

Memorandum

To: Chair and Commissioners

Date: October 15, 2008

From: JOHN F. BARNA, JR.

File: Reference No. 4.3
Action Item

Ref: Trade Corridors Improvement Fund (TCIF) – Program Amendments

ISSUE: Should the Commission approve the proposed TCIF Program amendments, as detailed below and in Attachment A and establish Attachment A as the amended TCIF Program of projects?

RECOMMENDATION: Commission staff recommends that the Commission approve the proposed TCIF Program amendments as detailed below and in Attachment A and establish Attachment A as the amended TCIF Program of projects.

BACKGROUND: The Commission, at its April 10, 2008 meeting, adopted the TCIF program and directed nominating agencies to provide executed Project Baseline Agreements that set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan. The Commission also directed that the Project Baseline Agreements be signed by the Director of the Department of Transportation, the regional agency and nominating agency executive directors, and the CTC Executive Director.

As part of the Project Baseline Agreement process, the nominating agencies have reviewed the proposed project scope, measurable expected benefits, delivery schedule and project budget and funding plan. Based on this review and in accordance with the Commission's TCIF Guidelines and Resolution TCIF-P-0708-01, the following agencies have requested amendments to the project scope and/or programmed TCIF funding:

California Department of Transportation

TCIF Project 8: *Track and Tunnel Improvements at Donner Summit*

The California Department of Transportation is withdrawing its application for TCIF funding for the Track and Tunnel Improvements at Donner Summit as the Union Pacific Railroad has withdrawn its support for the project (see attached letter dated September 11, 2008). The Commission programmed \$43 million of TCIF funds for this project in April 2008.

The Northern California Trade Corridor Coalition is currently reviewing alternative strategies and projects for reprogramming these TCIF funds and will present a proposal to the Commission at a future meeting.

Port of Los Angeles

TCIF Project 32: *Ports Rail System – Tier 1 (West Basin Road Access Improvements)*

TCIF Project 33: *Ports Rail System – Tier 1 (Pier 400 Second Lead Track)*

The Port of Los Angeles (POLA) requests approval to withdraw the Pier 400 Second Lead Track Project from the TCIF Program and transfer the \$3.67 million in TCIF funds from that project to the West Basin Road Access Improvements Project (see attached letter dated August 5, 2008). With the transfer of funds from the Pier 400 Project, the local match on the West Basin Road Access Improvements Project will still exceed the minimum one-to-one ratio required by the TCIF Guidelines.

The POLA anticipates that property issues with the US Navy will delay the start of construction for the Pier 400 Project beyond the December 2013 date mandated in the TCIF Guidelines. The US Navy currently leases and occupies the POLA owned site with its Naval Reserve facility. The Base Reuse and Closure Act (BRAC) of 2005 requires the Navy to vacate the site by the end of 2011. However, the Navy still has a legal lease with the POLA that extends until the year 2029. The Navy has begun procurement of a relocation facility, but they cannot guarantee the date of vacation despite the BRAC. Moreover, even with the BRAC requirement, the POLA does not believe that forcing the Navy to vacate in time to begin construction of the Pier 400 Project by December 2013 is a viable option.

The POLA still intends to construct the Pier 400 Project with POLA funds and realize the corresponding benefits to truck trip and emission reductions.

The Southern California Consensus Group approves the changes requested by the POLA and requests the Commission's concurrence (see attached letter dated September 30, 2008).

Port of Long Beach

TCIF Project 24: *Ports Rail System – Tier 1 (Pier F Support Yard)*

TCIF Project 25: *Ports Rail System – Tier 1 (Track Realignment at Ocean Blvd.)*

TCIF Project 28: *Ports Rail System – Tier 1 (CP Mole Reconfiguration)*

TCIF Project 29: *Ports Rail System – Tier 1 (Reeves Ave Closure and Grade Separation)*

TCIF Project 30: *Ports Rail System – Tier 1 (Navy Mole Storage Yard)*

The Port of Long Beach (POLB) requests approval to adjust the programmed amount of TCIF funds, totaling \$8.53 million, between five of the rail projects to provide funding in a

manner that expedites project delivery (see attached letter dated October 9, 2008). These adjustments do not affect the scope of the projects and will not affect the combined total of programmed TCIF funds approved by the Commission in April 2008. The POLB's local match on each of the affected rail projects continues to exceed the minimum one-to-one ratio required by the TCIF Guidelines.

The majority of the adjustment, \$8.46 million, is slated to increase TCIF funds on two projects that are nearing completion of the environmental process. The additional TCIF funds for these two projects will enable the POLB to begin construction in 2010-2011 and allow the Infrastructure Cargo Fee (ICF) to fund several rail projects concurrently. The specific project adjustments are as follows:

Pier F Support Yard

The POLB requests an increase in the amount of TCIF funds programmed for this project from \$4.65 million to \$10.0 million since the environmental review is in progress. Construction is expected to begin in October 2010. The additional TCIF funds will enable the POLB to begin construction and allow the collected ICF to fund other rail projects concurrently, i.e. CP Mole Reconfiguration.

Track Realignment at Ocean Boulevard

The POLB requests an increase in the amount of TCIF funds programmed for this project from \$23.96 million to \$27.0 million since the environmental review is in progress. Construction is expected to begin in October 2010. The additional TCIF funds will enable the POLB to begin construction and allow the collected ICF to fund other rail projects concurrently, i.e. CP Mole Reconfiguration.

CP Mole Reconfiguration

The POLB requests a decrease in the amount of TCIF funds programmed for this project from \$11.85 million to \$10.0 million since the POLB will use the collected ICF to complete the project PS&E and initial construction phases.

Reeves Avenue Closure and Grade Separation

The POLB requests a decrease in the amount of TCIF funds programmed for this project from \$31.18 million to \$24.57 million. The environmental and permitting phases are expected to be completed in spring 2010. Construction is expected to begin in late 2010. This adjustment will benefit the Pier F Support Yard and the Track Realignment at Ocean Boulevard.

Navy Mole Storage Yard

The POLB requests an increase in the amount of TCIF programmed for this project be from \$5.93 million to \$6.0 million. The minor adjustment is simply a numerical rounding. There is no specific effect on the project delivery.

The Southern California Consensus Group approves the changes requested by the POLB and requests the Commission's concurrence (see attached letter dated September 30, 2008).

Alameda Corridor Transportation Authority

TCIF Project 31: Ports Rail System – Tier 1 (New Cerritos Rail Bridge)

The Alameda Corridor Transportation Authority (ACTA) requests approval to revise the scope of the New Cerritos Rail Bridge Project (see attached letter dated October 10, 2008). The scope of the programmed TCIF project includes two distinct projects: the New Cerritos Rail Bridge Project and a track connection project. ACTA proposes to delete the track connection component from the TCIF project and use the TCIF funding programmed solely on the New Cerritos Rail Bridge Project. The local match on the New Cerritos Rail Bridge Project will still exceed the minimum one-to-one ratio required by the TCIF Guidelines. ACTA plans to construct the track connection with its own funds.

The track connection is a project of stand-alone operational benefit for which there is already environmental clearance under the original Alameda Corridor Definition and construction will begin next year. The remaining New Cerritos Rail Bridge Project will require a separate EIR under CEQA and construction will begin in 2013. In order to avoid confusion concerning the linking of two projects with different environmental clearance approaches and schedules, ACTA decided to separate these two projects. Therefore, ACTA proposes to only include the New Cerritos Rail Bridge Project in the TCIF project.

The Southern California Consensus Group approves the changes requested by ACTA and requests the Commission's concurrence (see attached letter dated October 13, 2008).

San Bernardino Associated Governments

TCIF Project 62: ACE Valley Grade Separation at BNSF/UP

The San Bernardino Associated Governments (SANBAG) requests approval to withdraw the ACE Valley Grade Separation Project and replace it with another ACE grade separation at Archibald Avenue (see attached letter dated October 3, 2008). The proposed does not change the total amount of TCIF funds programmed for the Southern California Consensus Group and the replacement project will exceed the minimum one-to-one local match required by the TCIF Guidelines.

The request to replace the ACE Valley Grade Separation Project with the ACE Archibald Avenue Grade Separation Project is based on SANBAG's concerns regarding the Valley Grade Separation Project and its relationship with the Colton Crossing Project. Preliminary engineering work on both projects confirms that the design of the two projects is linked. The selection of a railroad profile preferred alternative for the Colton Crossing is one of several key factors in the selection of a preferred alternative for the Valley Grade Separation.

The complex and controversial nature of the design alternatives of the Colton Crossing and the need to proceed in a manner that promotes community acceptance of the process and outcome strongly suggest that the Valley Grade Separation is unlikely to meet the project delivery deadlines imposed by inclusion in the TCIF Program.

The Archibald Avenue Grade Separation Project environmental phase is expected to be completed by July 2009 and construction is expected to begin in early 2013.

The Southern California Consensus Group approves the changes requested by SANBAG and requests the Commission's concurrence (see attached letter dated October 6, 2008).

Attachment A
Trade Corridors Improvement Fund (TCIF)
Recommended Amended Program of Projects
(Dollars in Thousands)

Project Category	Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Clear.	Adj. Enviro. Clear	Const. Start	Adj. Const. Start	Total Project Cost	Adj. Total Project Cost	Adopted TCIF Funding	Amended TCIF Funding	Comments
Port	1	NCTCC	MTC/Port of Oakland	7th Street Grade Separation	ALA	Jan-09	Jan-11	Sep-09	Sep-11	\$ 427,000	\$ 350,000	\$ 175,000	\$ 175,000	
Rail	2	NCTCC	MTC/Port of Oakland	Martinez Subdivision Rail Improvements	ALA	Dec-09		Oct-11		\$ 215,000		\$ 74,000	\$ 74,000	
Port	3	NCTCC	MTC/Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	ALA	Jun-09	Jun-09	Mar-11	Mar-11	\$ 220,000	\$ 220,000	\$ 110,000	\$ 110,000	
Highway	4	NCTCC	MTC/ACCMA	I-880 Reconstruction, 29th & 23rd Avenues, Oakland	ALA	Apr-10	Apr-10	Aug-12	Aug-12	\$ 97,000	\$ 96,787	\$ 73,000	\$ 73,000	
Highway	5	NCTCC	MTC	I-580 Eastbound Truck Climbing Lane	ALA	Jan-10	Jan-10	Feb-12	Feb-12	\$ 64,265	\$ 64,465	\$ 64,265	\$ 64,265	
Rail	6	NCTCC	Caltrans/BSNF	Tehachapi Trade Corridor Rail Improvement Project	KER	Jan-10	Jan-10	Mar-12	Mar-12	\$ 111,700	\$ 111,400	\$ 54,000	\$ 54,000	
Rail	7	NCTCC	City of Shafter	Shafter Intermodal Rail Facility	KER	May-96		Jun-08		\$ 30,000		\$ 15,000	\$ 15,000	
Rail	8	NCTCC	Caltrans/UP	Track and Tunnel Improvements at Donner Summit	PLA	Dec-09		Jul-10		\$ 86,800		\$ 43,000		Withdrawn by Sponsor
Rail	9	NCTCC	City of Sacramento	Sacramento Intermodal Track Relocation	SAC	Apr-09	Apr-09	Jan-10	Jan-10	\$ 51,584	\$ 51,584	\$ 20,000	\$ 20,000	
Highway	10	NCTCC	SJCOG	4 West Crosstown Freeway Extension Stage I	SJ	Nov-10	Nov-10	Jun-13	Jun-13	\$ 193,640	\$ 193,640	\$ 96,820	\$ 96,820	
Port	11	NCTCC	Port of Stockton/Contra Costa County	San Francisco Bay to Stockton Ship Channel Deepening Project	SJ	Jan-09	Sep-11	Feb-10	Jun-12	\$ 141,447	\$ 141,447	\$ 17,500	\$ 17,500	
Highway	12	NCTCC	MTC/STA	I-80 Eastbound Cordelia Truck Scales Relocation	SOL	Dec-09	Dec-09	Oct-12	Oct-12	\$ 100,900	\$ 100,900	\$ 49,800	\$ 49,800	
Rail	13	NCTCC	County of Stanislaus	San Joaquin Valley Short Haul Rail/Inland Port Project	STA	Dec-09	Dec-09	Jun-10	Jun-10	\$ 57,434	\$ 57,434	\$ 22,467	\$ 22,467	
Port	14	NCTCC	West Sacramento/Port of Sacramento	Sacramento River Deep Water Channel Project	YOL	Aug-09	Jul-10	Jan-10	Aug-10	\$ 83,275	\$ 83,275	\$ 10,000	\$ 10,000	
		NCTCC Total		TCIF Programming Range = \$640,000 to \$840,000; Recommended Programming Target = \$825,000						\$ 1,880,045		\$ 824,852	\$ 781,852	
Grade Sep	15	SCCG	ACE	San Gabriel Valley Grade Separation Program	LA	Jul-09	Dec-09	Apr-11	Apr-11	\$ 700,000	\$ 723,046	\$ 336,600	\$ 336,600	
Highway	16	SCCG	ACTA	SR 47 Expyw-Schuyler Heim Bridge Replace/Construct Expyw & Flyover	LA	Jun-08	Dec-08	Jan-10	Apr-11	\$ 687,000	\$ 687,000	\$ 158,000	\$ 158,000	
Grade Sep	17	SCCG	City of Santa Fe Springs	ACE:Gateway-Valley View Grade Separation Project	LA	Sep-05	Sep-05	Feb-09	Oct-09	\$ 79,084	\$ 75,177	\$ 25,570	\$ 25,570	
Rail	18	SCCG	SCRRA/Metrolink	New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	LA	Jan-08	Jan-08	Sep-09	Sep-09	\$ 14,700	\$ 14,700	\$ 7,200	\$ 7,200	
Highway	19	SCCG	Port of Los Angeles	I-110 Fwy Access Ramp Imp SR 47/I110 NB Connector Widening	LA	Mar-09	Aug-09	Jul-11	Sep-11	\$ 48,200	\$ 50,719	\$ 14,700	\$ 14,700	
Highway	20	SCCG	Port of Los Angeles	C Street Access Ramps Improvements	LA	Mar-09	Aug-09	Jan-12	Mar-12	\$ 28,300	\$ 29,281	\$ 8,300	\$ 8,300	
Grade Sep	21	SCCG	City of Commerce	Washington Blvd Widening & Reconstruction Project	LA	Jul-08	Aug-08	May-09	May-09	\$ 28,898	\$ 32,000	\$ 5,800	\$ 5,800	
Highway	22	SCCG	Port of Los Angeles	South Wilmington Grade Separation	LA	Apr-06	Apr-06	Jan-11	Jan-11	\$ 65,500	\$ 73,060	\$ 17,000	\$ 17,000	
Port	23	SCCG	Port of Long Beach	Gerald Desmond Bridge Replacement	LA	Dec-08	Jun-09	Jun-10	Dec-10	\$ 851,500	\$ 1,125,200	\$ 250,000	\$ 250,000	
Port	24	SCCG	Port of Long Beach	Ports Rail System - Tier I (Pier F Support Yard)	LA	Mar-09	Mar-09	Oct-10	Oct-10	\$ 27,240	\$ 24,140	\$ 4,650	\$ 10,000	Increase in TCIF funds
Port	25	SCCG	Port of Long Beach	Ports Rail System - Tier I (Track Realignment @ Ocean Blvd)	LA	Mar-09	Mar-09	Oct-10	Oct-10	\$ 75,390	\$ 65,840	\$ 23,960	\$ 27,000	Increase in TCIF funds
Port	26	SCCG	Port of Long Beach	Ports Rail System - Tier I (Pier B St. Realignment)	LA	Sep-09	Apr-10	Jul-10	Jun-12	\$ 25,670	\$ 30,270	\$ 4,180	\$ 4,180	
Port	27	SCCG	Port of Long Beach	Ports Rail System - Tier I (Terminal Island Wye Track Realignment)	LA	Dec-08	Apr-10	Jan-10	Jun-11	\$ 11,950	\$ 12,850	\$ 3,790	\$ 3,790	
Port	28	SCCG	Port of Long Beach	Ports Rail System - Tier I (Reconfigure Control Point/Computerized Train Control)	LA	Sep-10	Dec-08	Oct-11	Apr-10	\$ 37,260	\$ 26,460	\$ 11,850	\$ 10,000	Decrease in TCIF funds
Port	29	SCCG	Port of Long Beach	Ports Rail System - Tier I (Reeves Ave Closure and Grade Separation)	LA	Jun-09	Apr-10	Jul-11	Oct-12	\$ 96,860	\$ 108,760	\$ 31,180	\$ 24,570	Decrease in TCIF funds
Port	30	SCCG	Port of Long Beach	Ports Rail System - Tier I (Navy Mole Storage Yard)	LA	Jun-09	Apr-10	Jul-12	Dec-12	\$ 18,280	\$ 32,960	\$ 5,930	\$ 6,000	Increase in TCIF funds
Port	31	SCCG	ACTA	Ports Rail System - Tier I (New Cerritos Rail Bridge/Triple Track S. of Thenard)	LA	Sep-09	Dec-10	Jan-12	Jun-13	\$ 168,640	\$ 155,600	\$ 38,330	\$ 38,330	
Port	32	SCCG	Port of Los Angeles	Ports Rail System - Tier I (West Basin Road Rail Access Improvements)	LA	Jun-08	Mar-08	Jan-10	Apr-10	\$ 173,090	\$ 125,340	\$ 47,560	\$ 51,230	Add funds from Project 33
Port	33	SCCG	Port of Los Angeles	Ports Rail System - Tier I (Pier 400 Second Lead Track)	LA	Jun-10		Jan-12		\$ 11,490		\$ 3,670		Withdrawn by Sponsor
Highway	34	SCCG	OCTA	SR 91 connect aux lanes through IC on WB SR 91 btwn SR 57 & I-5	ORA	Apr-10	Apr-10	Dec-12	Dec-12	\$ 73,400	\$ 73,400	\$ 34,950	\$ 34,950	
Grade Sep	35	SCCG	OCTA	State College Grade Separation	ORA	Mar-08	Apr-09	Sep-10	Apr-13	\$ 62,083	\$ 62,083	\$ 30,731	\$ 30,731	
Grade Sep	36	SCCG	OCTA	Placentia Avenue Undercrossing	ORA	Aug-08	n/a	Jan-11	Oct-10	\$ 39,369	\$ 39,369	\$ 14,934	\$ 14,934	
Grade Sep	37	SCCG	OCTA	Orangethorpe Avenue Grade Separation	ORA	Aug-08	Dec-08	Feb-11	Jul-13	\$ 83,957	\$ 83,957	\$ 41,666	\$ 41,666	
Grade Sep	38	SCCG	OCTA	Kraemer Blvd Undercrossing	ORA	Aug-08	Dec-08	Feb-11	Jan-11	\$ 45,910	\$ 45,910	\$ 22,642	\$ 22,642	
Grade Sep	39	SCCG	OCTA	Raymond Avenue Grade Separation	ORA	Sep-10	Mar-13	Jan-13	Apr-13	\$ 63,739	\$ 63,739	\$ 12,757	\$ 12,757	
Grade Sep	40	SCCG	OCTA	Lakeview Avenue Overcrossing	ORA	Aug-08	Dec-08	Apr-11	Jul-11	\$ 58,525	\$ 58,525	\$ 28,685	\$ 28,685	
Grade Sep	41	SCCG	OCTA	Tustin Avenue/Rose Drive Overcrossing	ORA	Aug-08	Dec-08	Jan-11	Jul-13	\$ 63,400	\$ 63,400	\$ 31,387	\$ 31,387	
Grade Sep	42	SCCG	City of Riverside	Columbia Avenue Grade Separation	RIV	Apr-06	Apr-06	Sep-08	Sep-08	\$ 29,100	\$ 29,100	\$ 6,000	\$ 6,000	
Grade Sep	43	SCCG	RCTC/City of Corona	Auto Center Drive Separation	RIV	Nov-07	Jan-08	Sep-08	Jul-09	\$ 32,000	\$ 32,000	\$ 16,000	\$ 16,000	
Grade Sep	44	SCCG	City of Riverside	Magnolia Avenue Grade Separation - UPRR	RIV	Jun-06	Jun-06	Nov-08	Jun-09	\$ 51,160	\$ 52,960	\$ 20,000	\$ 20,000	
Grade Sep	45	SCCG	City of Riverside	Iowa Avenue Grade Separation	RIV	Oct-08	Jul-08	Jul-10	Jul-10	\$ 32,031	\$ 32,000	\$ 13,000	\$ 13,000	
Grade Sep	46	SCCG	City of Banning	Sunset Avenue Grade Separation	RIV	Apr-09	Dec-09	Jul-10	Jan-12	\$ 36,500	\$ 36,500	\$ 10,000	\$ 10,000	
Grade Sep	47	SCCG	City of Riverside	Streeter Avenue Grade Separation	RIV	Jan-10	Jan-10	Jan-12	Jan-12	\$ 36,800	\$ 36,800	\$ 15,500	\$ 15,500	

NCTCC: Northern California Trade Corridors Coalition
SCCG: Southern California Consensus Group
SDBR: San Diego Border Region
OTHER: Other Regions

Attachment A
Trade Corridors Improvement Fund (TCIF)
Recommended Amended Program of Projects
(Dollars in Thousands)

Project Category	Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Clear.	Adj. Enviro. Clear	Const. Start	Adj. Const. Start	Total Project Cost	Adj. Total Project Cost	Adopted TCIF Funding	Amended TCIF Funding	Comments		
Grade Sep	48	SCCG	CVAG	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	RIV	Jun-10	Dec-10	Dec-11	Dec-12	\$ 60,000	\$ 60,000	\$ 10,000	\$ 10,000			
Grade Sep	49	SCCG	CVAG	Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	RIV	Sep-10	Dec-10	Sep-12	Dec-12	\$ 33,500	\$ 33,500	\$ 10,000	\$ 10,000			
Grade Sep	50	SCCG	County of Riverside	Clay Street Railroad Grade Crossing	RIV	Dec-09	Apr-10	Aug-11	Mar-12	\$ 37,350	\$ 37,350	\$ 12,500	\$ 12,500			
Grade Sep	51	SCCG	City of Riverside	Riverside Avenue Grade Separation	RIV	Jun-09	Jun-09	Dec-11	Dec-11	\$ 30,300	\$ 30,300	\$ 8,500	\$ 8,500			
Grade Sep	52	SCCG	City of Riverside	3rd Street Grade Separation	RIV	Sep-09	Sep-09	Apr-12	Apr-12	\$ 40,161	\$ 40,161	\$ 17,500	\$ 17,500			
Grade Sep	53	SCCG	City of Riverside	Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	RIV	Dec-09	Sep-10	Jan-12	Sep-13	\$ 81,750	\$ 81,750	\$ 13,700	\$ 13,700			
Highway	54	SCCG	County of Riverside	March Inland Cargo Port Airport-I215 Van Buren Blvd - Ground Access Imp	RIV	Jul-08	Apr-09	Jun-10	Jan-12	\$ 97,550	\$ 97,550	\$ 10,000	\$ 10,000			
Highway	55	SCCG	SANBAG	I-15 Widening and Devore Interchange Reconstruction	SBD	Aug-11	Aug-11	Nov-13	Nov-13	\$ 238,888	\$ 368,553	\$ 118,012	\$ 118,012			
Highway	56	SCCG	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Cherry)	SBD	Sep-08	Mar-09	Apr-11	Aug-11	\$ 76,886	\$ 77,806	\$ 30,773	\$ 30,773			
Highway	57	SCCG	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Citrus)	SBD	Jul-08	Oct-08	Apr-11	Apr-11	\$ 54,458	\$ 54,458	\$ 23,600	\$ 23,600			
Highway	58	SCCG	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Riverside)	SBD	Mar-08	Mar-08	Dec-08	Jun-09	\$ 34,000	\$ 34,000	\$ 14,096	\$ 14,096			
Grade Sep	59	SCCG	SANBAG	ACE Glen Helen Pkwy Railroad Grade Separation	SBD	Jun-08	Jun-08	Jan-10	Nov-10	\$ 26,868	\$ 26,868	\$ 7,172	\$ 7,172			
Grade Sep	60	SCCG	SANBAG	ACE North Milliken Ave Railroad Grade Separation at UPRR	SBD	Nov-02	Nov-02	Jan-09	Jan-09	\$ 74,210	\$ 74,210	\$ 6,490	\$ 6,490			
Grade Sep	61	SCCG	SANBAG	ACE South Milliken Grade Separation at UP Los Angeles	SBD	Dec-09	Dec-09	Dec-12	Dec-12	\$ 30,083	\$ 30,083	\$ 8,031	\$ 8,031			
Grade Sep	62	SCCG	SANBAG	ACE Valley Grade Separation at BNSF/UP San Bernardino	SBD	Dec-09		Jul-12		\$ 28,686		\$ 7,658		Withdrawn by Sponsor		
Grade Sep		SCCG	SANBAG	South Archibald Avenue Railroad Grade Separation at UP/Los Angeles	SBD	Dec-09	Dec-09	Dec-12	Dec-12	\$ 30,505	\$ 30,505	\$ -	\$ 7,658	Replaces Project 62		
Grade Sep	63	SCCG	SANBAG	ACE Palm Grade Separation at BNSF/UP Cajon	SBD	Dec-09	Jun-12	Jul-12	Jul-12	\$ 35,176	\$ 35,176	\$ 9,390	\$ 9,390			
Grade Sep	64	SCCG	SANBAG	ACE Lenwood Grade Separation at BNSF Cajon	SBD	Oct-10	Oct-10	Apr-12	Apr-12	\$ 25,075	\$ 25,075	\$ 6,694	\$ 6,694			
Grade Sep	65	SCCG	SANBAG	ACE Vineyard Grade Separation at UP Alhambra	SBD	Dec-09	Dec-09	Dec-12	Dec-12	\$ 25,786	\$ 25,786	\$ 6,884	\$ 6,884			
Highway	66	SCCG	City of Oxnard	US 101 Rice Avenue Interchange	VEN	Mar-02	Feb-02	Oct-08	Mar-09	\$ 86,993	\$ 86,993	\$ 30,449	\$ 30,449			
		SCCG TOTAL		TCIF Programming Range = \$1,500,000 to \$1,700,000; Recommended Programming Target = \$1,650,000								\$ 5,005,251		\$ 1,647,971	\$ 1,647,971	
Highway	67	SDBR	SANDAG	State Route 905	SD	Jul-04	Jul-04	Jun-09	Jul-09	\$ 104,700	\$ 104,700	\$ 91,605	\$ 91,605			
Highway	68	SDBR	SANDAG	State Route 11 and Otay Mesa East Port of Entry (POE)	SD	Mar-10	Mar-10	Apr-13	Apr-13	\$ 708,820	\$ 708,820	\$ 75,000	\$ 75,000			
Highway	69	SDBR	SANDAG/Port of San Diego	Bay Marina Drive at I-5 At-Grade Improvements	SD	Apr-10	Aug-10	Feb-12	Jun-12	\$ 2,380	\$ 2,380	\$ 910	\$ 910			
Highway	70	SDBR	SANDAG/Port of San Diego	10th Avenue at Harbor Drive Grade-Separated Improvements	SD	Dec-10	Apr-11	Jul-13	Nov-13	\$ 67,200	\$ 67,200	\$ 30,910	\$ 30,910			
Highway	71	SDBR	SANDAG/Port of San Diego	32nd Street at Harbor Drive Grade-Separated Improvements	SD	Aug-11	Dec-11	Jul-13	Nov-13	\$ 118,460	\$ 118,460	\$ 50,665	\$ 50,665			
Highway	72	SDBR	SANDAG/Port of San Diego	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	SD	Apr-10	May-10	Feb-12	Jun-12	\$ 3,260	\$ 3,260	\$ 1,150	\$ 1,150			
Port	73	SDBR	SANDAG/Port of San Diego	Port of San Diego National City Marine Terminal (Wharf Extension)	SD	Feb-10	Feb-10	May-11	May-11	\$ 34,300	\$ 34,300	\$ 15,000	\$ 15,000			
Rail	74	SDBR	SANDAG/Metropolitan Transit System	Southline Rail Improvements/San Ysidro Yard - Yard Expansion	SD	Dec-10	Jan-11	Jan-13	Jan-13	\$ 40,460	\$ 40,460	\$ 25,900	\$ 25,900			
Rail	75	SDBR	SANDAG/Metropolitan Transit System	South Line Rail Improvements/San Ysidro Yard - Mainline Improvements	SD	Mar-10	Apr-10	Apr-12	Apr-12	\$ 107,030	\$ 107,030	\$ 98,060	\$ 98,060			
Rail	76	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - Sorrento to Miramar Double Track - Phase I	SD	Jun-09	Dec-09	Dec-10	Sep-11	\$ 23,700	\$ 23,700	\$ 10,800	\$ 10,800			
		SDBR Total		TCIF Programming Range = \$250,000 to \$400,000; Recommended Programming Target = \$400,000								\$ 1,210,310		\$ 400,000	\$ 400,000	
Highway	77	OTHER	SCAG/IVAG	Brawley Bypass (SR 78/111 Expressway) Project	IMP	Feb-03	Feb-03	May-10	Aug-10	\$ 76,564	\$ 76,564	\$ 49,549	\$ 49,549			
Highway	78	OTHER	Transportation Agency for Monterey Co	San Juan Road Interchange	MON	Nov-09	Nov-09	Jan-13	Jan-13	\$ 90,600	\$ 90,600	\$ 28,325	\$ 28,325			
Rail	79	OTHER	Caltrans, BNSF & UP	Colton Crossing Flyover	SBD	Feb-10		Jul-13		\$ 198,300		\$ 97,305	\$ 97,305			
		OTHER Total		TCIF Programming Range = \$60,000 to \$80,000; Recommended Programming Target = \$80,000								\$ 365,464		\$ 175,179	\$ 175,179	
				BOND ADMINISTRATION FEES										\$ 40,000	\$ 40,000	
		GRAND TOTAL		TCIF Programming Range = \$2,490,000 to \$3,060,000; Recommended Programming Target = \$2,995,000								\$ 8,461,070		\$ 3,088,002	\$ 3,045,002	

Legend: Amendment to TCIF Program.

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711



*Flex your power!
Be energy efficient!*

September 11, 2008

Mr. John Chalker, Chair
California Transportation Commission
401 B Street, Suite 920
San Diego, CA 92101

Dear Chair Chalker:

Last January, the California Department of Transportation (Department) nominated the Union Pacific Railroad's (Union Pacific) "Track and Tunnel Improvements at Donner Summit" project (Donner Project) for consideration for possible funding as part of Proposition 1B's Trade Corridors Improvement Fund (TCIF) program.

The Union Pacific has notified the Department that it is withdrawing its support for the project. The Department, therefore, is requesting to withdraw its application for TCIF funding for this project.

The California Transportation Commission (Commission), at the time it developed its guidelines to implement the TCIF program, recognized the public policy issues that could arise from the investment of public funds in private infrastructure. In its November 27, 2007 TCIF Guidelines, the Commission clearly established a policy that the investment of public funding must be tied to public benefits. The Department, when it submitted its application for the Donner Project, as well as other TCIF projects involving the private railroads, similarly noted that any expenditure of public funds in a private enterprise would "...require a clear demonstration of public benefits to justify that investment."

Over the past several months, staff from both the Department and the Union Pacific have worked together to identify the public and private benefits expected to be generated from the Donner Project. The Union Pacific position was the benefit assessment should only consider those benefits derived from enhanced freight movement. The Department and its regional stakeholders believed public benefits should be addressed within the context of the role freight rail plays in the larger transportation system. In spite of the sincere efforts of the parties involved in the discussions, the fundamental differences in how public benefits should be identified and measured could not be reconciled. As a result of that impasse, the Union Pacific advised the Department that it was withdrawing its support for TCIF funding for the Donner Project. The Union Pacific will instead, reduce the projects scope and construct it using its own funds.

Mr. John Chalker, Chair
September 11, 2008
Page 2

The Commission's adopted program of TCIF projects identified \$43 million for the Donner Project within the Northern California Trade Corridor Coalition's (NCTCC) programming target of \$825 million. The Department recommends these funds remain with NCTCC region and be made available for reprogramming to another eligible Tier I or Tier II TCIF project or projects.

Departmental staff will be available at the Commission's September meeting to discuss this and other rail projects nominated by the Department for funding from the TCIF program.

Sincerely,

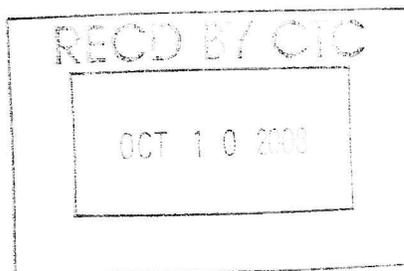
ORIGINAL SIGNED BY

WILL KEMPTON
Director

- c: Commissioners, California Transportation Commission
- Senator Alan S. Lowenthal, California State Senate, Sacramento
- Assemblymember Mark DeSaulnier, California State Assembly, Sacramento
- John F. Barna Jr., Executive Director, California Transportation Commission
- Dale E. Bonner, Secretary, Business, Transportation, and Housing Agency
- Jim Bourgart, Deputy Secretary, Business, Transportation and Housing Agency
- John Hummer, Deputy Secretary, Business, Transportation, and Housing Agency



Metro



September 30, 2008

Mr. John Barna
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. ~~Barna~~ *John*:

The Southern California Consensus Group has discussed and approves the changes requested by two of our partner agencies; the Port of Los Angeles and Port of Long Beach in their letters to you dated August 5, 2008 and September 15, 2008 respectively. It is our understanding that the Port of Los Angeles is requesting to withdraw the TCIF request for the Pier 400 Second Lead Track project and transfer the \$3.67 million originally programmed to that project to the West Basin Road Rail Access Improvements project (the POLA will implement the Pier 400 Second Lead Track with their own funds once right-of-way issues are resolved). The Port of Long Beach's request involves programming adjustments to five of the seven projects in their Ports Rail Program Phase I effort. The Consensus Group respectfully requests your concurrence with these changes.

We appreciate the ongoing support and guidance provided by you and your staff; specifically, Maura Twomey and Andre Boutros, whose professionalism and responsiveness have resulted in a positive and mutually beneficial relationship on the TCIF program.

Please direct any further questions on this matter to me at (213) 922-3061.

Sincerely,

Shahrzad Amiri
Deputy Executive Officer

cc: Consensus Group
Andre Boutros
Maura Twomey



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Antonio R. Villaraigosa

Mayor, City of Los Angeles

Board of Harbor
Commissioners

S. David Freeman
President

Jerilyn López Mendoza
Vice President

Kaylynn L. Kim

Douglas P. Krause

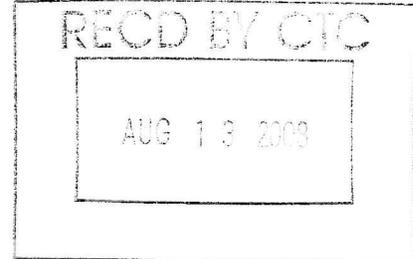
Joseph R. Radisich

Geraldine Knatz, Ph.D

Executive Director

August 5, 2008

John Barna
Executive Director, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

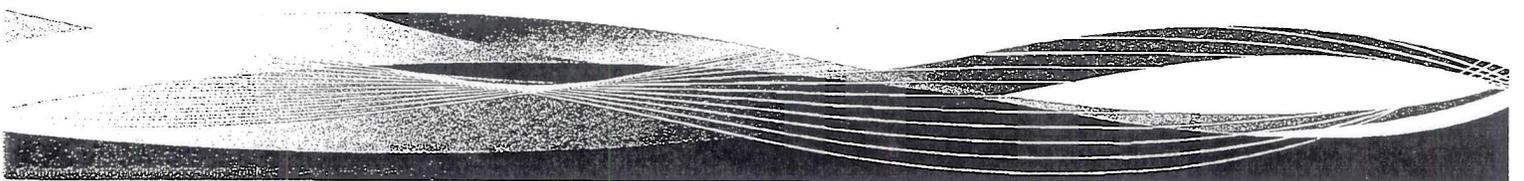


Subject: **Proposition 1B TCIF Application**

Dear Mr. Barna:

Pursuant to our April 28, 2008 meeting and subsequent discussions with your staff, the Port of Los Angeles (POLA) respectfully requests the transfer of \$3.67 million in TCIF funds from the POLA "Pier 400 Second Lead Track" project (TCIF project #33) to the POLA "West Basin Road Rail Access Improvements" project (#32). As you may recall, both of these projects were contained in the original Port of Long Beach and Port of Los Angeles (Ports) "Rail System" project application, submitted in January 2008. The "Rail System" project was submitted by the Port of Long Beach (POLB) on behalf of both Ports. The other agencies in the Southern California Consensus Group approved the "Ports Rail System" project as a whole, without concerns for the individual subcomponents. The Consensus Group also has no objections to this fund transfer. By consolidating numerous rail projects in one application (for various reasons), it was presumed at that time that if TCIF funds were awarded, the Ports would have the discretion and flexibility to allocate the TCIF funds amongst the various subcomponents. Thus, after eventual award and CTC allocation, the POLA would have shifted the funds from the Pier 400 project because of anticipated delays associated with property issues with the US Navy, which were expected to delay the start of construction beyond December 2013. However, subsequent to the January application, CTC staff instructed the POLB to prepare a separate application for all subcomponents contained in the Rail System project. Unfortunately, the POLB did not confer with the POLA on the allocations of TCIF requests amongst all of the subcomponents, primarily because of time constraints. Thus, unfortunately, the POLA must now request the transfer of funds for reasons explained below.

It should be noted that the POLA still intends to construct the Pier 400 project with Port General Revenue and/or Infrastructure Cargo Fee funds, but unfortunately cannot guarantee at this time a construction start date by December 2013. Portions of the overall Rail System project benefits, such as truck trip and corresponding emission reductions will still be eventually realized. Moreover, the incremental benefits associated with this project are much less than those associated with the recipient West Basin project, which are documented in our



Baseline Agreement. Additionally, the West Basin project is already under design and is planned to start construction by April 2010, well in advance of the TCIF program requirement of December 2013.

The anticipated construction delays for the Pier 400 project are due to property issues: the US Navy currently leases and occupies the POLA owned site with its Naval Reserve facility. The Base Reuse and Closure Act (BRAC) of 2005 requires the Navy to vacate the site by the end of 2011. However, the Navy still has a legal lease with the POLA that extends until the year 2029. The Navy has begun procurement of a relocation facility, but they cannot guarantee the vacation despite the BRAC. Moreover, even with the BRAC requirement, it is probably not viable for the POLA to force the US Navy out in time to commence construction of the Pier 400 track, which will also require extension demolition of the existing facilities and site.

Our recently transmitted Baseline Agreement for the West Basin Project accounts for the requested fund transfer, merely to expedite the overall Baseline Agreement approval process. At the time of preparing the agreement, we apprised CTC staff about our intent, and unfortunately were under the impression that this transfer should not be a problem. We hope that this fund transfer, considered minor within the overall scheme and complexity of the TCIF process, will be recommended by staff and approved by the Commission. This request by no means portends problems or delays in delivering our TCIF projects. The POLA is firmly committed to implementing these projects as soon as possible. In fact, in addition to the West Basin project, another one of our projects is in the design phase. Additionally, the other two POLA projects are joint projects with Caltrans on I-110. Our commitment is also demonstrated by the implementation of our Cargo Fee.

We greatly appreciate your assistance and cooperation in this matter. We also immensely appreciate the outstanding work and leadership of you and your staff over the last two years, and greatly value the unique and strong partnership the CTC has forged with the Ports and other Southern California Consensus Group agencies. We look forward to your response. If you have any questions, please call Kerry Cartwright at 310-732-7702.

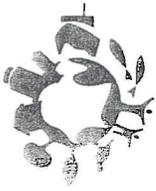
Sincerely,



GERALDINE KNATZ, Ph.D.
Executive Director

KC:s

cc: André Boutros, California Transportation Commission
Maura Twomey, California Transportation Commission
Borja Leon, Office of the Mayor
Marisela Caraballo, Port of Los Angeles



The Port of
LONG BEACH

October 9, 2008

Mr. John Barna
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Port of Long Beach TCIF Rail Projects (Tier I) Funding Adjustment

Dear Mr. Barna:

On September 15, 2008, the Port of Long Beach (POLB) formally requested that the California Transportation Commission approve the proposed adjustments to the seven rail projects with POLB. The Southern California TCIF Consensus Group provided a letter of concurrence on September 30, 2008 to CTC. This letter provides additional explanation for each affected project.

The requested action is based on revised project schedules during the baseline agreement preparation. Port staff re-examined the schedule and scope for each of the seven rail (Tier I) projects. Since the Port will begin assessing the Infrastructure Cargo Fee (ICF) on the shipping industry in 2009 to fund the design and construction of infrastructure projects, we attempted to balance the anticipated revenue and project expenditure without causing significant negative effects to the shipping industry and ultimately to our economy. These adjustments will not affect the combined total of programmed TCIF amount as approved by CTC in April 2008. The Port's local match on each of the seven rail projects meets and far exceeds the minimum one-to-one ratio.

The Port proposes shifting a total of \$8.53 million TCIF funds between five of the rail projects to provide funding in a manner that expedites project delivery. The majority of the upward TCIF adjustment, \$8.46 million, is slated for two projects that are near completion of environmental process. The additional TCIF funds for these two projects will enable the Port to begin construction in 2010-2011 and allow the collected ICF to fund several rail projects concurrently. The following page provides proposed adjustments by project:

Pier F Support Yard

POLB requests that the TCIF allocation for the project be increased from \$4.65 million to \$10.0 million since the environmental review is well underway. The construction is expected to begin in October 2010. The additional TCIF funds will enable the Port to begin construction and allow the collected ICF to fund other rail projects concurrently, i.e. CP Mole Reconfiguration.

Track Realignment at Ocean Boulevard

POLB requests that the TCIF allocation for this project be increased from \$23.96 million to \$27.0 million since the environmental review is well underway. The construction is expected to begin in October 2010. The additional TCIF funds will enable the Port to begin construction and allow the collected ICF to fund other rail projects concurrently, i.e. CP Mole Reconfiguration.

CP Mole Reconfiguration

POLB requests that the TCIF allocation for the project be decreased from \$11.85 million to \$10.0 million since the Port will use the collected ICF to complete the project PS&E and initial construction phases.

Reeves Avenue Closure and Grade Separation

The environmental and permitting phases are expected to be completed in spring 2010. The construction is expected to begin in late 2010. POLB requests that the TCIF allocation for the project be decreased from \$31.18 million to \$24.57 million. This adjustment will greatly benefit the Pier F Support Yard and the Track Realignment at Ocean Boulevard.

Navy Mole Storage Yard

POLB requests that the TCIF allocation for the project be increased from \$5.93 million to \$6.0 million. The minor adjustment is simply a numerical rounding. There is no specific effect on the project delivery.

Should you have additional questions, please do not hesitate to contact me at 562-590-4155. Thank you.

Sincerely,



Eric C. Shen, P.E., PTP
Director of Transportation Planning

CC: Southern California TCIF Consensus Group via Shahrzad Amiri, LA Metro



Metro

October 13, 2008

Mr. John Barna
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. Barna: *John:*

The Southern California Consensus Group is in support of Alameda Corridor Construction Authority's (ACTA) request to delete the connection track portion of the Ports Rail System Tier 1: New Cerritos Rail Bridge/Triple Track South of Thenard per their letter of October 10, 2008.

The Consensus Group understands that ACTA would use the \$38.3 million in TCIF exclusively for the Cerritos Bridge portion. By separating the two project components, ACTA is able to expedite construction of the connection track using their own funding. This expedited schedule will be beneficial to goods movement activities within this region.

Please direct any further questions or comments regarding this issue to me at (213) 922-3061. As always, we appreciate the assistance and support provided by you and your staff.

Sincerely,

Shahrzad Amiri
Deputy Executive Officer

cc: Southern California Consensus Group
Andre Boutros
Maura Twomey



ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

ONE CIVIC PLAZA, SUITE 350, CARSON, CALIFORNIA 90745 - TEL. (310) 233-7480 • FAX (310) 233-7483

October 10, 2008

Mr. John Barna, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Subject: Trade Corridors Improvement Fund (TCIF)
Project Baseline Agreement for New Cerritos Channel Rail Bridge

Dear Mr. Barna,

Per your staff's request of October 9, 2008, we are submitting this formal letter of request for a minor change to the original application for the above project.

This change was incorporated in our Project Baseline Agreement submission of July 1, 2008 after discussion with your staff. Its rationale was also explained in Exhibit D of the Agreement. By separate letter of this date, you will receive the concurrence from the Southern California Consensus Group for this change as requested by your staff.

Background

The Project Application for the Ports Rail System (Tier 1) was submitted by the Port of Long Beach on January 17, 2008. It incorporated many port rail projects and was later amended, based on a request by CTC staff, to include individual project-specific scope, budget and schedule information. Both in the original and amended version of the application, ACTA was designated as the Implementation Agency for TCIF Project ID #32 – the Cerritos Channel Rail Bridge (with track connection to the north). The project has been and will continue to be developed and implemented by ACTA. Therefore, ACTA is the signatory to the Agreement.

The Governing Board of ACTA - comprised of representatives of the Ports of Long Beach and Los Angeles, the Cities of Long Beach and Los Angeles, and the Los Angeles County MTA - authorized ACTA's CEO to execute the Project Agreement for this Project at its May 8, 2008 meeting.

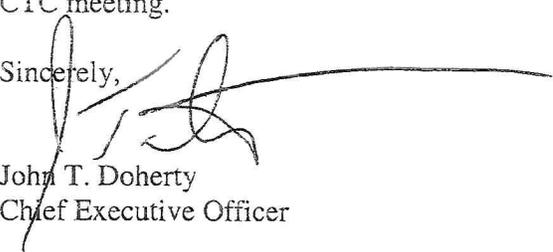
Project Modification and Rationale

TCIF Project ID #32 included two projects: the major Rail Bridge Project and the lesser track connection project to the north. The latter project was deleted from the Agreement and Programming Request Forms and deducted from the total cost estimate. The track connection cost, approximately \$13 million, will be funded separately with available ACTA funds, requiring no TCIF funding.

The track connection is a project of stand-alone operational benefit for which there is already environmental clearance under the original Alameda Corridor Definition and construction will begin next year. The remaining Cerritos Rail Bridge Project will require a separate EIR under CEQA and construction will begin in 2013. In order to avoid confusion concerning the linking of two projects with different environmental clearance approaches and schedules, it was decided to delink these two projects. Therefore, only the Rail Bridge Project (\$155.6 million) is included in the Agreement. The funding match ratio for the Rail Bridge will be approximately 3:1 based on the \$38.3 million of approved TCIF funding, still far exceeding the minimum match requirement.

We understand that submission of this letter today will help ensure that the project will be included on the list of Project Agreements to be submitted for approval at the October CTC meeting.

Sincerely,


John T. Doherty
Chief Executive Officer

cc: Andre Boutros
Maura Toomey

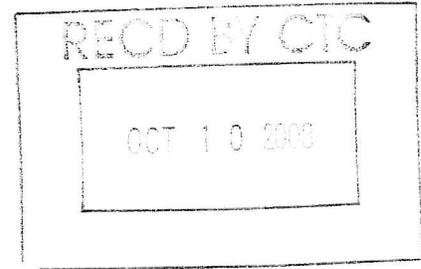


Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro



October 6, 2008

Mr. John Barna
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Mr. Barna: *John!*

The Southern California Consensus Group is in support of SANBAG's request to replace the ACE: Valley Boulevard grade separation project with the ACE: Archibald Avenue grade separation project as part of the Corridor's TCIF programming. We respectfully request your concurrence with this modification.

We understand that \$7.66 million originally programmed for the Valley Boulevard project will be transferred to the Archibald Avenue grade separation upon approval by the California Transportation Commission.

Please direct any further questions or comments regarding this issue to me at (213) 922-3061. As always, we appreciate the assistance and support provided by you and your staff.

Sincerely,

Shahrzad Amiri
Deputy Executive Officer

cc: Southern California Consensus Group
Andre Boutros
Maura Twomey



San Bernardino Associated Governments

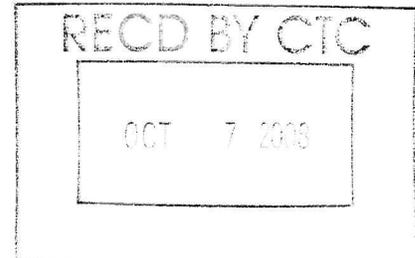
1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
Web: www.sanbag.ca.gov



- San Bernardino County Transportation Commission
San Bernardino County Transportation Authority
San Bernardino County Congestion Management Agency
Service Authority for Freeway Emergencies

October 3, 2008

Mr. John Barna
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814



RE: Trade Corridor Improvement Fund (TCIF) Programming Change Request

Dear Mr. Barna:

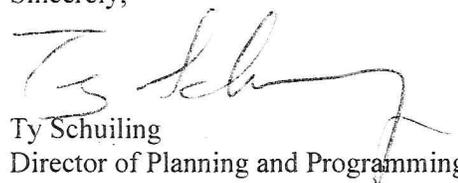
The San Bernardino Associated Governments (SANBAG) is requesting approval by the California Transportation Commission (CTC) to reprogram one of SANBAG's grade separation projects; ACE: Valley Blvd at BNSF/UP (\$7.658 million), to another ACE grade separation: Archibald Ave. at UP Alhambra (\$7.658 million). The proposed reprogramming of funds will not affect the combined total of programmed TCIF as approved by the CTC in April 2008. In addition, the proposed TCIF reprogramming has been shared and is supported by the Southern California Consensus Group.

Table with 3 columns: Project Description, TCIF Fund Programmed (in thousands), and Reprogramming Change (in thousands). Rows include various ACE projects and a total for SAN BDNO COUNTY TOTALS.

The attached Project Programming Request form for the Archibald Avenue Grade Separation and the SANBAG Board action item provide background and an explanation for this reprogramming request. SANBAG staff will work closely with the local sponsors, Union Pacific Railroad (UPRR) and the CTC in the following months to prepare the Baseline Agreement, revise the Corridor Delivery Plan, and submit a Draft Project Study Report (PSR).

Should you request additional information regarding this matter, please contact Philip Chu, Transportation Programming Analyst, at 909-884-8276.

Sincerely,

A handwritten signature in black ink, appearing to read "Ty Schuiling". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ty Schuiling
Director of Planning and Programming



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: _____

Date: October 1, 2008

Subject: Proposition 1B Trade Corridors Improvement Fund (TCIF) Program Modification

Recommendation:* Approve TCIF program modification as follows:

- 1) Withdraw the Valley Blvd. Grade Separation Project from TCIF funding in the amount of \$7.65 million.
- 2) Request the California Transportation Commission to approve TCIF funding for the Archibald Ave. Grade Separation project (originally a SANBAG Tier 1 project) in the amount of \$7.65 million.

Background: At its January 9, 2008 meeting, the SANBAG Board approved TCIF nominations of ten (10) projects (total of \$248 million) for the Los Angeles/ Inland Empire Corridor. The California Transportation Commission (CTC) staff recommended a reduced total for SANBAG of approximately \$239 million. Consequently, the Archibald Avenue Grade Separation in the City of Ontario was withdrawn from SANBAG's TCIF nomination list, in order to reduce the total TCIF funding request to match the CTC staff recommendation. It was understood by SANBAG and the City of Ontario that SANBAG would continue to provide project development funding so that progress on the Archibald Ave. Grade Separation could continue.

The CTC subsequently acted on April 10, 2008 to program \$1.648 billion in Proposition 1B Trade Corridor Improvement funds for projects in the

*

Approved
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Los Angeles/Inland Empire Corridor, with approximately \$239 million for SANBAG's projects.

Since that time, concerns have arisen regarding the Valley Blvd. Grade Separation project and its relationship with the nearby Colton Crossing project. Preliminary engineering work on both projects confirms that design of the two projects are linked; the selection of a railroad profile preferred alternative for the Colton Crossing would be one of several key factors in the selection of a preferred alternative design for the Valley Blvd. Grade Separation.

The complex and controversial nature of the design alternatives of Colton Crossing and the need to proceed in a manner that promotes community acceptance of the process and outcome strongly suggest that the Valley Blvd. Grade Separation is unlikely to meet the project delivery deadlines imposed on it by inclusion in the TCIF program.

On September 16, the City of Colton rescinded the Valley Blvd. Grade Separation Baseline Agreement and expressed support for withdrawal of the project from TCIF funding. The funding change has no effect on the Valley Blvd. Grade Separation project's priority status. The project development will continue under the Valley Major Streets Program of Measure I 2010-2040. Based on jurisdiction support, SANBAG request that the California Transportation Commission reprogram \$7.65 million of TCIF funds from the Valley Blvd. Grade Separation to the Archibald Ave. Grade Separation. The Southern California Consensus Group has conceptually expressed support of this recommendation, as well.

The Archibald Ave. Grade Separation Project Approval and Environmental Document (PA&ED) phase is expected to be complete by July 2009, and construction is expected to begin in early 2013. The proposed reprogramming will not affect the combined total of programmed TCIF amount as approved by the CTC in April 2008 for the Inland Empire Corridor (See Table 1).

Table 1. Proposed Reprogramming of TCIF Fund Summary

Project Description	TCIF Fund Programmed (in thousands)	Reprogramming Change (in thousands)
I-15 Widening & Devore Interchange	\$119,069	\$0
I-10 Logistics Access Interchg. Imps.	\$68,471	\$0
ACE: Milliken/Alhambra Line	\$6,490	\$0
ACE: Glen Helen at BNSF/UP	\$7,172	\$0
ACE: S. Milliken at UP Los Angeles	\$8,031	\$0
ACE: Valley at BNSF/UP	\$7,658	-\$7,658
ACE: Palm at BNSF/UP	\$9,390	\$0

ACE: Vineyard at UP Alhambra	\$6,884	\$0
ACE: Lenwood at BNSF Cajon	\$6,694	\$0
ACE: Archibald Ave at UP Alhambra	0	\$7,658
Total Programmed	\$239,859	-\$7,658
SAN BDNO COUNTY TOTALS	\$239,859	\$0

SANBAG staff will be working closely with the City of Ontario, the Alameda Corridor East (ACE), and the Union Pacific Railroad (UP) in the following months to prepare the Baseline Agreement, revise the Corridor Delivery Plan, and submit a Draft Project Study Report (PSR) to the CTC by December 2008.

Financial Impact: This item is consistent with the approved Fiscal Year 2008-2009 SANBAG Budget. The reprogramming of TCIF funds has no direct impact on the current budget.

Reviewed By: This item will be reviewed by the Board of Directors on October 1, 2008, to gain early policy direction and to meet TCIF program requirements. This item has had no prior policy committee review.

Responsible Staff: Philip Chu, Transportation Programming Analyst
 Ty Schuling, Director of Planning and Programming