TAB 13

City Manager's Office

August 5, 2010

California Transportation Commission
Attn: Ms. Bimla Rhinehart, Executive Director
Mail Station 52, Room 2222
Sacramento, CA 95814

RE: Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA)
Applicant: City of Tulare
Project: Bardsley Avenue Undercrossing

Dear Ms. Rhinehart:

On behalf of the City of Tulare'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 Crossing Safety Account (HRCSA) Program. This project was awarded funding through Round 1 of the HRCSA program, but due to some unavoidable project delays, the City of Tulare was not able to request an allocation by the May 10, 2010 deadline. However, the project is on-track in its final stages and is scheduled to commence construction in March 2011.

While the City of Tulare understands that the CTC has a difficult job in deciding which projects to fund, we are confident that California and its taxpayers will experience immediate and long-term benefits as a result of the Bardsley Avenue project for the following reasons:

- Significant Local Investment and Community Support. The Legislature consistently says that state bond monies should only fund local projects in which local voters are contributing matching dollars. The City and County of Tulare's residents have done just that. In addition to county-wide Measure R transportation funds, voters in the City of Tulare also passed Measure I (a city-wide sales tax) to invest in local transportation projects. In fact, both sales tax measures specifically direct funds to the Bardsley Avenue project.

- 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 Bardsley Avenue project is scheduled to commence construction in March 2011, a construction start date before all but one of the other projects on the current nomination list. The Bardsley Avenue

Meeting Handout

project will create commercial and industrial development opportunities within the city, resulting in significant job creation.

- Lack of Alternative Grade Separated Crossings. The Bardsley Avenue project will provide one of only two grade separations within 18 miles, and the only one within the City of Tulare. Currently, there are 21 at-grade crossings within the nearest 18 miles. The nearest grade separation crossing to the north is five miles from the City, while the nearest grade separation to the south is 13 miles away. Passing and stalled trains at the current crossings disproportionately impact public safety, emergency services, 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 Bardsley Avenue Grade Separation project meets the goals of the State, and most importantly, provides accountability to all of California's voters.

The City of Tulare sincerely appreciates your diligent review of the Bardsley Avenue project. Again, the City of Tulare is confident that this project is directly in line with voters' expectations and looks forward to the opportunity to work together. Please do not hesitate to contact me if you have any questions at (559) 684-4200, or dpyle@ci.tulare.ca.us .

Respectfully,

Darrel Pyle
City Manager

CC: Chair and Members of the California Transportation Commission
Mayor and City Council
Senator Roy Ashburn
Assembly Member Connie Conway

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City of Tulare

Bardsley Avenue at Union Pacific Railroad (UPRR) Grade Separation

Project Summary

The Bardsley Avenue at Union Pacific Railroad (UPRR) Grade Separation project will eliminate a highway/railroad grade crossing through the construction of an underpass that will carry three Union Pacific Railroad tracks over Bardsley Avenue.

Project Benefits

- Increased Safety: Grade separation will eliminate a highway/railroad grade crossing and a highway/highway intersection in close proximity to a grade crossing at which accidents have occurred in the past.
- Improved Emergency Access and Reduced Emergency Vehicle Response Times: Currently, the nearest grade separations are 5 miles to the north of this crossing and 13 miles to the south. A new grade separation will increase the probability of survival of those needing immediate medical attention.
- Improved Air Quality: Grade separation will improve air quality through reduced idle times when trains block current at-grade crossings.
- Environmental Justice: Grade separation allows isolated residents west of the tracks access to services and major travel routes. It will also increase property values for an area where lack of grade separations has depressed prices.
- Improved Regional Circulation: This project is partially funded by voter self-imposed Tulare County and City sales taxes, in recognition of the need to improve safety and accommodate expected growth west of the railroad tracks.
- Public Convenience: Grade separation will provide an alternative route to the sixteen other grade crossings in the City where delays exceed 25 minutes per day.

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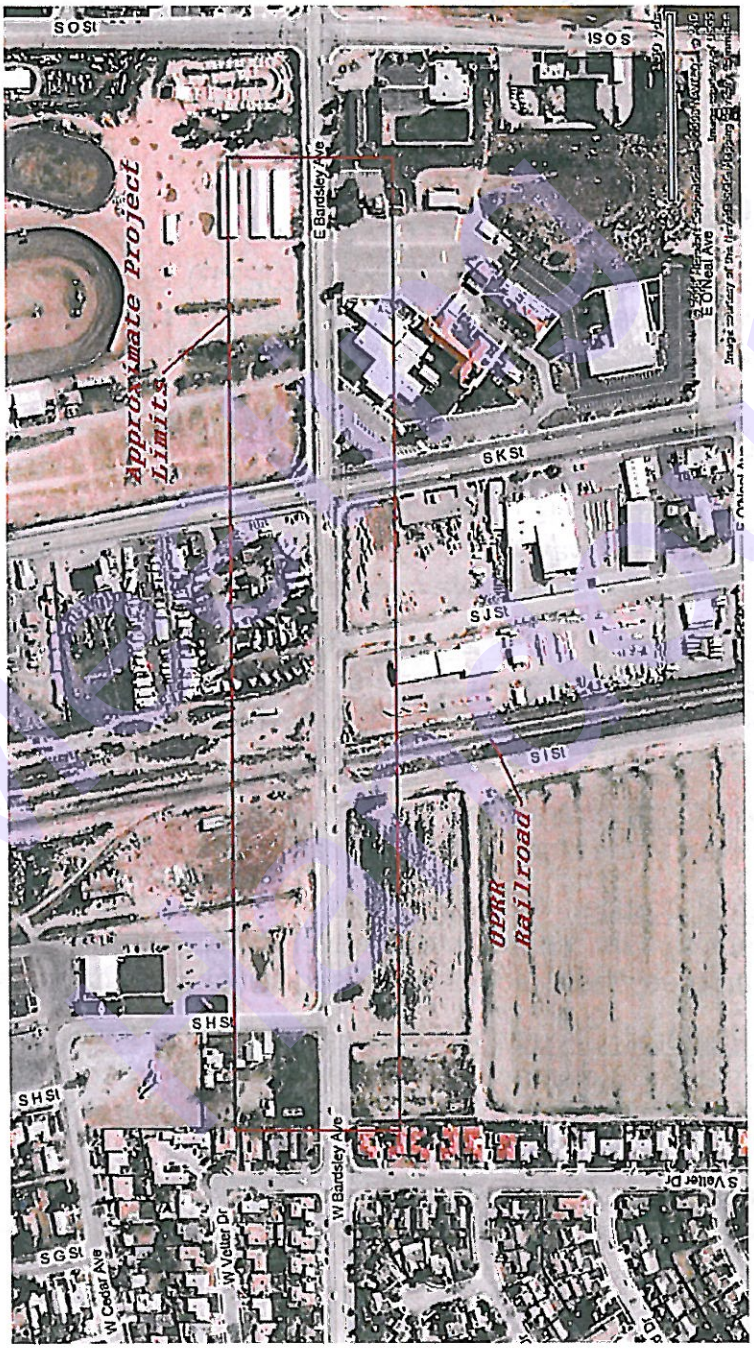
For more information, please contact Liisa Lawson Stark @ (916) 447-4086 or lstark@townsendpa.com

Bardsley Avenue Grade Separation

Project Location Map

HRCSA Nomination for Bardsley Avenue Grade Separation



Bardsley Avenue Grade Separation Site Map
Figure 2

For more information, please contact Liisa Lawson Stark @ (916) 447-4086 or lstark@townsendpa.com

TAB 13

Highway-Railroad Crossing Safety Account Project:

Kato Road Grade Separation

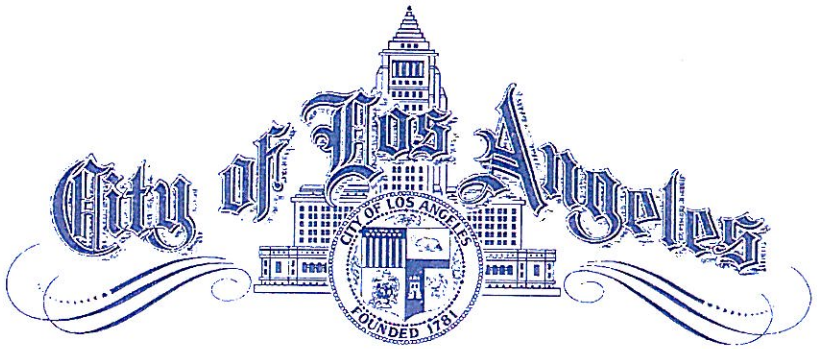
Project Applicant Implementing Agency	City of Fremont (Applicant) Santa Clara Valley Transportation Authority (VTA) (Implementing Agency)
HRCSA Project Cost	Total Cost: $52.3M ▪ HRCSA funds: $10M ▪ Santa Clara County Measure A funds: $42.3M
Project Scope	This project will grade separate the Union Pacific railroad (UPRR) crossing at Kato Road in Fremont by constructing a new two-span double-track railroad bridge structure, and depressing Kato Road, thus separating the UPRR freight tracks from Kato Road traffic.
Current Transportation Problem	This project is needed to enhance safety and traffic flow and to lower vehicle emissions and noise both now and in the near future, since the area is being redeveloped with residential units nearby.
Project Benefits	▪ **Safety**: The project will reduce the likelihood of collisions between trains and motor vehicles, bicycles and pedestrians. Additionally, emergency vehicles taking Kato Road to respond to incidents will no longer be blocked by freight trains. ▪ **Higher Vehicle Throughput and Reduced Delay**: Trains will no longer periodically block roadway traffic; and, trains will be less likely to experience delays caused by any collisions with vehicles and pedestrians on the tracks. Traffic volumes are projected to increase in the near future. ▪ **Lower Motor Vehicle Emissions**: Motor vehicles will no longer stop and idle as trains pass, reducing emissions. ▪ **Reduced Noise Pollution**: Trains will no longer have to blow their horns, disrupting the community, particularly at night.

Meeting Handout

CPUC#004G-8.50, 001DA-38.00 DOT#834497W, 750226F
Kato Road, Fremont, California

Tab 13

200 N. Spring Street
City Hall, Room 410,
Los Angeles, CA 90012
(213) 485-3451 Phone
(213) 485-8907 Fax



District Office
163 S. Ave. 24
Room 202
Los Angeles, CA 90031
(213) 485-0763 Phone
(213) 485-8908 Fax

ED P. REYES
Councilmember, First District

August 11, 2010

Mr. James Earp, Chair
California Transportation Commission
1120 N Street, Room 2222
Sacramento, CA 95814

RE: North Spring Street Grade Separation, Highway-Railroad Crossing Safety Account

Dear Commissioners,

As Councilmember representing the First District of the City of Los Angeles, I am writing to support the application for Highway-Railroad Crossing Safety Account (HRCSA) funding for the North Spring Street Grade Separation. The Bureau of Engineering, Bridge Program is submitting the North Spring Street Grade Separation Reconstruction project for $5.001 million.

The majority of the project funding, including the railroad contribution, has been secured. The $5.001 million of HRCSA funds would provide the required local match for the Federal Highway Bridge Program grants and complete the funding for this project. The purpose of the North Spring Street project is to widen the bridge to accommodate two lanes of traffic in each direction, construct a new median and turning lane, as well as sidewalks and bike lanes on both sides of the bridge. While widening, the bridge will be seismically retrofitted for vehicular and railroad safety. Both the Metrolink and Union Pacific trains pass through this grade separation.

The North Spring Street Bridge is one of the aesthetic arch bridges built by City of Los Angeles over Los Angeles River in 1920s. It is a monumental bridge and eligible for National Historic Register. The historical characteristics of the bridge will be preserved and restored in this project. In addition, the North Spring Street project is designed to relate to the Los Angeles River Revitalization Master Plan and has been through an extensive community process. Your funding would leverage our local investment in the LA River improvements and other related community enhancements.

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The City of Los Angeles requests that the Commission fund this important grade separation project at $5.001 million. If you have any questions please contact Jill Sourial of my staff at 213-473-7001.

Sincerely,

Ed P. Reyes

ED P. REYES
Councilmember, First District.

Meeting Handout

TAB 13

Highway-Railroad Crossing Safety Account Project: Warren Avenue Grade Separation

Project Applicant/ Implementing Agency	City of Fremont (Applicant) Santa Clara Valley Transportation Authority (VTA) (Implementing Agency)
HRCSA Project Cost	Total Cost: $57.2 M ▪ HRCSA funds: $9.6M ▪ Santa Clara County Measure A funds: $4.6M ▪ Railroad Contribution $5.7M ▪ City of Fremont Redevelopment Agency funds: $21.4M ▪ AB1462 funds: $15.9M
Project Scope	This project will grade separate the Union Pacific railroad (UPRR) crossing at Warren Avenue by constructing a new two-span double-track railroad bridge structure and depressing Warren Ave, thus separating the UPRR freight tracks from Warren Avenue traffic.
Current Transportation Problem	This is needed to increase safety, reduce congestion, delays, and vehicle emissions, and to maximize the use of infrastructure investments being made in the I880 corridor.
Project Benefits	• **Maximizing Use of Infrastructure Investments in the I-880 Corridor:** Caltrans has completed constructing new freeway-to-freeway connectors of I-880 and SR 262 and a new interchange at I-880 and Warren Avenue connecting east and west Warren Avenue on the two sides of I-880 for the first time. The on and off ramps from I-880 to Warren Avenue replace other local street connections making Warren Ave. a critical roadway. This grade separation will complete the traffic improvements envisioned by Fremont, the State, and voters in Alameda County, who have invested over $123 million improving the I-880/SR-262 (Mission)/Warren interchange. The congestion relief provided by reconstructing the interchange is reduced without the grade separation. • **Safety**: Grade separating the crossing will eliminate the potential for collisions between trains, roadway vehicles and pedestrians and will improve the response times of emergency vehicles responding to incidents on I-880 or elsewhere on the west side of the tracks. • **Congestion Relief:** Trains will no longer periodically block roadway traffic. And, trains will be less likely to experience delays caused by any collisions with vehicles and pedestrians on the tracks. • **Emissions Reductions:** Motor vehicles will no longer stop and idle as trains pass, reducing emissions.

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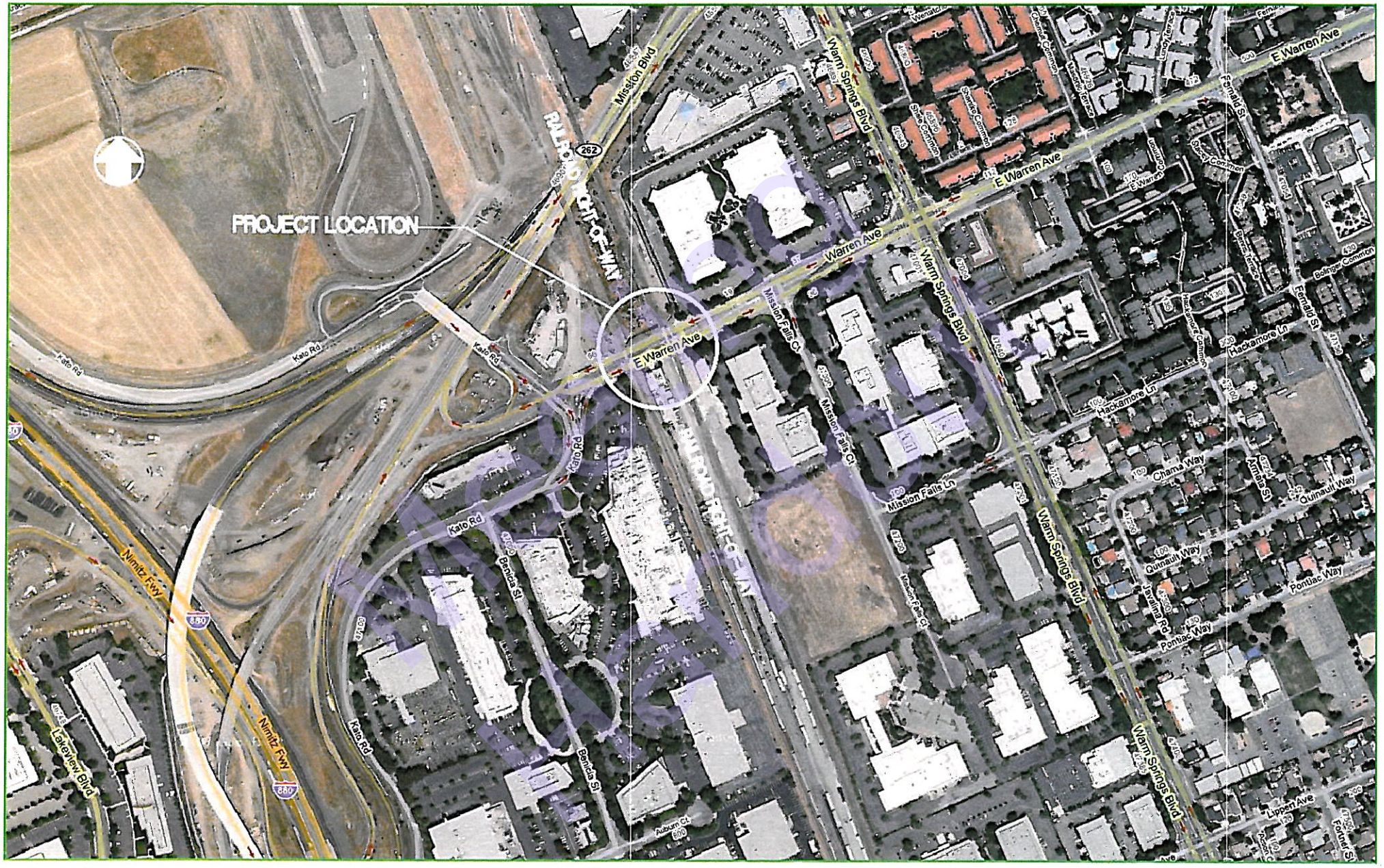

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Warren Avenue, Fremont, California