

HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1 This Project Baseline Agreement (Agreement) for the Betty Drive Railroad Crossing, effective on September 1, 2008, is between the signatory public entity, hereinafter referred to as **Tulare County**, and the California Department of Transportation, hereinafter referred to as **CALTRANS**, sometimes collectively referred to as the **PARTIES**.

2. RECITAL

- 2.1 Whereas the California Transportation Commission (Commission), approved the Highway-Railroad Crossing Safety Account (HRCSA) program of projects at its August 27-28, 2008 meeting, and included the Betty Drive Railroad Crossing, the PARTIES are entering into this Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Study Report/Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form as attached hereto as Exhibit C, as the baseline for project monitoring by the Commission and its Project Delivery Council. The undersigned Tulare County certifies that the funding sources cited are committed and expected to be available. Tulare County certifies the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

- 3.1 PARTIES agree to comply with the requirements of Government Code Section 8879.23(j)(1) and (2), as added by Proposition 1B, and Section 8879.63, as enacted through implementing legislation in 2007 (Senate Bill 88).
- 3.2 PARTIES agree to adhere to the provisions of Resolution GS1B-G-0708-01, the Commission's Highway-Railroad Crossing Safety Account (HRCSA) Program Guidelines, adopted on April 9, 2008.
- 3.2 PARTIES agree to adhere to the provisions of Resolution GS1B-P-0809-01, the Commission's Highway-Railroad Crossing Safety Account (HRCSA) Program of Projects, adopted on August 28, 2008.
- 3.3 PARTIES agree to adhere to the Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.4 Tulare County agrees to secure funds for any additional costs of the project. Changes to the funding commitments outlined in this agreement require an amendment.

- 3.5 Tulare County agrees, if any of the funding sources being applied for and then are denied, to add funding from other sources to replace the denied funding. Changes to the funding commitments outlined in this agreement require an amendment.
- 3.6 PARTIES agree to report to the Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7 PARTIES agree to maintain and make available to the Commission, all work related documents, including engineering and financial data, 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.
- 3.8 The Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of CALTRANS, the Tulare County, and any 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. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

- 4.1 Exhibit A - Project Programming Request Form.
- 4.2 Exhibit B - Project Study Report/Project Study Report Equivalent.
- 4.3 Exhibit C - Project Benefits Form.
- 4.4 Other Project Specific Provisions and Conditions

Connie Conway **Date**
Chairman
Tulare County Board of Supervisors
SPONSOR AGENCY

Connie Conway **Date**
Chairman
TULARE COUNTY REDEVELOPMENT
AGENCY BOARD OF DIRECTORS
IMPLEMENTING AGENCY

Will Kempton Date
Director
California Department of Transportation

APPROVED AS TO FORM:
COUNTY COUNSEL
By Howard J. King 10/
Deputy 2008 1786

EXHIBIT A



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/14/08

County	CT District	PPNO	TCRP Project No.	EA
TUL				
Project Title: Phase 2 Betty Drive UPRR Grade Separation				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost									Implementing Agency
E&P (PA&ED)		343						343	
PS&E			936					936	
R/W SUP (CT)									
CON SUP (CT)				1,350				1,350	
R/W			546					546	
CON				24,675				24,675	
TOTAL		343	1,482	26,025				27,850	

Fund No. 1:	Local-Measure R								Program Code
Existing Funding									Local Measure R
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									County of Tulare
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)		343						343	See attached Measure R Expenditure Plan
PS&E			936					936	
R/W SUP (CT)									
CON SUP (CT)									
R/W			546					546	
CON				12,175				12,175	
TOTAL		343	1,482	12,175				14,000	

Fund No. 2:	City of Visalia								Program Code
Existing Funding									Local Gas Tax
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									City of Visalia
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									City of Visalia has set aside \$3.5 million for this project, \$1.5 million to be use for the grade seperation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,500				1,500	
TOTAL				1,500				1,500	



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/14/08

County	CT District	PPNO	TCRP Project No.	EA
TUL				
Project Title: Phase 2 Betty Drive UPRR Grade Separation				

Fund No. 3:	State HRCSA								Program Code
Existing Funding									State HRCSA
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissi
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									Total Requested HRCSA Allocation
PS&E									
R/W SUP (CT)									
CON SUP (CT)				1,175				1,175	
R/W									
CON				11,000				11,000	
TOTAL				12,175				12,175	

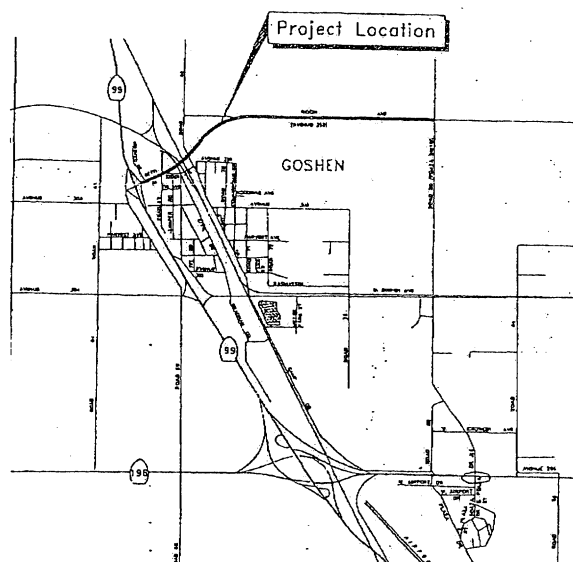
Fund No. 4:	Tulare County Redevelopment Agency								Program Code
Existing Funding									Tax Increment
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Tulare County Redevelopment
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				175				175	
R/W									
CON									
TOTAL				175				175	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

EXHIBIT B

PROJECT STUDY REPORT (PROJECT DEVELOPMENT SUPPORT) EQUIVALENT AMENDMENT

This document can be used to program only the Engineering and Environmental Support for Project Approval and Environmental Document component and Plans, Specifications and Estimate component. The remaining support and capital components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental PSR or a Project Report will serve as the programming document for the remaining support capital components of the project.



- ON BETTY DRIVE AND RIGGIN AVENUE
BETWEEN ROUTE 99 AND ROAD 80
IN GOSHEN AND TULARE COUNTY, CALIFORNIA

APPROVAL RECOMMENDED BY: _____

William Hayter
Assistant Director
Tulare County Redevelopment Agency

Date

APPROVED: _____

Henry Hash
Executive Director
Tulare County Redevelopment Agency

Date

This Project Study Report (Project Development Support) Equivalent Amendment has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Keith Mullnix

Keith E. Mullnix, P.E. (OMNI-MEANS, Ltd.)
Registered Civil Engineer

11/14/08

Date



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1. INTRODUCTION

This Project Study Report (Project Development Support) Equivalent Amendment was prepared for the Phase II portion of the two (2) mile realignment and improvement of Betty Drive and Avenue 312 (Riggin Avenue) from Route 99 to Road 80 (Plaza Drive) lying within the community of Goshen, County of Tulare and City of Visalia. Attachment A illustrates the project location. Phase I of the project was completed in 2004. The second phase of the proposed project completes the reconstruction and widening of existing County and City roads, and a new grade separation at the Union Pacific Railroad (UPRR) crossing for a direct route to Road 80 and the Visalia Industrial Park. In order to accommodate current and future traffic volumes, the project will provide a four lane divided road facility to be designated as a truck route which will have limited access to prevent "stop and go" traffic movements. Within Goshen, the existing at grade railroad crossing will be eliminated and the crossing abandoned, Effie Drive north and Elder Drive will be abandoned, and a cul-de-sac will be constructed at the west end of Elder Avenue. The estimated capital cost for construction and right of way for the second phase of the project is approximately \$36.6 million. Copies of the cost estimating worksheets are included in Attachment B.

The proposed project is a joint venture of the Tulare County Redevelopment Agency (TRCA) and the City of Visalia. The TCRA has secured funding from the Highway-Railroad Crossing Safety Account Program (HRCSA). The TCRA will also utilize Measure R (1/2 cent sales tax increase) and local City of Visalia funding.

This Project Study Report (Project Development Support) Equivalent Amendment has been prepared for the Tulare County Association of Government's review for eligibility of funding through the State Transportation Improvement Program (STIP).

2. BACKGROUND

Currently, automobile and truck traffic from outside Goshen have two alternatives to access the Visalia Industrial Park and the northeast industrial areas of Tulare County from Route 99. The first route is from Route 99 to Route 198 to the Road 80 corridor. The second route is from the Route 99/Betty Drive Interchange, east along Betty Drive and Elder Avenue to Camp Drive, north to Avenue 312 or south to Avenue 308. The Betty Drive Interchange is the only full access interchange to serve the unincorporated community of Goshen and provides access for residents and businesses as well as access to the City of Visalia Industrial Park and surrounding communities. Truck and vehicular traffic generated outside of the community that will utilize the Betty Drive Interchange disperse through local streets to access the Road 80 corridor and Visalia Industrial Park. The situation, over time, has caused traffic congestion with truck traffic competing with local vehicles and pedestrian safety issues for the residents. Local residents have long voiced concern over the increasing truck traffic volumes that create pedestrian and vehicular safety concerns, dust generation, noise and diesel fumes. Attachment C in the attached initial Project Study Report Equivalent (PSRE) illustrates the existing facilities.

The first phase of the project was completed in 2004. The second phase will complete the improvement outlined in the PSRE (see attached) with the addition of a grade separation at the UPRR crossing.

3. NEED AND PURPOSE

An increasing number of truck and automobile traffic are choosing to travel from the Betty Drive/Route 99 interchange east on Betty Drive, then north on Camp Drive or south on Road 68 to access the Road 80 corridor and northern area of the Visalia Industrial Park. The proposed project is needed to reroute the non-local traffic from the existing residential development within Goshen onto a designated truck route passing through the northern extremity of the Community. With the future growth of the Visalia Industrial Park and planned Industrial/Commercial development along Avenue 312, increased capacity is also ultimately needed. Exhibits illustrating the Proposed Land Use Plans are included in Attachment D in the attached initial Project Study Report Equivalent (PSRE). The project will address the improvements needed to accommodate the traffic demands for the year 2035.

In May 2001, OMNI-MEANS completed the Regional Transportation Impact Study for the Community of Goshen in the County of Tulare. The following “Existing Conditions”, “Existing Traffic Operations”, and “Traffic Accident Data” sections from that report are reprinted in the attached initial Project Study Report Equivalent (PSRE).

4. UPDATED TRAFFIC FORECASTING

Year 2035 Conditions

Year 2035 is used as the “cumulative analysis year” in this study. Year 2035 traffic volumes were forecasted utilizing the Tulare County Association of Governments (TCAG) regional travel demand forecast model. Based on the model outputs, 2035 traffic forecasts were estimated applying projected background traffic growth rates and adjusting intersection turning movements based upon existing intersection turning movement volumes as needed.

Year 2035 Traffic Operations

Year 2035 peak-hour intersection traffic operations were quantified applying Year 2035 traffic projections and existing intersection lane geometrics and control. Table 1 presents “Year 2035 — No Build peak hour intersection levels of service”. Truck percentages provided by the Tulare County Resource Management Agency (RMA) from Year 2000 have been input into the software and are used for this analysis.

As indicated in Table 1, all study intersections, except the intersection at Avenue 304 / State Route 99 northbound off ramp, are projected to operate at LOS “F” conditions during both AM and PM peak hour periods for the “No-Build” scenario. This is a result of increased traffic volumes and no improvements over existing conditions lane geometrics and control.

TABLE 1
YEAR 2035 - NO BUILD:
INTERSECTION LEVELS-OF-SERVICE

No	Intersection	Contrl Type	Delay (sec/veh)	LOS	AM Peak Hour		PM Peak Hour	
					Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Betty Dr / SR 99 SB ramps	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
2	Betty Dr / SR 99 NB ramps	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
3	Elder Dr / Effie Dr	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
4	Elder Dr / Camp Dr	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
5	Road 68 / Riggins Ave	OWSC	OVRFL	F	Yes	OVRFL	F	Yes
6	Ave 304 / SR 99 SB ramps	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
7	Ave304 / SR99 NB offramp	OWSC	13.9	B	No	13.9	B	Yes
8	Goshen Ave / Camp Dr	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
9	Commercial Dr @ Rd 68 / SR99NB on ramp	OWSC	16.9	C	No	70.2	F	Yes

Legend:
 TWSC = Two-Way-Stop Control. OWSC = One-Way-Stop Control AWSC = All-Way-Stop Control
 Average Delay = Average Intersection Delay for Signalized and AWSC Intersections.
 Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
 LOS = Average Intersection Level-of-Service for Signalized and AWSC Intersections.
 LOS = Worst-Case Movement Level-of-Service for TWSC Intersections.
 Warrant = Caltrans Peak-Hour Volume Warrant-I] (Urban Areas).
 OVRFL = Overflow.

Year 2035 roadway segment traffic operations were also quantified applying Year 2035 traffic projections. Table 2 presents the “Year 2035 — No Build” roadway segment traffic operations level of service projection. Truck percentages provided by the Tulare County RMA from Year 2000 have been input into the software and are used for this analysis.

TABLE 2
YEAR 2035 - NO BUILD:
ROADWAY SEGMENT TRAFFIC OPERATIONS

Roadway Segment	From	To	Type of Facility	Annual Average	
				Daily Traffic Volume(AADT)	AADT Based Level of Service
Betty Drive	SR 99	Road 80	2 Lane Collector	24,420	F

As indicated in the table above, the study roadway segment is projected to operate at LOS “F” for the “Year 2035 — No-Build” scenario.

4. ALTERNATIVES

General

Two project alternatives were analyzed for this project, the No-Build Alternative (beyond Phase 1 improvements) and the Project Alternative. These alternatives are summarized below.

No Build Alternative

In this alternative, no roadway or intersection improvements were assumed beyond the “Phase 1” conditions lane geometrics and control. This alternative also assumes that population, housing, and employment will continue to increase as planned. As noted in the preceding “Need and Purpose” Section, all study intersections, except the intersection at Avenue 304 / State Route 99, are projected to operate at LOS “F” conditions during both AM and PM peak hour periods under this alternative. The Betty Drive segment for year 2035 is projected to have a roadway segment LOS of “F”.

Project Alternative

In this alternative, the completed Phase 1 Betty Drive is widened to a four-lane divided arterial and is extended east of State Route 99 at a diagonal to the northeast and connects to the existing Avenue 312 (Riggin Avenue) alignment. This alternative (as shown in Attachment E in the attached initial Project Study Report Equivalent (PSRE)) was analyzed for year 2035. It is intended to provide additional capacity and reroute regional traffic from the existing residential developments within Goshen into a designated truck route that will pass through the northern extremity of Goshen. In doing so, automobile and truck traffic that is generated outside the community, particularly within the Visalia Industrial Park, will not drive through Goshen residential streets to access State Route 99. The grade separation for the project alternative is included in the project. At the conclusion of the Project Approval and Environmental Document (PS/ED) component, the decision of an overhead or underpass grade separation will be determined.

The estimated capital costs for construction and right of way of this ultimate project is approximately \$27 million. Copies of the cost estimating worksheets are included in Attachment B.

The Project Alternative will increase the Betty Drive roadway segment LOS from a LOS “F” to a LOS “C” as shown in the Table 3 below.

**TABLE 3
YEAR 2035 - BUILD:
INTERSECTION LEVELS-OF-SERVICE**

No	Intersection	Contrl Type	Delay (sec/veh)	AM Peak Hour		PM Peak Hour		
				LOS	Warrant Met?	Delay (sec/veh)	LOS	Warrant Met?
1	Betty Dr / SR 99 SB ramps	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
2	Betty Dr / SR 99 NB ramps	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
3	Elder Dr / Effie Dr	Signal	-22.1	C	Yes	10.1	B	No
4	Elder Dr / Camp Dr							
5	Road 68 / Riggin Ave	Signal	28.6	C	Yes	35.5	B	No
6	Ave 304 / SR 99 SB ramps	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
7	Ave304 / SR99 NB offramp	OWSC	13.9	B	No	13.9	B	Yes
8	Goshen Ave / Camp Dr	TWSC	OVRFL	F	Yes	OVRFL	F	Yes
9	Commercial Dr @ Rd 68 / SR99NB on ramp	OWSC	16.9	C	No	70.2	F	Yes

Legend:

TWSC = Two-Way-Stop Control. OWSC = One-Way-Stop Control AWSC = All-Way-Stop Control
Average Delay = Average Intersection Delay for Signalized and AWSC Intersections.
Average Delay = Worst-Case Intersection Movement Delay for TWSC Intersections.
LOS = Average Intersection Level-of-Service for Signalized and AWSC Intersections.
LOS = Worst-Case Movement Level-of-Service for TWSC Intersections.
Warrant = Caltrans Peak-Hour Volume Warrant-IJ (Urban Areas).
OVRFL = Overflow.

TABLE 4
YEAR 2035 – ALTERNATIVE 1:
ROADWAY SEGMENT TRAFFIC OPERATIONS

Roadway Segment	From	To	Type of Facility	Annual Average	AADT - Based Level of Service
				Daily Traffic Volume(AADT)	
Betty Drive	SR 99	Road 80	4 Lane Divided Arterial	28,800	C

Project Alternative Phasing

The Phase 1 project was completed in 2004 and improved the existing two-lane roadways with an adequate structural section and it also provided a two-lane diagonal from Effie Drive to Avenue 312 for the traffic which currently exists at Effie Drive. The diagonal provided a straighter path for the eastbound Effie Drive traffic to access Avenue 312 and ultimately, the Road 80 corridor.

The Phase 2 portion of the project will widen the Betty Drive/Avenue 312 traffic corridor from two lanes to four lanes from the Route 99 interchange to Road 80. Specifically, the Phase 2 project will widen the existing Betty Drive to four lanes from Route 99 to Road 67. It will construct the new four-lane Betty Drive extension from Road 67 to Road 68, including a new grade separation railroad crossing. It will also widen the Phase 1 Betty Drive diagonal and Avenue 312 to a four-lane divided arterial with medians from Road 68 to Road 80. This portion of the project will provide the additional capacity shown to be needed by the 2035 traffic projections. In addition to providing the additional roadway segment capacity, the Phase 2 project will also provide a new grade separation railroad crossing at Betty Drive and eliminate the existing delay at the current railroad crossing.

The estimated capital costs for construction and right of way for Phase 2 is approximately \$27 million.

Design Exceptions

There are no known non-standard design features associated with the proposed improvements.

5. SYSTEM PLANNING

The Betty Drive extension project is an “On System” roadway. Betty Drive is identified in the 2007 Regional Transportation Plan (RTP) “Regional Road System.” Only roadways on the

regional road system are eligible to receive STIP funds. This project is included in the RTP and, therefore, is included in the RTP Air Quality Conformity Finding.

The project is included in past and present editions of the Goshen Community Plan. Because it is in the Goshen Community Plan, it is also included in the Tulare County General Plan and Circulation Element. Although Tulare County Association of Governments (TCAG) opted out of the Congestion Management Program (CMP) in 1997, monitoring intersections, including the intersections at Betty Drive / State Route 99, is an annual program conducted by TCAG.

Near the Betty Drive extension project, widening Road 80 to 4-lanes from Visalia to Dinuba was approved in the 1998 State Transportation Improvement Program (STIP). This project has completed the environmental component and Phase I of the project is currently under construction. Limits of Phase I of the Road 80 project is from Road 304 to Road 328. Also near the project, is State Route 99. Widening this freeway from 4 to 6-lanes is a long range Caltrans project that is in the RTP. A Project Study Report (PSR) is currently being conducted by Caltrans.

6. ENVIRONMENTAL DETERMINATION AND ENVIRONMENTAL ISSUES

The environmental documents for the entire Phase II project was completed along the Phase I project with the assumption a new at-grade crossing was to be built. The environmental documents for original Phase II are outlined in the attached initial Project Study Report Equivalent (PSRE). Since that time, a grade separation has been proposed and thus environmental conditions have changed. The forth coming environmental document scope and initial study will examine the grade separation alternatives.

7. RIGHT OF WAY

The project right of way acquisitions for the Phase II are delineated in the attached initial PSRE.

8. FUNDING/SCHEDULING

The proposed Phase II project will be funded with Highway-Railroad Crossing Safety Account Program (HRCSA), Tulare County Measure R funds (1/2 cent sales tax increase) and local City of Visalia funding. Below is a summary of existing funds:

\$12,175,000 – HRCSA obtained by TCRA
 \$ 3,500,000 – City of Visalia local funds
\$21,016,375 – Measure “R” – obtained by TCRA
 \$36,691,375

The Phase II project “Project Component Costs” are as follows:

	Overhead Alt	Underpass Alt
Environmental/Preliminary Design	\$294,000	\$294,000
Design Engineering	\$937,000	\$937,000
Right-of-Way Engineering	\$40,000	\$40,000
Right-of-Way	\$780,000	\$780,000
Construction	\$26,318,125	\$31,491,250
Construction Engineering	\$2,631,813	\$3,149,125
Total	\$31,000,938	\$36,691,375

The tentative project schedule for completion of the Phase 2 project is as follows:

Project Milestone			Date
Project Study Report Approved			05/01/01
Begin Environmental (PA&ED) Phase			06/09/08
Circulate Draft Environmental Document	Document Type	ND/CE	03/30/09
Draft Project Report			01/30/09
End Environmental Phase (PA&ED Milestone)			05/29/09
Begin Design (PS&E) Phase			02/02/09
End Design Phase (Ready to List for Advertisement Milestone)			03/01/10
Begin Right of Way Phase			08/31/09
End Right of Way Phase (Right of Way Certification Milestone)			05/29/10
Begin Construction Phase (Contract Award Milestone)			06/01/10
End Construction Phase (Construction Contract Acceptance Milestone)			06/06/11
Begin Closeout Phase			06/06/11
End Closeout Phase (Closeout Report)			07/11/11

9. PROGRAMMING RECOMMENDATIONS

It is recommended that this PSR(PDS) Equivalent Amendment be used for programming the PA/ED and PS&E components in the 2008 STIP cycle.

10. CONTACTS

Questions regarding this PSR(PDS) Equivalent may be directed to:

William L. Hayter	(559) 733-6291
County of Tulare Redevelopment Agency	Ext. 4302
Assistant RMA Director Development Services	

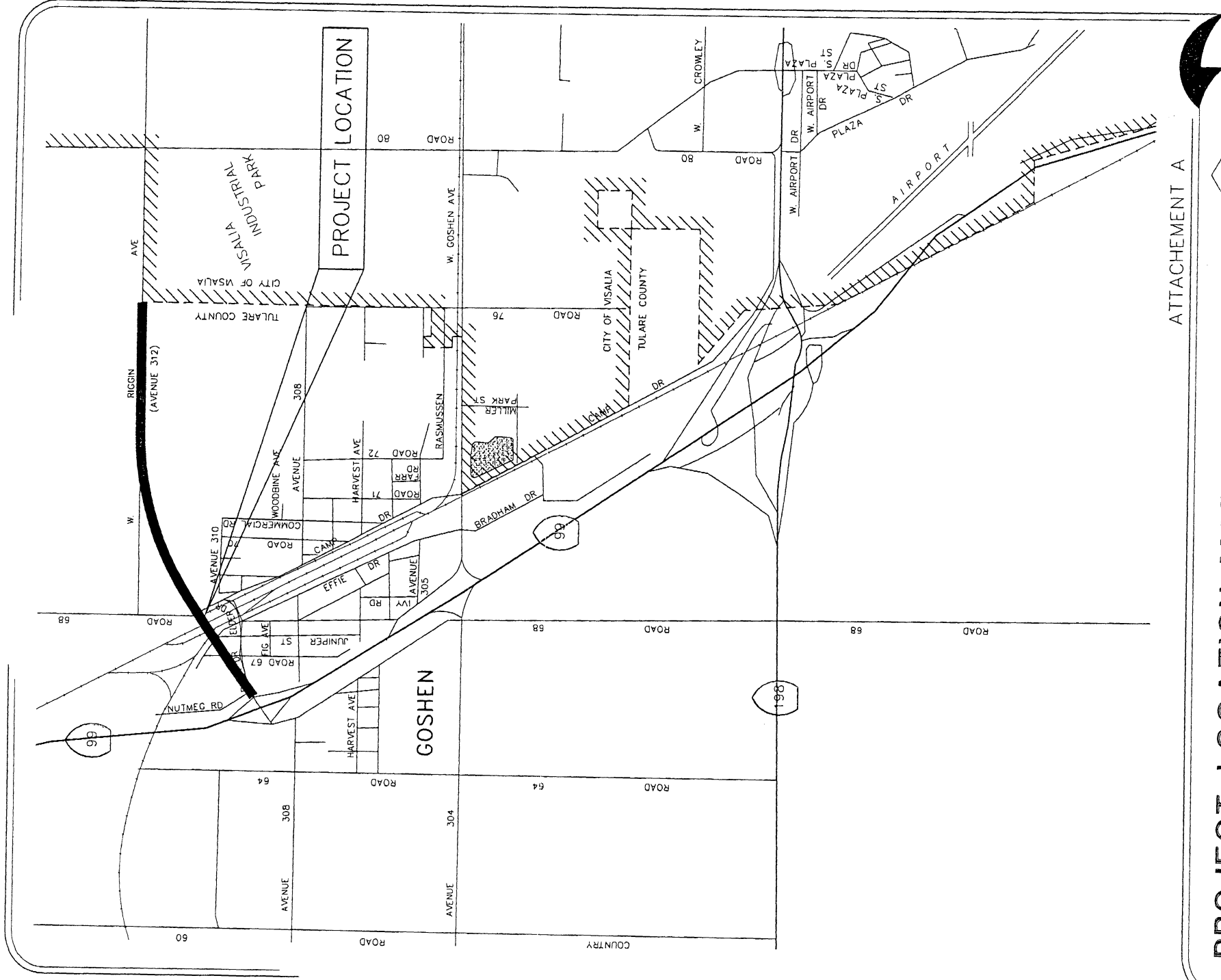
Ross Ainsworth	(916) 782-8688
OMNI-MEANS Principal-in-Charge	

Keith Mullnix	(530) 242-1700
OMNI-MEANS Project Manager	

11. LIST OF ATTACHMENTS

Attachment A	Project Location Map
Attachment B	Project Cost Estimate Worksheets
Attachment C	Proposed Improvements
Attachment D	Project Study Project Equivalent (September 2001)

ATTACHMENT A
PROJECT LOCATION MAP



ATTACHMENT A

PROJECT LOCATION MAP



ATTACHMENT B

PROJECT COST ESTIMATE WORKSHEETS

B1 – Overhead Alternative Project

B2 – Underpass Alternative Project

PSR PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					55-7299-02
Betty Drive/Avenue 312 Realignment & Improvement Project					
Overhead Structure Alternative					14-Nov-08
ITEM NO	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
ROADWAY ITEMS					
1	Construction Area Signs	LS	1	\$ 100 000.00	\$ 100 000
2	Traffic Control System	LS	1	\$ 200 000.00	\$ 200 000
3	Clearing and Grubbing	LS	1	\$ 100 000.00	\$ 100 000
4	Roadway Excavation	CY	20000	\$ 35.00	\$ 700 000
5	Imported Borrow	CY	140000	\$ 35.00	\$ 4 900 000
6	Class 2 Aggregate Base	CY	20000	\$ 66.00	\$ 1 320 000
7	Asphalt Concrete (Type B)	TON	25000	\$ 94.00	\$ 2 350 000
8	Minor Concrete (Type B1)	LF	20000	\$ 15.00	\$ 300 000
9	Minor Concrete (Type A2-6 Curb)	LF	3000	\$ 20.00	\$ 60 000
10	Minor Concrete (Sidewalk)	LF	0	\$ 30.00	\$ 0
11	Minor Concrete (Curb Ramp)	EA	12	\$ 4 000.00	\$ 48 000
12	Overhead Structure	SF	48450	\$ 180.00	\$ 8 721 000
13	Retaining Walls (MSE)	SF	2600	\$ 55.00	\$ 143 000
14	R/R Crossing Demolition	LS	1	\$ 50 000.00	\$ 50 000
15	Street Lighting	EA	75	\$ 3 500.00	\$ 262 500
16	Utility Relocation	LS	1	\$ 50 000.00	\$ 50 000
17	Storm Drain System	LS	1	\$ 500 000.00	\$ 500 000
18	Miscellaneous Facilities	LS	1	\$ 500 000.00	\$ 500 000
19	Traffic Signal	EA	3	\$ 250 000.00	\$ 750 000
	Subtotal Roadway Items				\$ 21 054 500
			contingency	25%	\$ 5 263 625
	Total Roadway Items				\$ 26 318 125
19	Right of Way Acquisition/Title and Escrow	LS	1	\$ 780 000.00	\$ 780 000
	Total Project Opinion of Probable Costs Estimate				\$ 27 098 000
NOTES:					
	1. Assumed road sections				
	Betty Drive				
	sta 73+68 to 126+00 - 0.65' ac / 0.80' ab (T1=12.5, R=50)				
	sta 38+00 to 73+68 - 0.65' ac / 2.20' ab (T1=12.5, R=12)				
	Camp Drive/Road 68				
	0.65' ac / 2.05' ab (T1=12.0, R=12)				
	Road 67				
	0.65 ac / 0.60 ab (T1=11.5, R=50)				
	Effie Drive				
	0.65 ac / 1.25 ab (T1=9.5, R=12)				
	2. Increased from Property Values by 50% due to increased land value from 2001				
	3. Power pole relocations are assumed to be provided by utility company per franchise agreement.				

PSR PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					55-7299-02
Betty Drive/Avenue 312 Realignment & Improvement Project					
Underpass Alternative					14-Nov-08
ITEM NO	ITEM DESCRIPTION	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	TOTAL
ROADWAY ITEMS					
1	Construction Area Signs	LS	1	\$ 100 000.00	\$ 100 000
2	Traffic Control System	LS	1	\$ 200 000.00	\$ 200 000
3	Clearing and Grubbing	LS	1	\$ 100 000.00	\$ 100 000
4	Roadway Excavation	CY	180000	\$ 35.00	\$6 300 000
5	Class 2 Aggregate Base	CY	20000	\$ 66.00	\$1 320 000
6	Asphalt Concrete (Type B)	TON	25000	\$ 94.00	\$2 350 000
7	Minor Concrete (Type B1)	LF	20000	\$ 15.00	\$ 300 000
8	Minor Concrete (Type A2-6 Curb)	LF	3000	\$ 20.00	\$ 60 000
9	Minor Concrete (Sidewalk)	LF	0	\$ 30.00	\$ 0
10	Minor Concrete (Curb Ramp)	EA	12	\$ 4 000.00	\$ 48 000
11	RR Steel Structure	SF	6600	\$ 600.00	\$3 960 000
12	Camp Drive Concrete Structure	SF	6000	\$ 225.00	\$1 350 000
13	Retaining Walls	SF	13000	\$ 110.00	\$1 430 000
14	Temporary Shoo-Fly	LF	5500	\$ 200.00	\$1 100 000
15	Remove Temporary Shoo-Fly	LF	5500	\$ 75.00	\$ 412 500
16	Construct Track Realignment	LF	2400	\$ 200.00	\$ 480 000
17	Street Lighting	EA	75	\$ 3 500.00	\$ 262 500
18	Utility Relocation SEE NOTE 2	LS	1	\$3 000 000.00	\$3 000 000
19	Storm Drain System	LS	1	\$ 500 000.00	\$ 500 000
20	Storm Drain Pump Station	LS	1	\$ 260 000.00	\$ 260 000
21	Sewer Pump Station	LS	1	\$ 250 000.00	\$ 250 000
22	Generator & Building for Pump stations	LS	1	\$ 160 000.00	\$ 160 000
23	Miscellaneous Facilities	LS	1	\$ 500 000.00	\$ 500 000
24	Traffic Signals	EA	3	\$ 250 000.00	\$ 750 000
	Subtotal Roadway Items				\$25 193 000
			contingency	25%	\$6 298 250
	Total Roadway Items				\$31 491 250
25	Right of Way Acquisition/Title and Escrow	LS	1	\$ 780 000.00	\$ 780 000
	Total Project Opinion of Probable Costs Estimate				\$32 271 000
NOTES:					
	1. Assumed road sections				
	Betty Drive				
	sta 73+68 to 126+00 - 0.65' ac / 0.80' ab (TI=12.5, R=50)				
	sta 38+00 to 73+68 - 0.65' ac / 2.20' ab (TI=12.5, R=12)				
	Camp Drive/Road 68				
	0.65' ac / 2.05' ab (TI=12.0, R=12)				
	Road 67				
	0.65 ac / 0.60 ab (TI=11.5, R=50)				
	Effie Drive				
	0.65 ac / 1.25 ab (TI=9.5, R=12)				
	2. Assumed Relocated Utilities:				
	A. 8" Kinder Morgan Petroleum Line				
	B. Qwest Fiber-Optic Line				
	C. MCI-Worldcom Fiber-Optic Line				
	D. AT&T Fiber Optic Line (2)				
	E. 30" Storm Drain Line				
	3. Increased from Property Values by 50% due to increased land value from 2001				
	4. Power pole relocations are assumed to be provided by utility company per franchise agreement.				

ATTACHMENT C

PROPOSED IMPROVEMENTS

C1 – Overhead Alternative Project

C2 –Underpass Alternative Project

SEE RIGGIN AVE
ULTIMATE SECTION.
EXISTING ROADWAY
REMOVAL

MATCHLINE

PARCEL INFORMATION

ASSESSOR'S PARCEL
NUMBER

	075-34-02
①	075-05-30
②	075-05-25
③	075-05-24
④	075-05-05
⑤	075-07-27
⑥	075-07-28
⑦	075-07-42
⑧	075-07-43
⑨	075-07-33
⑩	075-10-27
⑪	075-07-46
⑫	075-17-26
⑬	075-17-27
⑭	075-05-34
⑮	

EFFIE DRIVE

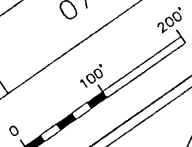
ROAD 67

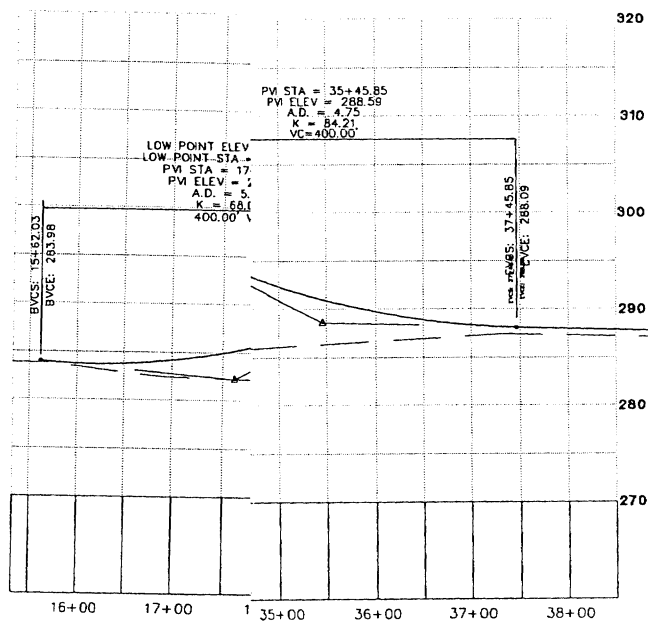
Betty Drive Phase II

Preferred Railroad 0'

ED BY 2035

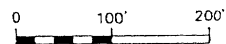
1312ex021 (130C100) 55-7299-02 RAD01 & RAD13

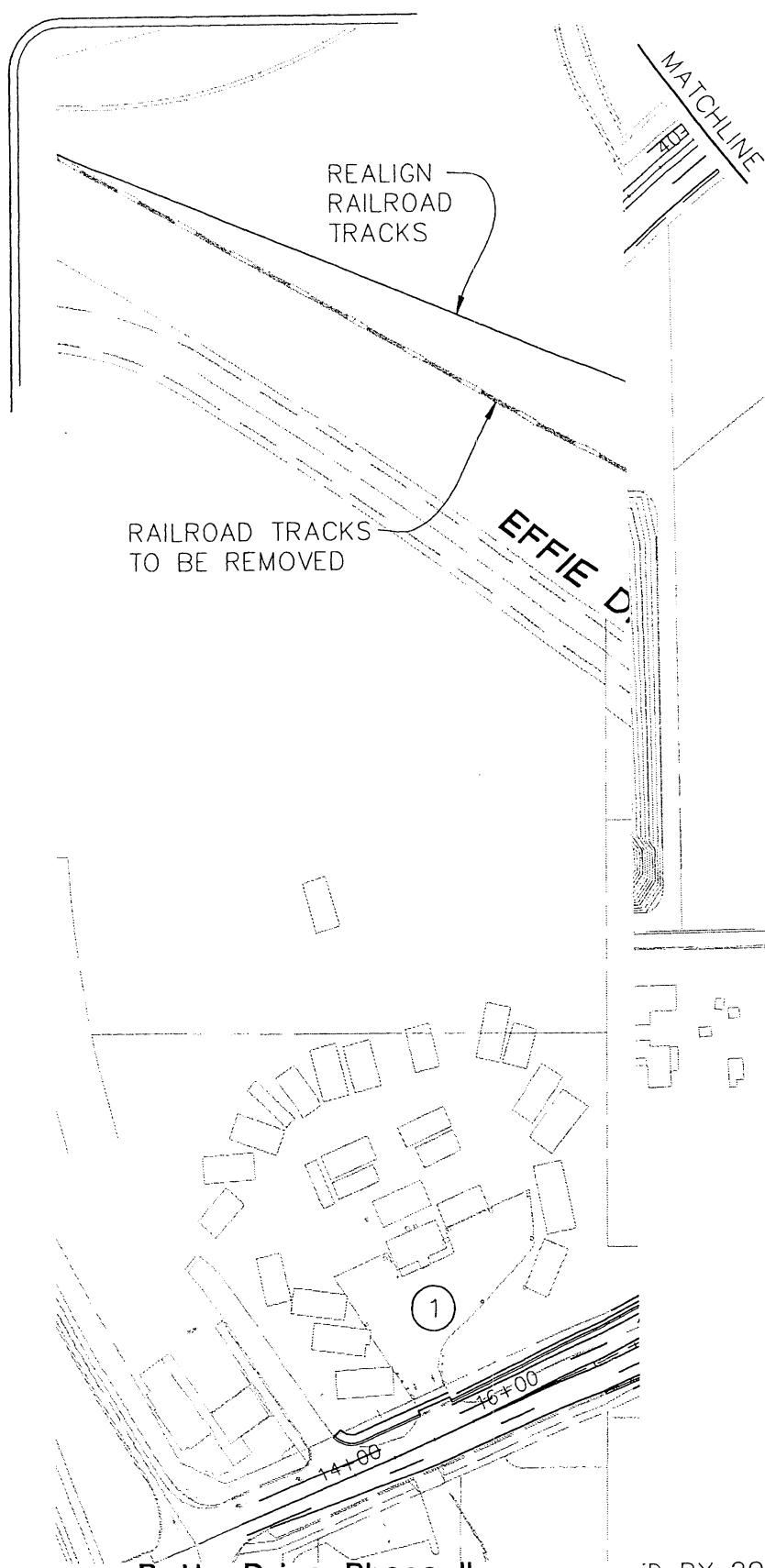




Betty Drive Phase II

Railroad Overhead





SEE RIGGIN AVE
ULTIMATE SECTION.

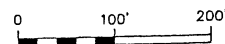
 EXISTING ROADWAY
REMOVAL

PARCEL INFORMATION

	ASSESSOR'S PARCEL NUMBER
①	075-34-02
②	075-05-30
③	075-05-25
④	075-05-24
⑤	075-05-05
⑥	075-07-27
⑦	075-07-28
⑧	075-07-42
⑨	075-07-43
⑩	075-07-33
⑪	075-10-27
⑫	075-07-46
⑬	075-17-26
⑭	075-17-27

Betty Drive Phase II

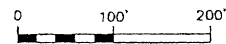
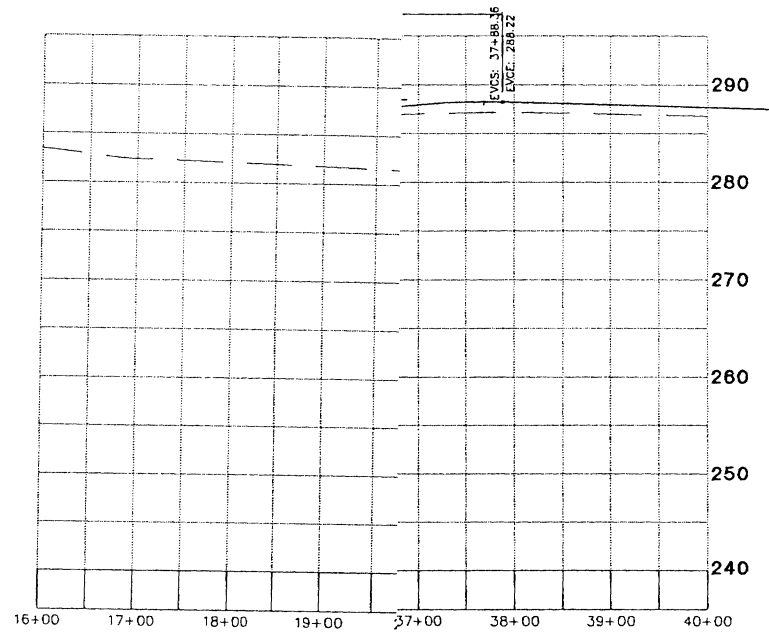
D BY 2035



Preferred Railroad U



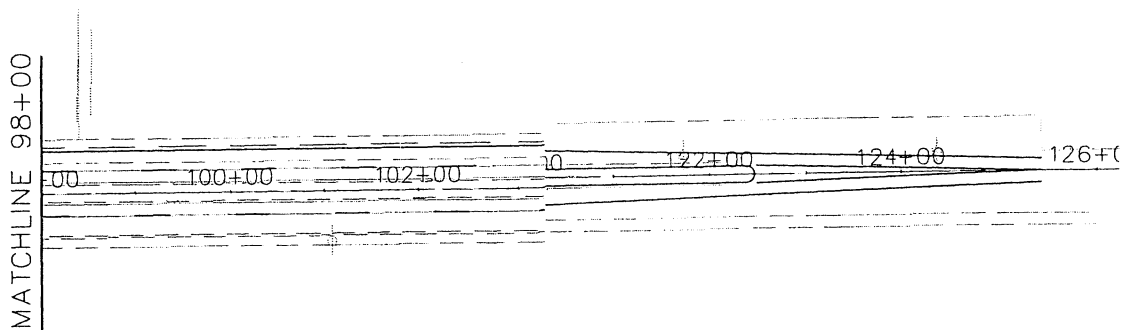
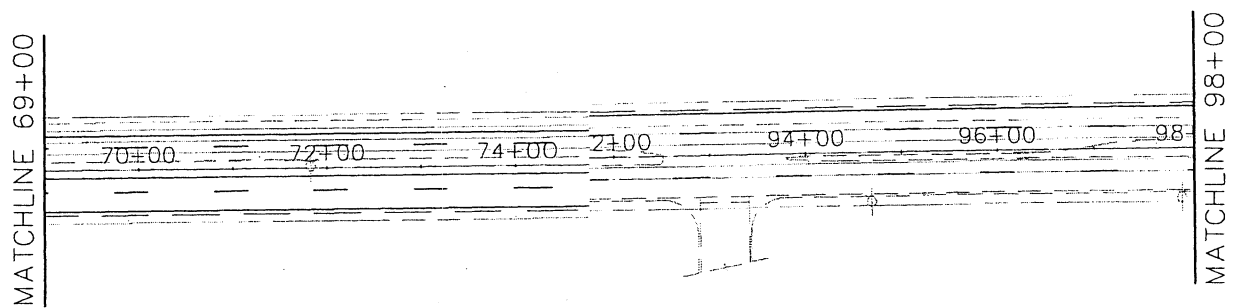
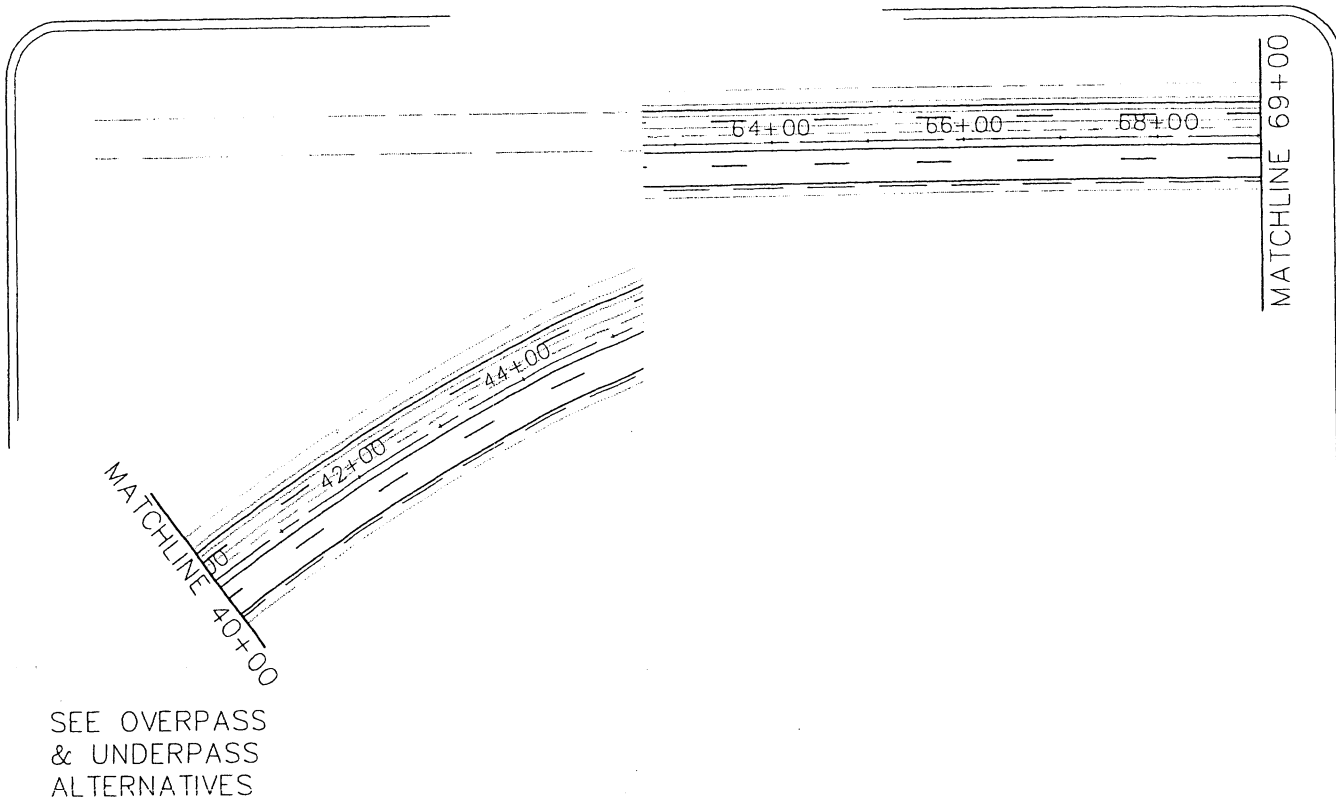
4
31



Betty Drive Phase II

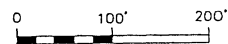
Railroad Underpass



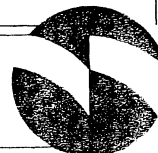


Betty Drive Phase II

RED BY 2035



Avenue 312 Ultimate



ATTACHMENT D

PROJECT STUDY REPORT EQUIVALENT (SEPTEMBER 2001)

EXHIBIT C

HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) Project Benefits Form

Project Title: Phase 2 - Betty Drive / UPRR - Removal of at Grade Crossing, New Structures

Project Category: High-priority grade separation improvement project

Project Type: Rail - Highway at Grade Crossing eliminated, New Structures

Outputs: Number of Grade Crossings Eliminated - 1
Number of Structures Constructed - 1

<u>Outcomes:</u>	<u>Outcome</u>	<u>Performance Measure</u>
	Safety	100% Reduction in Train / Vehicle involved accidents
	Velocity	Elimination of Vehicle Stops / Delays
	Throughput	35% Change in Highway volume
	Reliability	304 Person Minutes Saved Per Day During Peak Hour (2008) 1,320 Person Minutes Saved Per Day During Peak Hour (2035)
	Congestion Reduction	Reduction of 2,100 Vehicle-Minutes Per Day of Delay (2008) Reduction of 9,141 Vehicle-Minutes Per Day of Delay (2035)
	Emissions Reduction	Reduction of 0.4 Tons per Year of Part. Matter (PM2.5, PM10) - 2008 Reduction of 5.5 Tons per Year of Carbon Dioxide (CO2) - 2008 Reduction of 0.2 Tons per Year of Nitrogen Oxides (NOx) - 2008 Reduction of 1.7 Tons per Year of Part. Matter (PM2.5, PM10) - 2035 Reduction of 23.9 Tons per Year of Carbon Dioxide (CO2) - 2035 Reduction of 0.7 Tons per Year of Nitrogen Oxides (NOx) - 2035

Other Project Specific Provisions and Conditions

City of Visalia



Community Development

315 E. Acequia Avenue, Visalia, CA 93291

December 4, 2007

George Finney, Executive Director
Tulare County LAFCO
5961 S. Mooney Blvd.
Visalia CA 93277

Subject: LAFCO Case 1435-V-438 (Visalia Annexation 2007-01 - Vargas)

Dear Mr. Finney:

This letter will confirm the City of Visalia's future participation in the future Betty Drive improvements/Highway 99 interchange project and the Vargas Annexation proposal.

The improvement of Betty Drive and upgrade of the highway interchange are projects of significant importance to the City of Visalia and the region. These projects have been anticipated since the adoption of the City's 2020 Plan in 1991. Because these improvements will facilitate efficient truck traffic movements for the Industrial Park and provide access to Highway 99 for Riggin Avenue vehicle traffic, the City has strong interest in seeing these projects completed.

TCAG's projected costs (in current dollars) for the Betty Drive improvements are \$9 million for street widening, \$15-18 million for railroad grade separation, and \$37 million for highway interchange improvements. TCAG hopes to begin work on grade separation and street widening in approximately 7 years. Though Measure R and STIP funds are allocated to these projects, TCAG advises that these funding sources may not be sufficient to cover the full costs of these improvements, and STIP funds may be jeopardized by future State financial problems.

As you know, the City of Visalia implements a transportation impact fee program. The capital improvement program associated with the current transportation impact fee program designates \$3.5 million for grade separation and street widening on Betty Drive at the railroad crossing. The City will use these funds to pay the City's share of project costs beyond those covered by Measure R and STIP.



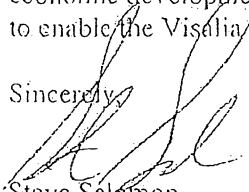
RECYCLED PAPER

The Vargas Annexation will generate significant transportation impact fee revenue during build out. These fees will help fund widening of portions of Plaza Drive and Riggin Avenue across the site's frontages, and signalization of the Riggin/Plaza intersection. Remaining funds will go into the City's transportation impact fee revenue fund that will help deliver other major street projects in the Sphere of Influence, including the City's allocation for Betty Drive.

The City's intention to use transportation impact fees to fund a portion of Betty Drive improvements includes the expectation that other stakeholders in the Goshen area will also participate in funding the cost of improvements beyond Measure R and STIP capabilities. These partners would include developers doing projects in the Goshen community, the Tulare County Redevelopment Agency, and the County of Tulare.

The City hopes to move forward with the Vargas Annexation to assist in regional economic development efforts. We are hopeful that LAFCO will approve the annexation to enable the Visalia Industrial Park expansion to proceed.

Sincerely,



Steve Salomon
City Manager

C: City Council
Pat Daniels, MSJ Partners
Ted Smalley, TCAO

BEFORE THE
TULARE COUNTY TRANSPORTATION AUTHORITY
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

VERIFYING THE AVAILABILITY OF)	
MEASURE R FUNDING FOR THE)	Resolution No. 2008-021
BETTY DR/UP RAILROAD)	
GRADE SEPARATION PROJECT)	

WHEREAS, the Tulare County Association of Governments (TCAG) is a Regional Transportation Planning Agency (RTPA), a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation and acts as the Tulare County Transportation Authority (TCTA); and

WHEREAS, the Tulare County Redevelopment Agency may receive Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Bond funds from the California Department of Transportation (Department) now or sometime in the future for a high-priority grade separation and railroad crossing safety improvement project; and

WHEREAS, the California Transportation Commission (Commission) HRCSA Guidelines require the local agency, and any entity committed to providing supplementary funding for the project, to execute a baseline agreement with the Department to confirm the project scope, benefits, delivery schedule, and the project budget and funding plan; and

WHEREAS, the HRCSA guidelines also require the local agency receiving a Commission allocation to execute a funding agreement with the Department before it can be reimbursed for project expenditures; and

WHEREAS, the Department utilizes the HRCSA and Grade Separation Fund Agreement for the purpose of administering and reimbursing intercity rail funds to local agencies; and

WHEREAS, TCAG is a funding agency for the Betty Drive/UP Railroad Grade Separation project; and

WHEREAS, local funding is available to the Betty Drive/UP Railroad Grade Separation project pursuant to the Measure R Sales Tax Expenditure Plan; and

WHEREAS, TCAG, as a funding agency, wishes to delegate authorization to execute any any funding agreements or amendments to the TCAG Executive Director.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1) Measure R sales tax funding in the amount of \$14 million is available for the Betty Drive/UP Railroad Grade Separation Project.

The foregoing Resolution was adopted upon the motion of Member Kimball, seconded by Member Ishida, at a regular meeting on the 20th day of October, 2008, by the following vote:

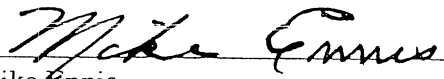
AYES: Ishida, Cox, Worthley, Ennis, Boyer, Kimball, Martinez, Ortega, Link, Ritchie

NOES:

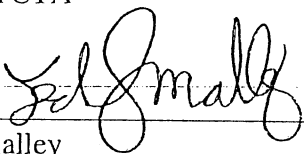
ABSTAIN:

ABSENT: Conway, McKittrick, Norman

TULARE COUNTY TRANSPORTATION AUTHORITY



Mike Ennis
Chair, TCTA



Ted Smalley
Executive Director, TCTA

