

REVISED (after day one)

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

**Adoption of Program of Projects for the
Trade Corridors Improvement Fund (TCIF)
April 10, 2008**

RESOLUTION TCIF-P-0708-01

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, and
- 1.2 WHEREAS the Bond Act provides that \$2 billion shall be transferred to the Trade Corridors Improvement Fund (TCIF) for allocation by the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for infrastructure improvements along corridors that have a high volume of freight movement, and
- 1.3 WHEREAS the TCIF program is subject to the provisions of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Section 8879.50, as enacted through implementing legislation in 2007 (SB 88 and AB 193) designating the Commission as the administrative agency responsible for programming TCIF and the agency authorized to adopt guidelines for the program, and
- 1.4 WHEREAS the Bond Act provides that eligible projects for the TCIF include, but are not limited to all the following:
 - a) highway capacity improvements and operational improvements;
 - b) freight rail system improvements;
 - c) enhancements to the capacity and efficiency of ports;
 - d) truck corridor improvements;
 - e) border access improvements;
 - f) surface transportation improvements to and from airports,and

- 1.5 WHEREAS the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that:
- a) addresses the state's most urgent needs;
 - b) balances the demands of various ports;
 - c) provides reasonable geographic balance between regions; and
 - d) places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions,
- and
- 1.6 WHEREAS the Bond Act also mandates the Commission shall also consider the following factors when allocating the TCIF:
- a) Velocity: the speed by which large cargo would travel from the port through the distribution system;
 - b) Throughput: the volume of cargo that would move from the port through the distribution system;
 - c) Reliability: a reasonably consistent and predictable cargo travel time between points on any given day or time;
 - d) Congestion reduction: the reduction in recurrent daily hours of delay to be achieved,
- and
- 1.7 WHEREAS the Bond Act further mandates that the Commission allocates TCIF to projects that have identified and committed supplemental funding from appropriate local, federal, or private sources. The Bond Act also mandates that except for border access improvements, projects funded from the TCIF shall have supplemental funding that is at least equal to the amount of the contribution from the fund, and
- 1.8 WHEREAS the Commission recognizes that statewide goods movement needs far exceed the amount authorized by the Bond Act, and that other sources of funding should be explored for meeting these needs, and
- 1.9 WHEREAS the Commission supported the funding strategies proposed by the Business, Transportation and Housing Agency, the Department of Transportation, and the corridor agencies to increase TCIF funding by approximately \$500 million from the State Highway Account (SHA) to fund state-level priorities that are critical to goods movement, and
- 1.10 WHEREAS the Commission agreed with the Department of Transportation's proposal that SHA funds not be subject to the 1:1 match mandated by the Bond Act, and
- 1.11 WHEREAS the Commission anticipated over-programming beyond that of the resulting TCIF and SHA funds, with the assumption that new revenue sources

(e.g. additional federal funding, user fees, tolls, etc.) will become available and will be dedicated to funding the adopted TCIF program, and

- 1.12 WHEREAS the Commission required that the inclusion of each of the projects is based on a demonstration that the project, among other factors, can commence construction no later than December 31, 2013, and
- 1.13 WHEREAS the Commission adopted the TCIF program guidelines on November 27, 2007, that identified the Commission's policy and expectations for the TCIF program, and
- 1.14 WHEREAS the Commission received 84 nominations consisting of 107 individual projects, requesting approximately \$4.1 billion of TCIF funding, by the deadline of January 17, 2008, and
- 1.15 WHEREAS Commission Staff, in developing the initial program recommendations, took into consideration the methods by which corridor agencies had determined the relative priority of their nominations, and
- 1.16 WHEREAS Commission Staff prepared initial program recommendations that included 79 individual projects with an approximate request for \$3.088 billion, and
- 1.17 WHEREAS the Commission held a public hearing on March 12, 2008, to hear the Commission Staff's initial program recommendations, and
- 1.18 WHEREAS the Commission received further comment and testimony at and preceding its April 2008 meeting, and
- 1.19 WHEREAS the Bond Act requires that the Commission makes certain findings in adopting the TCIF program,
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the program of projects for TCIF funding as presented by Commission Staff on April 10, 2008, which proposes to invest \$3.088 billion on 79 projects. The total value of these projects is estimated at approximately \$8.430 billion resulting in an average match of 1.7 to 1.0, and
- 2.2 BE IT FURTHER RESOLVED the Commission finds that projects in the TCIF program include, but are not limited to, the following:
 - a) highway capacity improvements and operational improvements;
 - b) freight rail system improvements;
 - c) enhancements to the capacity and efficiency of ports;
 - d) truck corridor improvement;
 - e) border access improvements;

- f) surface transportation improvements to and from airports,
and
- 2.3 BE IT FURTHER RESOLVED that the Commission finds that the TCIF program:
 - a) addresses the state's most urgent needs;
 - b) balances the demands of various ports;
 - c) provides reasonable geographic balance between regions; and
 - d) places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions,
and
- 2.4 BE IT FURTHER RESOLVED that the Commission also finds that the TCIF program considers the following:
 - a) Velocity: the speed by which large cargo would travel from the port through the distribution system;
 - b) Throughput: the volume of cargo that would move from the port through the distribution system;
 - c) Reliability: a reasonably consistent and predictable cargo travel time between points on any given day or time;
 - d) Congestion reduction: the reduction in recurrent daily hours of delay to be achieved,
and
- 2.5 BE IT FURTHER RESOLVED that the Commission's approval of individual project TCIF funding is only for the cost of construction (and construction support) except for the ALA-580 Truck Lane Project which is fully funded from the State Highway Account, and
- 2.6 BE IT FURTHER RESOLVED that the project's approved TCIF funding shall be considered as a "not to exceed amount" and that any increase in cost estimates beyond the levels reflected in the adopted TCIF program are the responsibility of the nominating agency, and
- 2.7 BE IT FURTHER RESOLVED that the Commission expects that the Business, Transportation and Housing Agency, the Department of Transportation and the individual corridor regions will collaborate to pursue additional sources of revenue to fund projects contained in the over-programming, and to identify strategies to backfill State Highway Account monies that are invested in goods movement, and
- 2.8 BE IT FURTHER RESOLVED that the Commission intends to prepare and adopt a fund estimate in the Fall of 2009 that includes all available revenue sources to support the over-programming of the TCIF, and

- 2.9 BE IT FURTHER RESOLVED that the Commission anticipates reviewing the programming and delivery status of all projects in the Spring of 2010, and may adopt amendments to the program to recognize the availability of funds or changes in project delivery, and
- 2.10 BE IT FURTHER RESOLVED that the Commission expects that future program calibrations due to availability of funds or delivery status will be coordinated with corridor programming ranges included in the TCIF program guidelines and the adopted TCIF program, and
- 2.11 BE IT FURTHER RESOLVED that the Commission will amend the TCIF program to delete projects that will be unable to commence construction by December 31, 2013, and
- 2.12 BE IT FURTHER RESOLVED that the Commission requires nominating agencies, no later than its July 2008 meeting (with the exception of grade separation and mainline rail projects where this deadline is extended to the September 2008 meeting), to provide executed project baseline agreements that will set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and the project budget and funding plan. The baseline agreements shall be signed by the Director of the Department of Transportation, the regional agency and nominating agency executive directors, and the CTC executive director, and
- 2.13 BE IT FURTHER RESOLVED that the Commission requires the nominating agency to provide a local board action or resolution that commits the funding identified in the project baseline agreement and funding plan, and
- 2.14 BE IT FURTHER RESOLVED that the Commission requires that the baseline agreements include quantification of projected benefits related to velocity, throughput, reliability, congestion reduction and emissions reduction, and that those benefits are updated and included in the request for TCIF allocations, and
- 2.15 BE IT FURTHER RESOLVED that for investments in rail projects, the Commission requires a memorandum of understanding between the private railroad and the regional agency and/or Caltrans to be in place by the time of execution of the baseline agreement, and
- 2.16 BE IT FURTHER RESOLVED that the Commission requires the memorandum of understanding to include how and when public and private funding would be made available, and what public benefits would be realized as a result of TCIF investments, and
- 2.17 BE IT FURTHER RESOLVED that for grade separation projects the Commission expects that a master agreement or a memorandum of understanding between the railroad and the nominating agency be in place by the time of execution of the baseline agreement. This master agreement shall include as a minimum

- agreement in concept to the scope of work, commitments for funding, sequencing of construction operations within a corridor, and overall delivery schedule, and
- 2.18 BE IT FURTHER RESOLVED that for projects involving intermodal facilities and short haul rail proposals that rely on shared-use and access rights to mainline rail facilities, the Commission requires that the memorandum of understanding specifies that such use is authorized and agreements are documented with the railroad(s) and other affected parties, and
- 2.19 BE IT FURTHER RESOLVED that the Commission may delete a project from the adopted TCIF program for which a baseline agreement is not executed by the deadline, and the Commission will not consider approval of project allocations prior to the execution of the baseline agreement, and
- 2.20 BE IT FURTHER RESOLVED that the Commission intends to monitor the outcomes of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies, and that the Commission will only allocate TCIF to projects that can demonstrate ~~concurrency to such strategies by appropriate regulatory agencies~~ compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the nominating agency must commit, in writing, to the implementation of those mitigation measures, and
- 2.21 BE IT FURTHER RESOLVED that the Commission requires that nominating agencies shall report, on a quarterly basis, on the activities and progress made toward the implementation of the project, including those activities taking place prior to a TCIF allocation and including the commitment status of supplemental funding indentified in the baseline agreement, and
- 2.22 BE IT FURTHER RESOLVED that the Commission intends to apply accountability measures established for the Corridor Mobility Improvement Account (CMIA) and State Route 99 (SR99) programs, including but not limited to quarterly progress reports, Delivery Council, corrective plans, program and project amendments, program reports and project audits, and
- 2.23 BE IT FURTHER RESOLVED that the Commission will create a "watch list" for projects that are unable to maintain delivery and cost commitments, and
- 2.24 BE IT FURTHER RESOLVED that the Commission finds that it has the discretion to determine whether a project on the "watch list" would remain in the TCIF program, and
- 2.25 BE IT FURTHER RESOLVED that the Commission directs Staff and nominating agencies to pursue the development of project baseline agreements to present to the Commission at its July or September, 2008 meetings, as appropriate.

Memorandum

To: Chair and Commissioners

Date: April 8, 2008


From: JOHN F. BARNA, JR.

File: Items 14 & 34

ACTION

Subject: Trade Corridors Improvement Fund Program Adoption

ISSUE: Should Staff recommendations for programming the Trade Corridors Improvement Fund (TCIF) be adopted by the Commission?

RECOMMENDATION: Commission Staff recommends that the Commission adopts the TCIF program of projects as recommended by Staff in the attached document, and as discussed below.

DISCUSSION: As discussed at the March 2008 Commission meeting, the Commission received 84 nominations consisting of 107 individual projects, totaling \$4.1 billion of TCIF funding requests. Commission Staff reviewed the nominations and applied the screening and evaluation criteria included in the adopted program guidelines. Staff reviewed each nomination individually and on its own merits. During the nomination review process, Staff also retained the services of a private consulting team specialized in the transportation and environmental fields. The consulting team assisted Staff in conducting a project-level qualitative assessment of air quality information contained within individual project nominations.

After the initial review, Staff developed findings for each nomination and discussed these findings with individual project sponsors and the corridor regions. An updated list of findings (TCIF Nominations – Updated Review Findings) is attached which reflects initial and updated Staff comments. Since the initial comments were shared with project sponsors, Staff has received additional information to address the findings and Staff has completed a partial review of this information and adjusted the findings, as appropriate. The attachment reflects whether Staff's initial comment was resolved, in-progress, or remains unresolved. Staff regrets to report that resolution of some of these comments has not been possible due to several factors, some of which are related to the volume of additional information received since the requests were made, availability of the consulting team, and the fact that many of the unresolved issues are related to the development of the memorandum of understanding between the railroad and public entities. Staff intends to address those items that remain in-progress or unresolved as we move into the baseline agreement phase of the program development.

Staff's recommendations, presented to the Commission on March 12, 2008, have essentially remained the same with a few minor exceptions: where a single grade separation project was substituted by another at the request of SANBAG and, some total project costs and TCIF request levels as well as delivery dates were adjusted at the request of project nominating agencies. The attached spread sheet presents a revised program that proposes to invest \$3.088 billion of TCIF on 79 projects. The total value of these projects is estimated at approximately \$8.430 billion resulting in an average match of 1.7 to 1.0. Staff recommends that the Commission adopts the proposed TCIF program of projects and direct Staff and nominating agencies to proceed with the development of baseline agreements for related projects. The deadline for the execution of baseline agreements is expected to occur within 90 days from the adoption date of the program. Commission Staff recommends that executed baseline agreements be presented to the Commission at its July 2008 meeting (July 23 & 24), with some exceptions as discussed further in this document.

Since the March 2008 meeting, Staff has had several productive meetings with representatives of the Union Pacific Railroad (UP) and the Burlington Northern and Santa Fe Railway Company (BNSF), as well as representatives of the corridor region agencies, many of the nominating agencies, and environmental and community stakeholders. As an outcome of these meetings, Staff has identified several critical issues that we believe should remain in play as we continue to develop the next steps of this program:

1. Construction to Commence by December 31, 2013 – In its initial review, Commission Staff has identified several projects that could be at risk of being able to commence construction by December 31, 2013, due to many factors. These factors include, but are not limited to, the level of scoping documents available for some projects, the type of the environmental documents and the planned duration to obtain environmental clearance, the milestone dates and overlapping of project development activities, and the availability of commitments with respect to start-up concepts (short-haul rail, mainline rail and other public-private projects). Based on the nominations received by the Commission on January 17, 2008, only 10 of the 79 recommended projects have achieved the environmental clearance milestone (though some may need an update); and 34 projects have not yet initiated the environmental phase. Staff is concerned that some of these projects may not be able to achieve environmental clearance in time for the remaining pre-construction project development activities to take place by the December 2013 date. Staff recommends that the nominating agencies seriously consider the schedule of their nominated projects which are recommended in this program to initiate the environmental phase earlier than planned. Staff also recommends that the Commission considers only projects that have achieved environmental clearance as a condition of remaining in the program when the program status and funding review takes place in the spring of 2010. Staff is willing to work with nominating agencies during the development of the baseline agreement to address this issue. The following is a list of projects with current delivery plans that indicate environmental clearance occurring in the spring of 2010 or later:

Project Title	Enviro. Start	Enviro. Clearance	Const. Start
I-880 Reconstruction, 29th & 23rd Avenues	Oct-08	Apr-10	Aug-12
SR 91 connect aux lanes	Aug-07	Apr-10	Dec-12
Bay Marina Drive at I-5 At-Grade Improvements	Feb-08	Apr-10	Feb-12
Civic Center Drive at Harbor Drive and I-5	Feb-08	Apr-10	Feb-12
Ports Rail System - Tier I (Pier 400 Second Lead Track)	Jul-06	Jun-10	Jan-12
Avenue 56 Grade Separation	Dec-08	Jun-10	Dec-11
Ports Rail System - Tier	Jan-08	Sep-10	Oct-11
Raymond Avenue Grade Separation	Dec-08	Sep-10	Jan-13
Avenue 66 Grade Separation	Mar-09	Sep-10	Sep-12
ACE Lenwood Grade Separation	Oct-08	Oct-10	Apr-12
4 West Crosstown Freeway Extension Stage I	May-08	Nov-10	Jun-13
10th Avenue at Harbor Drive Grade	Feb-08	Dec-10	Jul-13
South Line Rail Improvements/San Ysidro Yard Expansion	Jun-09	Dec-10	Jan-13
I-15 Widening and Devore Interchange	Aug-08	Aug-11	Nov-13
32nd Street at Harbor Drive	Feb-08	Aug-11	Jul-13

2. Baseline Agreement – The development of the baseline agreement will be initiated upon adoption of the program. The baseline agreement will set forth the proposed scope, expected benefits, delivery schedule, and project cost and funding plan. Since only a handful of these projects have in fact achieved the required environmental clearance, Staff must remind the Commission that the selection of the preferred alternative has yet to take place, and therefore, the scope of the project can only be assumed at this point. Staff recommends that nominating agencies document the assumptions they have made in identifying the project’s expected benefits, the schedule and overall cost. Staff also recommends that for those projects lacking an initiation document, a project study report or equivalent should be developed in time for the baseline agreement. This document may prove critical to the viability of the project as it moves into the remaining project activities. Staff must note that the executed baseline agreement will become the basis by which accountability will be measured. Future amendments to scope, benefits, schedule and cost will require Commission’s approval, even for preconstruction phases of work.

3. Supplemental Funding and the 1:1 Match – The Bond Act mandates that the Commission allocates TCIF to projects that have identified and committed supplemental funding from appropriate local, federal, or private sources. Several project funding plans included references to unsecured or future revenue sources (e.g., future containers fees, future toll authority, railroad contributions, PUC 190 funds, etc.). Staff recommends that the Commission requires that funding plans presented in the executed baseline agreement must have identified and committed sources of funds. Commitments in the form of regional board or local commission

actions or resolutions are considered acceptable. Nominating agencies could substitute committed local, federal or private funds with newly generated local funds when these funds become available.

4. Air Quality & Emissions Reduction – Staff has not completed the evaluation of air quality impacts at the local levels, but all recommended projects have passed the screen at the regional levels. Since the March Commission meeting, nominating agencies have provided additional information that Staff, along with its consultants, are currently reviewing to identify which of the projects could have a potential impact at the local level. Those that are identified as such will be flagged for conditional language that will be included in the project baseline agreement. As discussed on several occasions, project level impacts and mitigation plans are best addressed during the environmental phase of the project, which is the first project component to be executed after program adoption. Available project level details, including the selection of a preferred alternative, project specific analysis and sensitive receptor types and locations, as well as possible mitigation measures, are an outcome of the environmental process. Sufficient details are not available at this point in time to make conclusive findings as to the magnitude of the impact or acceptable mitigation strategies. Staff further believes that the types of environmental studies, the identification of impacts, and the acceptability of related strategies must be resolved at the project level with jurisdictional and regulatory entities that have such responsibilities under state and federal laws and regulations (CEQA or NEPA). Staff will, however, monitor the progress of the environmental process, and will require the nominating agency to demonstrate concurrence to recommended mitigation strategies prior to a request for TCIF allocation.
5. Over-programming – The over-programming in the TCIF relies on the availability of future revenue sources (e.g. additional federal funding, user fees, tolls, etc.) to supplement monies available from the Bond Act and the State Highway Account. The proposed TCIF program of projects includes an over-programming level of approximately \$650 million. Should this level of funding not materialize, corridor region agencies and nominating agencies will have to re-calibrate their nominated programs or projects to fit within available funding levels. Future program calibrations due to availability of funds will be coordinated with corridor programming ranges included in the TCIF program guidelines and the adopted TCIF program.
6. Public-Private Benefits and Memoranda of Understanding (MOU) – MOU development and negotiations with respect to public and private benefits as they relate to projects that involve investments in rail facilities (mainline rail and short haul or intermodal facilities) have yet to begin in a comprehensive manner.

Staff recommends extending the deadline for the execution of baseline agreements for the following facilities until the Commission's September 2008 meeting (24 & 25) to allow ample time to develop the required MOU between all affected parties:

- Martinez Subdivision Rail Improvements
- Tehachapi Trade Corridor Rail Improvement Project

- Track and Tunnel Improvements at Donner Summit
- Colton Crossing Flyover
- Sacramento Intermodal Track Relocation
- Shafter Intermodal Rail Facility
- San Joaquin Valley Short Haul Rail/Inland Port Project (Crows Landing)

Staff acknowledges that the following rail facilities are publicly owned, and that some shared-use agreements may already exist. Therefore Staff is prepared to consider baseline agreements for these projects at the July 2008 Commission meeting, assuming any necessary supplements to those existing agreements are executed by the July deadline. Shared-use and freight benefits should be addressed in those supplements:

- New Siding on the Antelope Valley Line For Freight Trains
- South Line Rail Improvements/San Ysidro Yard - Yard Expansion Project
- South Line Rail Improvements/San Ysidro Yard - Mainline Improvement
- LOSSAN N Rail Corridor - Sorrento to Miramar Double Track Project – Ph I

7. Grade Separation Projects – A master agreement or memorandum of understanding for grade separation projects will be required to accompany the baseline agreement. As a result of discussions with the rail agencies and nominating agencies, Staff believes that such programmatic agreements can be executed within the period between program adoption and the baseline agreement deadline of the July 2008 Commission meeting. These agreements could prove critical to all elements of the project baseline agreement and could affect the scope, cost and schedule of the proposed improvement. Many of the proposed grade separations are located along corridors that either UP or BNSF, or both, own and operate. Many of the grade separations propose alternatives that would require the temporary relocation of railroad tracks to construct a vehicular roadway below tracks that must remain in full operation during construction. Coordination with railroad agencies is extremely critical as this may have detrimental a effect on the proposed scope, the cost to construct temporary facilities for the railroad, or the level of financial commitments expected from the railroad agency, as well as the delivery schedule. Consequently, review durations required by the railroad agencies should be reflected in master agreements and consequently in delivery plans of individual projects. The proposed TCIF program includes 29 grade separation projects in four counties in Southern California (Los Angeles County - total 3, Orange County – total 7, Riverside County – total 12, and San Bernardino County – total 7) many of which could become unable to start construction by December 31, 2013, if these issues are not appropriately considered at this time.

Attachments:

1. Proposed TCIF Program of Projects
2. Proposed TCIF Program Adopting Resolution
3. Proposed TCIF Program – Updated Review Findings

Trade Corridors Improvement Fund (TCIF)
Proposed Program of Projects
(Dollars in Thousands)

Project Category	Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Start	Enviro. Clear.	Const. Start	Total Project Cost	Recom. TCIF Funding
Port	1	NCTCC	MTC/Port of Oakland	7th Street Grade Separation	ALA	Jan-02	Jan-09	Sep-09	\$ 427,000	\$ 175,000
Rail	2	NCTCC	MTC/Port of Oakland	Martinez Subdivision Rail Improvements	ALA	Jul-08	Dec-09	Oct-11	\$ 215,000	\$ 74,000
Port	3	NCTCC	MTC/Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	ALA	Jan-02	Jun-09	Mar-11	\$ 220,000	\$ 110,000
Highway	4	NCTCC	MTC/ACCMA	I-880 Reconstruction, 29th & 23rd Avenues, Oakland	ALA	Oct-08	Apr-10	Aug-12	\$ 97,000	\$ 73,000
Highway	5	NCTCC	MTC	I-580 Eastbound Truck Climbing Lane	ALA	Aug-08	Jan-10	Feb-12	\$ 64,265	\$ 64,265
Rail	6	NCTCC	Caltrans/BSNF	Tehachapi Trade Corridor Rail Improvement Project	KER	Jan-08	Jan-10	Mar-12	\$ 111,700	\$ 54,000
Rail	7	NCTCC	City of Shafter	Shafter Intermodal Rail Facility	KER	Jun-95	May-96	Jun-08	\$ 30,000	\$ 15,000
Rail	8	NCTCC	Caltrans/UP	Track and Tunnel Improvements at Donner Summit	PLA	Jul-08	Dec-09	Jul-10	\$ 86,800	\$ 43,000
Rail	9	NCTCC	City of Sacramento	Sacramento Intermodal Track Relocation	SAC	Jan-08	Apr-09	Jan-10	\$ 51,584	\$ 20,000
Highway	10	NCTCC	SJCOG	4 West Crosstown Freeway Extension Stage I	SJ	May-08	Nov-10	Jun-13	\$ 193,640	\$ 96,820
Port	11	NCTCC	Port of Stockton/Contra Costa County	San Francisco Bay to Stockton Ship Channel Deepening Project	SJ	Mar-08	Jan-09	Feb-10	\$ 141,447	\$ 17,500
Highway	12	NCTCC	MTC/STA	I-80 Eastbound Cordelia Truck Scales Relocation	SOL	May-03	Dec-09	Oct-12	\$ 100,900	\$ 49,800
Rail	13	NCTCC	County of Stanislaus	San Joaquin Valley Short Haul Rail/Inland Port Project	STA	Jun-08	Dec-09	Jun-10	\$ 57,434	\$ 22,467
Port	14	NCTCC	West Sacramento/Port of Sacramento	Sacramento River Deep Water Channel Project	YOL	Jun-08	Aug-09	Jan-10	\$ 83,275	\$ 10,000
		NCTCC Total		TCIF Programming Range = \$640,000 to \$840,000; Recommended Programming Target = \$825,000					\$ 1,880,045	\$ 824,852
Grade Sep	15	SCCG	ACE	San Gabriel Valley Grade Separation Program	LA	Jul-03	Jul-09	Apr-11	\$ 700,000	\$ 336,600
Highway	16	SCCG	ACTA	SR 47 Expwy-Schuyler Heim Bridge Replace/Construct Expwy & Flyover	LA	Jan-02	Jun-08	Jan-10	\$ 687,000	\$ 158,000
Grade Sep	17	SCCG	City of Santa Fe Springs	ACE:Gateway-Valley View Grade Separation Project	LA	-	Sep-05	Feb-09	\$ 79,084	\$ 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	\$ 14,700	\$ 7,200
Highway	19	SCCG	Port of Los Angeles	I-110 Fwy Access Ramp Imp SR 47/I110 NB Connector Widening	LA	Jan-06	Mar-09	Jul-11	\$ 48,200	\$ 14,700
Highway	20	SCCG	Port of Los Angeles	C Street Access Ramps Improvements	LA	Jan-06	Mar-09	Jan-12	\$ 28,300	\$ 8,300
Grade Sep	21	SCCG	City of Commerce	Washington Blvd Widening & Reconstruction Project	LA	Feb-08	Jul-08	May-09	\$ 28,898	\$ 5,800
Highway	22	SCCG	Port of Los Angeles	South Wilmington Grade Separation	LA	Jun-05	Apr-06	Jan-11	\$ 65,500	\$ 17,000
Port	23	SCCG	Port of Long Beach	Gerald Desmond Bridge Replacement	LA	Mar-03	Dec-08	Jun-10	\$ 851,500	\$ 250,000
Port	24	SCCG	Port of Long Beach	Ports Rail System - Tier I (Pier F Support Yard)	LA	Jan-08	Mar-09	Oct-10	\$ 27,240	\$ 4,650
Port	25	SCCG	Port of Long Beach	Ports Rail System - Tier I (Track Realignment @ Ocean Blvd)	LA	Oct-05	Mar-09	Oct-10	\$ 75,390	\$ 23,960
Port	26	SCCG	Port of Long Beach	Ports Rail System - Tier I (Pier B St. Realignment)	LA	Jul-07	Sep-09	Jul-10	\$ 25,670	\$ 4,180
Port	27	SCCG	Port of Long Beach	Ports Rail System - Tier I (Terminal Island Wye Track Realignment)	LA	Jul-05	Dec-08	Jan-10	\$ 11,950	\$ 3,790
Port	28	SCCG	Port of Long Beach	Ports Rail System - Tier I (Reconfigure Control Point/Computerized Train Control)	LA	Jan-08	Sep-10	Oct-11	\$ 37,260	\$ 11,850
Port	29	SCCG	Port of Long Beach	Ports Rail System - Tier I (Reeves Ave Closure and Grade Separation)	LA	Jul-08	Jun-09	Jul-11	\$ 96,860	\$ 31,180
Port	30	SCCG	Port of Long Beach	Ports Rail System - Tier I (Navy Mole Storage Yard)	LA	Jul-06	Jun-09	Jul-12	\$ 18,280	\$ 5,930
Port	31	SCCG	Port of Long Beach	Ports Rail System - Tier I (New Cerritos Rail Bridge/Triple Track S. of Thenard)	LA	Jul-07	Sep-09	Jan-12	\$ 168,640	\$ 38,330
Port	32	SCCG	Port of Long Beach	Ports Rail System - Tier I (West Basin Road Rail Access Improvements)	LA	Apr-06	Jun-08	Jan-10	\$ 173,090	\$ 47,560
Port	33	SCCG	Port of Long Beach	Ports Rail System - Tier I (Pier 400 Second Lead Track)	LA	Jul-06	Jun-10	Jan-12	\$ 11,490	\$ 3,670
Highway	34	SCCG	OCTA	SR 91 connect aux lanes through IC on WB SR 91 btwn SR 57 & I-5	ORA	Aug-07	Apr-10	Dec-12	\$ 73,400	\$ 34,950

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

Trade Corridors Improvement Fund (TCIF)
Proposed Program of Projects
(Dollars in Thousands)

Project Category	Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Start	Enviro. Clear.	Const. Start	Total Project Cost	Recom. TCIF Funding
Grade Sep	35	SCCG	OCTA	State College Grade Separation	ORA	Apr-05	Mar-08	Sep-10	\$ 62,083	\$ 30,731
Grade Sep	36	SCCG	OCTA	Placentia Avenue Undercrossing	ORA	Jan-01	Aug-08	Jan-11	\$ 39,369	\$ 14,934
Grade Sep	37	SCCG	OCTA	Orangethorpe Avenue Grade Separation	ORA	Jan-01	Aug-08	Feb-11	\$ 83,957	\$ 41,666
Grade Sep	38	SCCG	OCTA	Kraemer Blvd Undercrossing	ORA	Jan-01	Aug-08	Feb-11	\$ 45,910	\$ 22,642
Grade Sep	39	SCCG	OCTA	Raymond Avenue Grade Separation	ORA	Dec-08	Sep-10	Jan-13	\$ 63,739	\$ 12,757
Grade Sep	40	SCCG	OCTA	Lakeview Avenue Overcrossing	ORA	Jan-01	Aug-08	Apr-11	\$ 58,525	\$ 28,685
Grade Sep	41	SCCG	OCTA	Tustin Avenue/Rose Drive Overcrossing	ORA	Jan-01	Aug-08	Jan-11	\$ 63,400	\$ 31,387
Grade Sep	42	SCCG	City of Riverside	Columbia Avenue Grade Separation	RIV	Jan-06	Apr-06	Sep-08	\$ 29,100	\$ 6,000
Grade Sep	43	SCCG	RCTC/City of Corona	Auto Center Drive Separation	RIV	Feb-07	Nov-07	Sep-08	\$ 32,000	\$ 16,000
Grade Sep	44	SCCG	City of Riverside	Magnolia Avenue Grade Separation - UPRR	RIV	Jan-06	Jun-06	Nov-08	\$ 51,160	\$ 20,000
Grade Sep	45	SCCG	City of Riverside	Iowa Avenue Grade Separation	RIV	Aug-07	Oct-08	Jul-10	\$ 32,031	\$ 13,000
Grade Sep	46	SCCG	City of Banning	Project No. 2006-05, Sunset Avenue Grade Separation	RIV	Jan-06	Apr-09	Jul-10	\$ 36,500	\$ 10,000
Grade Sep	47	SCCG	City of Riverside	Streeter Avenue Grade Separation	RIV	Feb-08	Jan-10	Jan-12	\$ 36,800	\$ 15,500
Grade Sep	48	SCCG	CVAG	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	RIV	Dec-08	Jun-10	Dec-11	\$ 60,000	\$ 10,000
Grade Sep	49	SCCG	CVAG	Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	RIV	Mar-09	Sep-10	Sep-12	\$ 33,500	\$ 10,000
Grade Sep	50	SCCG	County of Riverside	Grade Separation at Clay Street Railroad Grade Crossing	RIV	Jul-08	Dec-09	Aug-11	\$ 37,350	\$ 12,500
Grade Sep	51	SCCG	City of Riverside	Riverside Avenue Grade Separation	RIV	Feb-08	Jun-09	Dec-11	\$ 30,300	\$ 8,500
Grade Sep	52	SCCG	City of Riverside	3rd Street Grade Separation	RIV	Mar-06	Sep-09	Apr-12	\$ 40,161	\$ 17,500
Grade Sep	53	SCCG	City of Riverside	Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	RIV	Jul-08	Dec-09	Jan-12	\$ 81,750	\$ 13,700
Highway	54	SCCG	County of Riverside	March Inland Cargo Port Airport-I215 Van Buren Blvd - Ground Access Imp	RIV	Aug-05	Jul-08	Jun-10	\$ 97,550	\$ 10,000
Highway	55	SCCG	SANBAG	I-15 Widening and Devore Interchange Reconstruction	SBD	Aug-08	Aug-11	Nov-13	\$ 238,888	\$ 118,012
Highway	56	SCCG	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Cherry)	SBD	Sep-05	Sep-08	Apr-11	\$ 76,886	\$ 30,773
Highway	57	SCCG	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Citrus)	SBD	Oct-01	Jul-08	Apr-11	\$ 54,458	\$ 23,600
Highway	58	SCCG	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Riverside)	SBD	Jun-97	Mar-08	Dec-08	\$ 34,000	\$ 14,096
Grade Sep	59	SCCG	SANBAG	ACE Glen Helen Pkwy Railroad Grade Separation	SBD	Jun-06	Jun-08	Jan-10	\$ 26,868	\$ 7,172
Grade Sep	60	SCCG	SANBAG	ACE North Milliken Ave Railroad Grade Separation at UPRR	SBD	-	Nov-02	Jan-09	\$ 74,210	\$ 6,490
Grade Sep	61	SCCG	SANBAG	ACE South Milliken Grade Separation at UP Los Angeles	SBD	Jul-08	Dec-09	Dec-12	\$ 30,083	\$ 8,031
Grade Sep	62	SCCG	SANBAG	ACE Valley Grade Separation at BNSF/UP San Bernardino	SBD	Jul-08	Dec-09	Jul-12	\$ 28,686	\$ 7,658
Grade Sep	63	SCCG	SANBAG	ACE Palm Grade Separation at BNSF/UP Cajon	SBD	Jul-08	Dec-09	Jul-12	\$ 35,176	\$ 9,390
Grade Sep	64	SCCG	SANBAG	ACE Lenwood Grade Separation at BNSF Cajon	SBD	Oct-08	Oct-10	Apr-12	\$ 25,075	\$ 6,694
Grade Sep	65	SCCG	SANBAG	ACE Vineyard Grade Separation at UP Alhambra	SBD	Jul-08	Dec-09	Dec-12	\$ 25,786	\$ 6,884
Highway	66	SCCG	City of Oxnard	US 101 Rice Avenue Interchange	VEN	Jan-89	Mar-02	Oct-08	\$ 86,993	\$ 30,449
	SCCG TOTAL		TCIF Programming Range = \$1,500,000 to \$1,700,000; Recommended Programming Target = \$1,650,000						\$ 4,974,746	\$ 1,647,971
Highway	67	SDBR	SANDAG	State Route 905	SD	-	Jul-04	Jun-09	\$ 104,700	\$ 91,605
Highway	68	SDBR	SANDAG	State Route 11 and Otay Mesa East Port of Entry (POE)	SD	May-07	Mar-10	Apr-13	\$ 708,820	\$ 75,000

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

Trade Corridors Improvement Fund (TCIF)
Proposed Program of Projects
(Dollars in Thousands)

Project Category	Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Start	Enviro. Clear.	Const. Start	Total Project Cost	Recom. TCIF Funding
Highway	69	SDBR	SANDAG/Port of San Diego	Bay Marina Drive at I-5 At-Grade Improvements	SD	Feb-08	Apr-10	Feb-12	\$ 2,380	\$ 910
Highway	70	SDBR	SANDAG/Port of San Diego	10th Avenue at Harbor Drive Grade-Separated Improvements	SD	Feb-08	Dec-10	Jul-13	\$ 67,200	\$ 30,910
Highway	71	SDBR	SANDAG/Port of San Diego	32nd Street at Harbor Drive Grade-Separated Improvements	SD	Feb-08	Aug-11	Jul-13	\$ 118,460	\$ 50,665
Highway	72	SDBR	SANDAG/Port of San Diego	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	SD	Feb-08	Apr-10	Feb-12	\$ 3,260	\$ 1,150
Port	73	SDBR	SANDAG/Port of San Diego	Port of San Diego National City Marine Terminal (Wharf Extension)	SD	Sep-08	Feb-10	May-11	\$ 34,300	\$ 15,000
Rail	74	SDBR	SANDAG/Metropolitan Transit System	Southline Rail Improvements/San Ysidro Yard - Yard Expansion	SD	Jun-09	Dec-10	Jan-13	\$ 40,460	\$ 25,900
Rail	75	SDBR	SANDAG/Metropolitan Transit System	South Line Rail Improvements/San Ysidro Yard - Mainline Improvements	SD	Jan-09	Mar-10	Apr-12	\$ 107,030	\$ 98,060
Rail	76	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - Sorrento to Miramar Double Track - Phase I	SD	Jul-08	Jun-09	Dec-10	\$ 23,700	\$ 10,800
	SDBR Total		TCIF Programming Range = \$250,000 to \$400,000; Recommended Programming Target = \$400,000						\$ 1,210,310	\$ 400,000
Highway	77	OTHER	SCAG/IVAG	Brawley Bypass (SR 78/111 Expressway) Project	IMP	Mar-93	Feb-03	May-10	\$ 76,564	\$ 49,549
Highway	78	OTHER	Transportation Agency for Monterey Co	San Juan Road Interchange	MON	Jan-06	Nov-09	Jan-13	\$ 90,600	\$ 28,325
Rail	79	OTHER	Caltrans, BNSF & UP	Colton Crossing Flyover	SBD	Mar-08	Feb-10	Jul-13	\$ 198,300	\$ 97,305
	OTHER Total		TCIF Programming Range = \$60,000 to \$80,000; Recommended Programming Target = \$80,000						\$ 365,464	\$ 175,179
			BOND ADMINISTRATION FEES						\$ 40,000	
	GRAND TOTAL		TCIF Programming Range = \$2,490,000 to \$3,060,000; Recommended Programming Target = \$2,995,000						\$ 8,430,565	\$ 3,088,002

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF) April 10, 2008

RESOLUTION TCIF-P-0708-01

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, and
- 1.2 WHEREAS the Bond Act provides that \$2 billion shall be transferred to the Trade Corridors Improvement Fund (TCIF) for allocation by the California Transportation Commission, upon appropriation in the annual Budget Bill by the Legislature, for infrastructure improvements along corridors that have a high volume of freight movement, and
- 1.3 WHEREAS the TCIF program is subject to the provisions of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Section 8879.50, as enacted through implementing legislation in 2007 (SB 88 and AB 193) designating the Commission as the administrative agency responsible for programming TCIF and the agency authorized to adopt guidelines for the program, and
- 1.4 WHEREAS the Bond Act provides that eligible projects for the TCIF include, but are not limited to all the following:
 - a) highway capacity improvements and operational improvements;
 - b) freight rail system improvements;
 - c) enhancements to the capacity and efficiency of ports;
 - d) truck corridor improvements;
 - e) border access improvements;
 - f) surface transportation improvements to and from airports,and

- 1.5 WHEREAS the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that:
- a) addresses the state’s most urgent needs;
 - b) balances the demands of various ports;
 - c) provides reasonable geographic balance between regions; and
 - d) places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions,
- and
- 1.6 WHEREAS the Bond Act also mandates the Commission shall also consider the following factors when allocating the TCIF:
- a) Velocity: the speed by which large cargo would travel from the port through the distribution system;
 - b) Throughput: the volume of cargo that would move from the port through the distribution system;
 - c) Reliability: a reasonably consistent and predictable cargo travel time between points on any given day or time;
 - d) Congestion reduction: the reduction in recurrent daily hours of delay to be achieved,
- and
- 1.7 WHEREAS the Bond Act further mandates that the Commission allocates TCIF to projects that have identified and committed supplemental funding from appropriate local, federal, or private sources. The Bond Act also mandates that except for border access improvements, projects funded from the TCIF shall have supplemental funding that is at least equal to the amount of the contribution from the fund, and
- 1.8 WHEREAS the Commission recognizes that statewide goods movement needs far exceed the amount authorized by the Bond Act, and that other sources of funding should be explored for meeting these needs, and
- 1.9 WHEREAS the Commission supported the funding strategies proposed by the Business, Transportation and Housing Agency, the Department of Transportation, and the corridor agencies to increase TCIF funding by approximately \$500 million from the State Highway Account (SHA) to fund state-level priorities that are critical to goods movement, and
- 1.10 WHEREAS the Commission agreed with the Department of Transportation’s proposal that SHA funds not be subject to the 1:1 match mandated by the Bond Act, and
- 1.11 WHEREAS the Commission anticipated over-programming beyond that of the resulting TCIF and SHA funds, with the assumption that new revenue sources

- (e.g. additional federal funding, user fees, tolls, etc.) will become available and will be dedicated to funding the adopted TCIF program, and
- 1.12 WHEREAS the Commission required that the inclusion of each of the projects is based on a demonstration that the project, among other factors, can commence construction no later than December 31, 2013, and
 - 1.13 WHEREAS the Commission adopted the TCIF program guidelines on November 27, 2007, that identified the Commission’s policy and expectations for the TCIF program, and
 - 1.14 WHEREAS the Commission received 84 nominations consisting of 107 individual projects, requesting approximately \$4.1 billion of TCIF funding, by the deadline of January 17, 2008, and
 - 1.15 WHEREAS Commission Staff, in developing the initial program recommendations, took into consideration the methods by which corridor agencies had determined the relative priority of their nominations, and
 - 1.16 WHEREAS Commission Staff prepared initial program recommendations that included 79 individual projects with an approximate request for \$3.088 billion, and
 - 1.17 WHEREAS the Commission held a public hearing on March 12, 2008, to hear the Commission Staff’s initial program recommendations, and
 - 1.18 WHEREAS the Commission received further comment and testimony at and preceding its April 2008 meeting, and
 - 1.19 WHEREAS the Bond Act requires that the Commission makes certain findings in adopting the TCIF program,
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the program of projects for TCIF funding as presented by Commission Staff on April 10, 2008, which proposes to invest \$3.088 billion on 79 projects. The total value of these projects is estimated at approximately \$8.430 billion resulting in an average match of 1.7 to 1.0, and
 - 2.2 BE IT FURTHER RESOLVED the Commission finds that projects in the TCIF program include, but are not limited to, the following:
 - a) highway capacity improvements and operational improvements;
 - b) freight rail system improvements;
 - c) enhancements to the capacity and efficiency of ports;
 - d) truck corridor improvement;
 - e) border access improvements;

- f) surface transportation improvements to and from airports,
and
- 2.3 BE IT FURTHER RESOLVED that the Commission finds that the TCIF program:
 - a) addresses the state's most urgent needs;
 - b) balances the demands of various ports;
 - c) provides reasonable geographic balance between regions; and
 - d) places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions,
and
- 2.4 BE IT FURTHER RESOLVED that the Commission also finds that the TCIF program considers the following:
 - a) Velocity: the speed by which large cargo would travel from the port through the distribution system;
 - b) Throughput: the volume of cargo that would move from the port through the distribution system;
 - c) Reliability: a reasonably consistent and predictable cargo travel time between points on any given day or time;
 - d) Congestion reduction: the reduction in recurrent daily hours of delay to be achieved,
and
- 2.5 BE IT FURTHER RESOLVED that the Commission's approval of individual project TCIF funding is only for the cost of construction (and construction support) except for the ALA-580 Truck Lane Project which is fully funded from the State Highway Account, and
- 2.6 BE IT FURTHER RESOLVED that the project's approved TCIF funding shall be considered as a "not to exceed amount" and that any increase in cost estimates beyond the levels reflected in the adopted TCIF program are the responsibility of the nominating agency, and
- 2.7 BE IT FURTHER RESOLVED that the Commission expects that the Business, Transportation and Housing Agency, the Department of Transportation and the individual corridor regions will collaborate to pursue additional sources of revenue to fund projects contained in the over-programming, and to identify strategies to backfill State Highway Account monies that are invested in goods movement, and
- 2.8 BE IT FURTHER RESOLVED that the Commission intends to prepare and adopt a fund estimate in the Fall of 2009 that includes all available revenue sources to support the over-programming of the TCIF, and

- 2.9 BE IT FURTHER RESOLVED that the Commission anticipates reviewing the programming and delivery status of all projects in the Spring of 2010, and may adopt amendments to the program to recognize the availability of funds or changes in project delivery, and
- 2.10 BE IT FURTHER RESOLVED that the Commission expects that future program calibrations due to availability of funds or delivery status will be coordinated with corridor programming ranges included in the TCIF program guidelines and the adopted TCIF program, and
- 2.11 BE IT FURTHER RESOLVED that the Commission will amend the TCIF program to delete projects that will be unable to commence construction by December 31, 2013, and
- 2.12 BE IT FURTHER RESOLVED that the Commission requires nominating agencies, no later than its July 2008 meeting (with the exception of mainline rail projects where this deadline is extended to the September 2008 meeting) to provide executed project baseline agreements that will set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and the project budget and funding plan. The baseline agreements shall be signed by the Director of the Department of Transportation, the regional agency and nominating agency executive directors, and the CTC executive director, and
- 2.13 BE IT FURTHER RESOLVED that the Commission requires that the baseline agreements include quantification of projected benefits related to velocity, throughput, reliability, congestion reduction and emissions reduction, and that those benefits are updated and included in the request for TCIF allocations, and
- 2.14 BE IT FURTHER RESOLVED that for investments in rail projects, the Commission requires a memorandum of understanding between the private railroad and the regional agency and/or Caltrans to be in place by the time of execution of the baseline agreement, and
- 2.15 BE IT FURTHER RESOLVED that the Commission requires the memorandum of understanding to include how and when public and private funding would be made available, and what public benefits would be realized as a result of TCIF investments, and
- 2.16 BE IT FURTHER RESOLVED that for grade separation projects the Commission expects that a master agreement or a memorandum of understanding between the railroad and the nominating agency be in place by the time of execution of the baseline agreement. This master agreement shall include as a minimum agreement in concept to the scope of work, commitments for funding, sequencing of construction operations within a corridor, and overall delivery schedule, and
- 2.17 BE IT FURTHER RESOLVED that for projects involving intermodal facilities and short haul rail proposals that rely on shared-use and access rights to mainline rail facilities, the Commission requires that the memorandum of understanding

- specifies that such use is authorized and agreements are documented with the railroad(s) and other affected parties, and
- 2.18 BE IT FURTHER RESOLVED that the Commission may delete a project from the adopted TCIF program for which a baseline agreement is not executed by the deadline, and the Commission will not consider approval of project allocations prior to the execution of the baseline agreement, and
 - 2.19 BE IT FURTHER RESOLVED that the Commission intends to monitor the outcomes of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies, and that the Commission will only allocate TCIF to projects that can demonstrate concurrence to such strategies by appropriate regulatory agencies, and
 - 2.20 BE IT FURTHER RESOLVED that the Commission requires that nominating agencies shall report, on a quarterly basis, on the activities and progress made toward the implementation of the project, including those activities taking place prior to a TCIF allocation and including the commitment status of supplemental funding indentified in the baseline agreement, and
 - 2.21 BE IT FURTHER RESOLVED that the Commission intends to apply accountability measures established for the Corridor Mobility Improvement Account (CMIA) and State Route 99 (SR99) programs, including but not limited to quarterly progress reports, Delivery Council, corrective plans, program and project amendments, program reports and project audits, and
 - 2.22 BE IT FURTHER RESOLVED that the Commission will create a “watch list” for projects that are unable to maintain delivery and cost commitments, and
 - 2.23 BE IT FURTHER RESOLVED that the Commission finds that it has the discretion to determine whether a project on the “watch list” would remain in the TCIF program, and
 - 2.24 BE IT FURTHER RESOLVED that the Commission directs Staff and nominating agencies to pursue the development of project baseline agreements to present to the Commission at its July or September, 2008 meetings, as appropriate.

PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
1	ALA	7th Street Grade Separation	Provide new grade separations at 7th Street for both BNSF and UPRR terminals (submerged roadway under UP and elevated structures over BNSF), and replace an existing overhead structure adding more rail capacity.	I	<ol style="list-style-type: none"> 1. Scope of work clarification needed: UC vs. OC 2. Air Quality impacts require further analysis –Further information is needed to document volume and speed changes, and whether the number of lanes is changed. Further documentation is needed regarding the spatial shift of emissions from truck to rail. 3. Delivery schedule is optimistic considering complexity of interaction with operational rail tracks. 4. Deliverability Risk - Design Start prior to completion of EIR; Construction Start four-months prior to right of way completion. 5. Funding Plan needs to show costs in thousands of dollars 6. Preconstruction support costs and R/W costs are questioned. 7. MOU with railroad may be required. 	<ol style="list-style-type: none"> 1. Resolved – The Port is continuing to look at ways to value engineer this project to reduce cost and provide benefits. 2. In-progress - Additional AQ information was provided; analysis required. 3. Noted and validated by sponsor. 4. Noted and validated by sponsor. 5. Resolved – Funding Plan updated. 6. Resolved - Preconstruction support costs and R/W costs were addressed. 7. In-progress – MOU with RR is required.
2	ALA	Martinez Subdivision Rail Improvements	Adds two mainline tracks between port of Oakland and Stege in Richmond	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis – Project doubles rail capacity and increases trains/day throughput. Further information needed to document spatial shift of emissions from trucks to rail. 2. Delivery schedule is optimistic. 3. Deliverability Risk - Design Start prior to completion of EIR; 4. Preconstruction support costs and R/W costs are questioned. 5. Funding Plan needs to show costs in thousands of dollars - 1:1 match not met (rounding error?) 6. Public/Private benefits are not addressed. 7. MOU with railroad is required. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information has been provided. 2. Resolved – Revised schedule provided 3. Resolved – Revised schedule provided; Design and EIR continue to be in parallel to ensure project delivery 4. Resolved – Revised funding plan provided 5. Resolved – 1:1 Match met. 6. In-progress - Public/Private benefits are not addressed. 7. In-progress - MOU with railroad is required.

Legend:

AQ: Local Air Quality impacts –

(+): Project has a reasonably high likelihood of producing a beneficial localized air quality impact

(I): Project nomination did not include sufficient information to make an assessment of localized impact

(-): Project has a reasonably high likelihood of producing a negative localized air quality impact

PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
3	ALA	Outer Harbor Intermodal Terminals (OHIT)	Provides two rail yards, each with six 4000-ft loading track and wide-span electric power rail mounted cranes for container handling. Also provides twelve 4000-ft long storage tracks and container buffer areas.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis – Project nomination did not document volume changes as a result of increasing capacity; AQ reductions do not appear to be correct 2. Scope of work clarification needed re interaction with 7th Street Grade Sep Project 3. Delivery schedule questioned – Design Start prior to completion of EIR; 9-months between end design and begin construction. 4. Funding Plan needs to show costs in thousands of dollars 5. Preconstruction support costs and R/W costs are questioned. 6. MOU with railroad is required. 7. Public/Private benefits are not addressed. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information to be provided; analysis required. 2. Resolved - Scope of work clarification was provided. 3. Noted and validated by sponsor. 4. Resolved - Funding plan updated. 5. Resolved – Explanation of preconstruction support costs and R/W costs provided. 6. In-progress - MOU with railroad is required. 7. In-progress – Additional Public/Private benefit information to be provided.
4	ALA	I-880 Reconstruction @ 23rd & 29th Avenues, Oakland	Interchange modifications at 23rd Ave and 29th Ave providing longer auxiliary lanes, reconstruction of the 29th Ave Overcrossing, reconstruction of the EB and WB 23rd Ave Overcrossing, 11th Street intersection improvements and lengthening of the 29th Ave NB off-ramp.	+	<ol style="list-style-type: none"> 1. Environmental document type (ND) is questionable given that this is a high impact project. 2. Scope of work vs. local and highway traffic operations during construction – clarification needed. May impact cost and schedule. 3. Air Quality impacts require further analysis - Air quality analysis is not provided. 4. Funding plan unclear – prior expenditures and proposed funding are not properly shown 5. Preconstruction support costs and R/W costs are questioned. 6. Funding plan requires further discussion pertaining to use of SHOPP and TCIF funds. 	<ol style="list-style-type: none"> 1. Resolved – Assurance provided that a Mitigated ND is anticipated for this project based on PEAR results. 2. Resolved – Clarification was provided. 3. In-progress - Air Quality impacts require further analysis - Air quality analysis was provided as Attach A. 4. Resolved - Funding plan revised. 5. Resolved – Additional preconstruction support costs and R/W cost explanation provided. 6. Funding plan includes SHOPP funds.

Legend:

AQ: Local Air Quality impacts –

(+): Project has a reasonably high likelihood of producing a beneficial localized air quality impact

(I): Project nomination did not include sufficient information to make an assessment of localized impact

(-): Project has a reasonably high likelihood of producing a negative localized air quality impact

PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
5	ALA	I-580 Eastbound Truck Climbing Lane	Widen EB I-580 from North Flynn Rd to Greenville Rd adding one 12-ft lane and one 12-ft shoulder providing 3.3-miles of new truck climbing lanes in the EB direction.	+	<ol style="list-style-type: none"> 1. Environmental document type (ND) is questionable given that this is a high impact project. 2. Funding plan reflects 100% SHOPP Funded. 3. Deliverability concern – Const begin April 2013. 	<ol style="list-style-type: none"> 1. Resolved - Environmental document type (ND) is supported based on PEAR completed for PSR to be approved March 2008. 2. Funding plan reflects 100% SHOPP Funded. 3. Resolved – Construction to begin February 2012.
6	KER	Tehachapi Trade Corridor Rail Improvement Project	Construct 6.9 miles of second mainline BNSF track, extend one siding 900 ft, and upgrade signal system to centralized traffic control.	I	<ol style="list-style-type: none"> 1. Project Programming Request form is incomplete. 2. Delivery schedule is incomplete. 3. Verify 1:1 match (rounding error?) 4. MOU with railroad is required. 5. Responsibility for cost increases should be clarified. 6. Confirm that Caltrans is the lead for design. 7. Public/Private benefits are not sufficiently addressed. 8. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion and reduced idling required for analysis of local and regional AQ benefits (attachment D is missing) 	<ol style="list-style-type: none"> 1. Resolved - Project Programming Request form is complete. 2. Resolved - Delivery schedule is complete. 3. Resolved - 1:1 match. 4. In-progress – LOI and MOU with railroad underway. 5. In-progress – MOU with RR will address responsibilities for cost increases. TCIF will be a not-to-exceed amount. 6. Resolved - Caltrans is the lead for design. 7. Unresolved - Public/Private benefits not fully addressed. Private benefits not quantified. 8. In-progress - Additional air quality information was provided.

Legend:

AQ: Local Air Quality impacts –

(+): Project has a reasonably high likelihood of producing a beneficial localized air quality impact

(I): Project nomination did not include sufficient information to make an assessment of localized impact

(-): Project has a reasonably high likelihood of producing a negative localized air quality impact

PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
7	KER	Shafter Intermodal Rail Facility	Creates an intermodal facility, and provides connections to two existing mainline switches, three-additional parallel tracks, access roads, and off-loading terminal equipment.	-	<ol style="list-style-type: none"> 1. Scope of work unclear. Nomination refers to a completed Phase 1? What is being proposed in this nomination? 2. Deliverability concern: Environmental document type (ND) is questionable given that this is a high impact project. ND was completed in 1996. 3. Delivery Schedule unrealistic: two months for design, three months for construction... 4. Air Quality impacts require further analysis - Project increases emissions at site of intermodal facility located in industrial and agricultural (non-residential) area. Further information needed to document spatial shift of emissions from trucks to rail. 5. Use of Section 190 funds for this project type is questioned. 6. Public/private benefits are not addressed. 7. MOU with railroad is required. 8. Operational/Business plan is required to address freight movement projections, railroad issues, etc. 9. Funding plan needs clarification. 10. Right of way cost does not appear reasonable. 	<ol style="list-style-type: none"> 1. Resolved – Expansion of an existing facility. Additional information was provided. 2. Unresolved pending Air Quality Analysis- City believes the 1996 ND is adequate based on 2005 update to General Plan. 3. Noted and validated by sponsor. 4. In-progress - Additional air quality information provided. 5. Resolved – Revised funding plan submitted. 6. In-progress - Public/Private benefits not sufficiently addressed. Information provided pertains solely to public benefits. 7. In-progress – Shared use agreement is required (MOU provided does not address this issue). 8. In-progress - Operational/Business plan is required to address freight movement projections, railroad issues, etc. 9. Resolved - Funding plan clarified. 10. Resolved – Right of way owned by the City of Shafter.

Legend:

AQ: Local Air Quality impacts –

(+): Project has a reasonably high likelihood of producing a beneficial localized air quality impact

(I): Project nomination did not include sufficient information to make an assessment of localized impact

(-): Project has a reasonably high likelihood of producing a negative localized air quality impact

PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
8	PLA	Track and Tunnel Improvements at Donner Summit	Construct 9.3 miles of second mainline UPRR track, upgrade 1.3 miles of side track to mainline track standards and increase tunnel clearance over the Donner Summit.	+	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of additional regional AQ benefits. 2. Submittal (fact and funding plan) is incomplete. 3. Delivery schedule is unclear. 4. MOU with railroad is required. 5. Public/Private benefits are not sufficiently addressed. 6. UPRR match is 50% of total project expenses. Responsibility for cost increases should be clarified. 	<ol style="list-style-type: none"> 1. In-progress – Additional air quality information was provided. 2. Resolved – PPR updated. 3. Resolved – PPR identifies delivery schedule. Delivery includes beginning design prior to end of PAED. 4. In-progress – LOI and MOU with railroad underway. 5. Unresolved - Public/Private benefits not fully addressed. Private benefits not quantified. 6. In-progress – MOU with RR will address responsibilities for cost increases. TCIF will be a not-to-exceed amount.
9	SAC	Sacramento Intermodal Track Relocation	Realignment of freight and passenger tracks to new rail corridor south of Central Shops. Project includes track work, operational and safety upgrades, passenger platforms and other facilities, walkways, street overcrossings (5th and 6th Streets), and ped/bike and utility tunnels.	+	<ol style="list-style-type: none"> 1. MOU with railroad is required. 2. Deliverability concerns – construction start and duration: construction to take just 9 months. 3. Potential for significant environmental, air quality and community impacts. 4. Scope of work is unclear. Scope includes street overcrossings which appear to have limited goods movement benefit – Delivery schedule and cost should be separately identified – Consider only track relocation project component as part of TCIF. 	<ol style="list-style-type: none"> 1. Resolved – MOU with railroad and the developer provided. 2. Noted and validated by sponsor. 3. Resolved – CEQA process completed in Dec 2007. 4. Resolved – Scope of work clarification provided. 5. In-progress – Public/Private benefits not quantified.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

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10	SJ	4 West Crosstown Freeway Extension - Phase I	Extends the Crosstown Freeway 1.5 miles west to Navy Drive. Involves the construction of twin viaduct-structures and provides two- general purpose lanes and one-Aux lane in each direction. The viaducts will cross over the Boggs Tract community at Fresno Ave.	+	<ol style="list-style-type: none"> 1. TCIF request includes funds for R/W. 2. Delivery/schedule issues: two & one-half years for EIR could be very optimistic. 3. Identify local funding sources. 4. High Risk Delivery - Construction start is June 2013. 	<ol style="list-style-type: none"> 1. Resolved - TCIF for Construction and Construction Support only. 2. Noted and validated by sponsor. 3. Resolved - Local funding sources identified. 4. Noted and validated by sponsor.
11	SJ	San Francisco Bay to Stockton Ship Channel Deepening Project	Involves the dredging of the Stockton Ship Channel from 35 ft to a depth of 45 ft from Pinole Shoal to New York Slough and from 35 ft to 40 ft from New York Slough to the Port of Stockton	I	<ol style="list-style-type: none"> 1. Scope of work unclear. 2. TCIF request includes funding for R/W. 3. Local air quality and community impacts due to increase of vehicular traffic at the port require further analysis. Port terminus results in local AQ impacts; ship channel increases capacity, project nomination claims fewer ships; need backup calculations. 4. Schedule for EIR/EIS appears extremely aggressive at less than a year for EIR/EIS approval. 5. Increased activity in channel by larger ships will need to be addressed. 	<ol style="list-style-type: none"> 1. Resolved – scope of work clarified. 2. Resolved – Funding plan revised. 3. In-progress - Additional air quality information was provided. 4. Schedule for EIR/EIS appears extremely aggressive at less than a year for EIR/EIS approval. Noted and validated by sponsor. 5. In-progress - Additional information was provided, analysis required.
12	SOL	I-80 Eastbound Cordelia Truck Scales Relocation	Relocate and rebuild the EB I-80 truck scale facility, build a new four-lane bridge across Suisun Creek, and braided ramps from the new scales to EB I-80 and EB SR 12.	+	<ol style="list-style-type: none"> 1. What are AB 1171 funds? RM2? 2. Funding plan does not show prior funding; i.e., PAED 	<ol style="list-style-type: none"> 1. Resolved – Funds are local bridge tolls. 2. Resolved - Funding plan identifies prior funding; i.e., PAED.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

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13	STA	San Joaquin Valley Short Haul Rail/Inland Port Project	Involves the development of an inland port logistics center at Crows Landing Air Facility and the construction of a short-haul rail service. The project railroad right-of-way acquisition and construction of 170 acre rail intermodal facility that provides for the loading and unloading of containers from railcars.	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Project increases freight rail activity. Emissions along the corridor likely increase; there is a lack of information regarding activity at the terminals. Further documentation is needed concerning the spatial shift of emissions from truck to rail. 2. Operational/Business plan is required. 3. MOU with railroad and West Park is required. 4. Public/Private benefits not addressed. 5. Match issues – use of donated land from the County – prior expenditures not eligible for match. 6. Environmental document not specified – environmental issues may be significant. 7. Risk design – design begins before environmental complete. 	<ol style="list-style-type: none"> 1. Unresolved – Additional air quality information provided does not address local impacts. 2. Unresolved - Operational/Business plan information was provided but does not address function and operation of the facility at Crows Landing. 3. Unresolved - MOUs with railroad (shared use) and access rights for loading and unloading at the ports of origin and destination are required (letter of intent to UPRR sent by County) 4. Unresolved - Public/Private benefits not sufficiently addressed. Information provided pertains solely to public benefits. 5. Resolved – 1:1 Match met. 6. Resolved – EIR anticipated. 7. Noted and validated by sponsor.

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14	YOL	Sacramento River Deep Water Channel Project	Involves the dredging of 35 miles of the Sacramento River deep water channel an additional five feet in depth (from 30 ft to 35 ft)	I	<ol style="list-style-type: none"> 1. Local air quality and community impacts due to increase of vehicular traffic at the port require further analysis. The increase in cargo volume or port capacity will result in more truck traffic at the local level (around the port). Need more info about local truck traffic change and emissions. 2. Delivery concerns: one year for EIR/EIS approval, four month for design. 3. Increased activity in channel by larger ships will need to be addressed. 	<ol style="list-style-type: none"> 1. In-progress - Additional air quality information was provided. 2. Resolved – EIR is a supplemental document to be adopted 2009. Design changes are not expected from original design. 3. In-progress - Additional information provided, analysis required.
15	LA	San Gabriel Valley Grade Separation Program	A two mile trench in the cities of Alhambra, San Gabriel and Rosemead to lower UPRR tracks under Ramona Street, Mission Road, Del Mar Ave, and San Gabriel Blvd. Also includes two new RR bridges over Alhambra and Rubio washes.	+	<ol style="list-style-type: none"> 1. Project Milestones incomplete. 2. Verify prior funding as related to the 1:1 match. 3. 1:1 match not met – Is \$20 million planned to be from PUC Section 190 Proposition 1B funding? 	<ol style="list-style-type: none"> 1. Resolved - Project milestones complete. 2. Resolved – 1:1 Match met. 3. Resolved - 1:1 Match met.

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16	LA	SR 47 Expressway-Schuyler Heim Bridge Replace/Construct Expressway & Flyover	A new 2.2 mile elevated expressway connecting Terminal Island with major highways and transportation corridors. Replaces the seismically deficient Heim Bridge with a fixed span structure, and provides aerial connector extensions that grade separates five at-grade rail crossings and three signalized intersections.	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. The project improves air quality for some receptors, but worsens air quality for others due to traffic rerouting. Further information on the effectiveness of planned mitigation would be helpful. 2. Scope of work clarification is needed. What is included in this project request? 3. Deliverability High Risk: 18 month window from EIR/EIS to construction start, and less than two years for construction appears unrealistic. Will this be delivered through several construction contracts? Is design/build a consideration? 4. Programming Request Form Project Milestones PS&E ending 12/1/08 should be 12/1/09. 5. Clarification of all funding sources and funding status is required. 	<ol style="list-style-type: none"> 1. In-progress - Additional air quality information was provided. 2. Resolved – Scope of work clarified. 3. Resolved - Project will consist of three design-bid-build contracts. 4. Resolved - Programming Request Form reflects PS&E ending 12/1/09. 5. Resolved – Clarification of all funding sources and funding status provided.
17	LA	ACE: Gateway-Valley View Grade Separation Project	A lowering of Valley View Avenue and Stage Road below the BNSF tracks, constructing a new bridge for BNSF accommodating three mainline and utility tracks, and providing two through-lanes in each direction of affected streets.	+	<ol style="list-style-type: none"> 1. Is an update to the environmental document (CE) required? 2. Revise funding sheets to show appropriate year of funding – funding requests shown in prior years? 	<ol style="list-style-type: none"> 1. Resolved – Sponsor will pursue update if needed. 2. Resolved – Funding sheets revised.

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18	LA	New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	A new 7000 ft passing siding between Land and Vincent stations on the Antelope Valley Line to accommodate projected increase in UP freight frequency and length demands.	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Local air quality and community impacts due to increase of activity at siding - Project documents increased emissions at siding, but no sensitive receptors within 1000 feet. Further documentation needed to describe spatial shift of emissions from truck to rail. 2. Public/private benefits not addressed. 3. MOU with UPRR is required. 4. Clarify ownership of the rail line. 5. Provide the agreement that identifies respective responsibilities between the passenger rail and freight rail. 	<ol style="list-style-type: none"> 1. In-progress - Additional air quality information was provided. 2. Resolved – Improvements to publicly owned facility. 3. Resolved - MOU with UPRR is not required as rail line is owned by Metro. 4. Resolved – rail line is owned by Metro. 5. Resolved – Multi-use agreement that identifies respective responsibilities between the passenger rail and freight rail provided

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19	LA	I-110 Fwy Access Ramp Imp SR 47/I110 NB Connector Widening	Widening of the WB SR-47/NB I-110 connector from 1 to 2 lane, adding Aux lane for NB I-110, and widening the off-ramp at John Gibson Blvd to accommodate truck turning movements.	I	<ol style="list-style-type: none"> 1. Environmental issues may be significant – environmental document unspecified. 2. Air Quality impacts require further analysis - This project has significant capacity expansion. Regional level emissions benefit is provided in documentation, but need local air quality impact info and further documentation on relationship between truck volumes and capacity increase. 3. Project schedule appears optimistic. Specifically, the timeframe for the Design of an interchange in one year should be discussed. 4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets. 5. Verify Implementing Agency on Project Programming Request form 6. LA/IE Tier II project "I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front Street" with these Tier I projects 7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF. 	<ol style="list-style-type: none"> 1. Resolved – Environmental Document is an ND/FONSI. 2. In-progress - Additional air quality information was provided. 3. Resolved - Project schedule revised to extend time for design. 4. Resolved - Funding Plan includes all phases. Ordinance for cargo tariff was provided. Prior expenditures and preconstruction budgets are shown. 5. Resolved - Implementing Agency is the Port of LA. PPR revised. 6. Resolved – Higher priority projects proposed in Tier 1. 7. Resolved – No SHOPP Funding is targeted for this project.

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20	LA	C Street Access Ramps Improvements	Reconfigure NB I-110/C Street off-Ramp, and combine two closely spaced intersections with I-110 at C Street and Harry Bridges Blvd	I	<ol style="list-style-type: none"> 1. Environmental issues may be significant – environmental document unspecified. 2. Air Quality impacts require further analysis - The project introduces a significant change and potential capacity increase by the new interchange. Regional level emissions benefit is provided in documentation, but need clear documentation regarding local air quality impacts and how the new interchange will affect local truck traffic. 3. Project schedule appears optimistic. Specifically, the timeframe for the duration of the Design phase. 4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets. 5. Verify Implementing Agency on Project Programming Request form 6. LA/IE Tier II project “I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front Street” with these Tier I projects 7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF. 	<ol style="list-style-type: none"> 1. Resolved – Environmental document is an ND/FONSI. 2. In-progress - Additional air quality information was provided. 3. Resolved - Project schedule revised to extend time for design. 4. Resolved - Funding Plan includes all phases. Ordinance for cargo tariff was provided. Prior expenditures and preconstruction budgets are shown. 5. Resolved - Implementing Agency is the Port of LA. 6. Resolved – Higher priority projects proposed in Tier 1. 7. Resolved – No SHOPP Funding is targeted for this project.
21	LA	Washington Blvd Widening & Reconstruction Project	Increase capacity to three lanes in each direction add one lane in each direction and reconstruct Washington Blvd with 10 ft thick PCC for a total width of 84 ft.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis 2. Deliverability concern: Environmental document type (ND) is questionable given that this is a high impact project. Project Milestones appear optimistic. 3. Project Programming Request form incomplete – PA&ED costs not shown. 	<ol style="list-style-type: none"> 1. In-progress - Additional air quality information was provided. 2. Resolved – Planned document type is (CE). 3. Resolved - Project Programming Request form complete – PA&ED costs are shown.

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22	LA	South Wilmington Grade Separation	Grade separate multiple at grade-crossings of vehicle/truck traffic from rail lines that connect to the Alameda Corridor, and provide direct access to port terminals, community center and other business.	+	<ol style="list-style-type: none"> 1. Scope of work is unclear. 2. Project milestones questioned – five years for design phase, no right of way phase? 3. Support costs appear low. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved - Project milestones validated. 3. Resolved – Funding plan validated.
23	LA	Gerald Desmond Bridge Replacement	Replace the existing Desmond Bridge with a six-lane cable-stayed bridge structure, and reconstruct interchanges at Terminal Island and the I-710. Total elevated structure length including ramps 16,082 ft.	+	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. 2. Deliverability High Risk – schedule appears optimistic. 15 months for design is extremely aggressive. Will this be delivered through several construction contracts? Is design/build a consideration? 3. Financial plan appears to include unsecured funding - Clarification of funding sources and match should be provided. 4. Allocation of SHOPP funding is subject to the adoption and relinquishment of the route into the SHS. 	<ol style="list-style-type: none"> 1. In-progress - Additional air quality information was provided. 2. Resolved - Project will be delivered through multiple design-bid-build contracts 3. Resolved – Port committed to backfill funding if not available from Metro. 4. Allocation of SHOPP funding is subject to the adoption and relinquishment of the route into the SHS.

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24 25 26 27 28 29 30 31 32 33	LA	Ports Rail System - Tier I	Involves several interrelated projects that include a new lift bridge for a new track over the Cerritos Channel, and other improvements such as added mainline and storage tracks, track realignments, access improvements, and the elimination of a grade separation.	+	<ol style="list-style-type: none"> 1. Incomplete nomination package 2. Scope of work is unclear. Multiple major projects with little or no scope description. 3. Air Quality impacts require further analysis. 4. Environmental issues may be significant – environmental document unspecified. 5. Project Programming Request form incomplete –contact information, project milestones & funding plans (proposed cargo fees funding). 6. Methodology used to support the conclusion that the projects will reduce truck trips is required. 7. Benefits of each project should be addressed separately. 	<ol style="list-style-type: none"> 1. Resolved – Additional information provided. 2. Resolved - Scope of work clarified. 3. In-progress - Additional air quality information was provided. 4. Resolved – EIR/EIS. 5. Resolved - Project Programming Request forms are complete. Cargo fees are approved. 6. In-progress - Additional information was provided. 7. Unresolved - Benefits of each project should be addressed separately in relation to overall plan.
34	ORA	SR 91 connect WB aux lanes through IC on SR 91 between SR 57 & I-5	Widening of the WB SR-91 from three to four general purpose lanes from SR-57 to I-5 by connecting the existing auxiliary lanes through interchanges	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. Local impacts not addressed. Project documentation should describe how changes in truck volumes and speeds affect corridor-specific emissions. 2. Freight benefits not adequately addressed. 3. Table 1-2 indicates no increased improvement beyond LOS F. B/C analysis should be performed. 	<ol style="list-style-type: none"> 1. In-progress - Additional air quality information was provided. 2. Resolved. 3. Resolved.

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35	ORA	State College Grade Separation	Involves lowering State College Blvd below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. 1:1 match is not met – Prior expenditures as of Nov 2006 needs to be broken out and funding sources need to be identified. 3. Deliverability concern: Environmental document type (ND) is questionable; railroad agreements, shoofly construction, utilities and other site-specific conflicts. 	<ol style="list-style-type: none"> 1. Resolved – scope of work clarified 2. Resolved – 1:1 Match met. 3. Resolved - Environmental document type (ND) is approved by state and federal agencies. Shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development.
36	ORA	Placentia Avenue Undercrossing	Involves lowering Placentia Ave below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. 3. 1:1 Match rounding errors. 4. Include all prior funds on programming request form. 	<ol style="list-style-type: none"> 1. Resolved – Project is to construct an underpass. Live railroad tracks will be maintained. 2. Resolved - Environmental document type (ND), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. 3. Resolved – 1:1 Match met. 4. Resolved – Funds identified on PPR.
37	ORA	Orangethorpe Avenue Grade Separation	Involves the construction of three bridges at Orangethorpe Ave, Chapman Ave and Miller St to carry vehicular traffic above the BNSF tracks	+	<ol style="list-style-type: none"> 1. Scope of work is unclear – total of three bridge structures? How is adjacent local road access maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified. 3. Include all prior funds on programming request form. 4. 1:1 match rounding errors. 	<ol style="list-style-type: none"> 1. Resolved – Project is to construct an underpass. Includes construction of three bridge structures. Adjacent local road access maintained through phased bridge construction. 2. Resolved – environmental document is an EIR. 3. Resolved – Prior funds documented. 4. Resolved – 1:1 Match met.

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38	ORA	Kraemer Blvd Undercrossing	Involves the lowering of Kramer Blvd below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track, and a new bridge will be constructed to carry traffic on Crowther Ave (runs parallel to the BNSF tracks) over the depressed Kramer Blvd.	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. 3. 1:1 Match rounding errors. 4. Include all prior funds on programming request form. 	<ol style="list-style-type: none"> 1. Resolved - Scope of work clarified. 2. Resolved - Environmental document type (EIR), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. 3. Resolved – 1:1 Match met. 4. Resolved – Funding plan revised.
39	ORA	Raymond Avenue Grade Separation	Involves lowering Raymond Ave below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. Construction start planned for Dec 2013? 3. 1:1 Match rounding errors. 4. Include all prior funds on programming request form. 	<ol style="list-style-type: none"> 1. Resolved - Scope of work clarified. 2. Resolved - Environmental document type (CE), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. Noted and validated Construction Start Date December 2013. 3. Resolved – 1:1 Match met. 4. Resolved – No prior funds.
40	ORA	Lakeview Avenue Overcrossing	Involves the construction of six bridge structures at to carry vehicular traffic on Lakeview Ave above the BNSF tracks	+	<ol style="list-style-type: none"> 1. Scope of work is unclear - Where are six bridge structures located and identified on project map? How is adjacent local road access maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified. 3. Include all prior funds on programming request form. 4. 1:1 match rounding errors. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved – Environmental document is an EIR. 3. Resolved – Prior funds documented. 4. Resolved - 1:1 Match met.

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41	ORA	Tustin Avenue/Rose Drive Overcrossing	Involves the construction of bridge structures at to carry vehicular traffic on Tustin Ave/Rose Dr above the BNSF tracks, and connectors from the new structure to Orangethorpe Ave (runs parallel to BNSF tracks)	+	<ol style="list-style-type: none"> 1. Scope of work is unclear – where are the other structures? How many? How is adjacent local road access maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified. 3. Include all prior funds on programming request form. 4. 1:1 match rounding errors. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved - Environmental document is an EIR. 3. Resolved – Prior funds documented. 4. Resolved - 1:1 Match met.
42	RIV	Columbia Avenue Grade Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> 1. Scope of work is unclear. How is adjacent local road access maintained? 2. CE may require update? 3. Funding plan - use of Section 190 funds. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved - CE update is not required. 3. Resolved – City has committed to backfill if Section 190 funds are not available.
43	RIV	Auto Center Drive Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> 1. Scope of work clarification – discussion of adjacent Dike. What is included in this project? 2. Delivery schedule requires clarification. 3. 1:1 Match not met 4. Delivery – CE may require update. 5. Funding plan - use of Section 190 funds. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved – Clarification provided. 3. Resolved - 1:1 Match met. 4. Resolved – CE was certified in January 2008. 5. Resolved - Section 190 funds are not secured. City has committed to backfill if Section 190 funds are not available.
44	RIV	Magnolia Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	<ol style="list-style-type: none"> 1. Scope of work is unclear – Local streets? 2. Delivery – CE may require update. 3. 1:1 Match not met - Clarification of prior funds and eligibility as match. 4. Funding plan - use of Section 190 funds. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved - CE update is not required. 3. Resolved – 1:1 Match met. 4. Resolved – City has committed to backfill if Section 190 funds are not available.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
45	RIV	Iowa Avenue Grade Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> 1. Delivery – CE may require update. 2. Scope of work is unclear How is adjacent local road access maintained? 3. Funding plan - use of Section 190 funds. 4. Clarification of prior funds and eligibility as match. 	<ol style="list-style-type: none"> 1. Resolved - CE update is not required. 2. Resolved – scope of work clarified. 3. Resolved – City has committed to backfill if Section 190 funds are not available. 4. Resolved – 1:1 Match met.
56	RIV	Sunset Avenue Grade Separation	Lower Sunset Ave, construct a new UPRR bridge, and reconstruct I-10 ramps to Sunset Ave.	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Overlapping PAED and Design phases. 3. Funding plan – RR contribution committed? 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Schedule validated by project sponsor. 3. In-progress – MOU with RR anticipated by 2009 for RR contribution. City has committed to backfill if RR contribution funds not received.
47	RIV	Streeter Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	<ol style="list-style-type: none"> 1. Delivery schedule requires clarification. 2. Delivery – CE may require update. 3. Scope of work is unclear – Overpass or underpass? 4. Clarification of prior funds and eligibility as match. 5. 1:1 match not met. - Use of Section 190 funds & container fees? 	<ol style="list-style-type: none"> 1. Resolved - Delivery schedule revised. 2. Resolved - CE update is not required. 3. Resolved – Scope of work clarified. 4. Resolved – Clarified prior funds as eligible for match. 5. In-progress - 1:1 Match met pending approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.

Legend:

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
48	RIV	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	Construct an elevated structure over the UPRR tracks	I	<ol style="list-style-type: none"> 1. Scope of work is unclear – roadway width? How is adjacent local road access maintained? 2. Air Quality impacts require further analysis. The project introduces significant capacity expansion by widening the current 2-lane road to 6-lane at grade crossing. Emissions benefit is shown as 0.89 grams/day reduction of PM2.5 by year 2030, without a comparison between build vs. no build. Need backup calculations and clear documentation as to how grade separation and increased capacity will result in local air quality impacts. 3. Project Programming Request form is incomplete. 4. Funding plan – use of Section 190 funds, source of local funds not identified. 5. Environmental document not identified. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. In-progress –Air Quality impacts require further analysis. Additional information may be required. 3. Resolved – PPR provided. 4. Resolved - City has committed to backfill if Section 190 funds are not received, source of local is Riverside County Measure A. 5. Resolved - Environmental document is an ND.
49	RIV	Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	Construct a six-lane elevated structure over the UPRR tracks	I	<ol style="list-style-type: none"> 1. Scope of work is unclear – two to six lanes? How is adjacent local road access maintained? 2. Air Quality impacts require further analysis. The project introduces significant capacity expansion by widening the current 2-lane road to 6-lane at grade crossing. Emissions benefit is shown as 1.6 grams/day reduction of PM2.5 by year 2030, without a comparison between build vs. no build. Need backup calculations and clear documentation as to how grade separation and increased capacity will result in local air quality impacts. 3. Funding plan – use of Section 190 funds, source of local funds not identified. 4. Environmental document not identified. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. In-progress –Air Quality impacts require further analysis. 3. Resolved - City has committed to backfill if Section 190 fund are not received, source of local is Riverside County Measure A. 4. Resolved - Environmental document is an ND.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
50	RIV	Grade Separation at Clay Street Railroad Grade Crossing	Lower Clay St and construct a new UPRR bridge	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds 	<ol style="list-style-type: none"> 1. Resolved - Scope of work is for the construction of an underpass. 2. Resolved - CE update scheduled for September 2009. 3. In-progress - 1:1 Match met. However, full funding of project is contingent on approval of container fee legislation. County committed to backfill if Section 190 funds & container fees are not received. Funding commitments will be required for baseline agreements.
51	RIV	Riverside Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	<ol style="list-style-type: none"> 1. Scope of work unclear. 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds. 	<ol style="list-style-type: none"> 1. Resolved - Scope of work is for the construction of an underpass. 2. Resolved - CE update is not required. 3. In-progress - 1:1 Match met. However, full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
52	RIV	3rd Street Grade Separation	Lower 3rd Street and construct a new BNSF bridge.	+	<ol style="list-style-type: none"> 1. Scope of work questionable: underpass vs. overpass? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds 	<ol style="list-style-type: none"> 1. Resolved - Scope of work clarified. 2. Resolved - CE update is not required. 3. In-progress - 1:1 Match & full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.
53	RIV	Grade Separation at Magnolia Avenue Railroad Grade Crossing	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> 1. Scope of work is unclear – How is adjacent local road access maintained? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds 	<ol style="list-style-type: none"> 1. Resolved – Construction of a frontage road will provide access to adjacent properties. 2. Resolved – CE update scheduled for September 2009. 3. In-progress - 1:1 match & full funding of project is contingent on approval of container fee legislation and Section 190 funds. Funding commitments will be required for baseline agreement.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
54	RIV	March Inland Cargo Port Airport- I215 Van Buren Blvd - Ground Access Imp	Reconstruct I-215/Van Buren Blvd IC and nearby BNSF Grade Separation, and add auxiliary lanes on I-215	+	<ol style="list-style-type: none"> 1. Scope of work unclear – does not appear to improve access to airport? 2. Nomination is not clear as to how the project benefits air cargo movement. 3. Deliverability concern: Environmental document type (ND) is questionable. 4. Riverside Measure A funds not yet committed - March/April 2008. 5. Expects donated R/W and so includes no R/W cost provision. 	<ol style="list-style-type: none"> 1. Resolved - Scope of work clarified. 2. Resolved – interaction with cargo port and storage facilities clarified. 3. Resolved – Planned environmental document is Mitigated ND. 4. In-progress - Riverside Measure A funds not yet committed - March/April 2008. Funding commitments will be required for baseline agreement. 5. Resolved - Expects donated R/W, and has a contingency plan to fund the R/W cost if donation does not materialize.
55	SBD	I-15 Widening and Devore Interchange Reconstruction	Reconfigure I-15/I-215 Interchange, add one general purpose lane in each direction, and provide a truck bypass lanes and auxiliary lanes.	+	<ol style="list-style-type: none"> 1. Scope of work unclear. 2. Air Quality impacts require further analysis. Local air quality impacts not addressed. 3. Deliverability concern: Environmental document type (ND) is questionable. 4. Extremely high deliverability risk - PSR 2009; construction start Nov 2013. 5. How does overall capacity increase 40% if there is no appreciable change in heavy duty truck volume? Contradiction with air quality and throughput due to increase in capacity. 	<ol style="list-style-type: none"> 1. Resolved - Scope of work clarified. 2. In-progress – Additional Air Quality information provided. Additional analysis may be required. 3. Resolved - Environmental document was clarified and validated by sponsor. 4. Resolved - Deliverability concerns were noted and validated by sponsor. 5. Resolved - Sponsor provided additional clarification that project will fix an existing bottleneck allowing trucks to flow freely.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
56 57 58	SBD	I-10 Corridor Logistics Access Project	Reconstructs interchanges at Cherry Ave, Citrus Ave and Riverside Ave, and widen grade separation structures at Cherry Ave and Citrus Ave over the UPRR tracks.	I	<ol style="list-style-type: none"> 1. Scope of work unclear 2. Air Quality impacts require further analysis. Further documentation needed regarding expansion of number of lanes and lack of expected change in truck volumes. 3. Clarification needed of Implementing Agency. 4. Will need three separate projects for delivery purposes. 5. Project Programming Request form unclear. Match should be secured for each project - each funding plan should stand on its own. 6. Deliverability concern: Environmental document type (IS/MND) is questionable. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified 2. In-progress – Additional Air Quality information provided. Additional analysis may be required. 3. Resolved – Implementing Agencies clarified. 4. Resolved - Three separate projects for delivery purposes. 5. <ul style="list-style-type: none"> • Resolved - Cherry – 1:1 Match. • Resolved - Citrus – 1:1 Match. • Resolved - Riverside - 1:1 Match. 6. Resolved – Environmental documents were clarified and validated by sponsor.
59	SBD	ACE Glen Helen Pkwy Railroad Grade Separation	Construct an overpass to grade separate the Glenn Helen Parkway from UPRR and BNSF tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination? 2. Scope of work unclear - Overpass or underpass? 3. Air Quality impacts require further analysis. 4. Delivery – CE may require update. 	<ol style="list-style-type: none"> 1. Resolved – PPR updated. 2. Resolved – project includes construction of an overpass. 3. In-progress - Additional air quality information provided. 4. Resolved – CEQA exemption. NEPA not required as no federal funds.
60	SBD	ACE North Milliken Ave Railroad Grade Separation at UPRR	Construct a new structure to grade separate the Milliken Ave from UPRR tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified. 	<ol style="list-style-type: none"> 1. Resolved – PPR provided. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
61	SBD	ACE South Milliken Grade Separation at UP Los Angeles	Construct a new structure to grade separate the Milliken Ave from UPRR tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified. 	<ol style="list-style-type: none"> 1. Resolved – PPR updated. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.
62	SBD	ACE Valley Grade Separation at BNSF/UP San Bernardino	Construct a new structure to grade separate the Valley Blvd from UPRR tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified. 	<ol style="list-style-type: none"> 1. Resolved – PPR updated. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an overpass. 4. Resolved - CE update is not required.
63	SBD	ACE Palm Grade Separation at BNSF/UP Cajon	Widen Palm Ave and Cajon Blvd from two to four lanes and construct a new structure to grade separate Palm Ave from UPRR tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified. 	<ol style="list-style-type: none"> 1. Resolved – PPR updated. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an overpass. 4. Resolved - CE update is not required.
64	SBD	ACE Lenwood Grade Separation at BNSF Cajon	Construct a new structure to grade separate the Lenwood Rd from UPRR tracks	I	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Scope of work unclear - Overpass or underpass? 3. Air Quality impacts require further analysis. AQ impacts from diversion of traffic from the "8 mile detour" to Lenwood Rd are not documented; throughput estimates of delay relief seem implausible given other high volumes grade crossing requests that were submitted, Need documentation. 4. Delivery – ND/CE may require update. 	<ol style="list-style-type: none"> 1. Resolved – PPR provided. 2. Resolved – Project includes construction of an overpass. 3. In-progress - Additional AQ information was provided. 4. Resolved - CE update is not required.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
65	SBD	ACE Vineyard Grade Separation at UP Alhambra	Construct a new structure to grade separate the Vineyard Ave from UPRR tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified. 	<ol style="list-style-type: none"> 1. Resolved – PPR provided. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.
66	VEN	US 101 Rice Avenue Interchange	Construct a new structure to accommodate the widening of US-101/Rice Ave IC from two to eight lanes (six-through and two-SB left-turn lanes), new on- and off-ramps, and realignment of Ventura Blvd.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis –Further documentation needed regarding expansion of number of lanes and lack of expected change in truck volumes. 2. Funding plan incomplete – Include all prior and proposed costs on programming request form – 3. Deliverability concern: Environmental document type (ND) is questionable. PAED started in 1989 and completed in 2002. 4. 1:1 Match not met – Matching funds rely on prior expenditures to meet match requirement. This project is planned to for contract award in October 2008, a few months past adoption into program. Only Construction costs eligible for match resulting in TCIF share of maximum \$30.0 million. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. Resolved – PPR revised. 3. Resolved - PAED started in 1989 and completed in 2002. Noted and validated by sponsor. 4. Resolved - 1:1 Match met.
67	SD	State Route 905	Complete the construction of a new six-lane freeway (SR-905) from Britannia Blvd to I-805.	+	<ol style="list-style-type: none"> 1. Clarification on the match between the two phases within the corridor. 	<ol style="list-style-type: none"> 1. Resolved - Clarification was provided.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
68	SD	State Route 11/Otay Mesa East Port of Entry	Construct a new four-lane highway connecting to a new Otay Mesa East Point of Entry (POE), including two interchanges, two grade separated crossings, three freeway to freeway connector ramps (SR-125 and SR-905), and connecting ramps to the new POE	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Project increases emissions in undeveloped area with few receptors, while reducing emissions at existing OM-POE. Project should document how benefits and need are affected by SR-905 project. 2. Current funding plan involves collection of toll or user fee for the POE/Otay Mesa which does not exist. 3. Performance based infrastructure PPP - where does the source come from? 4. Deliverability Risks: Construction start is 4/2013. Environmental schedule is very aggressive for something that has not started and involves international input. 5. Status of improvements from Mexico side is unclear. 6. PPP, POE status of agreements, funding, delivery risks. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. In-progress - Current funding plan involves collection of tolls – SB 1486 (Ducheny) was introduced in Feb 08 to authorize creation of a toll authority for SR-11. 3. In-progress – SB 1486 envisions SR-11 as a public toll facility. 4. Noted and validated by sponsor. Draft programmatic EIR/EIS under review. Presidential Permit submitted to the US Dept of State in Jan 08. 5. Resolved – Mexico’s schedule for improvements provided. 6. In-progress – SB 1486 pending.
69 70 71 72	SD	Port of San Diego Freeway Access Improvements	Port Access improvements including: I-5 freeway access points at 32nd St., Civic Center Dr. and Bay Marina Dr.; connection improvements between 10th Ave. Marine Terminal gate and Harbor Dr., and grade separations for 10th Ave and 32nd St at Harbor Dr.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - At grade improvement and grade separation; no localized air quality impacts were identified. Need clarification on whether there will be a negative impact from increased truck traffic on Harbor Drive or I-15 (after improvements, truck traffic will be encouraged to use these roads bypassing a congested intersection). 2. Delivery schedules for two projects is 2013 – High Risk 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Noted and validated by sponsor.
73	SD	Port of San Diego National City Marine Terminal Improvements	Extend the existing wharf approximately 1500 ft.	+	<ol style="list-style-type: none"> 1. Deliverability Risk - EIR, Design and right of way are concurrent activities 	<ol style="list-style-type: none"> 1. Noted and validated by sponsor.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
74 75	SD	South Line Rail Improvements/ San Ysidro Yard	Operational improvements (switches, cross-overs, signals,..) at the south line and acquisition of property, development of access road and expansion of yard lead and storage tracks at the San Ysidro Yard.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - "Diversion from truck to rail will reduce 31,800 truck trips annually in 2030 that would otherwise travel on Interstates 5 and 805. In addition, the expansion of the San Ysidro Rail Yard will reroute from congested local streets in the community of San Ysidro". Documentation also notes that "improvements to the mainline track portion of the South Line are needed to allow for an increase in freight train capacity from two to four per day." Given the capacity increase, more information is needed to identify local air quality impacts. 2. 1:1 Match is not met - does not include any Border Infrastructure Funds. 3. MOU with BNSF is required. 4. Public/Private benefits are not properly addressed. No contributions by BNSF – Funding proposed is only public money. 5. TCIF request includes funding for PAED and PS&E. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Resolved – \$600,000 BIP funds for project, 1:1 match not required. 3. Resolved - MOU with BNSF provided. 4. Resolved – Rail line and Yard are publicly owned facilities (MTBD) 5. Resolved – TCIF request for construction only.
76	SD	LOSSAN N Rail Corridor/Intermodal Improvements – Sorrento to Miramar Phase 1	Construct a second mainline track at seven separate locations between San Diego and Oceanside (combined length approx 14 miles).	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of regional AQ benefits; 2. Scope of work is unclear 3. 1:1 Match not met. 4. Deliverability – Environmental document not yet started – planning on FONSI in three years? One-year for design? 5. Relationship and benefit to goods movement is unclear 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Resolved – Additional information provided. 3. Resolved - 1:1 Match met. 4. Noted and validated by sponsor. 5. Resolved – provided information regarding freight usage of rail line.

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PROPOSED TCIF PROGRAM – UPDATED REVIEW FINDINGS

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
77	IMP	Brawley Bypass (SR 78/111 Expressway) Project	Construct 7.8 miles of divided four-lane expressway from SR 111 to SR 78/86 on a new alignment	+	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis – Project increases emissions at receptors near new bypass, but reduces emissions along surface streets for old route through community. 2. Federal funding is not reflected in the funding sheet. 3. Funding schedule shows all funds in prior year. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information provided. 2. Resolved - Federal funding is reflected. 3. Resolved - Funding updated.

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78	MON	San Juan Road Interchange	Construct Interchange at San Juan Road to eliminate three existing at-grade intersections with US-101	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. The Air Quality Report notes that CO emissions will be reduced because three intersections are combined into one. Project sponsor should provide backup calculations. The report also identifies slightly higher VMT in build alternatives because “the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternatives along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes.” Should provide clear documentation as to how increased capacity will result in local air quality impacts. 2. Funding plan depends on \$24,250 in 2008 STIP funding. 3. Implementing agency for R/W & Construction should be identified. 4. Construction Start in January 2013. Complex environmental issues may pose risk to delivery schedule. 5. ND for environment document is questionable. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. In-progress – Included in proposed 2008 STIP (ITIP). 3. Resolved – Caltrans is specified. 4. Resolved – Construction start in Jan 2013. 5. Resolved – Environmental document is an EIR/EA.

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79	SBD	Colton Crossing Flyover	Grade separate the UPRR and BNSF tracks by building a fly over structure to carry the UPRR Tracks over the BNSF in the City of Colton. This 7,250 ft long UP grade separation would begin at Rancho Ave and end at Mount Vernon Ave Overpass.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Air quality analysis is not provided. Further information is needed to compare the emissions reductions achieved by the grade separation (e.g., elimination of on-road and train idling) with increased emissions due to increased train traffic. 2. Project Programming Request form is incomplete. 3. Delivery schedule is incomplete. 4. MOU with railroad is required. 5. Responsibility for cost increases should be clarified. 6. Public/Private benefits are not sufficiently addressed. 7. Funding plan requires clarification 8. No agreement on scope and cost - \$156 mil vs. \$148 or 198?- amounts should be confirmed 9. EIR complete Jan 07 - 30 months is 2010. Schedule does not reconcile to narrative. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. Resolved - Project Programming Request form is complete. 3. Resolved - Delivery schedule is complete. 4. Unresolved - MOUs with railroads is required. 5. Unresolved - Responsibility for cost increases should be clarified. Pending MOU with railroad. 6. Unresolved - Public/Private benefit analysis is required. Additional information was provided. 7. Resolved - Funding plan was clarified. 8. Resolved – Clarification was provided. Total cost is \$198 million. 9. Resolved - EIR to be complete Feb 2010.

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Assembly
California Legislature



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April 8, 2008

Mr. John Chalker, Chair
California Transportation Commission
1120 N Street
Mail Station 52/Room 2222
Sacramento, CA 95814

Re: Support for San Benito Route 156 Improvement Project for Trade Corridors Improvement Funds

Dear Mr. Chalker:

I am writing to support funding \$9.6 million in Trade Corridors Improvement Funds (TCIF) for the San Benito Route 156 Improvement Project.

State Route 156 is a major interregional route connecting the Central Coast with the Central Valley. The route accommodates regional and interregional traffic, including commercial and agricultural trucking, tourist travel, and local and commuter traffic. Construction of the San Benito Route 156 Improvement Project will result in smoother-flowing traffic and eliminate the bottleneck on the existing highway.

The project will generate significant economic benefits by facilitating the movement of high value export goods produced in the Salinas and San Juan Valleys to California and the nation. Truckers and commuters alike will benefit from increased safety and reduced travel times when the project is constructed.

The \$9.6 million in Trade Corridors Improvement Funds combined with \$28 million in proposed 2008 State Transportation Improvement Program funds and \$9.6 million in local developer fees would complete the funding needed to start construction of the project in July 2011.



Mr. John Chalker, Chair
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April 8, 2008

I appreciate your consideration and urge the California Transportation Commission to support this critical project.

Sincerely,

A handwritten signature in black ink that reads "Anna M. Caballero". The signature is written in a cursive style with a long horizontal flourish extending to the right.

ANNA M. CABALLERO
28th Assembly District

AMC:jr

cc: Lisa Rheinheimer, Executive Director, Council of San Benito County Governments
Pat Loe, San Benito County Board of Supervisors, District 3

Presentation
To
California Transportation Commission
April 9, 2008
Agenda Item #14 – TCIF Program Discussion

Good Afternoon

My name is David Hull and I am Chief Executive Officer of the Humboldt Bay Harbor, Recreation and Conservation District, also known as the Port of Humboldt Bay.

I am also presently the President of the California Association of Port Authorities that represents all 11 of the State's publicly-owned deepwater Ports.

We are naturally disappointed that the Port of Humboldt Bay is the only deepwater port in the State that applied for TCIF funds, but didn't receive a nickel from that program.

It is particularly disappointing since we have worked hard over the last five years to assist and promote in the development of this critical statewide infrastructure funding program.

Humboldt Bay's navigation improvement project proposed for TCIF funding is critical not only to improving reliability of commerce, but also in the protection of human life and the environment.

The US Congress, through the US Army Corps of Engineers, has already invested federal funds into this project and will continue to do so if the State will provide the match funding. Without the State match, the federal funding will not materialize and more importantly, this project will sit idle while the dangerous

conditions persist. Based upon staff's recommendation, I have already heard that the Corps wants to reprogram some of the federal funds set aside for this year. Once those funds are reprogrammed, they are basically gone.

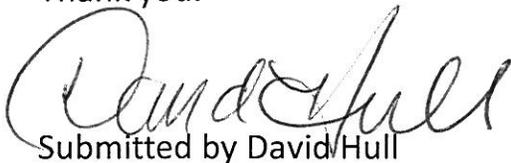
Our community recognizes the importance of this navigation improvement project as it is supported by our State and federal legislators, business leaders, labor organizations, shippers and non-profits.

Therefore, we respectfully request that you provide \$2 million from the TCIF program to match federal funding for the Humboldt Bay navigation improvement project aimed at reducing dangerous winter shoaling at the bay's entrance and providing more reliable maritime shipping opportunities.

Within 1 month of the award, the Port's Board of Commissioners can enter into a cost share agreement with the Corps to continue the project.

If this project is not deemed a priority in this round of TCIF funding, we respectfully request that this project be placed high on the list to consider for funding with any TCIF funds that may be reprogrammed before 2010.

Thank you.



Submitted by David Hull

April 9, 2008



METROPOLITAN
TRANSPORTATION
COMMISSION

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April 7, 2008

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Anniano
City and County of San Francisco

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Sperring
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Theresa W. McMillan
Deputy Executive Director, Policy

Mr. John Chalker
Chairman
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Dear Chairman Chalker,

On behalf of the Metropolitan Transportation Commission (MTC), I want to first express my appreciation for the collaborative effort Executive Director John Barna and your staff has led in the development of the Trade Corridor Improvement Fund (TCIF) program. We support the staff recommendations from March 12th and urge the Commission to adopt the program as recommended by staff.

A number of process and implementation topics were discussed at your March 12th Commission meeting, and we would like comment on those most pertinent to MTC.

Rail negotiations

A statewide freight program would be incomplete without investments in freight rail—it is an essential component of moving goods into, out of and within California. However, rail projects involve privately-owned infrastructure and require a different approach than typical transportation projects.

We strongly support having the state take the lead role in negotiating with the railroads on a statewide basis. It is critical that in establishing new financing and project delivery partnerships with the railroads, that the state be seen as the definitive and central negotiating agent, particularly with state, or state managed, funds involved (i.e. future federal funds). The state should negotiate with the railroads the public benefits associated with the final Projects, with input from key regional partners. Topics that should be included as part of the public benefit discussions include passenger rail in shared corridors, and consistency in expected environmental and community mitigations.

Air quality analysis

The majority of projects submitted for the TCIF program have not completed the environmental review process. The regional agencies and project sponsors did their best to assess project impacts as part of the TCIF applications, based on a series of assumptions and the technical resources and data we had available. However, projects that are selected for TCIF funding will go through environmental review as part of the

standard project development process. It is during the environmental review that more detailed air quality analysis will be completed. When the environmental review is complete, the full scope and cost of the project, including required mitigations, and environmental impacts will be known. In order to receive an actual allocation of TCIF funds, a project will need to complete its environmental review and show the CTC a full funding plan for the project.

That said, air quality has been a key issue raised for the TCIF from the beginning—including coordinating language in the enabling legislation. Project sponsors should be strongly encouraged to engage appropriate agency and community stakeholders in identifying air quality related concerns to be scoped and evaluated as part of the environmental analysis, prior to commencing those activities. This direction could be included as part of the project baseline agreements outlined below.

Project Baseline Agreements (PBA)

PBAs can be an essential tool in monitoring project development and maximizing program delivery. Milestones and the responsible entity should be clearly identified. PBAs should include milestones such as:

- Environmental review – The majority of TCIF projects have not completed environmental review. Completion of environmental review must be a specific milestone identified in each PBA. This will represent a critical juncture for each project, at which point the air quality impact of each project will be known, required mitigations will be identified, and any changes in scope and budget should be finalized at that time. CTC staff can evaluate the project to ensure it is still consistent with the project approved as part of the TCIF program, fulfills program requirements and has a complete funding plan.
- Operating agreements with the railroads – Prior to receiving any allocation of funds, projects must have a signed agreement for access to and rights on any rail or port infrastructure on which the project relies.
- Operations plan – Prior to receiving any allocation of funds, projects must have an operating plan on which they can and will deliver. The public must be assured the funds are being allocated to projects that will continue to benefit the public over the life of the funds.
- Match – Project matches must be secured and committed in the PBA.

Accountability

Last, but certainly not least, project sponsors must be held to a high degree of accountability. If projects miss their milestones, a process must be in place by which to quickly get the project out of the program or placed “on hold” for funding. The program’s construction deadline of 2013 requires that projects move forward without major delays. Funds should not be held indefinitely for projects that are not on schedule. If, during the 2010 program check-in, the CTC finds that a number of

Mr. John Chalker
Page 3 of 3
April 7, 2008

projects are behind on key milestones, the Commission can reconsider those projects included in the program.

Thank you for your consideration of these comments. We very much look forward to working with you in this critical implementation of the TCIF program.

Sincerely,

A handwritten signature in black ink, appearing to read "Therese W. McMillan". The signature is fluid and cursive, with a long horizontal stroke at the end.

Therese W. McMillan

cc: John Barna, Executive Director, CTC
Will Kempton, Director, Caltrans
CTC Commissioners

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T14

April 9, 2008

Honorable Chairman James Ghielmetti and Executive Director John Barna
California Transportation Commission
1120 N Street
Sacramento CA 95814

Dear Chair Ghielmetti and Director Barna,

As a member of two San Francisco Bay Area coalitions that have written you in the past, we are writing to express ongoing concerns in the proposed TCIF projects in Northern California. The Pacific Institute is an Oakland-based independent non-profit that has been developing and implementing solutions to the related problems of environmental protection, economic development, and social equity for 20 years. We are also the coordinator of the freight transport committee of the Ditching Dirty Diesel Collaborative. We are gravely concerned about CTC recommendations to provide \$359 million dollars of taxpayer-funded TCIF funding to the three Bay Area proposals that involve privately owned rail infrastructure: The Outer Harbor Intermodal Terminal, the 7th Street Grade Separation, and the Martinez Subdivision Project.

As you already know, air quality is a key issue for local communities. Project sponsors need to engage community members and other stakeholders from the beginning to identify air quality concerns prior to adoption. We are unconvinced and highly skeptical of the statement made by the CTC Staff that all TCIF projects will "improve regional air quality". Based on current available information, the three Bay Area projects will actually worsen regional air quality for local residents who already suffer negative impacts from poor air quality. Without significant mitigation programs and a specific plan to address the air quality issue, we are highly doubtful that the proposed Bay Area TCIF projects will improve regional air quality at all.

Furthermore, the Air Quality Screening Criteria in the application provides a way to ensure that the design and funding for the overall project includes built-in mitigation measures that will prevent additional air pollution. We would like to reiterate concerns raised in the February 21st comments letter re: the TCIF Applications which still remain unmet to this day. We are still waiting to hear of a Port of Oakland public meeting with community residents and to address the issue raised in the previous letter that "project applications insufficiently describe community and environmental mitigation measures". Project sponsors need to be held to a high degree of accountability and a process must be established which would place a project "on hold" for funding if key milestones are missed, and only adopt projects that have demonstrated high potential for producing regional and local air quality benefits. The CTC should also hold the rights to reconsider projects as issues arise.

More importantly, based on recent conversations with CTC, we are extremely concerned with the Staff belief that the less rigorous environmental review process in the RTP can serve as a replacement for the rigorous environmental analysis called for in Prop 1B. In addition, we do not share the CTC's belief that the standard CEQA environmental review process that all projects must pass will meet this more rigorous review called for in Prop 1B. Our experience has been that standard CEQA review often uses inaccurate assumptions, and when there is a finding of "significant impact," the promised mitigations to avoid these impacts never materialize. Voters want to see TCIF actually produce responsible and sustainable projects.

We want to reiterate and encourage you to continue the air quality analysis after the adoption of the recommended list of projects for TCIF funding. We also want to emphasize that a method needs to be in place to make sure that projects are keeping the promises of reducing air pollution and enforcing their mitigation plan. The consequence for failing to meet these promises should be the pulling of public funding. As part of this ongoing air quality monitoring, it is imperative that the CTC is remains involved and that the Air Districts are active in ensuring that projects will protect community health.

As a public agency with goals of "enhancing the economic, social and environmental welfare of all California citizens," we want to echo a similar sentiment expressed in the April 7th letter sent to CTC by the Metropolitan Transportation Commission on how crucial it is for the CTC to take a leading role by initiating the process of ensuring public benefits throughout the life of the proposed projects. We appreciate and acknowledge the CTC's recent effort to start the negotiation process and your request for more detailed air quality analysis from project applicants. TCIF projects have community mitigation strategies and public benefits designed into the project plan to insure quality green projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Anny Chang & Swati Prakash". The signature is fluid and cursive, with the first name "Anny" being more prominent.

Anny Chang & Swati Prakash
Pacific Institute

Cc: Port of Oakland Board of Commissioners

T74

April 9-10, 2008 CTC HEARING

TO: California Transportation Commission

RE: Hwy 156 Improvement Project in San Benito County Between Hollister & San Juan Bta.

It is very difficult for rural counties to provide or dedicate local sources of funding to highway projects. San Benito County has been a self-help county providing a total of \$58,000,000 to the California highway system during the past 20 years. More local revenues are being dedicated for future highway improvements as we speak.

Regarding the Hwy 156 Improvement Project between Hollister and San Juan Bta., we have been able to acquire local funding of \$9,600,000 and \$28,000,000 of STIP Funding. We need the balance of \$9,600,000 from the Trade Corridor Improvement Funds to fully fund this project and ensure it makes the 2008 STIP. This project is not only important to the 156 traffic corridor as the most direct route for the movement of goods and tourists between the San Joaquin Valley and Salinas/Monterey Bay areas, but also serves a role in the Hwy 152 Corridor as well. The Flyover at the Hwy 156/152 intersection allows for the free flow of traffic into San Benito County, so our county will absorb some of that corridor's tourist and truck traffic as well.

I realize the CTC is short of funding to meet the needs of all the projects that may qualify for the 2008 STIP. Should a current project on the STIP slip that qualifies for Trade Corridor Improvement Funding, I respectfully request the CTC consider the 156 Improvement Project as an alternative project. If we lose our current momentum, it is possible that we will not only lose our \$28,000,000 of STIP Funding, but possibly lose our local match of \$9,600,000 for the Trade Corridor Improvement Funding. Having to wait and go through all of this again in 2010 could jeopardize the project, especially from a funding standpoint. Could the Commission please clarify the status of the \$28,000,000 STIP allocation for this project, should the allocation of \$9,600,000 of Trade Corridor Improvement Funding not occur?

I would like the Commission to consider that the San Benito County area involves 3 different highway corridors, the Hwy 152, Hwy 25 and Hwy 156 corridors. While there is not enough funding to complete improvements to all three corridors at once, establishing all the funding sources for this project in the 2008 STIP would ensure that at least one of the corridors (Hwy 156) will get relief within the next 5 years. Again, this project would provide relief for 2 corridors and allow our county to concentrate on helping neighboring Santa Clara County achieve their needed improvements to the Hwy 152 corridor.

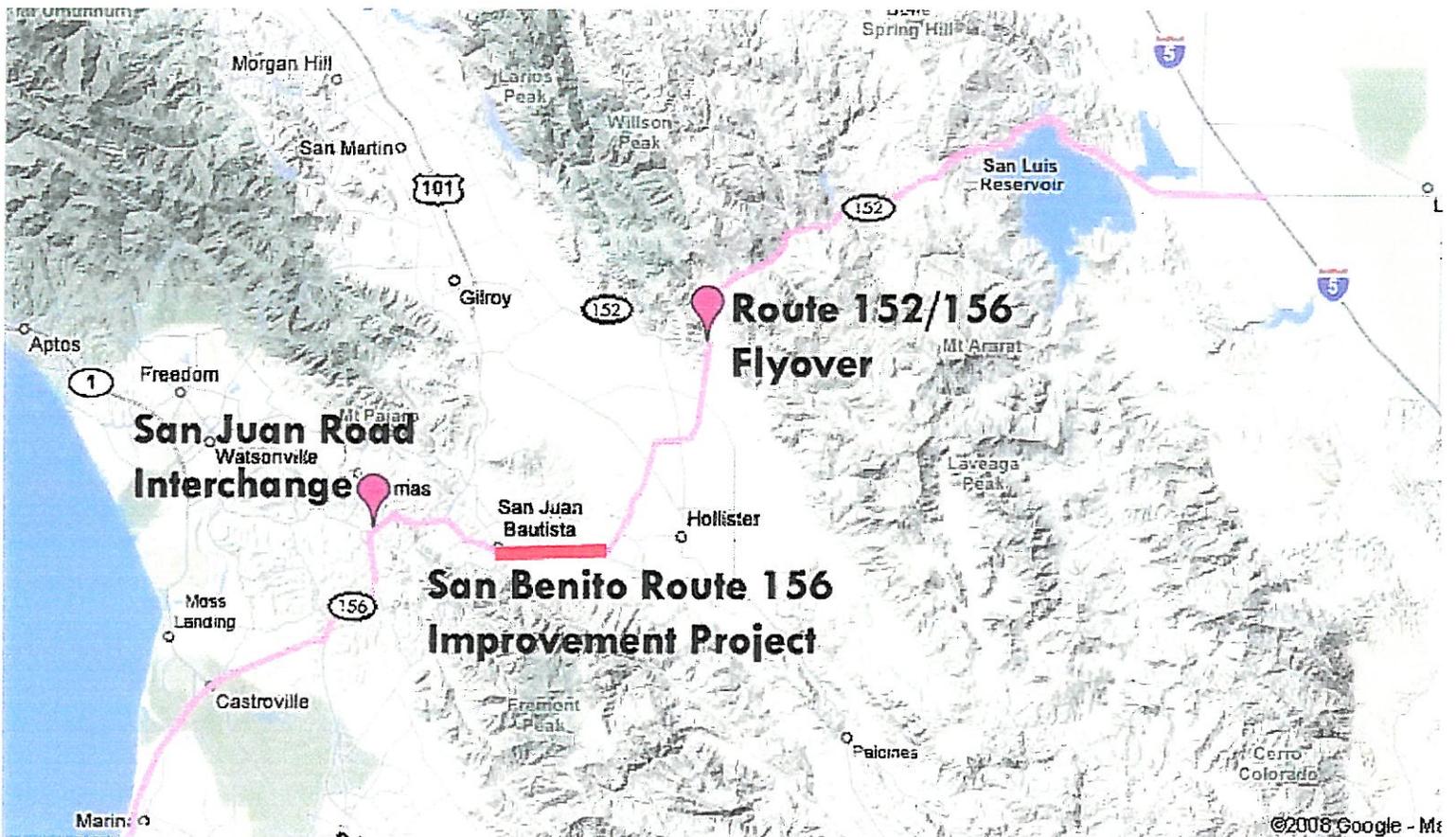
Thank you for your time and clarifying my concerns.

Respectfully,



Stephen J. Rosati
549 San Benito St. Hollister, CA 95023
Former Co-Chair Hollister 156 Bypass Committee
Former Chair Measure A Committee

San Benito Route 156 Improvement Project Regional Significance



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April 9, 2008

Prepared By:



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