHEREAS the HRCSA guidelines provide for amendments to the program of projects and the implementing agency may request and the Commission may approve an amendment of the program at any time, and
- 1.9 WHEREAS the Commission received a memorandum dated December 17, 2008, from the Port of Stockton requesting an amendment to their Expressway grade separation project in the HRCSA program, and
- 1.10 WHEREAS Department and Commission staff have reviewed the amended application from the Port of Stockton and find the amended project to have benefits, costs, and schedules consistent with its score in the original HRCSA program of projects.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission approves the amendment to the Port of Stockton project and adopts the attached revised list of projects as the Amended Highway-Railroad Crossing Safety Account (HRCSA) Program, and
- 2.2 BE IT FURTHER RESOLVED that the Commission requires the Port of Stockton to provide a local board action or resolution that commits the funding identified in the executed project baseline agreement and funding plan, and
- 2.3 BE IT FURTHER RESOLVED that the Commission expects the project baseline agreement to set forth the project scope, measurable expected performance benefits, delivery schedule, and estimated costs and funding plan for the amended project, 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.

Attachment

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(Dollars in Thousands)

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