

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.12
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROGRAM-PROGRAM AMENDMENT RESOLUTION GS1B-P-1112-09**

ISSUE:

Should the Commission approve the proposed Highway Railroad Crossing Safety Account Program Amendment to change scope and funding on the Broadway Brazil Project?

RECOMMENDATION:

Staff recommends the Commission approved the proposed amendment to the HRCSA program as described below.

BACKGROUND:

At its meeting in September 2010, the Commission programmed \$3 million for the Broadway Brazil Street Grade Crossing Improvements Project in the HRCSA 2010 program. In November 2010, the Commission programmed an additional \$1 million to fund an expanded project scope. The Broadway-Brazil Grade Improvements Project is part of the Southern California Regional Rail Authority's (SCRRA) Sealed Corridor. The Sealed Corridor is a comprehensive strategy to enhance safety along the railroad corridor using measures to systematically reduce the opportunity for accidents at the grade crossings within the corridor. The project is located in the Cities of Glendale and Los Angeles on the Pacific Surfliner Corridor.

A Construction and Maintenance Agreement (C&M) is required between SCRRA and each of the cities prior to the Commission's allocation of funds. SCRRA and the City of Glendale signed a C&M agreement in November 2011. SCRRA was unable to come to an agreement with the City of Los Angeles. As a work within the City of Los Angeles represented a minor portion of the scope, SCRRA opted to redesign the project and remove the portion of the project that lies within the City of Los Angeles. The major change is that no traffic signals will be installed on the Los Angeles side of the crossing at the intersection of West San Fernando Road and Brazil Street.

Although portions of the project have been removed, an increase in throughput capacity will still be realized because the widening of the street over the crossing remains in the scope and the primary major thoroughfare is on the Glendale side of the crossing. The lack of traffic signalization on the Los Angeles side will mean that east bound traffic will not be able to take full advantage of the increased capacity because it will continue to be controlled by stop signs. The overall project benefits, namely safety, reduced number of collisions, and train service reliability remain unchanged.

The decreased project scope has resulted in a reduction of project cost of \$596,000 for a total project cost of \$8,505,000. This also results in a HRCSA funding reduction of \$266,633 for a total revised HRCSA funding of \$3,733,367.

SCRRA is ready to move forward with the project and begin construction in the spring 2012.