

## RESOLUTION NO. 18-104

### **Resolution Of The City Council Of The City Of Emeryville Granting The City Manager Signature Authority For All Agreements Necessary To Assure Completion Of The Quiet Zone Safety Engineering Measures Project; CEQA Determination: Exempt Pursuant To 15301(c)**

**WHEREAS**, on April 28, 2017 the Road Repair and Accountability Act of 2017 (SB 1”) was signed into law; and

**WHEREAS**, on December 19, 2017, City Council unanimously gave their verbal support to apply for 2018 SB 1 – Transportation Corridors Enhancement Program (“TCEP”) funding with a project application for a Quiet Zone in Emeryville; and

**WHEREAS**, staff worked with Alameda CTC and identified a project in the RTP to install a Quiet Zone at the at-grade railroad crossings on 65<sup>th</sup>, 66<sup>th</sup>, and 67<sup>th</sup> Streets; and

**WHEREAS**, in January 2018 the City of Emeryville submitted a project application asking for \$4.2 Million in construction funding with a required a total estimated match of about \$1.8 Million (30%), for a total construction value of \$6 Million; and

**WHEREAS**, Alameda CTC is expected to provide the 30% match that is required for this grant program; and

**WHEREAS**, on May 16, 2018, the CTC approved the 2018 Trade Corridor Enhancement Program Final Adopted Program of Projects which included the City’s project, titled “Quiet Zone Safety Engineering Measures”; and

**WHEREAS**, the CTC has required all agencies with nominated project to complete an SB1 Baseline Agreement between the individual agency and the State of California; and

**WHEREAS**, Alameda CTC has offered to provide the 30% match that is required for this grant program; and

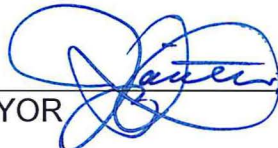
**WHEREAS**, Alameda CTC has offered to provide the 30% match that is required for this grant program; now, therefore, be it


**RESOLVED**, that the City Council of the City of Emeryville finds that the proposed project is exempt under California Environmental Quality Act Guideline 15301(c) because the project involves repairs to existing facilities; and, be it, further


**RESOLVED**, that the City Council of the City of Emeryville grants the City Manager signature authority for all agreements necessary to assure completion of the Quiet Zone Safety Engineering Measures Project.

**ADOPTED**, by the City Council of the City of Emeryville at a regular meeting held Tuesday, July 10, 2018, by the following vote:

AYES:	<u>5</u>	Mayor Bauters, Vice Mayor Medina and Council Members Donahue, Martinez and Patz
NOES:	<u>0</u>	_____
ABSTAIN:	<u>0</u>	_____
ABSENT:	<u>0</u>	_____

  
\_\_\_\_\_  
MAYOR

ATTEST:  
  
\_\_\_\_\_  
CITY CLERK

APPROVED AS TO FORM:  
  
\_\_\_\_\_  
CITY ATTORNEY



# The City of Emeryville's Application for SB1 - Trade Corridor Enhancement Program



Prepared for:



California  
Transportation  
Commission





# City of Emeryville

INCORPORATED 1896

1333 Park Avenue. Emeryville, CA 94608-3517  
t (510) 596-4300 | f (510) 596-4389

January 22, 2018  
Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
P.O. Box 942873  
Sacramento, CA 95814

Dear Ms. Bransen:

Attached to this cover letter is the City of Emeryville's application for funding from the 2018 Trade Corridor Enhancement Program to construct Quiet Zone Safety Engineering Measures on 65th, 66th, and 67th Streets on UP's Martinez Subdivision in northwest Emeryville.

The UP-Martinez Subdivision tracks, located through Emeryville, provide an important link in the region's freight and passenger rail network. Local and regional freight and passenger traffic traveling from the Bay Area to Sacramento, the Central Valley, and all along the West Coast from Seattle to San Diego all rely on this corridor to move goods and people. Future freight train growth is estimated to be a function of growth experienced at the nearby Port of Oakland, a major economic engine for the region.

The City has received numerous complaints over the years about the noise of train horns including loss of sleep, interruption of phone conversations and meetings, and a decline in the peace and well-being at their homes. As seen in the letters of support in our application, there is a wide distribution of residents and business owners throughout our city that are affected by train noise. With a city of our size (1.28 square miles), the train noise expands out and reaches nearly our entire population.

Due to these complaints, the City contracted with a consultant and completed a feasibility study for specific improvements to address these community concerns. By installing Supplemental Safety Measures (SSM's) and ultimately establishing a Quiet Zone at the rail crossings at 65th, 66th, and 67th Streets, the detrimental effects of having a major freight/passenger train corridor running through our city will be greatly reduced and thereby improving the quality of life in these communities surrounding the tracks.

The City does not have funding to construct these improvements, however we have been working closely with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to discuss our needs and a plan of action. Both agencies are in support of this project, and there are multiple regional transportation documents and goals that further support this project. To name a few, there is Plan Bay Area 2040, Alameda County Goods Movement Plan, Alameda Countywide



Transportation Plan, MTC's San Francisco Bay Area Goods Movement Plan, and the Draft State Rail Plan.

Specifically, the Alameda Countywide Goods Movement Plan identifies the Martinez Subdivision as the primary freight route heading north out of the Port of Oakland, connecting the Bay Area and Sacramento regions. In this document, improvements are needed on this corridor that facilitate the more efficient movement of freight, support additional passenger train services, and reduce impacts on local communities.

In closing, securing funding from the 2018 Trade Corridor Enhancement Program for a Quiet Zone at 65th, 66th, and 67th Streets on UP's Martinez Subdivision will allow the City to construct these much-needed improvements thereby strengthening safety, maximizing operational efficiencies, minimizing air and noise pollutants and impacts to at risk communities.

I thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Carolyn Lehr". The signature is fluid and cursive, with the first name "Carolyn" written in a larger, more prominent script than the last name "Lehr".

Carolyn Lehr  
City Manager, City of Emeryville



**City of Emeryville TCEP Application**

Quiet Zone Safety Engineering Improvements in City of Emeryville at the 65th, 66th, and 67th Street At-Grade Crossings

**B. Confirmation any new terminal project will not have significant environmental impacts.**

This project is not a new terminal project, nor will it have significant environmental impacts, as described in related environmental documents as a result of the storage, handling, or transport of coal in bulk pursuant to Government Code Section 14525.3.

**C. Confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.**

This project is not a capacity-increasing project nor a major street/highway lane realignment project. Reversible lanes were not considered as Streets and Highways Code Section 100.15 is not applicable to this project.

**D. Project and its proposed benefits including:**

**i. Project title**

Quiet Zone Safety Engineering Improvements in City of Emeryville at the 65th, 66th, and 67th Street At-Grade Crossings

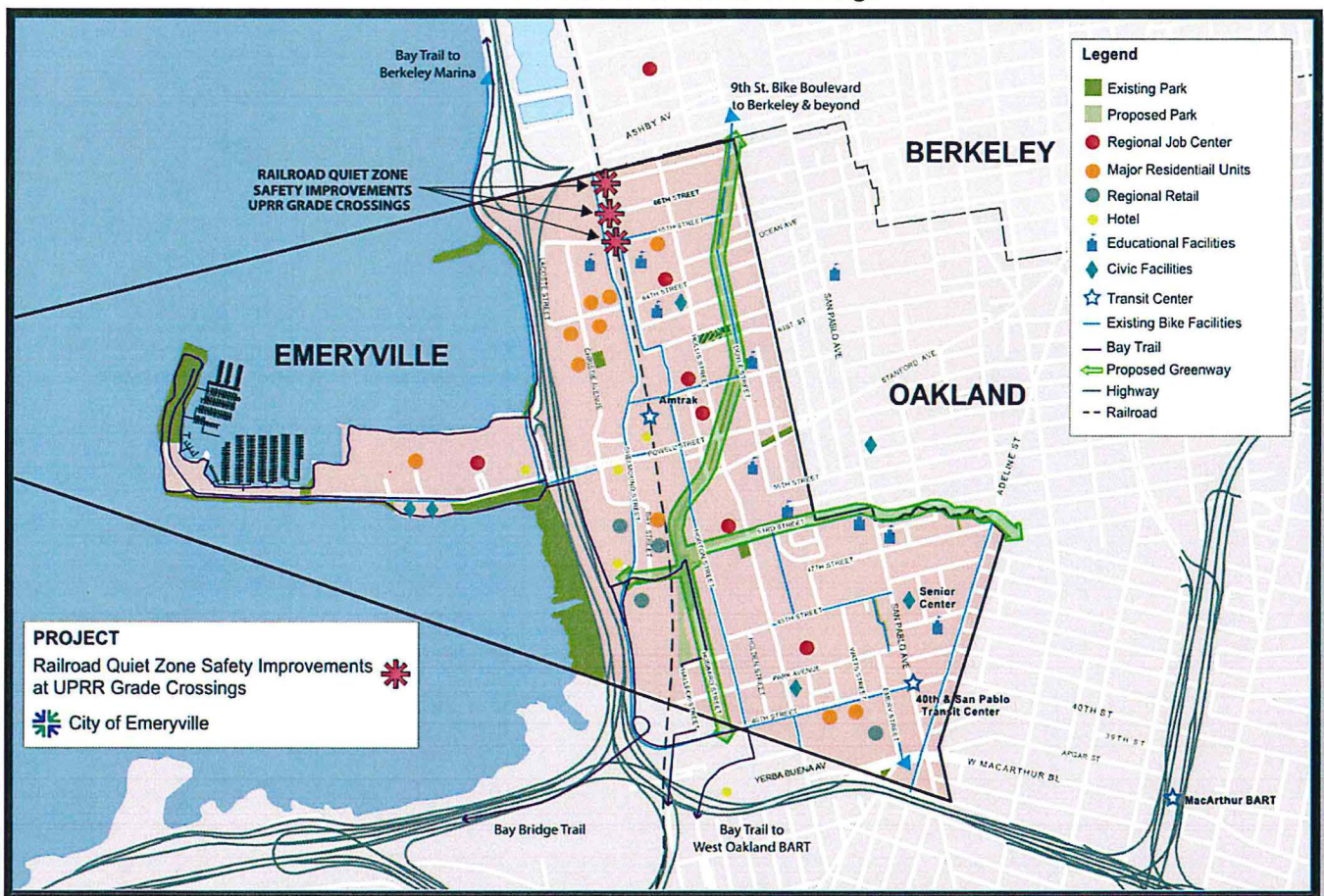
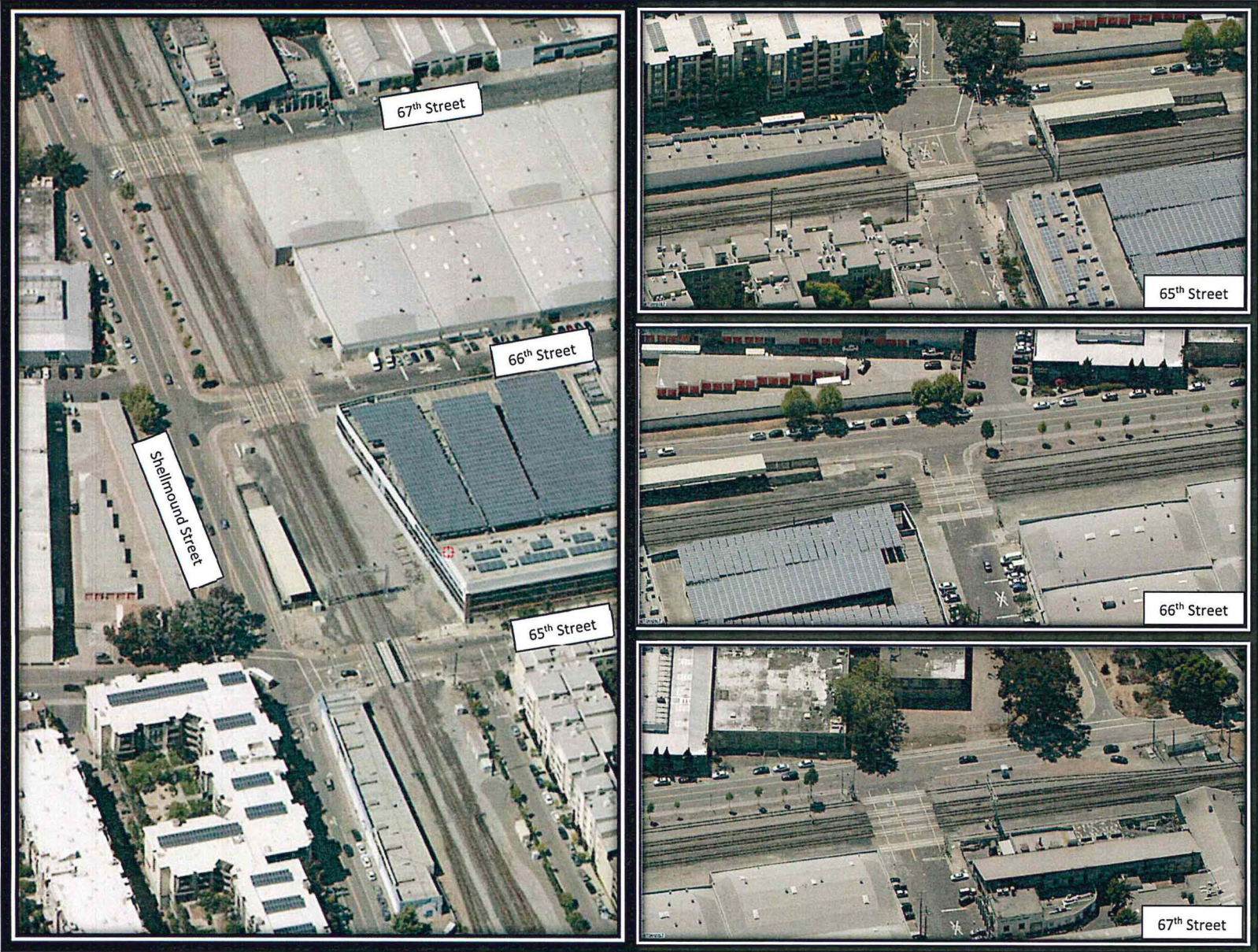


Figure 1 – Overall Map of Proposed Project



Figure 2 – Existing Conditions (Aerials taken in 2017) of the 65th, 66th, and 67th Street At-Grade Crossings





**City of Emeryville TCEP Application**

Quiet Zone Safety Engineering Improvements in City of Emeryville at the 65th, 66th, and 67th Street At-Grade Crossings

**ii. Project priority (if agency is submitting multiple applications)**

This is the only application that the City of Emeryville is submitting.

**iii. Project background and a purpose and need statement**

Emeryville is a thriving city located adjacent to the Port of Oakland, and the primary freight rail corridor serving the Port of Oakland and connecting it to the national rail network, the Martinez Subdivision, runs directly through the heart of growing commercial and residential neighborhoods. There are three at-grade highway-rail crossings in Emeryville. These are located at 65th, 66th, and 67th Streets, all of which cross the Union Pacific (UP) Railroad's Martinez Subdivision in northwestern Emeryville. The UP tracks are used throughout the day (24-hour schedule) by 60 daily trains, with passenger trains more numerous than freight trains. According to federal regulations, engineers of all these trains must sound their train horns when approaching the grade crossings. In the future, the number of trains operating on this corridor will increase, resulting in increased safety risks due to conflicts between trains and autos, bikes and pedestrians, and a greater frequency in train horn soundings.

The establishment of a Quiet Zone in Emeryville would greatly reduce the existing and future safety and noise impacts from freight activity. The implementation of a Quiet Zone would include safety engineering improvements that would improve safety for people living and doing business in Emeryville, and reduce the Quiet Zone Risk Index for all the crossings.

**iv. A concise description of the project scope and anticipated benefits**

In Emeryville, there are three at-grade crossings of the Martinez Subdivision on 65th Street, 66th Street, and 67th Street just east of Shellmound Street. In 2008, a Quiet Zone Feasibility Study was done to address the impacts of train horns on nearby land uses and safety at the crossings. The study recommended installation of four-quadrant gates at the at-grade crossings, amongst other safety engineering improvements.

It is projected that safety conflicts and train noise will increase as the Port of Oakland expands its freight activity and the number of trains passing through Emeryville grows. Noise impacts are one of the most difficult areas of conflict between freight uses and more sensitive land uses such as residential, schools, and recreational facilities. Emeryville is a very dense city, with many land uses concentrated around the rail line as the city and region concentrate growth near existing infrastructure as part of the region's Sustainable Communities Strategy, Plan Bay Area 2040. A quiet zone and safety improvements in Emeryville would greatly reduce the scale of impacts to adjacent land uses, and is expected to have significant benefits to land use conflicts. A net reduction in noise impacts to the nearby communities can also improve the fairness of the distribution of total environmental burdens in the City, thereby improving horizontal equity.

**v. Freight Goals**

Freight is vital to not only the State of California but also the Bay Area region, where roughly a third of all jobs are associated with goods movement. Emeryville is home to a vital segment of the freight network and thus experiences significant local impacts from the regional and national freight movements. The Union Pacific tracks that run through the City are used daily by both passenger and freight trains. Emeryville continues to see population growth, job growth, increased train volumes running through the City, and higher demand to live near jobs. As the City is



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Quiet Zone Safety Engineering Improvements in City of Emeryville at the 65th, 66th, and 67th Street At-Grade Crossings

experiencing an evolution from its past industrial uses, there is a critical need to balance mobility and safety while protecting communities and the environment.

The City of Emeryville's Project addresses major deficiencies to UP's Martinez Subdivision in northwestern Emeryville at three at-grade highway-rail crossings at 65th, 66th, and 67th Streets. In 2008, the City completed a feasibility study for improvements along this corridor and these improvements will not only improve the quality of life of the residents in Emeryville but will also positively impact the residents in Berkeley, West Oakland, and the entire East Bay region. These improvements will strengthen safety, maximize operational efficiencies, minimize air and noise pollutants and impacts to at risk communities.

The Project furthers the goals of the California Freight Mobility Plan including:

### *Economic Competitiveness*

- The improvements described in this funding request are of critical importance nationally, regionally, and locally. The UP-Martinez Subdivision tracks, located through Emeryville, provide an important link in the region's freight and passenger rail network. Local and regional freight and passenger traffic traveling from the Bay Area to Sacramento, the Central Valley, and all along the West Coast from Seattle to San Diego all rely on this corridor to move goods and people. It is the primary national rail network connecting the Port of Oakland to the Midwest, and is used to both transport imports to the rest of the nation and also provides a key rail export link for agricultural goods traveling from the Midwest to the Port of Oakland.
- This project will allow the freight line to operate in an efficient and productive manner while improving the safety and quality of life in the nearby communities. Specifically, the three at-grade railroad crossings will not only protect pedestrians, bicyclists, and automobiles from train collisions, but will also allow the line to operate without any accidents or interruptions.
- Future freight train growth is estimated to be a function of growth experienced at the nearby Port of Oakland, a major economic engine for the region. The UP-Martinez Subdivision is the major gateway to the Port of Oakland and these proposed improvements will not only enhance the economic competitiveness of the Port and region, but allow for freight trains to get there without interruption.

### *Safety & Security*

- Over the years, Emeryville land uses have changed from primarily industrial uses to more residential, office, and commercial development. In addition, train traffic has increased resulting in more frequent sounding of train horns felt particularly by residents during evening and night hours and by office workers during daytime hours. New apartment complexes are located on either side of the tracks, and multiple office campuses are located in the surrounding area. Numerous commercial establishments and a hotel are located nearby. By creating Quiet Zones at the rail crossings at 65th, 66th, and 67th Streets, noise (particularly during sleeping hours) will be greatly reduced thereby affecting the quality of life in these communities surrounding the tracks.
- Additionally, this project will improve the safety and security of freight since this project will greatly reduce rates of incidents, collisions, fatalities, and serious injuries that may occur with freight in a built out urban environment at these three major intersections. Emeryville planning and zoning regulations favor infill developments in the surrounding areas, and there is expected population growth from the adjacent land uses that will increase number of conflicts and risks of crossing at these intersections.



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- As shown in Section D.xix, the City used the Federal Railroad Administration's (FRA) WEB Accident Prediction System (WBAPS) to see the accident reduction benefits of this project. Applying the 90% reduction in risk to the average predicted collision rates from the WBAPS, the 100-year number of collisions is expected to decrease by 3-5 collisions, from 4-5 collisions (with no improvements) to 0-1 collisions (with proposed improvements).

### *Freight System Infrastructure Preservation*

- Funding for this application will provide for sustainable maintenance to the rail infrastructure by safe guarding these three critical intersections from future accidents thereby keeping the system intact and in a state of good repair.

### *Environmental Stewardship*

- The City has received numerous complaints about the noise of train horns including loss of sleep, interruption of phone conversations and meetings, and a decline in the peace and well-being at their homes. The train noise will increase as the Port of Oakland expands its freight capacity and the number of trains passing through Emeryville grows in the future which includes residential and commercial growth. This project will avoid and reduce adverse environmental and community impacts of the freight transportation system by creating a quiet zone and greatly minimizing the existing conditions on the residents and low-income communities.
- This project will integrate health and social equity considerations, as the quiet zones will have the biggest impact on low income neighborhoods near the three intersections. The quiet zones will greatly reduce noise pollution thereby mitigating the negative context of the project location.

### *Innovative Technology & Practices*

- The City of Emeryville's proposal utilizes innovative technology and practices to optimize the efficiency of the freight transportation system while minimizing community impacts. The traffic signal at 65<sup>th</sup> Street utilizes video detection technology and wireless communications infrastructure. This ITS infrastructure helps the City keep tabs on current traffic situations in the area remotely, and gives the ability to set performance alarms for any interconnected infrastructure in the area. By installing new barriers and other capital improvements to the three intersections and creating quiet zones, the City will utilize current best practices and improve the quality of life for residents in the vicinity of the rail line and the region.

## **vi. A description of how local residents and community based organizations were engaged in developing the project.**

The City has received numerous complaints over the years about the noise of train horns including loss of sleep, interruption of phone conversations and meetings, and a decline in the peace and well-being at their homes. Vulnerable populations such as the elderly, infants and the ill are particularly impacted. With a city of our size (1.28 square miles) and north-south alignment along the tracks, the train noise expands out and reaches nearly our entire population.

As shown in the letters of support in Attachment A, there is a wide distribution of people throughout our city that are affected by train noise. In January 2018, residents, homeowner's associations, and business owners were asked in an email campaign to sign on to support our Mayor's letter which highlighted the importance of this project. The response from the community was swift and overwhelmingly in support of this project. With emails of support still coming in as the application



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was due, we had nearly a thousand residents, businesses, and employees voice their support for this project in a short time frame.

Due to these same types of concerns in 2008, the City contracted with a consultant and completed a feasibility study for specific improvements to address these community concerns. The study showed that by installing Supplemental Safety Measures (SSM's) and ultimately establishing a Quiet Zone at the rail crossings at 65th, 66th, and 67th Streets, the detrimental effects of having a major freight/passenger train corridor running through our city will be greatly reduced. This project would greatly improve the quality of life in these communities surrounding the tracks.

Since the 2008 study, the City has included the creation of railroad quiet zones as a mostly unfunded project within our Capital Improvement Plan. On December 19, 2017, the City of Emeryville's City Council gave staff unanimous direction to pursue and prioritize funding that could bring rail safety improvements to the street-grade crossings at 65<sup>th</sup>, 66<sup>th</sup>, and 67<sup>th</sup> Streets, with the added benefit of creating train horn quiet zones. During the public comment period of council, many members of the public came up to speak and express their desire to prioritize this project.

- vii. **A description of how the final project will address community-identified needs along with a description and quantification of the benefits the project will provide for disadvantaged communities and low-income areas.**

*Community Demographics (Low-Income Areas)*

As documented by ongoing community complaints, freight transportation also produces noise, undesirable nighttime lighting, vibrations and traffic congestion, all of which affect the quality of life in communities surrounding freight facilities. Each of these needs to be addressed within the context of the communities where they occur and through larger programs that seek to reduce impacts across many communities or address a specific cause at the source. Such impact reduction projects should be eligible for funding from freight program sources, not just as mitigations for new projects but also as improvements for existing problems.

The impacts and the potential solutions are highly dependent on the specific location of the freight activities. For these three locations, the major nuisance is noise which has been a longstanding issue. The worst effects impact the above-mentioned census tracts while the benefits of freight movement are shared by a larger population at the regional, state, or national level. The communities surrounding the freight network are typically being minority, low income, and disproportionately impacted by environmental pollution. Since it has been found that these disadvantaged communities suffer disproportionately high levels of impacts, these locations are well suited for the early implementation of improved approaches to impact reduction. As shown in Table 1, the population of the 94608 zip code (which includes Emeryville and the surrounding areas adjacent to the UPRR Mainline in West Oakland) faces greater socioeconomic disadvantages than the California average.

*Table 1 – Community Demographics*

<b>Indicator</b>	<b>94608 Zip Code</b>	<b>California</b>	<b>United States</b>
Median Household Income	\$58,917	\$61,818	\$53,819
Persons in Poverty	16.6%	16.3%	15.5%
High School Education	91.9%	81.8%	86.7%
Percent Minority*	62.6%	61%	38%
Source: US Census Bureau. American Community Survey. 2015 5-year estimates			



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Furthermore, there are many nearby residents that live just outside of the 94608 zipcode, but attend the schools in Emeryville Unified School District (EUSD). As of the 2017/2018 school year at EUSD, 75.75% of the students enrolled are qualified under the Free and Reduced Priced School Meal programs. To qualify for the program, a household must meet income eligibility requirements that are based on Federal income poverty guidelines. The guidelines are intended to direct benefits to those children most in need and are revised annually to account for changes in the Consumer Price Index.

### Disadvantaged Communities

Local and regional freight and passenger traffic traveling from the Bay Area to Sacramento, the Central Valley, and all along the West Coast from Seattle to San Diego all rely on this corridor to move goods and people. Future freight train growth is estimated to be a function of growth experienced at the nearby Port of Oakland, a major economic engine for the region. Many local communities are impacted by freight transportation-related air pollution, noise, and traffic congestion which includes low income and disadvantaged neighborhoods in Emeryville, adjacent Berkeley, and nearby West Oakland that this project is seeking to address.

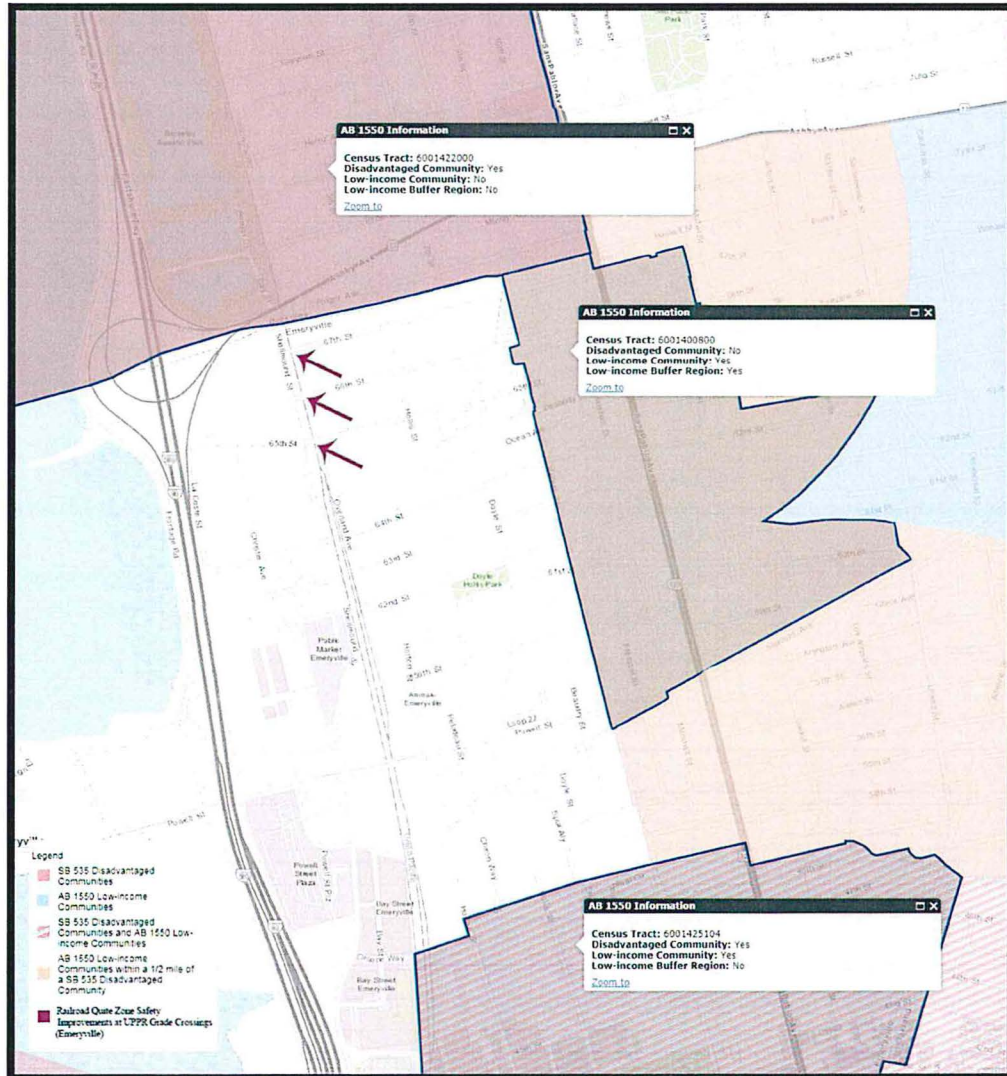


Figure 3 – Nearby Disadvantaged Communities



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As shown in Figure 3 above, the proposed improvements are: one block away from Census Tract 6001422000 which is an identified disadvantaged community, two blocks away from Census Tract 6001400800 which is both a low-income community and a low-income buffer region, and in the noise impact range of Census Tract 6001425104 which is both a disadvantaged community and low-income community.

- viii. A description and map (or maps) of how the final project will address community identified needs along with a description and quantification of the benefits the project will provide for other communities not falling under the above definitions.

The final project will address community identified needs by installing supplemental safety measures (SSM's) and other physical barriers to restrict pedestrians, bicyclists, and automobiles from entering the train tracks at the wrong time thereby negating the need for trains to blow their horns. The SSM's that will be installed include adding four-quadrant gates and installing raised medians, sidewalks, and other safety features to each crossing. The proposed safety engineering improvements are expected to significantly reduce the risk of rail-highway collisions at the project railroad crossings.

Figure 4 – Adjacent Local/Regional Facilities

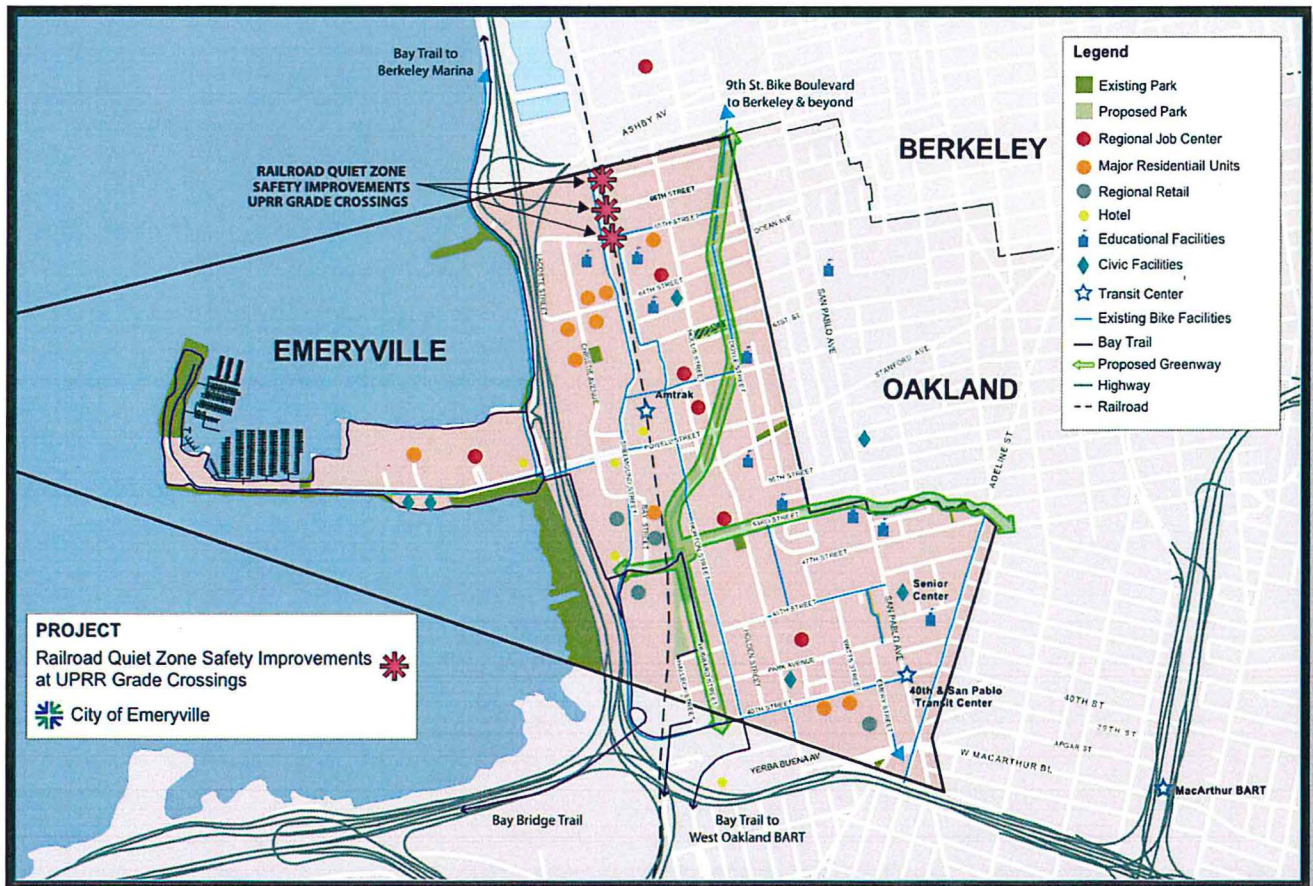


Figure 4 above shows that within the project area there are eight educational facilities, ten major residential complexes (affecting thousands of households), six regional job centers, four regional retail centers, four hotels, open space, and a major transit center. All of these elements will greatly



2018 Trade Corridor Enhancement Program  
Final Adopted  
Program of Projects  
(1,000's)

Region	CO	Applicant Agency	Project Title	Project Description	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	Federal State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED	
North	ALA	Caltrans, MTC, ACTC	7th Street Grade Separation (East)	Reconstruct existing four lane underpass at the UPRR mainline tracks to meet current geometric standards.	ACTC 1 of 3 Caltrans 7 of 12	High	\$ 252,000	\$ 175,000	\$ 105,000	\$ 70,000				\$ 175,000	\$ 175,000				
North	ALA	MTC, ACTC	Freight Intelligent Transportation System (FITS)	Install and implement ITS elements and other technologies, which include changeable message signs, closed circuit TV, fiber optic and Wi-Fi communications, traffic signal enhancements, vehicle and queue detection, train queue detection, weight-in-motion, information application, and smart parking system.	ACTC 2 of 3	High	\$ 30,600	\$ 12,456	\$ 12,456	\$ -			\$ 12,456		\$ 12,456				
North	ALA	City of Emeryville	Quiet Zone Safety Engineering Measures	Install four quadrant gates, raised median, and sidewalks at three at-grade railroad crossings.	1 of 1	Medium	\$ 6,480	\$ 4,200	\$ 4,200	\$ -			\$ 4,200		\$ 4,200				
North	KER	KCOG	Rt 58 / 99 Bakersfield Freeway Connector	Grade separate exit and entry ramps, construct southbound auxiliary lane, two lane collector-distributor road, retaining walls, and widen bridge.	1 of 1	Medium High	\$ 50,000	\$ 25,000	\$ 25,000	\$ -	F		\$ 25,000		\$ 25,000				
North	MER	Caltrans, MCAG	Rt 99 Livingston Widening, North Bound	Widen 7.65 miles to 3 lanes, northbound direction only	Caltrans 12 of 12	Medium	\$ 37,420	\$ 29,050	\$ 14,050	\$ 15,000	F		\$ 29,050		\$ 29,050				
North	SJ	Port of Stockton	Fyffe Avenue Grade Separation	Replace an at-grade crossing with a new grade separated overcrossing.	1 of 1	High	\$ 13,000	\$ 9,000	\$ 9,000	\$ -			\$ 1,000	\$ 8,000	\$ 8,000			\$ 1,000	
North	SJ	City of Tracy	Central Valley Gateway (2 projects): 1. Rt 205 / International Parkway Interchange Improvements	Widen ramps, construct turn pockets, install bike/pedestrian improvements, and signal modification.	1 of 1	Medium	\$ 15,690	\$ 7,600	\$ 7,600	\$ -				\$ 7,600	\$ 7,150	\$ 450			
		City of Tracy	2. Rt 580 / International Parkway Interchange Improvements	Widen ramps, construct turn pockets, install bike/pedestrian improvements, and signal modification.			\$ 8,970	\$ 5,180	\$ 5,180	\$ -				\$ 5,180	\$ 5,180				
North	SCL	Santa Clara VTA	Rt 101 / 25 Interchange Improvements Phase 1	Construct/relocate interchange north of the existing location by replacing a two-lane bridge with four-lane bridge/interchange, construct auxiliary lane, modify/construct frontage roadway, install bike lanes, sidewalks, and traffic signals.	1 of 1	Medium	\$ 65,000	\$ 4,200	\$ 4,200	\$ -			\$ 4,200					\$ 4,200	
North	SOL	STA	Rt 80/680/12 Interchange, Package 2A	Construct a new two lane highway alignment and bridge, an off-ramp, install ramp metering and changeable message signs, and braided ramp connection.	1 of 1	Medium +	\$ 76,000	\$ 53,200	\$ 53,200	\$ -				\$ 53,200	\$ 53,200				
North	STA	StanCOG	Rt 132 West Freeway / Expressway Phase 1	Construct new two lane expressway with full access control and grade separation divided highway.	1 of 1	Medium	\$ 149,400	\$ 30,000	\$ 21,000	\$ -				\$ 21,000	\$ 21,000				
<b>TOTAL - NORTH REGION</b>							<b>\$ 704,560</b>	<b>\$ 354,886</b>	<b>\$ 260,886</b>	<b>\$ 85,000</b>									
							<b>North Target</b>			<b>\$ 217,000</b>									
South	LA	LA Metro	Southern California Rail Projects (6 of 8 projects):		LA Metro 2 of 4	High													
		LA Metro	1. Southern Terminus Gap Closure	Add 5000 feet of main line track.			\$ 9,529	\$ 5,992	\$ 5,992	\$ -	F		\$ 5,992		\$ 5,992				
		LA Metro	2. Terminal Island Railroad Enhancements	Add 31,000 feet of on-dock staging/storage tracks.			\$ 34,015	\$ 21,645	\$ 21,645	\$ -	F		\$ 21,645		\$ 21,645				
		LA Metro	4. Pier G & J Double Track	Add 9,000 feet of double track.			\$ 25,000	\$ 14,000	\$ 14,000	\$ -	F		\$ 14,000		\$ 14,000				
		LA Metro	6. Montebello Boulevard Grade Separation	Replace an at-grade crossing with a new grade separated undercrossing.			\$ 128,611	\$ 49,000	\$ 49,000	\$ -			\$ 49,000		\$ 49,000				
		LA Metro	7. Turnbull Canyon Road Grade Separation	Replace an at-grade crossing with a new grade separated overcrossing. Add sidewalks/bike lanes.			\$ 86,246	\$ 29,000	\$ 29,000	\$ -			\$ 29,000		\$ 29,000				
		LA Metro	8. Rosecrans/Marquardt Grade Crossing	Replace an at-grade crossing with a new grade separated crossing.			\$ 155,300	\$ 9,000	\$ 9,000	\$ -			\$ 9,000	\$ 9,000					
South	LA	LA Metro	Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	Add new general purpose and/or auxiliary lanes and modify on and off ramps.	LA Metro 3 of 4	Medium High	\$ 187,800	\$ 90,000	\$ 32,000		F		\$ 32,000			\$ 29,000	\$ 3,000		
South	LA	Caltrans, LA Metro	Rt 5 Golden State Chokepoint Relief	Add truck lanes, HOV lanes, auxiliary lanes, soundwalls, and an ITS hub station. Widen seven bridges and improve access to weigh station.	LA Metro 1 of 4 Caltrans 1 of 12	High	\$ 539,200	\$ 247,000	\$ 167,000	\$ 80,000	F		\$ 247,000		\$ 247,000				
South	LA	LA Metro	Rt 71 Freeway Conversion	Add one HOV and one mixed flow lane in each direction, close three at-grade crossings. Install sound walls and pedestrian bridge.	LA Metro 4 of 4	Medium High	\$ 175,519	\$ 44,000	\$ 44,000	\$ -			\$ 44,000		\$ 44,000				
South	LA	Caltrans, LA Metro	Rt 57 / 60 Confluence: Chokepoint Relief Program	East bound improvements include interchange modifications, auxiliary lanes and three new bridges.	LA Metro - Caltrans 10 of 12	Medium High	\$ 288,600	\$ 180,000	\$ 2,000	\$ 20,000			\$ 22,000			\$ 5,000	\$ 17,000		
South	ORA	Caltrans, City of Brea	Rt 57 / Lambert Road Interchange Improvement	Install auxiliary lanes, modify ramps and widen Lambert Road to accommodate future truck climbing lane.	Caltrans 5 of 12	Medium	\$ 100,000	\$ 65,705	\$ 27,055	\$ 38,650	F		\$ 65,705		\$ 65,705				
South	RIV	City of Moreno Valley	Rt 60 Truck Safety and Efficiency, Phase 1A	Replace 50 year old with new six lane bridge, reconfigure the north side of the Route 60/Moreno Beach Drive interchange, and construct auxiliary lanes.	1 of 1	Medium	\$ 24,000	\$ 16,800	\$ 16,800	\$ -			\$ 16,800		\$ 16,800				
South	SBD	SBCTA, Caltrans	Rt 395 Widening from SR 18 to Chamberlaine Way	Widen route 395 from two to four lanes, construct turn lanes, and install signals.	SBCTA 2 of 2 Caltrans 11 of 12	Medium High	\$ 52,321	\$ 24,292	\$ 23,292	\$ 1,000			\$ 24,292		\$ 24,292				
South	SBD	Caltrans, SBCTA	Rt 10 Corridor, Contract 1 (Express Lanes)	Add two express lanes and auxiliary lanes.	SBCTA 1 of 2 Caltrans 8 of 12	Medium High	\$ 625,400	\$ 64,000	\$ 53,831	\$ 64,000	F	\$ 117,831			\$ 117,831				
South	SBD	Caltrans, City of Rancho Cucamonga	Etiwanda Avenue Grade Separation	Replace an at-grade crossing with a new grade separated overcrossing. Add 1,700 feet of sidewalks/bike lanes.	Caltrans 4 of 12	Medium	\$ 60,000	\$ 60,000	\$ -	\$ 60,000			\$ 7,850	\$ 52,150	\$ 52,150	\$ 5,000	\$ 2,000	\$ 850	
South	VEN	Caltrans	Rt 34 (Fifth St) / Rice Avenue Grade Separation	Grade separate existing overcrossing and widen from four lanes to six lanes. Install connector roads, signals, and sidewalks.	Caltrans 3 of 12	High	\$ 79,192	\$ 68,606	\$ -	\$ 68,606			\$ 12,406	\$ 56,200	\$ 56,200	\$ 8,000	\$ 4,406		
<b>TOTAL - SOUTH REGION</b>							<b>\$ 2,570,733</b>	<b>\$ 989,040</b>	<b>\$ 494,615</b>	<b>\$ 332,256</b>									
							<b>South Target</b>			<b>\$ 467,000</b>									



2018 Trade Corridor Enhancement Program  
Final Adopted  
Program of Projects  
(1,000')

Region	CO	Applicant Agency	Project Title	Project Description	Priority	Consensus Rating	Total Project Cost	Total Requested Amount	Recommended Regional Funding	Recommended State Funding	Federal State Funding	2017-18	2018-19	2019-20	CON	R/W	PS&E	PA&ED	
Border	SD	Caltrans, SANDAG, ICTC, SCAG	California-Mexico Border System Network Improvements (6 projects):		Caltrans 2 of 12	Medium High													
	SD	Caltrans, SANDAG, ICTC, SCAG	1. Rt 125/905 Connector	Construct freeway to freeway South-West Connector.			\$ 36,255	\$ 21,980	\$ 21,980	\$ -				\$ 21,980	\$ 21,980				
	SD	Caltrans, SANDAG, ICTC, SCAG	2. Rt 11/Siempre Viva Interchange and Commercial Vehicle Enforcement Facility, Segment 2B	Construct new interchange and begin site prep for the Commercial Vehicle Enforcement Facility, which includes drainage and utilities.			\$ 45,400	\$ 45,400	\$ -	\$ 37,118			\$ 4,810	\$ 32,308	\$ 32,308	\$ 200	\$ 4,610		
	SD	Caltrans, SANDAG, ICTC, SCAG	3. Otay Mesa East Port of Entry Segment 3A	Begin site preparations which include drainage and utilities.			\$ 40,350	\$ 29,770	\$ -	\$ 5,050			\$ 5,050			\$ 1,150	\$ 3,900		
	SD/IMP	Caltrans, SANDAG, ICTC, SCAG	4. Advanced Technology Corridors at Border POEs	Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system.			\$ 39,175	\$ 11,969	\$ -	\$ 11,969			\$ 2,317	\$ 9,652	\$ 9,652		\$ 2,317		
	IMP	Caltrans, SANDAG, ICTC, SCAG	5. Rt 98 Improvements	Widen Route 98 from four to six lanes, install associated sidewalks, Class II bike lanes, and curb ramps.			\$ 11,650	\$ 3,370	\$ -	\$ 3,370				\$ 3,370	\$ 3,370				
	IMP	Caltrans, SANDAG, ICTC, SCAG	6. Calexico East POE Truck Crossing Improvement	Widen bridge to add truck lanes and passenger lanes along with eight foot shoulders.			\$ 29,844	\$ 3,000	\$ -	\$ 3,000			\$ 3,000					\$ 3,000	
Border	SD	SANDAG	Sorrento to Miramar, Ph2 Intermodal Improvements	Add 1.9 miles of double track in slowest area, install signal improvements and retaining walls.	1 of 1	Medium High	\$ 129,037	\$ 10,500	\$ 10,500	\$ -				\$ 10,500		\$ 10,500			
Border	SD	City of San Diego	Otay Mesa Truck Route, Phase 4A	Widen and pave existing service road, redirect laden/unladen trucks on dedicated route.	1 of 1	Medium +	\$ 19,530	\$ 6,000	\$ 6,000	\$ -			\$ 6,000		\$ 6,000				
Border	SD	SD Unified Port District	National City Marine Terminal Rail Track Extension	Construct connector track and realign Marina Way.	Port 2 of 2	Medium	\$ 13,120	\$ 9,184	\$ 585	\$ -	F		\$ 585				\$ 585		
Border	SD	SD Unified Port District	Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancements	Expand shore power and purchase "Bonnet" system.	Port 1 of 2	Medium	\$ 8,100	\$ 5,670	\$ 5,600	\$ -	F			\$ 5,600	\$ 5,600				
<b>TOTAL - BORDER REGION</b>							<b>\$ 372,461</b>	<b>\$ 146,843</b>	<b>\$ 44,665</b>	<b>\$ 60,507</b>									
							<b>Border Target</b>		<b>\$ 89,000</b>										
Central	SB	SBCAG	Rt 101 Multimodal Corridor	Construct HOV lanes between Carpinteria and Santa Barbara, reconstruct or replace bridges and overcrossing, install sound walls and ITS elements.	Caltrans 6 of 12	Medium	\$ 276,575	\$ 16,000	\$ 16,000	\$ 35,000				\$ 51,000	\$ 51,000				
							<b>Central Target</b>		<b>\$ 16,000</b>										
Other	SHA	Caltrans, SRTA	Rt 5, Redding to Anderson Widening, Phase 2	Widen road and structures from four to six lanes, replace two bridges, and install closed circuit TV and fiber optic cable.	Caltrans 9 of 12	Medium+	\$ 126,258	\$ 65,700	\$ 24,000	\$ 41,700	F	\$ 65,700			\$ 65,700				
							<b>Other Target</b>		<b>\$ 16,000</b>										
<b>GRAND TOTAL</b>							<b>\$ 4,050,587</b>	<b>\$ 1,572,469</b>	<b>\$ 840,166</b>	<b>\$ 554,463</b>									
									<b>SUMMARY</b>										
									<b>REGIONAL</b>			<b>STATE</b>			<b>TOTAL</b>				
									\$ 805,000			\$ 536,000			\$ 1,341,000				
									\$ 840,166			\$ 554,463			\$ 1,394,629				
									\$ 35,166			\$ 18,463			\$ 53,629				



ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Resolution \_\_\_\_\_

(will be completed by CTC)

**1. FUNDING PROGRAM**

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

**2. PARTIES AND DATE**

- 2.1 This Project Baseline Agreement (Agreement) for the ,  
effective on, \_\_\_\_\_ (will be completed by CTC), is made by and between the California Transportation  
Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant,  
*Project Applicant Name* , and the Implementing Agency,  
*Implementing Agency Name* , sometimes collectively referred to as the "Parties".

**3. RECITAL**

- 3.2 Whereas at its *Commission Programmed Project Date* meeting the Commission approved the and included in this program of projects  
the , the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed  
on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the  
baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs  
represent full project funding; and the scope and description of benefits is the best estimate possible.

**4. GENERAL PROVISIONS**

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which  
provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program",  
dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program",  
dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program",  
dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program",  
dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program",  
dated



- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The *Agency(s) Name* agrees to secure funds for any additional costs of the project.
- 4.6 The *Agency(s) Name* agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The *Agency(s) Name* agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

## 5. SPECIFIC PROVISIONS AND CONDITIONS

### 5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

### 5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

### 5.3 Other Project Specific Provisions and Conditions

## Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report



SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Resolution \_\_\_\_\_

\_\_\_\_\_  
Date

Project Applicant

\_\_\_\_\_  
Date

Implementing Agency

\_\_\_\_\_  
Date

District Director

California Department of Transportation

\_\_\_\_\_  
Date

Laurie Berman

Director  
California Department of Transportation

\_\_\_\_\_  
Date

Susan Bransen

Executive Director  
California Transportation Commission