

**Board Report**

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**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 17, 2016****SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT-
ALTERNATIVES DEVELOPMENT REPORT****ACTION: APPROVE ADOPTION OF ALTERNATIVE 2 FOR THE ROSECRANS/MARQUARDT
GRADE SEPARATION****RECOMMENDATION**

APPROVE **Alternative 2 of the Rosecrans/Marquardt Grade Separation** to advance into the Final Environmental Document. Alternative 2 is an overpass that realigns Rosecrans Avenue to the south over the Burlington North Santa Fe (BNSF) railroad right-of-way in the City of Santa Fe Springs.

ISSUE

The Rosecrans and Marquardt at-grade crossing was listed in the California Public Utilities Commission (CPUC) Section 190 decision, dated February 10, 2014, as the number one ranked crossing in the state applying for Section 190 funds. This ranking is a hazard ranking of proposed grade separations throughout the state. As the number one ranked crossing, the project is eligible for some funding under the Section 190 Grade Separation Program.

The Metro Regional Rail team has been working with a consultant to develop the grade separation at Rosecrans/Marquardt. A presentation of eight alternatives was made to the City of Santa Fe Springs City Council on August 27, 2015. Following this presentation, evaluations of the alternatives were advanced and presented in a final Alternatives Development Report which was submitted to the City for their consideration and approval. A final presentation of the alternatives was made to the City Council on December 22, 2015 and based on their evaluations, the City Council selected Alternative 2 for the project.

DISCUSSION

The Rosecrans/Marquardt Grade Separation Project, located at milepost 157.8 on the BNSF San Bernardino Subdivision, was environmentally cleared in 2003 with the Third Track and Grade Separation Project on the BNSF Railway Company East-West Main Line Railroad Track EIR SCH #200204111 (Triple Track Project). The objective of the Triple Track Project is to increase the efficiency of the BNSF main east-west corridor to better accommodate existing and future freight and

passenger service and to allow specific increases in the speed and volume of planned intercity and commuter rail passenger service. Specific improvements include:

- Installation of a specific set of grade separations to substantially enhance safety and traffic flow on surface streets throughout the rail corridor; and
- Installation of a third main track to enhance the efficiency of train movement along this corridor to ensure passenger service operates on a frequent and reliable schedule.

Metro has been leading the efforts to develop alternatives, gain environmental clearance, and produce final design documents to grade separate Rosecrans Avenue and Marquardt Avenue from the BNSF Railway right-of-way in the City of Santa Fe Springs. The goals of the Rosecrans/Marquardt Grade Separation Project include:

- Improve safety by separating pedestrians and vehicles from trains at the railroad crossing.
- Enhance mobility and quality of life for the community.
- Minimize disruption to residents, businesses, and the community during construction.

The grade separation of the roadways from railroad traffic will alleviate the current and potential traffic impacts and hazards posed by the existing at-grade rail crossing. Furthermore, the completion of the grade separation will allow the completion of the triple track project in the area.

Four options, two overpass and two underpass alternatives were evaluated that will fulfill the needs and the purpose of the project. These four alternatives are as follows:

- Alternative 1: Offset Overpass with Frontage Roads
- Alternative 2: Offset Overpass
- Alternative 3: Offset Underpass with Frontage Roads
- Alternative 4: Offset Underpass

Each of the four alternatives presented in the Alternatives Report is feasible. Other alternatives were considered, including lowering or raising the BNSF tracks, but they were determined to be not feasible. The two underpass alternatives present significant challenges, including but not limited to impacts to vehicular traffic during construction, significant utility relocations and temporary realignment of BNSF tracks during construction. The overpass alternatives have moderate to minimal impacts to vehicular traffic during construction, minimal utility relocations, and no realignment of BNSF tracks required during construction.

Alternative 2 satisfies all project goals with the lowest cost. Connectivity between Rosecrans Avenue, Marquardt Avenue, Stage Road, and Anson Avenue is maintained through the use of signalized intersections and a connector road. Utilities currently in the existing roadway can remain in their existing alignment, shortening the duration of construction. Structures are located outside of the BNSF right-of-way, meaning that a third BNSF mainline and future high speed rail track(s) could be installed without requiring bridge widening or partial demolition and reconstruction. A vast majority of construction activities for this alternative occur outside of the existing footprint of Rosecrans Avenue,

meaning that impacts to rail, vehicular, and pedestrian traffic will be minimal. Disruptions to residents, businesses, and the community during construction will be reduced. Alternative 2 will enhance mobility and quality of life for the community of Santa Fe Springs.

On December 22 a presentation was made to the Santa Fe Springs City Council. At this meeting the Council selected Alternative 2 as the preferred alternative.

This is one of the prioritized projects on the Advance Investment Memorandum of Understanding between several southern California agencies and the California High Speed Rail Authority. This project is eligible for funding under the State's Section 190 program. This Project also has funding from Measure R. The conceptual cost of the project is \$110 million. As this project is in the very early stages of development no Life of Project budget has been established. Staff will continue to monitor costs and funding as the project develops.

FUNDING SOURCE	FINAL DESIGN
Proposition 1A	\$53 million
Section 190	\$15 million
BNSF Railway	\$7 million
Measure R	\$35 million
TOTAL	\$110 million

Community Outreach:

Metro has been working and coordinating very closely with its Outreach subconsultant developing a comprehensive Public Outreach plan informing and engaging the public and project stakeholders about the Rosecrans/Marquardt Grade Separation Project.

Public notification of the meeting for the project was completed using a variety of communication tools and methods, including:

- E-Blast - was sent on September 17, 2015 provided information about the project and details regarding the public meetings was distributed to up to 300 contacts in addition to the membership distribution list for the Santa Fe Springs Chamber of Commerce.
- Postcard and Flyer Distribution - were mailed on September 15, 2015 to a large category of affected stakeholders including, property owners, tenants, businesses and other interested parties. Approximately 4,000 postcards were delivered via US Mail. Additionally, over 525 meeting flyers were delivered and posted on public counters, including libraries, city halls, chambers of commerce, and recreation centers in the affected area.
- Website - A project webpage was created to provide information about the proposed project informing and inviting stakeholders to the public meeting. Also project documents were posted

on the webpage.

The Outreach program has also included social media programs, using tools such as Facebook and Twitter to establish an online presence increasing public awareness and participation. The project received media coverage in the City of Santa Fe Springs local News.

Metro presented project briefings to both Cities of La Mirada, and Santa Fe Springs on August 19th and 27th 2015. Metro has also made a presentation to Gateway Cities Council meeting on November 12, 2015.

Two community workshops were held in City of La Mirada Resource Center on September 30, 2015, 3-5pm and 6-8pm. The attendees included general public, property owners, and business owners. Project presentations were made providing an opportunity for the community to learn about and comment on the project. The workshops included group discussions and one-on-one meetings with individual stakeholders and all their questions were answered.

All property owners, their tenants, and business owners within the project area were notified of the public process through mailings, and direct calls. Metro has conducted one-to-one meetings with individual property and business owners with presentations, walking them thru acquisition process, and answering to all their questions and concerns.

A strategic level meeting regarding public outreach and communication have been scheduled for February.

DETERMINATION OF SAFETY IMPACT

This is a grade separation of the roadway from active railroad right-of-way. The Rosecrans/Marquardt intersection with the BNSF railroad has been rated by the CPUC as the most hazardous grade crossing in California. With the construction of this project, the at-grade crossing will be closed, eliminating the possibility of train to vehicle collisions. All aspects of the project will be designed to be in accordance with BNSF's current design standards and will be in accordance with the General Orders of the California Public Utilities Commission.

FINANCIAL IMPACT

There is no financial impact as a result of this Board action

The total funding from Measure R is \$35 million of which \$545,000 for this project is included in the FY16 budget in department 2415, Regional Rail, Project No. 460066, Task 6.3.01.01. Since this is a multi-year contract, the cost center manager, and Executive Director, Engineering and Construction will be accountable and responsible for budgeting the cost of future fiscal year requirements.

Impact to Budget

None

ALTERNATIVES CONSIDERED

An alternative would be to not move forward with this project. This is not recommended since the project will alleviate a significant hazard and is funded.

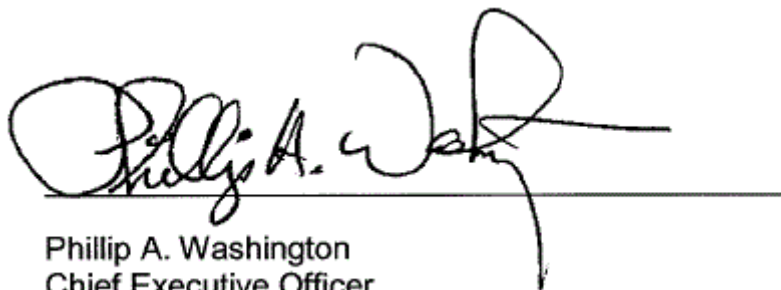
NEXT STEPS

Staff will continue with the development of the environmental documents and the development of the project. Staff will report back to the board periodically regarding the progress of the project.

ATTACHMENTS

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