

RTIP ID# <i>(required)</i> LA0G1047			
TCWG Consideration Date			
<p>Project Description <i>(clearly describe project)</i></p> <p>The Los Angeles County Metropolitan Transportation Authority (Metro) is partnering with the Federal Railroad Administration (FRA), Burlington North Santa Fe (BNSF) Railway, and the City of Santa Fe Springs (City) to construct a grade separation at the intersection of Rosecrans Avenue, Marquardt Avenue, and the BNSF right-of-way in the City of Santa Fe Springs. The project area is north of Interstate 5 (I-5) and west of Valley View Avenue. The purpose of the project is to alleviate existing and projected traffic congestion, as well as hazards created by the existing at-grade rail crossing. The preferred alternative for the project would include re-aligning Rosecrans Avenue to the south and constructing a grade-separated structure over the BNSF tracks. The southern leg of Marquardt Avenue would be extended under the overpass and connected to Rosecrans Avenue. The northern leg of Marquardt Avenue would be connected to Stage Road. A connector road would also be constructed to connect the northern leg of Marquardt Avenue and Stage Road to Rosecrans Avenue. Traffic signals would be installed along Rosecrans Avenue: one at the intersection with Marquardt Avenue to the west, and one to the east of the overpass structure at the intersection with the connector road. Other improvements include sidewalk construction, street lighting installation, landscape installation/replacement, parking lot reconfiguration, and utility relocations. The proposed project would involve the full or partial acquisition of certain parcels located within the project area. Construction would occur over an approximate 24-month period.</p> <p>The project is listed as LA0G1047 in the 2015 FTIP and is described as “This project includes construction of BNSF third track and grade separation at the intersection of Rosecrans/Marquardt in the City of Santa Fe Springs. This will result in enhancing the safety and traffic flow on surface streets throughout the rail corridor as well as enhancing the efficiency of train movement and possibly attract more ridership.” The proposed project is largely consistent with this description; however, construction of a third track is not included in this project and will be evaluated separately.</p>			
<p>Type of Project <i>(use Table 1 on instruction sheet)</i></p> <p>Roadway realignment</p>			
<p>County</p> <p>Los Angeles</p>	<p>Narrative Location/Route & Postmiles The project area is north of Interstate 5 (I-5) and west of Valley View Avenue. Under the preferred alternative, Rosecrans Avenue would overpass the railroad, Stage Road, and Marquardt Avenue. The overpass would be striped for two-lanes in each direction, consistent with the existing capacity of Rosecrans Avenue. The north leg of Marquardt Avenue would be diverted to Stage Road and would connect to Rosecrans Avenue via a new roadway called Connector Road. Westbound traffic on Stage Road has access to Rosecrans through Connector Road. The project is located at milepost 157.8 along the BNSF East-West Main Line Railroad Track, San Bernardino Subdivision, in the City of Santa Fe Springs. The proposed project location is identified in Figures 1 and 2.</p> <p>Caltrans Projects – EA# N/A</p>		
<p>Lead Agency: City of Santa Fe Springs</p>			
<p>Contact Person</p> <p>Noe Negrete</p>	<p>Phone#</p> <p>N/A</p>	<p>Email</p> <p>NoeNegrete@santafespringsorg</p>	<p>Fax</p> <p>N/A</p>
<p>Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x</p>			

Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>						
Categorical Exclusion (NEPA)	X	EA or Draft EIS	X	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:						
NEPA Assignment – Project Type <i>(check appropriate box)</i>						
Exempt	Section 326 –Categorical Exemption		X	Section 327 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>						
	PE/Environmental	ENG	ROW	CON		
Start	2015	2016	2016	2019		
End	2017	2019	2019	2021		
<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The purpose of the project is to: 1) Improve safety; 2) Maintain easy access for emergency responders; 3) Develop geometric solutions that meet the needs of the project stakeholders; 4) Minimize right-of-way and utility impacts; 5) Minimize impacts to BNSF facilities and operations; and 6) Provide for future high speed rail.</p> <p>The intersection at Rosecrans and Marquardt experiences an average of 45,000 vehicles and 112 trains traveling through it within each 24 hour period. The BNSF line serves approximately 55 long distance and local freight trains, as well as up to 57 passenger trains for both Metrolink commuter and Amtrak within the 24 hour time period. The existing BNSF tracks and roadway operate at the same grade. This causes a high volume of traffic conflicts at the intersection. In addition, the rail crossing traverses the intersection diagonally, creating added sight distance complications between roadway and rail traffic. The combination of these factors has caused the intersection to experience a higher proportion of traffic incidents than average, including fatalities. The ongoing danger has prompted the California Public Utilities Commission (CPUC) under Section 190 to rate this intersection as the most hazardous grade crossing in the state of California. The completion of this project will alleviate the existing traffic conflicts and safety hazards at the intersection.</p>						
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Land uses in the project area consist of industrial uses. No sensitive land uses have been identified in the project area. The nearest sensitive land uses consist of residential land uses located approximately 400 feet north of Rosecrans Avenue, east of Marquardt Avenue. The proposed project would shift Rosecrans Avenue to the south, increasing the distance between traffic and these nearest sensitive receptors. Nearby land uses are depicted in Figure 3. No roadways or intersections that serves a significant volume of diesel truck traffic, such as roadways with greater than 125,000 annual average daily traffic, have been identified in the project area.</p>						
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Existing traffic volumes total approximately 24,922 vehicles/day along Rosecrans Avenue and 5,025 vehicles/day along Marquardt Avenue. Based on traffic counts conducted in the project area, heavy-duty truck volumes are estimated to constitute roughly two percent of the total daily volumes. No roadways that serves a significant volume of diesel truck traffic (i.e., roadways greater than 125,000 vehicles per day or more than 10,000 daily truck trips) have been identified in the project area.</p>						
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility. (Refer to above.)</p>						

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Existing traffic volumes total approximately 24,922 vehicles/day along Rosecrans Avenue and approximately 5,025 vehicles/day along Marquardt Avenue. Existing medium and heavy-duty truck volumes along these roadways are estimated to constitute roughly three percent of the total volumes. No roadways or intersections that serve a significant volume of diesel truck traffic (i.e., roadways greater than 125,000 vehicles per day or more than 10,000 daily truck trips) have been identified in the project area.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 1 provides a summary of roadway intersection levels of service for year 2040 conditions. With project implementation, some intersections would experience slight decreases in vehicle delay while others would experience slight increases in vehicle delay. No sensitive land uses have been identified in the immediate vicinity of intersections projected to experience slight increases in vehicle delay, including the intersections of Carmenita Road/Rosecrans Avenue and Valley View Road/Rosecrans Avenue. No changes in vehicle delay are projected at intersections located in the vicinity of the nearest existing sensitive receptors, including the intersections of Marquardt Avenue/Foster Road and Valley View Avenue/Foster Road. Other intersections located at further distance from the project area and in the vicinity of sensitive land uses, including the intersections of Imperial Highway/Meyers Road and Valley View Avenue/Stage Road, are not projected to operate at unacceptable levels of service (i.e., LOS E or F) with project implementation.

Table 1: Year 2040 Intersections Level of Service

INTERSECTION	FUTURE YEAR 2040							
	NO BUILD ALTERNATIVE				BUILD ALTERNATIVE			
	AM PKHR		PM PKHR		AM PKHR		PM PKHR	
	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS
Carmenita Rd and Imperial Hwy	44.9	D	65.8	E	44.9	D	66	E
Carmenita Rd and Orden Dr	13.1	B	22.5	C	11.1	B	22.1	C
Carmenita Rd and Foster Rd	14.3	B	13.8	B	14.3	B	14.6	B
Carmenita Rd and Rosecrans Ave	62.2	E	57.9	E	59	E	58.6	E
Carmenita Rd and Pumice St	18.7	B	14.7	B	18.7	B	14.7	B
Carmenita Rd and Lowes Dr	4	A	5.3	A	4	A	5.3	A
Carmenita Rd and Alondra Blvd	86.3	F	65.9	E	86.6	F	65.9	E
Marquardt Ave and Imperial Hwy	9	A	9.9	A	9	A	9.9	A
Marquardt Ave and Foster Rd	20.4	C	14.7	B	20.4	C	14.2	B
Marquardt Ave and Rosecrans Ave	12.7	B	11.3	B				
S Marquardt Ave and W Rosecrans Ave					6	A	8	A
S Marquardt Ave and Rosecrans Ave								
Stage Rd and Anson Ave								
Rosecrans Ave and Connector Rd					15.2	B	11.6	B
Stage Rd and Connector Rd					10.1	B	10.8	B
Anson Ave and Connector Rd					10.1	B	10.2	B
Rosecrans Ave and Stage Rd	12.2	B	1.6	A				
Rosecrans Ave and Anson Ave	0.3	A	0.5	A				
Marquardt Ave and Alondra Blvd	31.8	D	41.4	D	31.8	C	41.4	D
Alondra Blvd and W Freeway Dr	23.2	C	11.8	B	23.2	C	11.2	B
Alondra Blvd and E Freeway Dr	15.9	B	17.7	B	15.9	B	17.7	B
Valley View Ave and Alondra Blvd	75.1	E	68.2	E	75.2	E	68.2	E
Valley View Ave and Bannet St	16.2	B	20.8	C	16	B	21.3	C
Valley View Ave and Stage Rd	15.4	B	18.5	B	17	B	20.6	C
Valley View Ave and Rosecrans Ave	52.9	D	78.8	E	59.8	E	100.1	F
Valley View Ave and Foster Rd	50.6	D	19.9	B	50.6	D	19.9	B
Valley View Ave and Imperial Hwy	84.4	F	82.6	F	84.4	F	82.6	F
Imperial Hwy and Meyer Rd	25	C	24.7	C	25	C	24.7	C

Source: W.G. Zimmerman Engineering, Inc. March 6, 2016. *Traffic Analysis Report for the Rosecrans Marquardt Grade Separation Project.*

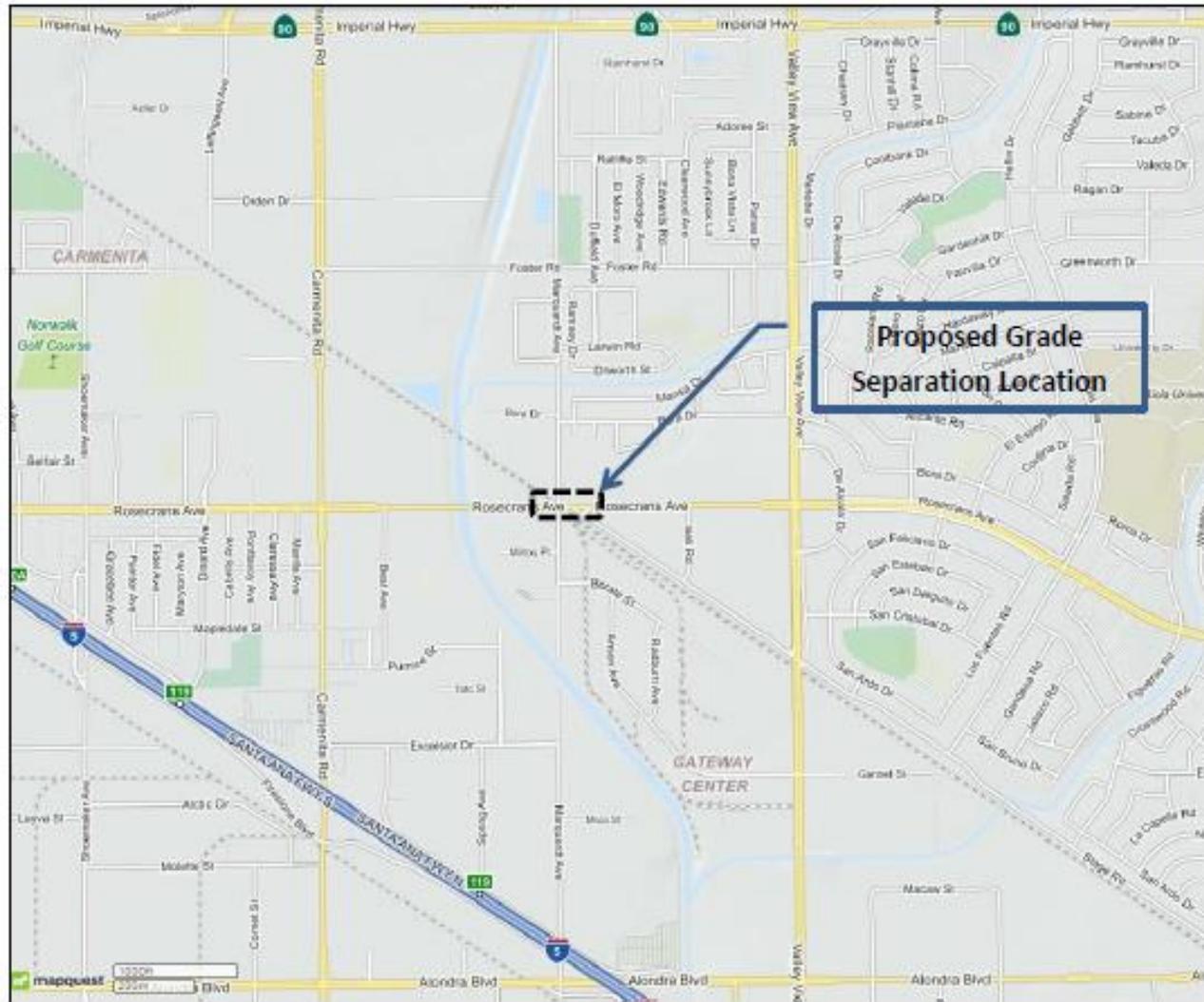
Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed grade separation project is intended to improve traffic flow and safety in the project area. This will reduce the emissions by eliminating vehicle idling at the railroad crossing. The project would also result in the relocation of vehicle traffic along Rosecrans Avenue at increased distance from the nearest residential land uses, which are located north of Rosecrans Avenue. With anticipated growth in the project area, the project will reduce congestion anticipated at the at-grade railroad crossing and would eliminate the potential for train versus-vehicle accidents in the future. The proposed project would also improve vehicular, pedestrian and bicycle safety, which would serve to promote alternative means of transportation.

Comments/Explanation/Details *(attach additional sheets as necessary)*

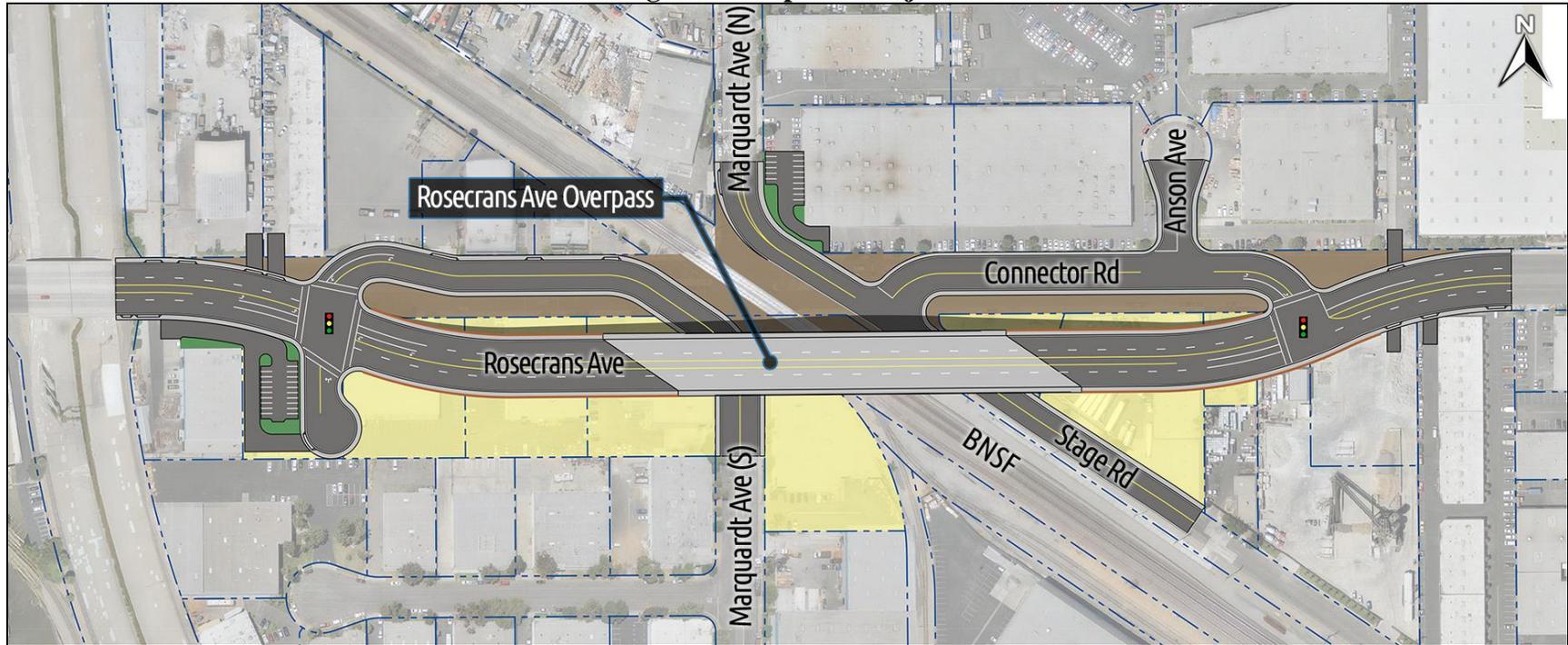
The proposed project would not change the capacity or alignment of a road that serves a significant volume of diesel truck traffic, nor would the project substantially increase or concentrate diesel exhaust emissions (such as bus terminals and transfer points, designated truck routes, and freight intermodal terminals).

Figure 1. Proposed Project Location



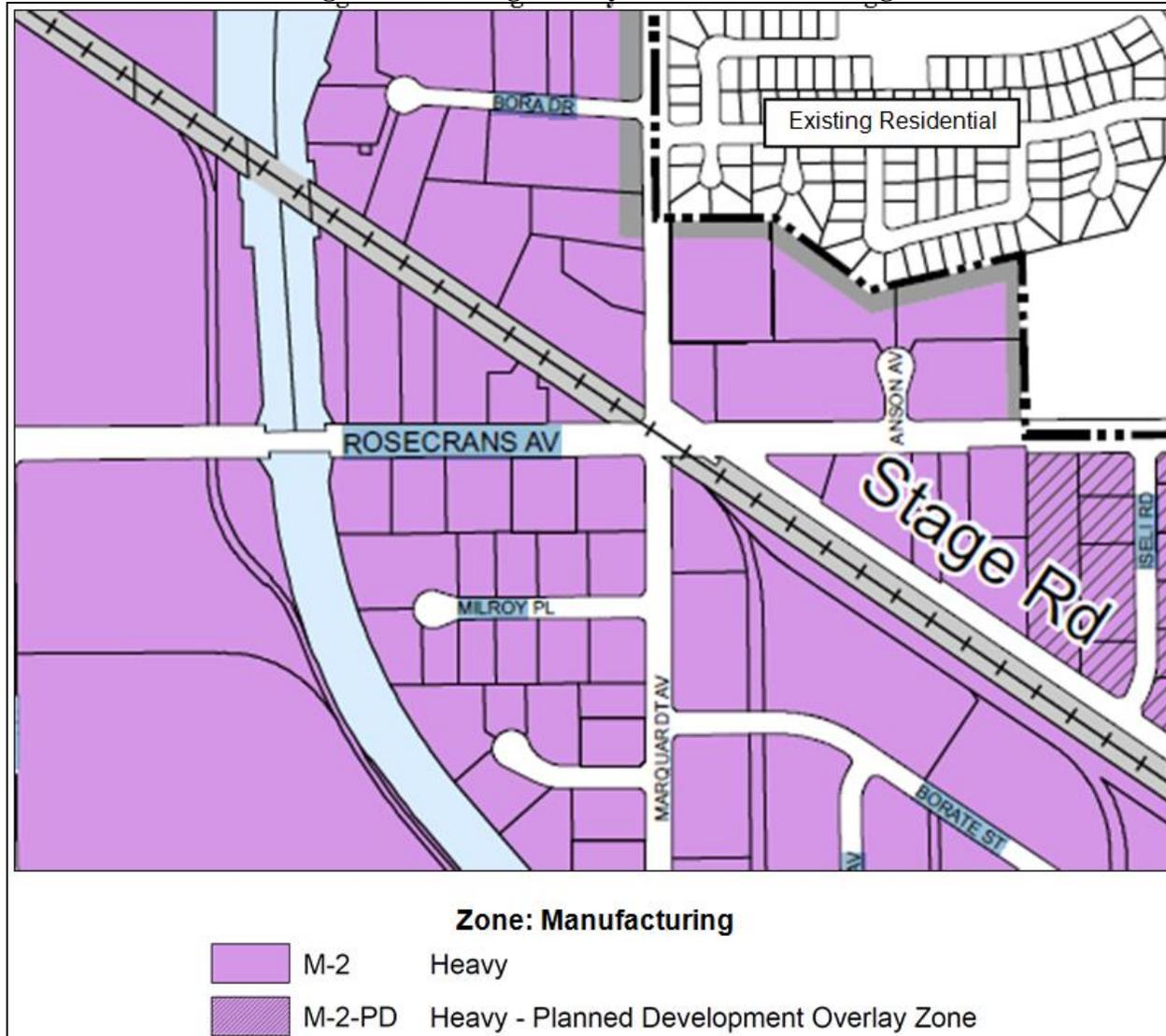
Source: W.G. Zimmerman Engineering, Inc. January 25, 2016. *Traffic Analysis Report for the Rosecrans Marquardt Grade Separation Project.*

Figure 2. Proposed Project



Source: W.G. Zimmerman Engineering, Inc. January 25, 2016. *Traffic Analysis Report for the Rosecrans Marquardt Grade Separation Project.*

Figure 3. Existing Nearby Land Uses & Zoning



Source: City of Santa Fe Springs. 2016. *Zoning Map*. Website url: http://www.santafesprings.org/cityhall/planninganddevlpmntdept/planning/planning_handouts/default.asp.

2015 FTIP Project Listing



2015 Federal Transportation Improvement Program

Los Angeles County

Local Highway

Including Amendments 1 - 11 and 13 - 14

(In \$000's)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
LAF7806	Los Angeles	SCAB		101008	NCN46				L	EXEMPT - 93.126	0	
Description:												
VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT: (1) installs streetscape improvements that include landscaping and planting of drought tolerant trees, permeable concrete pavers, non-permeable interlocking concrete pavers at bus stops, and decorative crosswalks. (2) Landscaping will have automated irrigation system and flow-through filtration planters												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS			765	765					62	662	41	765
COUNTY	117		74	191					117	69	5	191
LAF7806 Total	117		839	956					179	731	46	956

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
LA0G1047	Los Angeles	SCAB		1TL204	CAY61				L	NON-EXEMPT	4	
Description:												
Rosecrans/Marquardt Grade Separation: This project includes construction of BNSF third track and grade separation at the intersection of Rosecrans/Marquardt in the City of Santa Fe Springs. This will result in enhancing the safety and traffic flow on surface streets throughout the rail corridor as well as enhancing the efficiency of train movement and possibly attract more ridership.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOCAL TRANS FUNDS			75,000	75,000		75,000						75,000
MEASURE R 20H - HIGHWAY CAPITAL	6,000		29,000	35,000		35,000						35,000
PRIVATE FUNDS			10,000	10,000		10,000						10,000
LA0G1047 Total	6,000		114,000	120,000		120,000						120,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
LA0G1050	Los Angeles	SCAB		1TL204	NCN31				L	EXEMPT - 93.126	0	
Description:												
Doran Street Grade Separation. Develop a grade separation at Doran Street on the Metrolink Valley Subdivision to improve safety.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOCAL TRANS FUNDS	4,850	5,000	23,750	33,400	1,000	13,900	14,000	4,500				33,400
MEASURE R 03 - METROLINK CAPITAL	6,600			6,600	6,000	600						6,600
LA0G1050 Total	11,250	5,000	23,750	40,000	7,000	14,500	14,000	4,500				40,000

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
LA0G1182	Los Angeles	SCAB		7120004	NCN26				L	TCM Committed	4	
Description:												
Express Lanes - 84 bike station and 840 bikes for deployment of the bikeshare within 1 mile radius of rail stations.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
CITY FUNDS			561	561			561					561
LOCAL TRANS FUNDS			3,793	3,793			3,793					3,793
LA0G1182 Total			4,354	4,354			4,354					4,354

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ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment	
LA0G1047	Los Angeles	SCAB		1TL204	CAY61				L	NON-EXEMPT	4	
Description:												
Rosecrans/Marquardt Grade Separation: This project includes construction of BNSF third track and grade separation at the intersection of Rosecrans/Marquardt in the City of Santa Fe Springs. This will result in enhancing the safety and traffic flow on surface streets throughout the rail corridor as well as enhancing the efficiency of train movement and possibly attract more ridership.												
Fund	ENG	R/W	CON	Total	Prior	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
LOCAL TRANS FUNDS			75,000	75,000		75,000						75,000
MEASURE R 20H - HIGHWAY CAPITAL	6,000		29,000	35,000		35,000						35,000
PRIVATE FUNDS			10,000	10,000		10,000						10,000
LA0G1047 Total	6,000		114,000	120,000		120,000						120,000