

# Memorandum

TAB 35

To: Chair and Commissioners

Date: July 9, 2008

  
From: JOHN F. BARNA, JR.  
Executive Director

File No: Reference # 4.5  
Information

Ref: Hearing - Proposition 1B Highway-Railroad Crossing Safety Account Program

## Issue:

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

The hearing provides an opportunity for the HRCSA applicants to familiarize the Commission with the project nominations received by the June 16<sup>th</sup> deadline. The implementation schedule in the guidelines indicated that the public hearing on HRCSA applications would take place at the June 2008 meeting but the Commission deferred the hearing to this July 24, 2008 meeting.

The schedule also calls for the issuance of staff recommendations by August 8, 2008, with adoption of the initial HRCSA program of projects at the Commission's August 27-28, 2008 meeting.

## Background:

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

Specifically, Proposition 1B authorized the \$250 million for the HRCSA in two parts:

- (1) 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.
- (2) Part 2. Proposition 1B provided that the other \$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:

Agenda Item 4.5  
July 9, 2008

- (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 flow of rail freight to or from a port facility will be improved.

The CTC will adopt an HRCSA program of projects for funds under both these 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 CTC 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 by July 1, 2008, will be valid only for the 2008-09 and 2009-10 fiscal years, the CTC will initially program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2010. The CTC anticipates that it will allocate all of the \$150 million for Part 1 by June 2010. If it has not allocated all available Part 1 funding by that time, the CTC will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, 2010.

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

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22ND DISTRICT, CALIFORNIA

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SOUTH COUNTY: (805) 549-0390

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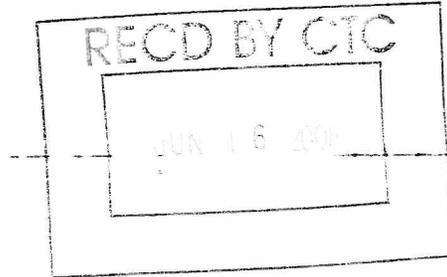


**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0522**

COMMITTEE ON  
FINANCIAL SERVICES  
SUBCOMMITTEE ON FINANCIAL  
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SUBCOMMITTEE ON ELECTIONS  
ASSISTANT REPUBLICAN WHIP

June 12, 2008

Mr. John Chalker, Chair  
c/o John Barna, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814



Dear Mr. Chalker:

I write in support of Kern County's Separation of Grade project application for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA).

Through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B, the state has made a commitment for the completion of high-priority grade separation and railroad crossing safety improvements. As a former state legislator participating in the drafting of Proposition 1B, the Separation of Grade project in the County of Kern on 7<sup>th</sup> Standard Road at the BNSF Railway significantly improves safety by eliminating the existing at-grade crossing.

The County's separation of grade project is located at the south end of the City of Shafter's Intermodal Rail Facility that was successfully nominated for funding under the Trade Corridors Improvement Fund. Kern County faces increasing demands on its road infrastructure and this project will make the necessary improvements to improve safety and eliminate delays associated with the at-grade crossing. This project will have positive transportation and air quality impacts due to reduced delay and improved goods movement throughout the state.

I urge your strong support for the County's Separation of Grade project that will improve safety, reduce congestion and the transportation of goods throughout the state.

Should you have any questions or concerns, please do not hesitate to contact Vincent Fong at my Bakersfield office at 661-327-3611.

Sincerely,

KEVIN McCARTHY  
Member of Congress

SACRAMENTO OFFICE:  
STATE CAPITOL, ROOM 5061  
SACRAMENTO, CA 95814-4900  
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FAX (916) 327-5989

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BAKERSFIELD, CA 93301  
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FAX (661) 395-2622

2550 MARIPOSA MALL, #2016  
FRESNO, CA 93721  
TEL (559) 264-3070  
FAX (559) 445-6506

# California State Senate

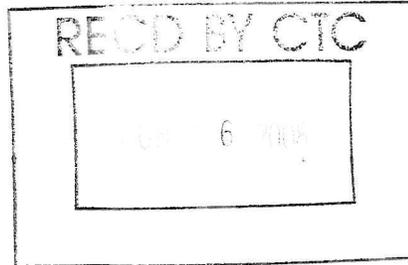


**DEAN FLOREZ**  
SENATOR, SIXTEENTH DISTRICT  
CHAIR,  
GOVERNMENTAL ORGANIZATION

CHAIRMAN:  
GOVERNMENTAL ORGANIZATION  
SELECT COMMITTEE ON AIR QUALITY  
SELECT COMMITTEE ON WEST NILE VIRUS  
SELECT COMMITTEE ON RETIREMENT INVESTMENT AND CONSUMER PROTECTION  
STANDING COMMITTEES:  
AGRICULTURE  
APPROPRIATIONS  
BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT  
GOVERNMENT MODERNIZATION, EFFICIENCY AND ACCOUNTABILITY  
HUMAN SERVICES  
SELECT COMMITTEES:  
CALIFORNIA'S WINE INDUSTRY  
CENTRAL VALLEY ECONOMIC DEVELOPMENT  
COLORADO RIVER

June 12, 2008

John Chalker, Chair  
c/o: John Barna, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814



**RE: Letter of Support for County of Kern's 7<sup>th</sup> Standard Road and BNSF Separation of Grade Project Highway-Railroad Crossing Safety Account (HRCSA) Proposition 1B Application**

Dear Mr. Chalker:

I write in support of the County of Kern's Separation of Grade project application for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA).

Through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, the state and its voters have made a commitment for the completion of high-priority grade separation and railroad crossing safety improvements. The Separation of Grade project in the County of Kern on 7<sup>th</sup> Standard Road at the BNSF Railway honors these commitments by seeking to significantly improve safety by eliminating the existing at-grade crossing.

The County's separation of grade project is located at the south end of the City of Shafter's Intermodal Rail Facility that was successfully nominated for funding under the Trade Corridors Improvement Fund. The Intermodal Rail Facility will eliminate an estimated 600 diesel trucks per day one-way through the central valley and will boost the local economy by adding an estimated 3,500 jobs. With increasing vehicular and rail traffic, passenger and freight, the County's project will improve safety and enhance the City's Intermodal Rail Facility by eliminating delay associated with the at-grade crossing. Together, the Intermodal Rail Facility and Separation of Grade project will have positive transportation and air quality impacts due to reduced delay and improved goods movement throughout the state.

I urge your strong support for the County's Separation of Grade project that will improve safety, reduce congestion and the transportation of goods throughout the state.

Should you have any questions or concerns please do not hesitate to contact my Bakersfield Office at 661-395-2620.

Sincerely,

A handwritten signature in black ink that reads "Dean Florez". The signature is written in a cursive style with a large, stylized initial "D".

DEAN FLOREZ

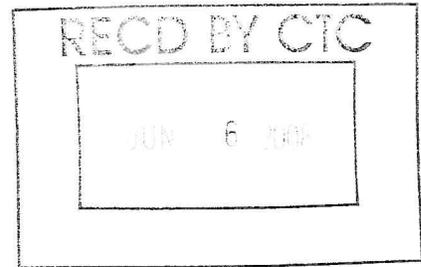
State Senator, Sixteenth District

cc: County of Kern, Roads Department

cc: City of Shafter



336 Pacific Avenue Shafter, California 93263



June 11, 2008

James Ghielmetti, Chair  
c/o: John Barna, Executive Director  
California Transportation Commission  
1120 N Street, Room 2233 (MS-52)  
Sacramento, Ca 95814

Re: Letter of Support for County of Kern's 7<sup>th</sup> Standard Road and BNSF Separation of Grade Project  
Highway-Railroad Crossing Safety Account (HRCSA) Proposition 1B Application

Dear Mr. Ghielmetti,

The purpose of this letter is to express the City of Shafter's support for the County of Kern's Separation of Grade project application for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Proposition 1B.

With the passing of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 and the approval by the voters as Proposition 1B on November 7, 2006, the state and its citizens have made a commitment to improve high-priority grade separation and railroad crossings. The project application submitted by the County of Kern, the Separation of Grade on 7<sup>th</sup> Standard Road at the BNSF Railway honors these commitments by assisting in the reduction of traffic congestion and significantly improving the safety with the eliminating of the existing at-grade crossing.

The San Joaquin Valley faces tremendous air quality challenges and to combat this challenge the Valley has one of the strongest air pollution control programs. The County's separation of grade project combined with the City of Shafter's Intermodal Rail Facility, which was successfully nominated for funding under the Trade Corridors Improvement Fund, will have positive transportation and air quality impacts due to the reduced delay and congestion by mobile sources for the entire state as well as the Valley. While this grade separation is not a condition of the CTC approved Shafter Intermodal Rail Facility, it greatly enhances its effectiveness in adding goods movement capacity.

The Separation of Grade on 7<sup>th</sup> Standard Road at the BNSF Railway will provide the safety element by eliminating the existing at-grade crossing. The BNSF Railway at this location provides goods and passenger movement on a frequent schedule and with increasing rail traffic forecasted; the eliminating of the at-grade crossing will improve traffic safety, flow and congestion.

The City of Shafter strongly urges your support for the County of Kern's Separation of Grade project that will improve safety, reduce congestion and improve air quality throughout the state.

Sincerely,

John D. Guinn  
City Manager

Cc: Craig Pope, County of Kern, Roads Department



**PUBLIC WORKS DEPARTMENT**

1501 TRUXTUN AVENUE  
BAKERSFIELD, CA 93301  
(661) 326-3724

RAUL M. ROJAS, DIRECTOR • CITY ENGINEER

June 10, 2008

John Chalker, Chair  
c/o: John Barna, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

RE: Letter of Support for County of Kern's 7<sup>th</sup> Standard Road and BNSF Separation of Grade Project Highway-Railroad Crossing Safety Account (HRCSA) Proposition 1B Application

Dear Commissioner Chalker:

I am writing to express the City of Bakersfield's support of the County of Kern's Separation of Grade project application for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA).

Through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, the state and its voters have made a commitment for the completion of high-priority grade separation and railroad crossing safety improvements. The Separation of Grade project in the County of Kern on 7<sup>th</sup> Standard Road at the BNSF Railway honors these commitments by seeking to significantly improve safety by eliminating the existing at-grade crossing.

This project is located at the south end of the City of Shafter's Intermodal Rail Facility that was successfully nominated for funding under the Trade Corridors Improvement Fund. With increasing vehicular and rail traffic, both passenger and freight, the County's project will improve safety and operations at the Intermodal Rail Facility by eliminating delay associated with the at-grade crossing. Together, the Intermodal Rail Facility and the Separation of Grade project will have positive transportation and air quality impacts because of reduced delay and improved goods movement throughout the state.

June 10, 2008

John Chalker, Chair

c/o: John Barna, Executive Director

California Transportation Commission

RE: Letter of Support for County of Kern's 7<sup>th</sup> Standard Road and BNSF Separation of Grade Project  
Highway-Railroad Crossing Safety Account (HRCSA) Proposition 1B Application

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I urge your strong support for this important grade separation project. If I can be of any assistance, don't hesitate to call me at 661-326-3596.

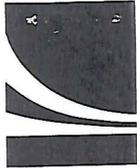
Sincerely,



Raul Rojas

Public Works Director

cc: *Craig Pope, Director, County of Kern, Roads Department*  
*Michael Todd Wood, P.E., County of Kern, Engineering Manager – Public Works TRIP*  
*J. Christopher Clark, Program Manager – Parsons / Public Works – TRIP*  
*Theodore D. Wright, Program Manager - City of Bakersfield / Public Works – TRIP*



**Kern Council  
of Governments**

June 9, 2008

John Chalker, Chair  
c/o: John Barna, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, A 95814

RE: Letter of Support for County of Kern's 7<sup>th</sup> Standard Road and BNSF Separation of Grade Project Highway-Railroad Crossing Safety Account (HRCSA) Proposition 1B Application

Dear Mr. Chalker:

Kern Council of Governments supports the County of Kern's Separation of Grade project application for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA).

Through the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, the state and its voters have made a commitment for the completion of high-priority grade separation and railroad crossing safety improvements. The Separation of Grade project in the County of Kern on 7<sup>th</sup> Standard Road at the BNSF Railway honors these commitments by seeking to significantly improve safety by eliminating the existing at-grade crossing.

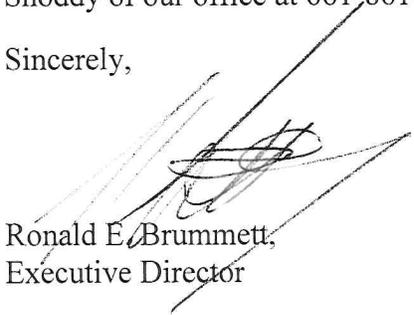
The County's separation of grade project is located at the south end of the City of Shafter's Intermodal Rail Facility that was successfully nominated for funding under the Trade Corridors Improvement Fund. The Intermodal Rail Facility will eliminate an estimated 600 diesel trucks per day one-way through the central valley and will boost the local economy by adding an estimated 3,500 jobs. With increasing vehicular and rail traffic, passenger and freight, the County's project will improve safety and enhance the City's Intermodal Rail Facility by eliminating delay associated with the at-grade crossing. Together, the Intermodal Rail Facility and Separation of Grade project will have positive transportation and air quality impacts due to reduced delay and improved goods movement throughout the state.

Page 2

I urge your strong support for the County's Separation of Grade project that will improve safety, reduce congestion and the transportation of goods throughout the state.

Should you have any questions or concerns please do not hesitate to contact my Rob Ball or Bob Snoddy of our office at 661-861-2191.

Sincerely,



Ronald E. Brummett,  
Executive Director

Cc: Craig Pope, County of Kern, Roads Department  
John Guinn, City of Shafter

REB:fps

CITY OF LOS ANGELES  
CALIFORNIA

RITA L. ROBINSON  
GENERAL MANAGER

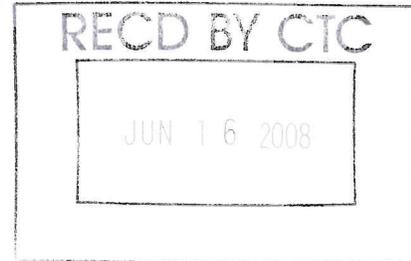


DEPARTMENT OF  
TRANSPORTATION  
P. O. BOX 514507  
LOS ANGELES, CA 90051-2507  
(213) 972-4949  
FAX (213) 972-4910

ANTONIO VILLARAIGOSA  
MAYOR

June 11, 2008

Mr. John Barna, Executive Director  
California Transportation Commission  
1120 N St., Room 2222 (MS 52)  
Sacramento, CA 95814



Dear Mr. Barna:

The City of Los Angeles, is working very closely with the Southern California Regional Rail Authority, operator of the Metrolink commuter rail service, and the City of Glendale on a comprehensive program of safety, traffic and capacity improvements in the San Fernando Road corridor bordering the cities of Glendale and Los Angeles, under SCRRA's Sealed Corridor Program. The City of Los Angeles is pleased to support the nomination by the Southern California Regional Rail Authority (SCRRA) for Proposition 1B Highway-Railroad Crossing Safety Account Project for the following project under Part 2:

**Broadway-Brazil Street Grade Crossing Improvements in Cities of Glendale and Los Angeles**

The proposed project will provide comprehensive traffic improvements and capacity improving measures that will generate critically important safety benefits at this highway-rail grade crossing within this corridor. This crossing is shared by the cities of Glendale and Los Angeles, and is a critical access point between the two communities, particularly by large commercial vehicles. It is in critical need of widening and geometry improvements in an effort to improve access, and reduce traffic delay and highway-rail related collisions. This application is being submitted in cooperation with the Cities of Glendale and Los Angeles and the crossing is located in the High Speed Rail Corridor. The crossing meets the criteria for Part 2 as follows:

- a. The crossing is on the Metrolink system on a segment that serves 66 weekday passenger trains and 17 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 emissions reductions due to the elimination of the above collisions with the associated idling of motor vehicle and rail vehicles.
- e. The improvements will improve the flow of 17 weekday freight trains serving the Ports of Long Beach and Los Angeles due to the reduction/elimination of the above collisions.

Although not required for Part 2, the crossing is funded with a 1:1 non-state match.

The proposed project is included in a system-wide Sealed Corridor strategy for improving safety along this rail corridor. We thank you in advance for your review and support of this application. If you have any questions, please contact Jose D. Hernandez at (213) 972-8441.

Sincerely,

RITA L. ROBINSON  
General Manager

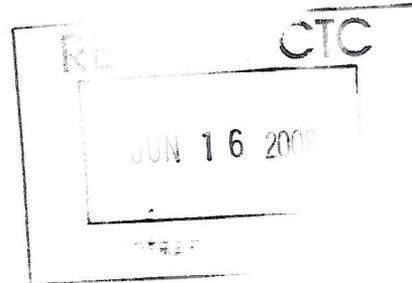


CITY OF GLENDALE, CALIFORNIA  
Public Works Division  
TRAFFIC AND TRANSPORTATION SECTION

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

June 9, 2008

Mr. John Barna, Executive Director  
California Transportation Commission  
1120 N St., Room 2222 (MS 52)  
Sacramento, CA 95814



Dear Mr. Barna:

The City of Glendale is pleased to support the nomination by the Southern California Regional Rail Authority (SCRRA) for Proposition 1B Highway-Railroad Crossing Safety Account Project for the following project under Part 2:

Broadway-Brazil Street Grade Crossing Improvements in Cities of Glendale and Los Angeles

This application is being submitted in cooperation with the Cities of Glendale and Los Angeles and the crossing is located in the High Speed Rail Corridor. The crossing meets the criteria for Part 2 as follows:

- a. The crossing is on the Metrolink system on a segment that serves 66 weekday passenger trains and 17 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 emissions reductions due to the elimination of the above collisions with the associated idling of motor vehicle and rail vehicles.
- e. The improvements will improve the flow of 17 weekday freight trains serving the Ports of Long Beach and Los Angeles due to the reduction/elimination of the above collisions.

Although not required for Part 2, the crossing is funded with a 1:1 non-state match.

The proposed project is included in a systemwide Sealed Corridor strategy for improving safety in this rail corridor. We thank you in advance for your review and support of this application. Please don't hesitate to call me at 818-548-3960 (option 4) if you have any questions.

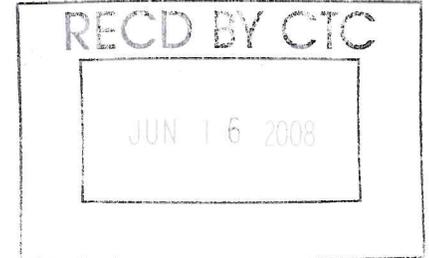
Sincerely,

Jahan Baghdanian  
Traffic & Transportation Administrator



**COUNCIL PRESIDENT  
SCOTT H. PETERS**

CITY OF SAN DIEGO



June 9, 2008

John Barna  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Mr. Barna:

I write to you on behalf of my constituents in Council District One in support for the allocation of \$74.2 million from the Proposition 1B Bond Measure, Highway-Railroad Crossing Safety Account ("HRCSA") for a railroad grade separation at Sorrento Valley Boulevard in the City of San Diego.

Sorrento Valley Boulevard is a vital link for San Diego's major high tech and biotech employment centers. Frequent train crossings, paired with approximately 31,350 vehicle crossings per day at the un-separated grade crossings along Sorrento Valley Boulevard, create significant traffic delays at this location and many other interconnected traffic signals nearby.

Grade separation at the Sorrento Valley Boulevard Rail crossing provides an essential improvement to regional mobility. I urge your strong support for this proposed project.

Sincerely,

Scott H. Peters

Cc: CTC Commissioner, John Chalker





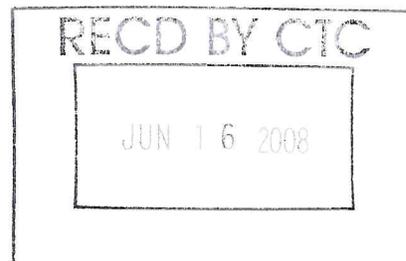
QUALCOMM Incorporated

5775 Morehouse Drive  
San Diego, CA 92121-1714  
(858) 587-1121

www.qualcomm.com

June 11, 2008

John Barna  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814



Dear Mr. Barna:

On behalf of Qualcomm Incorporated and its 10,000 employees I am writing to convey my strong support for the allocation of \$74.2 million from the Proposition 1B Bond Measure, Highway-Railroad Crossing Safety Account (HRCSA) for a railroad grade separation at Sorrento Valley Boulevard in the City of San Diego.

Qualcomm is a leader in developing and delivering innovative digital wireless communications products and services based on CDMA and other advanced technologies. Headquartered in San Diego, California since our inception in 1985 we are located in the heart of the wireless capital, Sorrento Valley. Occupying over five million square feet on both Interstates 5 and 805 Sorrento Valley Boulevard is the vital link not only between Qualcomm facilities but San Diego's high tech employment centers and UCSD. This rail corridor is the second busiest rail corridor in the country. Consisting of 31,350 vehicles a day crossing the tracks at Sorrento Valley Boulevard to reach employment and access the freeway. A large percentage of these trips occur during peak commuting hours. In addition to the vehicle trips the Coaster commuter trains run through this crossing during these same peak rush hours.

This combination of high traffic volume and frequent train crossings creates significant traffic delays and safety concerns. The train crossings not only block traffic but preempt nearby interconnected traffic signals causing traffic impacts beyond the immediate crossing location. With such a high concentration of employment these delays lead to severe gridlock.

A grade separation at the Sorrento Valley Boulevard crossing provides an essential improvement to regional mobility. As you evaluate HRCSA allocations, I urge you to consider the significant benefits of funding this project through the HRCSA.

Sincerely,

Monique Rodriguez  
Senior Manager, Government Affairs

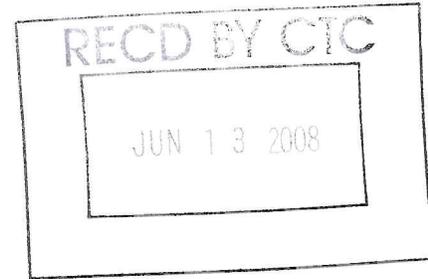


Amylin Pharmaceuticals, Inc.  
9360 Towne Centre Drive  
San Diego, CA 92121 USA

Tel (858) 552 2200  
Fax (858) 552 2212  
www.amylin.com

June 6, 2008

John Barna  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814



Dear Mr. Barna:

I am writing to express my strong support for the allocation of \$74.2 million from the Proposition 1B Bond Measure, Highway-Railroad Crossing Safety Account (HRCSA) for a railroad grade separation at Sorrento Valley Boulevard in the City of San Diego.

Sorrento Valley Boulevard is the vital link between the City's high tech employment centers of Sorrento Valley and Sorrento Mesa and Interstate 5 and 805 freeways. 31,350 vehicles a day cross the tracks at Sorrento Valley Boulevard to reach employment and access the freeways. A high percentage of these trips occur during the peak commuting hours. During these same peak rush hours, the Coaster commuter trains run through this crossing. In addition to Coaster trains, Amtrak and Burlington Northern Santa Fe freight trains carry passengers and freight throughout the day. The Coaster carries 1.2 million passengers per year, Amtrak trains move an additional 2.7 million passengers a year, and the Burlington Northern Santa Fe Railroad moves 30,000 freight carloads a year over this crossing. This rail corridor is the second busiest rail corridor in the country.

This combination of high traffic volume and frequent train crossings creates significant traffic delays and safety concerns. The train crossings not only block traffic but preempt nearby interconnected traffic signals causing traffic impacts beyond the immediate crossing location.

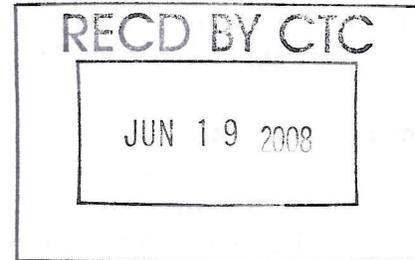
Grade separating the Sorrento Valley Blvd. crossing provides an essential improvement to regional mobility. As you evaluate HRCSA allocations, I urge you to consider the significant benefits of funding this project through the HRCSA.

Sincerely,

A handwritten signature in black ink, appearing to read "Reed Vickerman".

REED VICKERMAN  
Vice President, Corporate Operations  
Amylin Pharmaceuticals, Inc.

Timothy A. Schenck  
7319 Calle Cristobal #142  
San Diego, CA 92126  
(858) 566-6458  
[taschenck@msn.com](mailto:taschenck@msn.com)



June 14, 2008

John Barna  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Mr. Barna:

I drive through the Sorrento Valley Boulevard railroad crossing every day. I understand SANDAG is seeking an allocation of \$74.2 million from the Proposition 1B Bond Measure, Highway-Railroad Crossing Safety Account (HRCSA) for a railroad grade separation at Sorrento Valley Boulevard, here in the City of San Diego. I highly recommend approval for this allocation based on my experience as a resident, who has driven through that crossing for the last eight years, as a former member of the local planning group for six years (Mira Mesa), and as the former Secretary for the Community Planners Advisory Committee on Transportation (COMPACT).

Here are the reasons I believe the requested allocation should be made to create the railroad grade separation:

- The traffic light intersection of Sorrento Valley Boulevard and Sorrento Valley Road, the adjacent non-traffic light intersection of Sorrento Valley Boulevard and Roselle Street, and the train tracks for the Coaster Commuter train and AMTRAK are right in the middle of the main employment center for San Diego. This employment center stretches from Mira Mesa through Carmel Valley.
- The traffic light intersection provides the only link to Interstate 5 for all workers who commute from Mexico, Chula Vista, and all City of San Diego communities to the south of Mira Mesa, which is most of the city. This traffic, along with that of the largest community within San Diego (Mira Mesa) and all of the recently developed communities nearby, creates what is probably one of the busiest intersections in the state. This is before we consider the impact of the trains.
- The Coaster Station is 50 yards away from this intersection. Each time a Coaster train stops at the station to drop off and pick up hundreds of passengers, all traffic along Sorrento Valley Boulevard must stop. The general wait is five minutes but can last up to 10 to 15 minutes depending on the timing of other Coaster and AMTRAK trains coming through the intersection. (Hence, I bring a newspaper with me to read while waiting a few hundred yards back in line at the intersection.)
- Just prior to and shortly after the station stop, many passengers, who do not take the shuttle buses to places of employment, cross the pedestrian walks, further impeding the vehicle traffic.

- The green light is set to only allow one-way traffic for most of its cycle. Thus, all those exiting the I-5 are allowed to go first after a train station stop, to reduce the traffic that backs up onto the highway. Sometimes, once this traffic has cleared, another train arrives at the station. Therefore, the other three lines of traffic must continue to wait as the traffic coming off of the I-5 must clear out a 2<sup>nd</sup> time before traffic coming from any of the other three intersections can proceed to access the onramp for I-5. As a result, traffic begins to back up well into the business districts as their side of the light may not turn green for 15 minutes or more.
- Due to these long traffic light delays, impatient citizens, who have already sat through several rotations of the light, try to fit through the intersection even when the traffic ahead has not cleared out. One person will end up sitting on the train tracks stuck in traffic with two or three cars behind them. It is always entertaining (actually nerve-wracking) to see how they finagle their way out of their circumstance when the next train comes along and the car sitting on the train track is stuck with cars both in-front and in-back of them.
- Even on the weekends, when traffic is lighter, vehicles coming off of the I-5 have a bad habit of waiting for a red light while sitting on the train tracks. Only one car can fit between the traffic light and the train track. However, it is hard for new people to this intersection to know only one car can fit before it is too late. They drive around a sharp bend less than 15 feet before the train crossing. At that bend in the road, there is oncoming traffic also merging into the bend at the same time, thus distracting the drivers. This is the non-traffic light intersection. (Each intersection is less than 15 feet away on opposite sides of the train crossing.)

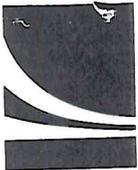
I hope I have painted a clear enough picture of the significant traffic delays and safety concerns that occur due to the train crossing within 15 feet of two intersections in San Diego's main employment center. To take a look for yourself, just pull up a Google Map with zip code 92121 and zoom in on the I-5, I-805 merge. You will see the intersections and railroad crossing just before the two highways meet. With the Satellite view, you will also be able to see the train station on the northwest side of the I-5.

I ask that you help ensure these issues can be resolved for the betterment of our community. Thank you.

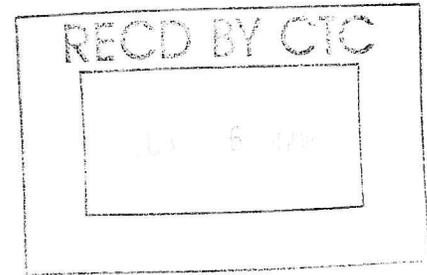
Best wishes,



Timothy A. Schenck



**Kern Council  
of Governments**



June 11, 2008

John Chalker, Chair  
c/o: John Barna, Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, A 95814

RE: Letter of Support for Rosedale Highway – BNSF / Landco Grade Separation Project  
Nomination for HRCSA Funding

Dear Mr. Chalker:

The Kern Council of Governments supports the City of Bakersfield's nomination of the above project for funding under the Highway-Railroad Crossing Safety Account Program (HRCSA). As you know, this program, approved under Proposition 1B by voters in 2006, includes \$250 million to fund construction of grade separation and railroad grade crossing safety improvements.

Rosedale Highway (State Route 58) is presently one of the most congested corridors in Kern County, and the presence of the existing at-grade crossing only compounds the delays and further limits goods movement. The nearest public crossing to the north is State Route 99 to Olive Drive (approximately 3 miles driving distance). The Truxtun Avenue Extension underpass is the nearest public crossing to the south (approximately 2.6 miles driving distance). A significant increase in response time would result if an emergency vehicle had to be rerouted to either of the closet alternate crossings.

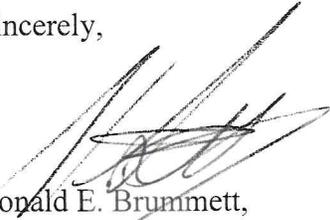
The proposed grade separate will eliminate safety concerns associated with hazardous material trucks using the crossing and will eliminate significant back-ups of traffic on Rosedale Highway caused by passing trains – often nearly one mile in each direction.

I urge your strong support for the County's Separation of Grade project that will improve safety, reduce congestion and the transportation of goods throughout the state.

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Should you have any questions or concerns please do not hesitate to contact my Rob Ball or Bob Snoddy of our office at 661-861-2191.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ronald E. Brummett', written over a faint, larger signature.

Ronald E. Brummett,  
Executive Director

Cc: Alan Tandy, manager  
City of Bakersfield

REB:fps