

Memorandum

To: Chair and Commissioners

Date: August 8, 2008

From: 
for John F. Barna, Jr.
Executive Director

File No: Reference # 4.4a/b
Action

Ref: **HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROGRAM ADOPTION
RESOLUTION GS1B-P-0809-01**

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program, in accordance with the attached Resolution GS1B-P-0809-01 and HRCSA staff recommendations, issued August 8, 2008.

Issue:

Under the Commission's guidelines for the HRCSA program, adopted on April 9, 2008, applications were due June 16, 2008, staff recommendations were scheduled for August 8, 2008, and program adoption was scheduled for August 28, 2008.

Background:

On November 7, 2006, the voters approved Proposition 1B. Per its implementing legislation (SB 88), the Commission is the administrative agency for \$250 million authorized for the HRCSA for 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. Part 2 provides \$100 million for non-Section 190 high-priority grade crossing improvements. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.

The principal differences between the two parts of HRCSA are:

- Match. Projects funded from Part 1 require at least a one-to-one match of local, federal or private funds. Part 1 also requires a 10 percent contribution from the railroad. Projects funded from Part 2 do not require any specific match or railroad contribution. However, the Commission's guidelines give higher priority for funding from Part 2 to projects with a non-state match.
- Program Year. Because the PUC priority list adopted July 1, 2008 is valid only for the 2008-09 and 2009-10 fiscal years, the Commission's guidelines called for programming Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2010.

The Commission's guidelines give higher priority for funding to Part 2 projects with earlier delivery.

Attachment 1 – Staff Recommendations

Attachment 2 – Resolution GS1B-P-0809-01

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

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 received 49 project applications requesting \$794,241,000 in HRCSA funds by the deadline of June 16, 2008, and
- 1.8 WHEREAS Commission staff has reviewed and evaluated the project nominations consistent with the criteria set forth in the adopted HRCSA guidelines, and

Resolution GS1B-P-0809-01

- 1.9 WHEREAS the Commission held a public hearing on July 24, 2008, receiving comments and testimony on nominated projects, and
- 1.10 WHEREAS the Commission gave higher priority to projects that can commence construction by December 2010, and those that have a higher level of non-state funding contribution, and
- 1.11 WHEREAS Commission staff released its recommendation on August 8, 2008, to program \$239,817,000 for 22 projects, and
- 1.12 WHEREAS the Commission received further public comment and testimony at its August 27, 2008 meeting, and directed staff to make adjustments to the recommended program,
- 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) 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, in anticipation that a new PUC priority list is to be adopted July 1, 2010, will review the programming and delivery status of all HRCSA projects in the Spring 2010, and may adopt amendments to the program to recognize changes in project delivery, and
- 2.4 BE IT FURTHER RESOLVED that the Commission will amend the HRCSA program to delete projects unable to commence construction by December 2010, and
- 2.5 BE IT FURTHER RESOLVED that the Commission requires the nominating agency to provide a local board action or resolution that commits the funding identified in the project baseline agreement and funding plan, and
- 2.6 BE IT FURTHER RESOLVED that the Commission expects the Department 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
- 2.7 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
- 2.8 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

- 2.9 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
- 2.10 BE IT FURTHER RESOLVED that the Commission expects the Department will ensure that allocation requests for either Part 1 or Part 2 HRCSA funding conform with and contain certain elements required in a Section 190 allocation request including a PUC order to construct, railroad agreement, certification of environmental clearance, General plan of the project, including profiles and typical sections, and
- 2.11 BE IT FURTHER RESOLVED that the Commission expects that the Department, in cooperation with nominating agencies, to report on a quarterly basis, on the activities and progress made toward the implementation of the project, including those activities taking place prior to an HRCSA allocation and including the commitment status of supplemental funding indentified in the baseline agreement, and
- 2.12 BE IT FURTHER RESOLVED that the Department will furnish a final delivery report to the Commission, within six months of the project becoming operable, on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Department will also furnish a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities, and
- 2.13 BE IT FURTHER RESOLVED that the Department will ensure that project expenditures and outcomes are audited. For each HRCSA project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the supplement to the final delivery report.

Attachment

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

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

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	SCRRRA	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
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
							\$ 306,700	\$ 105,799	\$ 95,884

Bond Admin Fees	\$ 5,000
Total Program	\$ 244,817

HRCSA - STAFF RECOMMENDATIONS

California Transportation Commission

August 8, 2008

This document represents the recommendations of the California Transportation Commission (Commission) staff for the Highway-Railroad Crossing Safety Account (HRCSA) Program.

The HRCSA Program Guidelines include an implementation schedule that calls for the issuance of staff recommendations by August 8, 2008. The Commission will receive comments on these recommendations and adopt the initial HRCSA program of projects its August 27-28, 2008 meeting.

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

- (1) Part 1. \$150 million for highway-railroad grade separations derived from the California Public Utilities Commission's Section 190 grade separation priority list.
- (2) Part 2. \$100 million for non-Section 190 high-priority grade crossing improvements. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.

The principal differences between the two parts of HRCSA are:

- **Match.** Projects funded from Part 1 require at least a one-to-one match of local, federal or private funds. Part 1 also requires a 10 percent contribution from the railroad. Projects funded from Part 2 do not require any specific match or railroad contribution. However, the Commission's guidelines give higher priority for funding from Part 2 to projects with a non-state match.
- **Program Year.** Because the PUC priority list adopted July 1, 2008 will be valid only for the 2008-09 and 2009-10 fiscal years, the Commission's guidelines called for programming Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2010.

For Part 2, the Commission's guidelines give higher priority for funding to projects with earlier delivery.

A total of 49 project applications were received by the June 16, 2008 deadline requesting a total of \$794,241,000 in funding from the HRCSA.

Of the 49 submittals, one application was screened out as it was not an eligible capital project.

Of the remaining 48 project applications, staff recommends that 12 projects be funded from Part 1. Each of these projects is on the PUC priority list; is scheduled for construction by July 2010; is providing at least a one-to-one match of local, federal or private funds and includes the appropriate railroad contribution.

Staff also recommends that another 10 projects be funded from Part 2. Each of these projects is scheduled for construction by December 2010 and is providing at least a one-to-one match of local, federal or private funds for the project.

The remaining projects are not recommended for funding in this initial program of projects.

Staff Recommendations for the
Highway-Railroad Crossing Safety Account (HRCSA) Program
(Dollars in Thousands)

ID	County	Nominated By	Project Title	PUC Rank	Enviro. Clearance	Const. Start	Total Project Cost	HRCSA Request	HRCSA Funding Recomm'd
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 Way	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
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14	Los Angeles	ACE	Nogales Street Grade Separation	10	Jan-09	Dec-09	\$ 84,000	\$ 25,600	\$ 25,600
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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
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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									
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
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
							\$ 306,700	\$ 105,799	\$ 95,884

Bond Admin Fees								\$ 5,000	
Total Program								\$ 244,817	

ID	County	Nominated By	Project Title	PUC Rank	Enviro. Clearance	Const. Start	Total Project Cost	HRCSA Request	HRCSA Funding Recomm'd
Not Recommended for Funding									
34	San Diego	City of Encinitas	Encinitas Grade-Separated Pedestrian Crossings		Oct-08	Mar-10	\$ 23,193	\$ 16,945	\$ -
5	Contra Costa	City of Richmond	Marina Bay Grade Separation		Jun-09	Sep-10	\$ 37,500	\$ 6,000	\$ -
3	Alameda	City of Hayward	Tennyson Road at UPRR Grade Separation		May-09	Dec-10	\$ 13,683	\$ 5,000	\$ -
10	Kern	City of Bakersfield	Route 58 (Rosedale)/Landco Grade Separation	86	Dec-09	Sep-11	\$ 17,820	\$ 6,270	\$ -
28	Riverside	County of Riverside	Jurupa Road Railroad Grade Separation	27	Dec-09	Jan-12	\$ 108,400	\$ 25,000	\$ -
26	Riverside	City of Riverside	ACE: Mary Street Grade Separation	59	Aug-09	Jan-12	\$ 38,000	\$ 17,700	\$ -
6	Contra Costa	City of Richmond	Cutting Boulevard Grade Separation		Jul-10	Apr-12	\$ 25,500	\$ 6,000	\$ -
35	San Diego	SANDAG	H Street at SD&AE Grade Separation	75	Jun-10	Oct-12	\$ 42,600	\$ 17,000	\$ -
36	San Diego	SANDAG	E Street at SD&AE Grade Separation		Jun-10	Oct-12	\$ 44,000	\$ 17,600	\$ -
37	San Diego	SANDAG	Sorrento Valley Boulevard at SDNR Grade Separation	17	Mar-11	Jun-13	\$ 77,612	\$ 74,212	\$ -
4	Alameda	City of Berkeley	Gilman Street Railroad Grade Separation		Dec-10	Jul-13	\$ 21,000	\$ 10,000	\$ -
38	San Diego	SANDAG	Taylor Street at SDNR Grade Separation	2	Jun-11	Feb-14	\$ 61,937	\$ 61,937	\$ -
7	Fresno	County of Fresno	Mountain View Avenue/UPRR Grade Separation Project		Sep-12	Mar-14	\$ 14,382	\$ 11,530	\$ -
16	Los Angeles	City of Santa Clarita	Magic Mountain Parkway Railroad Flyover	48	Nov-12	May-14	\$ 108,300	\$ 20,000	\$ -
17	Los Angeles	City of Palmdale	Rancho Vista Boulevard/Avenue P Grade Separation	50	Aug-09	Jul-14	\$ 66,339	\$ 22,872	\$ -
							\$ 700,266	\$ 318,066	\$ -

Programmed for Construction in the Trade Corridors Improvement Fund (TCIF) Program									
30	San Bernardino	City of Ontario	N Milliken Avenue Railroad Grade Separation at UPRR	13	Nov-02	Jan-09	\$ 74,210	\$ 12,700	\$ -
19	Orange	City of Anaheim	State College Boulevard Grade Separation	23	Sep-09	Dec-09	\$ 70,000	\$ 31,500	\$ -
15	Los Angeles	Port of Los Angeles	South Wilmington Grade Separation	41	Apr-06	Jan-11	\$ 73,060	\$ 13,000	\$ -
21	Riverside	City of Banning	Sunset Avenue Grade Separation	15	Apr-09	Jul-11	\$ 36,500	\$ 18,250	\$ -
22	Riverside	County of Riverside	Clay Street Railroad Grade Separation	30	Dec-09	Aug-11	\$ 37,350	\$ 16,000	\$ -
23	Riverside	City of Riverside	ACE: Riverside Avenue Grade Separation	28	Jun-09	Dec-11	\$ 30,300	\$ 14,000	\$ -
25	Riverside	City of Riverside	ACE: 3rd Street Grade Separation	9	Mar-09	Jan-12	\$ 40,161	\$ 25,000	\$ -
24	Riverside	City of Riverside	ACE: Streater Avenue Grade Separation	77	Jan-10	Jan-12	\$ 36,800	\$ 20,000	\$ -
27	Riverside	County of Riverside	Magnolia Avenue Grade Separation	57	Dec-09	Jan-12	\$ 81,750	\$ 30,000	\$ -
31	San Bernardino	City of Barstow	Lenwood Road Grade Separation	62	Oct-10	Apr-12	\$ 31,457	\$ 15,729	\$ -
32	San Bernardino	City of Ontario	S Milliken Avenue Railroad Grade Separation at UPRR	26	Dec-09	Dec-12	\$ 30,083	\$ 13,300	\$ -
							\$ 541,671	\$ 209,479	\$ -

Screened out									
49	Santa Barbara	City of Santa Barbara	Improve Safety at Milpas & Indio Muerta Intersections		Jun-08	Dec-09	\$ 9	\$ 9	\$ -

Staff Recommendations for the
Highway-Railroad Crossing Safety Account (HRCSA) Program
(Dollars in Thousands)

PART 2 Scoring Sheet

ID	County	Nominated By	Project Title	Const. Start	HRCSA Funding Recomm'd	A (50%)	B (20%)	C (10%)	D (20%)	Total Points (100%)
Recommended Program for Part 2 - Construction Start by December 2010 with 50% or more Non-State Funding										
33	San Diego	City of San Diego	Park Boulevard at Harbor Drive/Pedestrian Bridge	Jun-08	\$ 6,000	33	20	10	20	83
13	Los Angeles	SCRRA	Broadway-Brazil Street Grade Crossing Improvements	Sep-09	\$ 3,000	45	19	10	20	94
29	Sacramento	City of Sacramento	6th Street Overcrossing & 7th Street Undercrossing	Nov-09	\$ 17,968	40	19	10	20	89
2	Alameda	City of Fremont	Kato Road Grade Separation	Apr-10	\$ 10,000	32	18	10	20	80
48	Tulare	City of Tulare	Cartmill Avenue Grade Separation	Jun-10	\$ 11,293	35	17	10	20	82
46	Tulare	County of Tulare	Betty Drive Grade Separation	Jun-10	\$ 12,175	36	17	10	20	83
40	San Joaquin	Port of Stockton	Port of Stockton Expressway	Jun-10	\$ 10,448	34	17	10	20	81
41	San Joaquin	City of Stockton	Eight Mile Road/UPRR (East) Grade Separation	Jul-10	\$ 8,500	42	16	10	20	88
42	San Joaquin	City of Stockton	Eight Mile Road/UPRR (West) Grade Separation	Jul-10	\$ 8,500	41	16	10	20	87
20	Orange	City of Irvine	Sand Canyon Grade Separation	Aug-10	\$ 8,000	48	15	10	14	87

ID	County	Nominated By	Project Title	Const. Start	HRCSA Funding Recomm'd	A (50%)	B (20%)	C (10%)	D (20%)	Total Points (100%)
Not Recommended for Funding										
34	San Diego	City of Encinitas	Encinitas Grade-Separated Pedestrian Crossings	Mar-10	\$ -	32	18	10	1	61
5	Contra Costa	City of Richmond	Marina Bay Grade Separation	Sep-10	\$ -	42	15	10	5	72
3	Alameda	City of Hayward	Tennyson Road at UPRR Grade Separation	Dec-10	\$ -	43	12	10	0	65
10	Kern	City of Bakersfield	Route 58 (Rosedale)/Landco Grade Separation	Sep-11	\$ -	45	6	10	20	81
28	Riverside	County of Riverside	Jurupa Road Railroad Grade Separation	Jan-12	\$ -	42	5	10	20	77
26	Riverside	City of Riverside	ACE: Mary Street Grade Separation	Jan-12	\$ -	39	5	10	20	74
6	Contra Costa	City of Richmond	Cutting Boulevard Grade Separation	Apr-12	\$ -	45	5	10	20	80
35	San Diego	SANDAG	H Street at SD&AE Grade Separation	Oct-12	\$ -	38	4	10	20	72
36	San Diego	SANDAG	E Street at SD&AE Grade Separation	Oct-12	\$ -	38	4	10	20	72
37	San Diego	SANDAG	Sorrento Valley Boulevard at SDNR Grade Separation	Jun-13	\$ -	40	3	10	1	54
4	Alameda	City of Berkeley	Gilman Street Railroad Grade Separation	Jul-13	\$ -	44	3	10	18	75
38	San Diego	SANDAG	Taylor Street at SDNR Grade Separation	Feb-14	\$ -	45	2	10	0	57
7	Fresno	County of Fresno	Mountain View Avenue/UPRR Grade Separation Project	Mar-14	\$ -	40	2	10	5	57
16	Los Angeles	City of Santa Clarita	Magic Mountain Parkway Railroad Flyover	May-14	\$ -	44	2	10	20	76
17	Los Angeles	City of Palmdale	Rancho Vista Boulevard/Avenue P Grade Separation	Jul-14	\$ -	49	1	10	20	80

Scoring Criteria

- A Effectiveness of the project in providing transportation benefits, including the improvement of safety, operations, and effective capacity.
- B Deliverability - date by which the project will be ready for award of the construction contract
- C Project reduces local or regional emissions of diesel particulates and other air pollutants
- D Financial contribution from non-state funds

Staff Recommendations for the
Highway-Railroad Crossing Safety Account (HRCSA) Program
(Dollars in Thousands)

PART 2 Scoring Sheet

ID	County	Nominated By	Project Title	Const. Start	HRCSA Funding Recomm'd	A (50%)	B (20%)	C (10%)	D (20%)	Total Points (100%)
Recommended Program for Part 2 - Construction Start by December 2010 with 50% or more Non-State Funding										
33	San Diego	City of San Diego	Park Boulevard at Harbor Drive/Pedestrian Bridge	Jun-08	\$ 6,000	33	20	10	20	83
13	Los Angeles	SCRRA	Broadway-Brazil Street Grade Crossing Improvements	Sep-09	\$ 3,000	45	19	10	20	94
29	Sacramento	City of Sacramento	6th Street Overcrossing & 7th Street Undercrossing	Nov-09	\$ 17,968	40	19	10	20	89
2	Alameda	City of Fremont	Kato Road Grade Separation	Apr-10	\$ 10,000	32	18	10	20	80
48	Tulare	City of Tulare	Cartmill Avenue Grade Separation	Jun-10	\$ 11,293	35	17	10	20	82
46	Tulare	County of Tulare	Betty Drive Grade Separation	Jun-10	\$ 12,175	36	17	10	20	83
40	San Joaquin	Port of Stockton	Port of Stockton Expressway	Jun-10	\$ 10,448	34	17	10	20	81
41	San Joaquin	City of Stockton	Eight Mile Road/UPRR (East) Grade Separation	Jul-10	\$ 8,500	42	16	10	20	88
42	San Joaquin	City of Stockton	Eight Mile Road/UPRR (West) Grade Separation	Jul-10	\$ 8,500	41	16	10	20	87
20	Orange	City of Irvine	Sand Canyon Grade Separation	Aug-10	\$ 8,000	48	15	10	14	87

ID	County	Nominated By	Project Title	Const. Start	HRCSA Funding Recomm'd	A (50%)	B (20%)	C (10%)	D (20%)	Total Points (100%)
Not Recommended for Funding										
34	San Diego	City of Encinitas	Encinitas Grade-Separated Pedestrian Crossings	Mar-10	\$ -	32	18	10	1	61
5	Contra Costa	City of Richmond	Marina Bay Grade Separation	Sep-10	\$ -	42	15	10	5	72
3	Alameda	City of Hayward	Tennyson Road at UPRR Grade Separation	Dec-10	\$ -	43	12	10	0	65
10	Kern	City of Bakersfield	Route 58 (Rosedale)/Landco Grade Separation	Sep-11	\$ -	45	6	10	20	81
28	Riverside	County of Riverside	Jurupa Road Railroad Grade Separation	Jan-12	\$ -	42	5	10	20	77
26	Riverside	City of Riverside	ACE: Mary Street Grade Separation	Jan-12	\$ -	39	5	10	20	74
6	Contra Costa	City of Richmond	Cutting Boulevard Grade Separation	Apr-12	\$ -	45	5	10	20	80
35	San Diego	SANDAG	H Street at SD&AE Grade Separation	Oct-12	\$ -	38	4	10	20	72
36	San Diego	SANDAG	E Street at SD&AE Grade Separation	Oct-12	\$ -	38	4	10	20	72
37	San Diego	SANDAG	Sorrento Valley Boulevard at SDNR Grade Separation	Jun-13	\$ -	40	3	10	1	54
4	Alameda	City of Berkeley	Gilman Street Railroad Grade Separation	Jul-13	\$ -	44	3	10	18	75
38	San Diego	SANDAG	Taylor Street at SDNR Grade Separation	Feb-14	\$ -	45	2	10	0	57
7	Fresno	County of Fresno	Mountain View Avenue/UPRR Grade Separation Project	Mar-14	\$ -	40	2	10	5	57
16	Los Angeles	City of Santa Clarita	Magic Mountain Parkway Railroad Flyover	May-14	\$ -	44	2	10	20	76
17	Los Angeles	City of Palmdale	Rancho Vista Boulevard/Avenue P Grade Separation	Jul-14	\$ -	49	1	10	20	80

Scoring Criteria

- A Effectiveness of the project in providing transportation benefits, including the improvement of safety, operations, and effective capacity.
- B Deliverability - date by which the project will be ready for award of the construction contract
- C Project reduces local or regional emissions of diesel particulates and other air pollutants
- D Financial contribution from non-state funds

#1 & #2

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0020
(916) 319-2020
FAX (916) 319-2120

Assembly California Legislature

STANDING COMMITTEES
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BUSINESS AND PROFESSIONS
JOINT LEGISLATIVE AUDIT COMMITTEE
PUBLIC EMPLOYEES, RETIREMENT
AND SOCIAL SECURITY



DISTRICT OFFICE
39510 PASEO PADRE PARKWAY, STE 280
FREMONT, CA 94538
(510) 440-9030
FAX (510) 440-9035

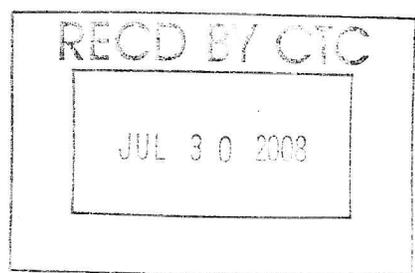
ALBERTO TORRICO
ASSEMBLYMEMBER, TWENTIETH DISTRICT
MAJORITY LEADER

WEBSITE:
www.assembly.ca.gov/torrigo

EMAIL:
assemblymember.torrigo@assembly.ca.gov

July 29, 2008

Mr. John Chalker, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814



RE: Support - Highway-Railroad Crossing Safety Account project funding
Warren Avenue Grade Separation and Kato Road Grade Separation

Dear Chairman Chalker:

I am writing in support of two projects currently nominated for funding from the Highway-Railroad Crossing Safety Account (HRCSA).

The first project, the Warren Avenue Grade Separation, is located in the City of Fremont and is nominated for \$9.6 million in HRCSA funds. If approved, this grade separation will complete the traffic improvements envisioned by the city, Alameda County, and the state, which have invested a combined \$123 million to improve the 1-880/SR 262 interchange. In addition to eliminating the accidents involving trains and automobiles, this project will further assist the region's efforts to relieve traffic congestion.

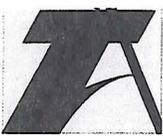
The second project, the Kato Road Grade Separation, is also located in the City of Fremont and has been nominated for \$10 million in HRCSA funds. This project will not only improve the traffic flow and safety of the crossing, it will help lower both vehicle emissions and noise in an area currently being redeveloped with residential units.

I respectfully request your approval of funding for the Warren Avenue Grade Separation and Kato Road Grade Separation projects. If you have any questions, please do not hesitate to contact me at 319-2020. Thank you in advance for your consideration.

Sincerely

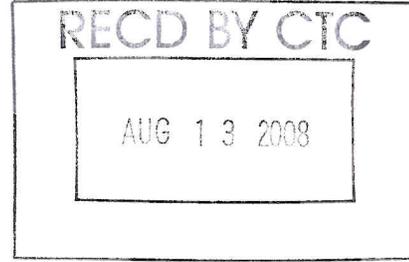
Alberto Torrico
Assembly Majority Leader, District 20

✓cc: John Barna, Executive Director



**Alameda
County
Transportation
Authority**

August 6, 2008



#1 & #2

Mr. John Chalker, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

1333 Broadway
Suite 300
Oakland, CA 94612

Telephone:
510/893-3347

Facsimile:
510/893-6489

Webpage:
www.ACTA2002.com

Subject: Support of Highway-Rail Crossing Safety Account Project Funding for the Warren Avenue Grade Separation and Kato Road Grade Separation in Fremont

Dear Chairman Chalker:

I am writing on behalf of the Alameda County Transportation Authority in support of two projects (four grant applications) currently nominated for Highway-Railroad Crossing Safety Account (HRCSA) funding. Both projects are located in the City of Fremont.

*Alice Lai-Bitker, Chair
Supervisor, District 3*

*Mark Green, Vice Chair
Mayor, Union City*

*Ruth Atkin
Vice Mayor, City of
Emeryville*

*Keith Carson
Supervisor, District 5*

*Henry Chang, Jr.
Vice Mayor, City of
Oakland*

*Scott Haggerty
Supervisor, District 1*

*Janet Lockhart
Mayor, City of Dublin*

*Nate Miley
Supervisor, District 4*

*Gail Steele
Supervisor, District 2*

The first project is the Warren Avenue Grade Separation Project. It is nominated for both Part 1 and Part 2 HRCSA funding of \$9.6 million. If approved, this grade separation will greatly enhance the I-880/SR 262/Warren Avenue Interchange, which is under construction and scheduled to be completed in six months. This \$123 million project is a joint effort of the State, the Alameda County Transportation Authority, the Alameda County Congestion Management Agency and the City of Fremont Redevelopment Agency. The project includes a new interchange to and from I-880 at Warren Avenue. Without the Warren Avenue Grade Separation, cars exiting I-880 at Warren Avenue could be delayed by trains at the current grade crossing. The large number of daily trains at this crossing have been observed blocking Warren Avenue for up to an hour during peak commute periods, which now could result in cars backing up onto the Warren Avenue off-ramp from I-880 and potentially onto the mainline freeway. In addition to greatly enhancing the efficiency of the new I-880/SR 262/Warren Avenue Interchange Project, the Warren Avenue Grade Separation will improve safety for cars, bicyclists and pedestrians, reduce train noise, and improve air quality.

*Christine Monsen
Executive Director*

The second project, the Kato Road Grade Separation, has also been nominated for both Part 1 and Part 2 HRCSA funding of \$10 million. This project will improve safety, reduce congestion, improve air quality and also reduce train-related noise, which are all critical improvements in this area which is currently being redeveloped with residential units.

Both the Warren Avenue and Kato Road Grade Separations are well along in the project development process with both projects having recently completed 65% final design. As a result, both projects have had successful design reviews from the Union Pacific Railroad who have approved the initial design parameters. In addition, both projects have high local match percentages with fully committed matching funds.

The Alameda County Transportation Authority respectfully requests your approval of HRCSA funding for the Warren Avenue Grade Separation Project and for the Kato Road Grade Separation Project. Thank you in advance for your consideration.

Sincerely,



Christine Monsen
Executive Director

Cc: **John Barna, CTC Executive Director**
Fred Diaz, Fremont City Manager
Kurt Evans, Santa Clara Valley Transportation Authority
Tess Lengyel, ACTA/ACTIA Programs & Public Affairs Manager

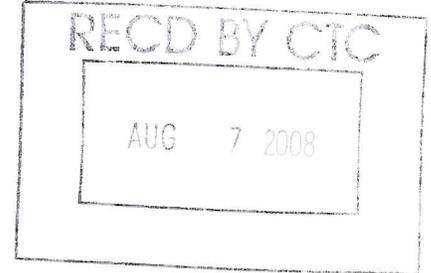


ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

#1 & #2

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

August 5, 2008



AC Transit
Director
Greg Harper

Alameda County
Supervisors
Kate Miley
Scott Haggerty
Chair

City of Alameda
Mayor
Bevly Johnson

City of Albany
Councilmember
Fadi Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Vice-Mayor
Robert Wieckowski

City of Hayward
Mayor
Michael Sweeney

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Vice Chair

Executive Director
Dennis R. Fay

Mr. John Chalker, Chair
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

**Subject: Support of Highway-Rail Crossing Safety Account Project
Funding for the Warren Avenue Grade Separation and Kato
Road Grade Separation in Fremont**

Dear Chairman Chalker:

I am writing on behalf of the Alameda County Congestion Management Agency in support of two projects (four grant applications) currently nominated for Highway-Railroad Crossing Safety Account (HRCSA) funding. Both projects are located in the City of Fremont.

The first project is the Warren Avenue Grade Separation Project and it is nominated for both Part 1 and Part 2 HRCSA funding of \$9.6 million. If approved, this grade separation will greatly enhance the I-880/SR 262/Warren Avenue Interchange, which is under construction and scheduled to be completed in six months. This \$123 million project is a joint effort of the State, the Alameda County Transportation Improvement Authority, the Alameda County Congestion Management Agency and the City of Fremont Redevelopment Agency. The project includes a new interchange to and from I-880 at Warren Avenue. Without the Warren Avenue Grade Separation, cars exiting I-880 at Warren Avenue could be delayed by trains at the current grade crossing. The large number of daily trains at this crossing have been observed blocking Warren Avenue for up to an hour during peak commute periods, which now could result in cars backing up onto the Warren Avenue off-ramp from I-880 and potentially onto the mainline freeway. In addition to greatly enhancing the efficiency of the new I-880/SR 262/Warren Avenue Interchange Project, the Warren Avenue Grade Separation will improve safety for cars, bicyclists and pedestrians, reduce train noise, and improve air quality.

The second project, the Kato Road Grade Separation, has also been nominated for both Part 1 and Part 2 HRCSA funding of \$10 million. This project will improve safety, reduce congestion, improve air quality and also reduce train-related noise,

which are all critical improvements in this area which is currently being redeveloped with residential units.

Both the Warren Avenue and Kato Road Grade Separations are well along in the project development process with both projects having recently completed 65% final design. As a result, both projects have had successful design reviews from the Union Pacific Railroad who have approved the initial design parameters. In addition, both projects have high local match percentages with fully committed matching funds.

The Alameda County Congestion Management Agency respectfully requests your approval of HRCSA funding for the Warren Avenue Grade Separation Project and for the Kato Road Grade Separation Project. Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Dennis R. Fay".

Dennis Fay
Executive Director

Cc: John Barna, CTC Executive Director
Fred Diaz, Fremont City Manager
Kurt Evans, VTA



John C. Shurson
Assistant Director Public Projects

BNSF Railway Company

740 East Carnegie Drive
San Bernardino, CA 92408
(909) 386-4470 (office)
(909) 386-4479 (fax)
john.shurson@bnsf.com

#5

July 24, 2008

Mr. John Barna
Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, California 95814

Subject: Marina Bay Parkway Grade Separation – Richmond, California

Dear Mr. Barna:

We have been working actively with the City of Richmond on several issues, one of which is grade separations. BNSF is aware of the proposed grade separation for the Marina Bay Parkway submitted by the Richmond Community Redevelopment Agency for funding. BNSF has trackage rights and operates over the Marina Bay Parkway grade crossing which is Union Pacific trackage. Since this is the Union Pacific's grade crossing, BNSF is not directly involved with discussions regarding the design and funding; however, we are supportive of the Agency's efforts to separate Marina Bay Parkway.

Please feel free to contact either myself or John Stilley, 909-386-4474, should you have any questions.

Sincerely,

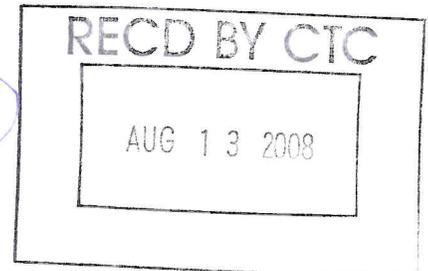
John Shurson
Assistant Director Public Projects

cc: John Stilley – BNSF Railway Company (email)
Colleen Deines – BNSF Railway Company (email)



#5

Richmond Pacific Railroad
402 Wright Avenue
Richmond, CA 94804
510-307-4075 - johnck@levinterminal.com



August 6, 2008

Mr. John Barna
Executive Director
California Transportation Commission
Mail Station 52, Room 2222
120 N Street
Sacramento, CA 95814

Subject: Marina Bay Parkway Grade Separation – Richmond, CA

Dear Mr. Barna,

We have been working actively with the City of Richmond on several grade crossing issues, including the grade separation proposal for Marina Bay Parkway. We understand that the Richmond Community Redevelopment Agency has submitted this project to CTC for funding. Richmond Pacific leases this track from Union Pacific and operates over it daily. While we support the grade separation project we are not in a position to participate in funding discussions.

Please feel free to contact me with any questions you might have.

Regards,

John L. Cockle
Superintendent

Cc: Terrell Anderson – Union Pacific Railroad
John Miller – Union Pacific Railroad
John Shurson – BNSF Railway
Jim Branch – City of Richmond Redevelopment

#11, 12, 15



ANTONIO R. VILLARAIGOSA
MAYOR

July 24, 2008

John Chalker
Chairman
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, Ca 95814

Re: Proposition 1B – Highway-Railroad Crossing Safety Account Projects

Dear Chairman Chalker:

As Mayor of the City of Los Angeles, I am pleased to support three high priority railroad/highway grade separation projects for consideration and support by the California Transportation Commission (CTC). We believe these priority projects are consistent with and advance the criteria contained in the CTC's "Proposition 1B – Highway-Railroad Crossing Safety Account" program. This letter of support is being submitted jointly with my fellow City of Los Angeles colleagues, Councilmembers members Ed Reyes and Janice Hahn.

As Mayor of Los Angeles, one of my top priorities has been to reduce traffic congestion and improve the mobility of vehicles and goods throughout the City. We greatly value the partnership between the City and Commission in addressing these dual priorities. Consistent with this partnership between the City and Commission, we strongly urge your support for and funding of the following three projects:

- Riverside Drive Grade Separation Replacement (# 11)
- North Spring Street Grade Separation Reconstruction (# 12)
- South Wilmington Grade Separation (#15)

We thank you in advance for your careful review and consideration of our funding request and your support for improving traffic congestion and safety in the City of Los Angeles.



CITY OF MERCED

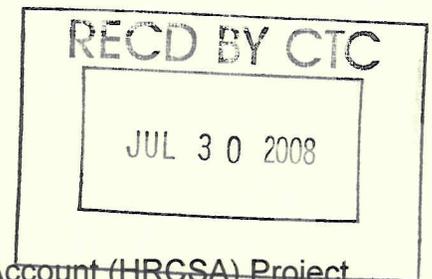
"Gateway to Yosemite"



OFFICE OF THE MAYOR
(209) 385-6834 • (209) 723-1780 FAX

July 17, 2008

California Transportation Commission
Attn: Mr. John Barna, Executive Director
Mail Station 52, Room 2222
Sacramento, CA 95814



RE: Proposition 1B Highway-Railroad Crossing Safety Account (HRGSA) Project
Applicant: City of Merced
Projects: Burlington Northern Santa Fe/G Street Grade Separation

Dear Mr. Barna:

On behalf of the City of Merced's residents, employees, businesses, and visitors, I am writing to ask that a very significant and important grade separation project receive funding under the Proposition 1B Highway-Railroad Safety Account Program. While Merced understands that the CTC will have to make difficult decisions in choosing which projects to fund, we are confident that California and its taxpayers will experience immediate and long-term benefits as a result of the G Street Grade Separation project for the following reasons:

- Desperately Needed Improved Access to Emergency Services. Merced is bisected by two separate sets of railroad tracks. The juxtaposition of these two rail lines is the reason 73% of the population is denied access to the city's only hospital. Even under the best of circumstances, several minutes of delay for an ambulance may mean the difference between life and death.
- Emergency Response Time Delays. Over the past two years, Merced public safety personnel have recorded 240 delays at Burlington Northern Santa Fe (BNSF) tracks, severely impacting emergency response times. Seventy-one trains pass through Merced daily, typically blocking traffic on G Street, one of the city's major roads. Public safety personnel experience extreme frustration when they are unable to respond in a timely fashion when a life-threatening or

dangerous event is occurring. The frustration comes from not being able to prevent an injury or death, or from not being able to provide backup coverage for a fellow officer.

- Also unique to Merced is the fact that the at-grade railroad crossings are so close together, that trains approaching one crossing triggers the closure of nearby crossings, even though a train may be a significant distance away.
- Student and Public Safety.
On May 8, 1931, a school bus carrying children in Merced was hit by a train on the Santa Fe railroad tracks. Many students were killed or seriously injured, many of them in the same family. Tragically, some families lost all of their children in the devastating accident. This tragedy resulted in the 1935 creation of a Vehicle Code Section 22452 that requires, *“The driver of any motor vehicle carrying passengers for hire, or of any school bus carrying and school child...before crossing at grade any track or tracks...shall stop such vehicle not less than ten nor more than fifty feet from the nearest rail of such track and while so stopped shall listen, and look in both directions along such track, for any approaching railway train...before traversing such crossing...”*
- Today, the Merced City School District operates 30 school busses that cross the railroad tracks up to 50 times a day. Twenty of the districts 25 school bus routes use the G Street crossing daily, transporting approximately 2,500 students to elementary and middle schools. It would be extremely devastating if the city and its residents were to experience another tragedy due to the inability to construct a grade separation. The City of Merced is also ranked number one in the nation for pedestrian fatalities related to trains.
- Completion of the G Street Crossing will not only mark a significant historical disaster in remembrance of the children and families who were affected by the 1931 accident, it will also commemorate the investments that California is making in rail safety through Proposition 1B.
- California Taxpayers Double Their Investment. The BNSF/G Street Grade Separation is on both the PUC priority list and is located within a proposed High Speed Rail Corridor. Funding this project will meet both of these priorities (rail safety and the development of High Speed Rail), keeping the faith of California’s voters in one of California’s primary goods movement corridors.
- Economic Stimulation and Project Readiness. Investment in transportation projects that are “ready-to-go” will provide immediate economic benefit to the entire State of California. The G Street project is scheduled to commence construction in March 2010. This represents a construction start date before 35 of the 49 total projects under consideration for funding. Additionally, out of the

18 projects seeking consideration under both of the HRCSA programs, only three can commence construction before G Street. The G Street project has completed environmental clearance, plans are under contract, the city has matching funds, and the project is "ready-to-go."

- Lack of Alternative Grade Separated Crossings. The G Street project will provide the only dependable grade separation within 12 miles to the north, and the only grade separation from the city to Merced County's southern border. Frequent passing and stalled trains at the current at-grade crossings disproportionately impact public safety, emergency services and evacuation access, air quality, access to services and education facilities, regional circulation, and public convenience.
- Geographic Equity. When approving Proposition 1B, voters in the Central Valley expected geographic equity in the disbursement of these funds. Funding the G Street Grade Separation project meets the goals of the state, the High Speed Rail Authority, and most importantly, provides accountability to all of California's voters.

The City of Merced sincerely appreciates your diligent review of the G Street project. Again, we are confident that this project is directly in line with voters' expectations, and look forward to the opportunity to work together. Please do not hesitate to contact me if you have any questions at (209) 385-6834.

Sincerely,



Ellie Wooten
Mayor

CC: Senator Jeff Denham
Assembly Member Cathleen Galgiani

DORIS O. MATSUI
5TH DISTRICT, CALIFORNIA

COMMITTEE ON RULES

COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

Congress of the United States
House of Representatives
Washington, DC 20515-0505

#29
WASHINGTON OFFICE:
222 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0505
(202) 225-7183

DISTRICT OFFICE:
ROBERT T. MATSUI U.S. COURTHOUSE
501 I STREET, SUITE 12-600
SACRAMENTO, CA 95814
(916) 498-5800

<http://matsui.house.gov>

July 29, 2008

Mr. John Chalker
Chairman
California Transportation Commission
1120 N Street, Room 2221
Sacramento, California 95814

Dear Chairman Chalker:

I am pleased to offer my strong support to the request for funding made by the City of Sacramento to the Proposition 1B Highway Railroad Crossing Safety Account Program for street crossings and grade separations at 6th and 7th Streets in downtown Sacramento.

Once constructed, the grade separations at 6th and 7th Streets will allow safe access to the revitalized downtown railyards, which in the coming years will be home to an intermodal transit center, as well as thousands of new jobs, homes, stores, offices and other cultural amenities. I have worked in Congress to find federal funding to compliment the State and City of Sacramento's substantial investment, including funds for the relocation of the current downtown rail lines. The movement of the rail lines, along with the grade separations will allow the existing downtown streets to connect safely and seamlessly to the railyards. Without such necessary improvements motorists and pedestrians will be exposed to an increased likelihood of accidents and delays. The promise of a new and economically vibrant portion to Sacramento's downtown awaits these necessary infrastructure improvements. I am joined in my support for this funding by Senator Darrell Steinberg, Assemblyman Dave Jones, SACOG and other civic leaders.

Thank you for your leadership at the California Transportation Commission and for your past support of the downtown railyards project. I trust you will give the City of Sacramento's proposal serious consideration.

Sincerely,



DORIS O. MATSUI
Member of Congress

DOM:nd

#29

STATE CAPITOL
ROOM 4035
SACRAMENTO, CA 95814
TEL (916) 651-4006
FAX (916) 323-2263

DISTRICT OFFICE
1020 N STREET, ROOM 576
SACRAMENTO, CA 95814
TEL (916) 651-1529
FAX (916) 327-8754

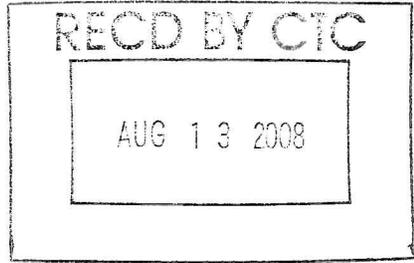
California State Senate

SENATOR
DARRELL STEINBERG
SIXTH SENATORIAL DISTRICT



COMMITTEES
NATURAL RESOURCES & WATER
CHAIR
BUDGET & FISCAL REVIEW
SUBCOMMITTEE NO. 2 ON
RESOURCES, ENVIRONMENTAL
PROTECTION & ENERGY
ENVIRONMENTAL QUALITY
JUDICIARY
HEALTH

SELECT COMMITTEE
HIGH SCHOOL GRADUATION



August 6, 2008

Mr. John Barna, Executive Director
California Transportation Commission
Mail Station 52, Room 2221
1120 N Street
Sacramento, CA 95814

Dear Executive Director Barna:

Thank you to the California Transportation Commission for its support of Sacramento's historic downtown rail yard.

In April, the Commission approved funding for the relocation of the Union Pacific tracks within the rail yard for improved goods movement and increased rail passenger safety. The Commission's award of Prop 1B Trade Corridor Improvement Funds to the track relocation project provided a much-needed boost to the rail yard development, one of the largest urban infill opportunities in the nation.

Today, I write to express my strong support for the city of Sacramento's application for two grade separation projects under the Proposition 1B Highway-Railroad Crossing Safety Account Program. In conjunction with the track relocation project, the grade separations at 6th and 7th Streets will serve as a significant enhancement to the safety and efficiency of the new rail corridor while increasing access and functionality between downtown Sacramento and the rail yard.

The downtown rail yard will soon be home to approximately 25,000 new residents and 20,000 employees. The likelihood of accidents and major transportation delays will increase tremendously unless these crossings are put in place. The grade separations will eliminate the potential for dangerous at-grade vehicular and pedestrian crossings at this major freight and passenger rail corridor.

Mr. John Barna, Executive Director
California Transportation Commission
August 6, 2008
Page two

Thank you again for your past support of the downtown rail yard and your consideration of the city of Sacramento's grade separation application. Please feel free to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Darrell Steinberg". The signature is written in a cursive, flowing style with a large, sweeping flourish at the end.

DARRELL STEINBERG
State Senator, 6th District

Cc: Dale Bonner, Secretary, Business, Transportation & Housing Agency
John Chalker, Chairman, CA Transportation Commission

#29

CAPITOL OFFICE
 STATE CAPITOL
 SACRAMENTO, CA 95814
 TEL (916) 651-4001
 FAX (916) 324-2680

DISTRICT OFFICES

2140 PROFESSIONAL DR. #140
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33C BROADWAY
 JACKSON, CA 95642
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2094 E MAIN ST
 QUINCY, CA 95971
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California State Senate

SENATOR
DAVE COX
 FIRST SENATE DISTRICT



COMMITTEES

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 VICE CHAIR

LOCAL GOVERNMENT
 VICE CHAIR

MEMBER

BANKING, FINANCE
 & INSURANCE

ENERGY, UTILITIES
 & COMMERCE

HEALTH

July 30, 2008

Mr. John Chalker, Chairman
 California Transportation Commission
 Mail Station 52, Room 2222
 1120 N Street
 Sacramento, CA 95814

Dear Chairman Chalker:

Thank you for the California Transportation Commission's support of Sacramento's historic downtown rail yard.

In April, the Commission approved funding for the relocation of the Union Pacific tracks within the rail yard for improved goods movement and increased rail passenger safety. The Commission's award of Prop 1B Trade Corridor Improvement Funds to the track relocation project provided a much-needed boost to the rail yard development, one of the largest urban infill opportunities in the nation.

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#29

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0005
TEL: (916) 319-2005
FAX: (916) 319-2105

DISTRICT OFFICE
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SACRAMENTO, CA 95841
TEL: (916) 349-1995
FAX: (916) 349-1999

Assemblymember.Niello@assembly.ca.gov
www.assembly.ca.gov/niello

Assembly California Legislature

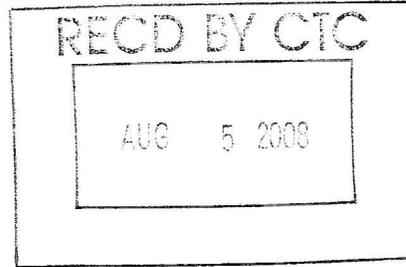


ROGER NIELLO
ASSEMBLYMAN, FIFTH DISTRICT

COMMITTEES
VICE CHAIR, BUDGET
ELECTIONS AND REDISTRICTING

JOINT COMMITTEES
JOINT LEGISLATIVE BUDGET
COMMITTEE
EMERGENCY SERVICES AND
HOMELAND SECURITY

SELECT COMMITTEES
SELECT COMMITTEE ON
FOSTER CARE
SELECT COMMITTEE ON
GROWTH MANAGEMENT



August 1, 2008

Mr. John Chalker, Chairman
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Dear Chairman Chalker:

Thank you to the California Transportation Commission for its support of Sacramento's historic downtown rail yard.

In April, the Commission approved funding for the relocation of the Union Pacific tracks within the rail yard for improved goods movement and increased rail passenger safety. The Commission's award of Prop 1B Trade Corridor Improvement Funds to the track relocation project provided a much-needed boost to the rail yard development, one of the largest urban infill opportunities in the nation.

Today, I write to express my strong support for the city of Sacramento's application for two grade separation projects under the Proposition 1B Highway-Railroad Crossing Safety Account Program. In conjunction with the track relocation project, the grade separations at 6th and 7th Streets will serve as a significant enhancement to the safety and efficiency of the new rail corridor while increasing access and functionality between downtown Sacramento and the rail yard.

The downtown rail yard will soon be home to approximately 25,000 new residents and 20,000 employees. The likelihood of accidents and major transportation delays will increase tremendously unless these crossings are put in place. The grade separations will eliminate the potential for dangerous at-grade vehicular and pedestrian crossings at this major freight and passenger rail corridor.

Mr. John Chalker, Chairman
California Transportation Commission
July 18, 2008
Page 2

Thank you again for your past support of the downtown rail yard and your consideration of the city of Sacramento's grade separation application. Please feel free to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Roger Niello". The signature is written in a cursive, slightly slanted style.

ROGER NIELLO
Assemblyman, 5th District

Cc: Dale Bonner, Secretary, Business, Transportation & Housing Agency
John Barna, Executive Director, CA Transportation Commission

#29

Sacramento Area
Council of
Governments

1415 L Street,
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Sacramento, CA
95814

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fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org



July 29, 2008

Mr. John Chalker, Chairman
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Dear Chairman Chalker:

On behalf of the Sacramento Area Council of Governments, I write to support the City of Sacramento's application for two grade-separation projects under the Proposition 1B Highway-Railroad Crossing Safety Account Program. In conjunction with the track relocation project the Commission approved in April, the grade separations at 6th and 7th streets will serve as a significant enhancement to the safety and efficiency of the new rail corridor, while increasing access and functionality between downtown Sacramento and the railyard.

The grade separations in the railyard will eliminate the potential for dangerous at-grade vehicular and pedestrian crossings at this major freight and passenger rail corridor. The Sacramento Intermodal Station, located in the railyard, will be a central connection point for intercity and local buses, light rail transit, passenger rail, and future regional rail service for the six-county metropolitan region, serving an anticipated 15 million patrons by 2025. The City of Sacramento has secured private reinvestment in the railyard and surrounding area to maximize the land use, transportation and air quality benefits of this significant infrastructure investment.

Thank you again for your past support of the downtown railyard. Please feel free to contact me if you have any questions or need additional information regarding this vitally important project.

Sincerely,

Mike McKeever
Executive Director

MM:EJ:ts

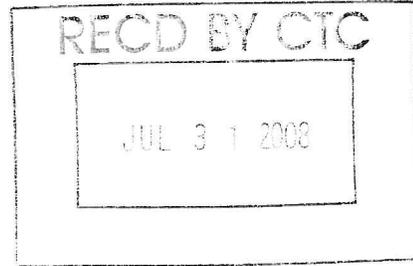
cc: Dale Bonner, Business, Transportation & Housing Agency
John Barna, California Transportation Commission

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- Auburn
- Citrus Heights
- Colfax
- Davis
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- Elk Grove
- Folsom
- Galt
- Istaiton
- Lincoln
- Live Oak
- Loomis
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- Rancho Cordova
- Rocklin
- Roseville
- Sacramento
- Sacramento County
- Sutter County
- West Sacramento
- Wheatland
- Winters
- Woodland
- Yolo County
- Yuba City
- Yuba County



July 30, 2008



#29

Mr. John Chalker, Chairman
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

SUBJECT: Support For City Of Sacramento's Application For Proposition 1B Highway-Railroad Crossing Safety Account Program Funds

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300 LAKESIDE DRIVE
14TH FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

Dear Chairman Chalker:

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), I am submitting the CCJPA's support for the City of Sacramento's application for two grade separation projects (6th and 7th Streets) as part of the Proposition 1B Highway-Railroad Crossing Safety Account Program.

This application builds upon the Commission's April 2008 action that approved Prop 1B Trade Corridor Improvement Funds (TCIF) for the relocation of the Union Pacific tracks within the rail yard for improved goods movement and increased rail passenger safety. These TCIF dollars provided the catalyst to the rail yard development, one of the largest urban infill opportunities in the nation.

In tandem with the track relocation project, the grade separations at 6th and 7th Streets will serve as a significant enhancement to the safety to the Capitol Corridor trains while increasing passenger and vehicle access between downtown Sacramento and the rail yard/train station development.

The downtown rail yard will soon be home to approximately 25,000 new residents and 20,000 employees. The grade separation project will mitigate and eliminate accidents and major transportation delays to the Capitol Corridor service. The grade separations will eliminate the potential for dangerous at-grade vehicular and pedestrian crossings at this major freight and passenger rail corridor.

The CCJPA appreciates the Commission's continued support of the Sacramento downtown rail yard and your consideration of the City of Sacramento's grade separation application.

Sincerely,

Eugene K. Skoropowski
Managing Director

cc: Dale Bonner, Secretary, Business, Transportation & Housing Agency
John Barna, Executive Director, CA Transportation Commission
CCJPA Board of Directors
Fran Halbakken, City of Sacramento

August 1, 2008

Mr. John Chalker, Chairman
 California Transportation Commission
 Mail Station 52, Room 2222
 1120 N Street
 Sacramento, CA 95814



Dear Chairman Chalker:

On behalf of the Sacramento Metro Chamber, I would like to express my strong support for the City of Sacramento's application for funding under the Proposition 1B Highway-Railroad Crossing Safety Account Program.

The City of Sacramento has put forth a proposal to construct two critically important grade separation projects within the historic downtown Sacramento Railyard. The Railyard is the future home of one of the largest infill development projects in the Country. The additional funding provided by the Highway Railroad Crossing Safety Account will ensure that this future transportation hub, for both goods movement and commuter rail, will be as safe as possible for pedestrians, motorists and rail users. Furthermore, the grade separation proposal put forth by the city will greatly increase efficiency of the new rail corridor, while ensuring a better connection with the existing downtown grid when development at the Railyard begins to take shape.

The Metro Chamber has been a consistent champion for the Railyards, even advocating on behalf of the project for funding from Prop 1C infill and TOD funds, which ultimately brought \$47 million to the project. Additionally, the Metro Chamber acted as a vocal supporter to help secure funding from the California Transportation Commission for the relocation of the Union Pacific tracks within the Railyard area to help improve goods movement and increase rail passenger safety. Development of the Railyard is not only consistent with the award winning Blueprint Plan, as well as the Metropolitan Transportation Plan, but is one of the most important infill projects in the Sacramento Region.

The Sacramento Metro Chamber is the largest, oldest and most prominent voice of business in the greater Sacramento area. Representing nearly 2,500 member businesses and business organizations in the six county Sacramento region, the Sacramento Metro Chamber serves as the region's leading proponent of regional cooperation and primary advocate on issues affecting business, economic development and quality of life.

Thank you for your past support of the Sacramento Railyard. I respectfully ask for your support for the City of Sacramento's application for funding under the Proposition 1B Highway-Railroad Crossing Safety Account Program.

Respectfully

Matthew R. Mahood
 President and CEO

metrochamber.org

- Chair 2008**
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*California Public Affairs Manager
 Intel*
- 1st Vice Chair**
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*Vice President, Corporate Communications
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 Perry Smith LLP*
- President & CEO**
Matthew Mahood
Sacramento Metro Chamber

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 Sacramento, California 95814

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 Fax 916.443.2672
 chamber@metrochamber.org

#39,44,45

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FAX (415) 557-7864

SENATOR.YEE@SENATE.CA.GOV
WWW.SEN.CA.GOV/YEE

California State Senate

SENATOR
LELAND Y. YEE, PH.D.
EIGHTH SENATE DISTRICT

余胤良博士
加州參議院副執行主席

- STANDING COMMITTEES
- APPROPRIATIONS
- BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT
- GOVERNMENTAL ORGANIZATION
- HEALTH
- HUMAN SERVICES
- TRANSPORTATION & HOUSING
- SELECT COMMITTEES
- ASIAN PACIFIC ISLANDER AFFAIRS
- BAY AREA SUSTAINABLE DEVELOPMENT AND ECONOMIC PROGRESS
- ASIAN PACIFIC RIM ECONOMIC DEVELOPMENT



RECD BY CTC
JUL 25 2008

July 22, 2008

John Chalker, Chair
California Transportation Commission
1120 N Street, Room 2233
Sacramento, CA 95814

Dear Chair Chalker:

I am writing in support of three grade-separation projects in my district that are eligible for Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funding. I understand the CTC intends to vote on eligible projects and their funding levels at the August 27-28, 2008 meeting. Funding for these projects in my district are important for the continued safe and reliable commuter rail service provided by Caltrain and will accommodate increased service levels as well as plans for High Speed Rail on the San Francisco Peninsula.

San Bruno Grade Separation Project

I support the \$30 million requested by Caltrain for the San Bruno Grade Separation Project because it is perhaps the highest priority project in all of Northern California in terms of safety. There have been six separate accidents in the project area in the last 10 years resulting in four deaths. This project will remove 25,000 potential daily vehicular/train incidents at three separate crossings in the City of San Bruno. It will additionally provide two new pedestrian-only grade separated crossings in the area, which is adjacent to the city's central business district, an elementary school and a public park.

This project will also provide significant improvement to traffic flow at nearby intersections which are currently operating at the lowest levels of measurable service without grade separations. Improved traffic flow, coupled with a new San Bruno station as part of the project, will spur more economic development in the area.

Jerrold Avenue and Quint Street Bridges Project

The \$10 million requested by Caltrain for the Jerrold Avenue and Quint Street Bridges Project in San Francisco will replace the existing, deteriorating bridges, each of which are over 100 years old. This is an important project to ensure the structural and seismic safety of the bridges, which will protect the commuter's using the rail line as well as citizens traveling under these aging bridges.

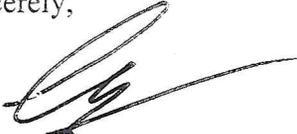
San Mateo Bridges Grade Separation Project

The \$5 million requested for this project will be used to replace four existing bridges in the City of San Mateo that are over 100 years old and have exceeded their useful life. The replacement bridges, in addition to meeting modern structural and seismic standards, will also have a higher vertical clearance than the existing bridges. The increase in vertical clearance on Poplar Avenue will improve access to San Mateo for heavy duty trucks from Highway 101.

It is important to note that all three projects submitted by Caltrain enjoy widespread community support, including matching or additional support from local or federal sources of funding. These projects are beyond initial planning stages and are ready to proceed towards construction.

On behalf of my constituents in San Bruno, San Mateo and San Francisco and the users Caltrain's commuter rail service all along the entire Peninsula, I ask for your support and approval of Prop. 1B HRCSA funding in the amounts requested.

Sincerely,



LELAND Y. YEE, PH.D.
Assistant President pro Tem
California State Senate

cc: John Barna, Executive Director
Commissioners, California Transportation Commission

#44 & #45

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E-mail: Assemblymember.Mullin@assembly.ca.gov
Website: <http://democrats.assembly.ca.gov/members/a19/>

Assembly California Legislature



GENE MULLIN
ASSEMBLYMEMBER, NINETEENTH DISTRICT

COMMITTEES:
CHAIR, EDUCATION
BUDGET
HOUSING AND COMMUNITY
DEVELOPMENT
PUBLIC EMPLOYEES, RETIREMENT
AND SOCIAL SECURITY
WATER, PARKS AND WILDLIFE
SUBCOMMITTEE:
BUDGET - SUBCOMMITTEE #2,
EDUCATION FINANCE
BUDGET - SUBCOMMITTEE #4,
STATE ADMINISTRATION
SELECT COMMITTEES:
CHAIR, BIOTECHNOLOGY

August 13, 2008

John Chalker
Chairman
California Transportation Commission
1120 N Street, Suite 2233
Sacramento, CA 95814

Dear Chairman Chalker,

I am writing in support of two grade-separation projects from the Proposition 1B Highway-Railroad Crossing Safety Account that will benefit San Mateo County. Funding for these projects is important for the continued safe and reliable commuter rail service provided by CalTrain and will accommodate increased service levels and plans for High Speed Rail along the Peninsula.

Implementation of the San Bruno Grade Separation Project will provide grade separations to eliminate conflicts between trains and pedestrian traffic. The railroad is immediately adjacent to the city's central business district, as well as a local park and elementary school. This location has some of the highest number of accidents and fatalities on the CalTrain Corridor. Additionally, this project will improve the San Bruno police and fire station emergency service response times. The CalTrain corridor bisects the center of the City of San Bruno. Delays will no longer occur due to closed crossing gates at the tracks.

The San Mateo Bridges Grade Separation Project will replace four existing bridges in the City of San Mateo that are over 100 years old. The replacement bridges will improve public safety by meeting modern structural and seismic standards. Additionally, the bridges will have a higher vertical clearance than the existing bridges. The increase in vertical clearance on Poplar Avenue will improve access to San Mateo for heavy duty trucks coming from Highway 101.



Both of these projects include matching funds and support from local or federal sources, and have strong support from the community. I request your support for these projects to improve the safety and well-being of the citizens of San Mateo County.

Sincerely,

A handwritten signature in black ink, appearing to read "Gene Mullin", with a long, sweeping underline that extends to the left and then curves back up towards the signature.

Gene Mullin
19th Assembly District

GM: ds