Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x1,000)
NORTHERN CALIFORNIA PROJECTS											
1	4	ALA	Port of Oakland		7th Street Grade Separation	Port	7th Street Grade Separation will separate truck traffic on 7th St from rail movements between expanded rail facilities and rail mainline to north of 7th St and existing rail facilities to south 7th St which accesses Port of Oakland.	The proposed 7th Street Grade Separation will elevate 7th Street above the rail lines that will connect the BNSF and UP terminals to the new, expanded rail yard of OHIT. The Project will also improve traffic operations and expand roadway capacity through the reconstruction of 7th Street along a new alignment-at an elevated grade-between I-880 and Maritime Street, the reconfiguration of 7th/Maritime Street intersection into an elevated 3-way intersection, the realignment of Maritime Street, and various bicycle and pedestrian access improvements.	The project will reduce conflicts between trucks and trains at a major intersection adjacent to the proposed OHIT. The project will also improve safety for pedestrian, bicycle and automobile movements to an from Middle Harbor Shoreline Park, a major public access point along the shore of San Francisco Bay.	$220,504	$110,252
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	Rail	The project site is located between the cities of San Pablo and Richmond on BNSF's Stockton Subdivision and UP's Martinez Subdivision. The project will construct an at-grade connector that allows BNSF trains access to UP's Martinez Subdivision rather than travel through the center of the City of Richmond.	The Richmond Rail Connector project is intended to improve the movement of goods while also minimizing community impacts on downtown Richmond. With the STB ruling of May 2008, BNSF was required to resume its operations over its Stockton Subdivision through the City of Richmond. Following a great deal of feedback from local community groups and elected officials, UP and BNSF identified improvements along the Martinez subdivision that would allow BNSF trains access to the Martinez Subdivision north of Richmond rather than travel through the center of downtown Richmond.	The at-grade connector project would improve the movement of goods while also minimizing community impacts on downtown Richmond. The project would also reduce the need for BNSF trains to use trackage north of Richmond on the Martinez Subdivisions, freeing up capacity and reducing conflicts for both UP and Capital Corridor trains.	$21,760	$10,880
3	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT)	Port	A proposed intermodal rail terminal complex, is planned to be located on 160 acres of the former Oakland Army Base, now part of Port of Oakland. OHIT will provide a high density, green intermodal terminal, trade and logistics facilities, marine terminal improvements, and a grade separation connection between intermodal and marine terminals.	The Port will need additional intermodal capacity to meet the projected rail needs. The Port seeks to respond with high priority rail development projects, coordinated with railroads, terminal operators, shipping lines, and private developers. The most significant element of this rail development is OHIT, which will provide intermodal facilities and supporting infrastructure on the former Oakland Army Base and adjacent lands.	The project will increase the total Port intermodal capacity to allow a greater fraction of Port traffic to be handled by train. The new terminal will allow containers to be loaded and unloaded more efficiently and will help address the port wide intermodal throughput goal. The project will also include supporting storage, administration, and logistics facilities. In addition green technology will generate environmental benefits.	$274,296	$131,889
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction 29th & 23rd Avenues, Oakland (SHOPP/TCIF)	Hwy	In Oakland, on Interstate 880 from south of the existing 29th Avenue overcrossing to north of the existing 23rd Avenue overcrossing. Reconstruct northbound 29th Avenue off ramp.	The 29th/23rd Avenue area has been identified as a major bottleneck on I-880 due to the existing interchange spacing, low vertical clearance of the overcrossings, ramp geometric configuration, and the limited ability to widen the mainline. The peak hour free flow speed is expected to increase within the project study area due to the improvements	The project will reduce incidents of oversized vehicles hitting and damaging the overcrossings, increase peak hour free flow speed, reduce daily VHT, and emissions will be reduced due to the proposed improvements.	$96,787	$73,000
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane (SHOPP/TCIF)	Hwy	In Livermore, one mile east of North Flynn Road to Greenville Road undercrossing. Construct a truck-climbing lane in the eastbound direction.	Enhance the movement of goods between the San Francisco Bay Area and the Central Valley. Improve freeway safety and operations, relieve traffic congestion and delay during PM peak period by separating slow-moving truck traffic from existing mixed-flow lanes traffic.	Construction of truck climbing lane and resulting weave correction will achieve a 15% overall reduction in traffic accidents. Emission reduction include a 10% decrease in tons per year of Particulate matter and a 4.3% decrease in tons per year of Nitrogen Oxides	$64,265	$64,265
9	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation	Rail	The Channel begins in Suisun Bay and goes to Yolo County. Army Corps of Engineers will resume work in 2010 (begun in 1989) and end in 2013 to deepen the existing channel from 30 feet to 35 feet.	The Sacramento River Deep Water channel project will enable ships of greater tonnage to transport freight from the San Francisco Bay area to the Sacramento regions, thereby reducing the number of freight trucks on the I-80 corridor. The current depth of 30 feet is inadequate for the current fleet of cargo ships in today's world. The inability of many ships to navigate the Sacramento River Deep Water Channel is hurting the Port of Sacramento's economic viability. Without the Port of Sacramento, this cargo would then be transported by truck. Upon completion of dredging to 35 feet, the Port of Sacramento estimates that their current volume of cargo will be 1.4 million metric tons, providing jobs and reductions in transportation and air emissions.	The project will increase ship capacity by 40%, improving the economics of moving cargo. The dredged material will result in a source of 6.4 million cubic yards of use on the Delta flood levees, to help protect the loss of land, property, and drinking water. The Ports stability and longevity is an important regional benefit for goods movement in the Sacramento region and will double the amount of full time jobs. The movement of goods through the Port will result in an air emissions positive impact for Northern California.	$56,850	$25,266

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1	Hwy	In Stockton, from Fresno Avenue to Navy Drive. Construct 2 mixed flow lanes and two auxiliary lanes in each direction.	The limited arterial roadway connection between the Port of Stockton and surrounding industrial uses adversely affects freight movement and connectivity to Interstate 5. The adjacent residential community has been tolerating an estimated 4,400 trucks through the neighborhood per day. With the planned expansion of the Port of Stockton by 2025, the projected daily truck traffic will significantly increase to approximately 40,000 truck trips by Design Year 2035. The existing arterial roadway network was not designed to carry high truck volumes and is not the correct type of facility for this usage. Operation of the existing arterial roadway network has been negatively affected. Navy Drive and several intersections along Fresno Avenue and Charter Way are currently operating poorly, and will be at gridlock with projected traffic.	The project will improve regional east-west circulation by extending Highway 4, reduce traffic impacts to the Boggs Tract neighborhood, decrease congestion on existing Hwy 4/Charter Way Interchange, and will facilitate the movement of freight and relieve traffic congestion.	$193,640	$96,820
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	Port	The Channel begins in Suisun Bay and goes to Yolo County. Army Corps of Engineers will resume work in 2010 (begun in 1989) and end in 2013 to deepen the existing channel from 30 feet to 35 feet.	The Sacramento River Deep Water channel project will enable ships of greater tonnage to transport freight from the San Francisco Bay area to the Sacramento regions, thereby reducing the number of freight trucks on the I-80 corridor. The current depth of 30 feet is inadequate for the current fleet of cargo ships in today's world. The inability of many ships to navigate the Sacramento River Deep Water Channel is hurting the Port of Sacramento's economic viability. Without the Port of Sacramento, this cargo would then be transported by truck. Upon completion of dredging to 35 feet, the Port of Sacramento estimates that their current volume of cargo will be 1.4 million metric tons, providing jobs and reductions in transportation and air emissions.	The project will increase ship capacity by 40%, improving the economics of moving cargo. The dredged material will result in a source of 6.4 million cubic yards of use on the Delta flood levees, to help protect the loss of land, property, and drinking water. The Ports stability and longevity is an important regional benefit for goods movement in the Sacramento region and will double the amount of full time jobs. The movement of goods through the Port will result in an air emissions positive impact for Northern California.	$141,447	$17,500
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation (SHOPP/TCIF)	Hwy	Near Cordelia in Solano County. The project will relocate/rebuild the eastbound Truck Scales Facility, build a 4-lane bridge across Suisun Creek, and construct braided ramps from the new truck scales facility to EB I-80 and EB SR 12 ramps.	The Cordelia Truck Scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 interchanges. In addition, the Cordelia Truck Scales were constructed in 1958 and are seriously undersized an over capacitated. The purpose of the project is to construct new truck scales with the capacity to accommodate the anticipated 115% growth in truck traffic in the corridor by 2040; to provide traffic congestion relief in this section of I-80 by reducing truck/auto weaving and truck queuing; and improve reliability of the system with improved capacity and up-to-date equipment.	Project will increase truck throughput from the current 400 trucks per hour to 1,000 trucks per hour; increase velocity of freight traffic by processing trucks at the scales more quickly and efficiently; by providing better diverge and merge operations at the scales off/on ramps, and help relieve congestion in the vicinity of the scales on/off-ramps by providing better spacing. The planned new scales will improve reliability for the Truck Scales by processing trucks with more redundancy and fewer unplanned closures of the facility and improve the reliability of the regional highway corridor by reducing congestion.	$97,900	$47,800
14	3	YOL	Port of Sacramento		Sacramento River Deep Water Channel Project	Port	The Channel begins in Suisun Bay and goes to Yolo County. Army Corps of Engineers will resume work in 2010 (begun in 1989) and end in 2013 to deepen the existing channel from 30 feet to 35 feet.	The Sacramento River Deep Water channel project will enable ships of greater tonnage to transport freight from the San Francisco Bay area to the Sacramento regions, thereby reducing the number of freight trucks on the I-80 corridor. The current depth of 30 feet is inadequate for the current fleet of cargo ships in today's world. The inability of many ships to navigate the Sacramento River Deep Water Channel is hurting the Port of Sacramento's economic viability. Without the Port of Sacramento, this cargo would then be transported by truck. Upon completion of dredging to 35 feet, the Port of Sacramento estimates that their current volume of cargo will be 1.4 million metric tons, providing jobs and reductions in transportation and air emissions.	The project will increase ship capacity by 40%, improving the economics of moving cargo. The dredged material will result in a source of 6.4 million cubic yards of use on the Delta flood levees, to help protect the loss of land, property, and drinking water. The Ports stability and longevity is an important regional benefit for goods movement in the Sacramento region and will double the amount of full time jobs. The movement of goods through the Port will result in an air emissions positive impact for Northern California.	$83,275	$10,000

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
78	5	MON	Monterey County	101	San Juan Road Interchange	Hwy	Near Prunedale, at San Juan Road. Convert to freeway and construct new interchange.	The project purpose is to improve safety by reducing fatal and injury accidents and to reduce peak hour congestion by improving operations. These improvements will be achieved by removing three major at-grade intersections (San Juan Rd, Dunbarton Rd and Cole Rd) and replacing them with a single interchange at San Juan Rd and Route 101.	The removal of three at-grade intersections with an interchange along with converting expressway to freeway will improve safety in the corridor. Additionally, it is projected that the project will improve traffic speeds by up to 15%. These improvements will reduce delay events that will improve reliability, reduce traffic congestion and improve air quality. This in turn will ensure the region's multi-billion dollar produce business has reliable transportation to regional, national, and international markets.	$90,600	$28,325
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension	Hwy	In Stockton, from French Camp Road to Performance Drive. Construct 4-lane arterial.	The project is needed to reduce existing congestion, improve traffic operations and accommodate anticipated travel demand through the year 2035. The project is needed to improve the regional movement of freight in south Stockton by connecting French Camp Road and Sperry Road, thus creating a connection between Interstate 5 and Highway 99. It will provide reliable access to Stockton's airport, businesses and industrial facilities in the region. The Sperry Road Extension project will expedite freight movement to designated destinations serving business communities in and around the City of Stockton. This project is needed to reduce traffic congestion on local streets, and it will improve traffic safety and enhance freight movement by having direct access to businesses.	The project will improve efficiency of regional movement of freight by connection I-5 French Camp Road interchange to Performance Drive and Stockton's Airport. The project will cut STAA truck route distance from 8 down to 4 miles and local traffic from 2 to 1. This will reduce congestion and emissions. The project will enhance productivity of the businesses along Sperry Road as well as those along Interstate 5 and Highway 99, which will encourage job growth in the area. The project will improve safety by deleting S curves on local streets and improving sight distances of local traffic and trucks.	$63,000	$30,000
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	Grade Sep	In the City of Richmond on Marina Bay Parkway between Regatta Boulevard and Meeker Avenue. Construct a grade separation for BNSF/RPRC lines.	The Marina Bay Parkway grade separation project is intended to resolve major health and safety issues for the fastest growing area in the City of Richmond. With increased activity at the Port of Oakland, long trains are more frequently traversing Richmond grade crossings. In the South Richmond Shoreline area, this results in traffic blockages for 20-30 minutes at a time with no alternate access, as all north-south access into and out of this area is impacted at closely-spaced grade crossings. An undercrossing at Marina Bay Parkway would reduce this traffic congestion and allow emergency vehicles to access the South Richmond Shoreline Area unimpeded. Additionally, the proposed project improves access to proposed Water Emergency Transit Authority (WETA) ferries and improve air quality through reducing vehicle idling times.	The project eliminates 32 daily grade crossing, reduces train-involved accidents, reduces congestion by 339 Daily Vehicle Hours of Delay, and reduces emissions by 31 tons of carbon monoxide per year and .64 tons of nitrogen oxide per year.	$37,950	$18,975

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
SOUTHERN CALIFORNIA PROJECTS											
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement Project	Rail	Kern County, Union Pacific Railroad, Mojave Subdivision from Bakersfield to Mojave. Double track gaps between sidings and segments of double track by constructing 6.9 miles of second mainline, extend one sliding 900 feet and upgrade signal system from absolute block system to centralized traffic control.	Rail corridor through the Tehachapi Mountains pose operational challenges including steep mountain grades, extreme track curvature, 12 tunnels, single-line trackage along most of the corridor, and a high volume of daily rail traffic. Capacity constraints are already being experienced along this line, equivalent to LOS E. Rail corridor is a primary freight corridor that is expected to experience growth, further exacerbating the LOS and existing bottleneck ineffiencies. Project would ensure that Northern California remains a key competitive region by improving throughput and velocity on the corridor, increase capacity and efficiency for the Port of Oakland and improve California shipper access to major national markets. Majority of goods passing over the corridor either originate or terminate in California.	By 2029, Project will improve throughput by more than 70% allowing more freight to be moved by rail increasing the number of trains handled per day from 50-6000' trains to 65-8000' trains, avoiding over 2.6 billion truck ton-miles per year on California highways. Public benefits exceed $780 million in the form of improved environmental conditions, lower transportation costs, and less truck traffic on already congested highway, leading to reduced highway wear and tear, and improved safety. In addition, the project would account for over 25,000jo-years across California's economy and business output of almost $4 billion.	$112,700	$54,000
15	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program	Grade Sep	n the cities of Alhambra, San Gabriel, and Rosemead. Grade separations at Ramona Street, Mission Road, Del Mar Avenue, and San Gabriel Boulevard. Construct new bridges at Alhambra wash and Rubio wash.	By depressing San Gabriel Trench to cross beneath the several roadways in the San Gabriel Valley, traffic delays due to train crossings would be completely eliminated at these intersections. Improved mobility would also help to foster increased economic vitality for the growing Snag Gabriel Valley. By the year 2020, it is estimated by ACE that the San Gabriel Valley will experience approximately five train/vehicle accidents per year. The grade crossing at Ramona Street and Mission Drive are located a within a half mile of San Gabriel High School, San Gabriel Mission Elementary School, and San Gabriel Mission High School.	Less congested traffic movement would decrease motor vehicle-related air pollutants by 213 tons a year. In addition, the project would cure a potential safety hazard caused by vehicles dodging the crossing arms as they lower to indicate an approaching train. Noise impacts from train horns would be eliminated with implementation of a trench. With the No Build option, it is projected that train noise would exceed the FTA noise impact threshold at over 500 residences by the year 2020. The walls of the trench would provide substantial acoustic shielding of train noise. 13,000 jobs would be created.	$824,383	$336,600
16	7	LA	Alameda Corridor Transportation Authority	47	SR 47 Expressway - Schuyler Heim Bridge Replace/Construct Expressway & Flyover	Hwy	In the cities of Long Beach and Los Angeles; From Pacific Coast Highway to Route 47 / Route 103 transition and Henry Ford Avenue, including connector to Alameda Street. Construct elevated expressway connector	1. Replace 60-year old seismically deficient movable Heim Bridge with fixed bridge. 2. Provide 1.7 mile long aerial connector extension, which grade separates five at-grade rail crossings and three signalized intersections, to reroute certain truck traffic from congested freeways and local streets.	replace deficient bridge to latest seismic standards to withstand major earthquake; address highway and rail capacity constraints in the Ports and local communities; relieve traffic congestion on local street, and major north/south freeways; improve safety and reduce delay at 5 at-grade rail crossing and 3 signalized intersections; provide reliable truck route to local warehouses, rail facilities, and east/west freeways; and enable trade growth, thereby ensuring both existing and future freight logistics jobs	$687,000	$158,000
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Avenue Grade Separation Project	Grade Sep	In the cities of Long Beach and Los Angeles; From Pacific Coast Highway to Route 47 / Route 103 transition and Henry Ford Avenue, including connector to Alameda Street. Construct elevated expressway connector.	The purpose of the project is to increase the efficiency of the BNSF main east-west corridor to accommodate the existing number of trains utilizing this corridor and future increases in the speed and volume of freight service and planned passenger rail service. The Valley View Grade Separation Project contributes to these objectives by removing and existing at-grade crossing where historical accidents have created a high level of safety concern.	This project is a crucial component of a regional strategy to allow unimpeded flow of international trade while maximizing safety and efficiency for all transportation modes. Valley View Avenue is a major regional arterial carrying 35,000 vehicles per day and traffic flow will be greatly enhanced by this grade separation. Additionally, the project is expected to reduce air pollution associated with idling vehicles and will eliminate the noise of train whistles now being sounded at this location	$75,177	$25,570

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	Rail	This project is the construction of an up to 7000-ft passing siding south of Vincent Station on Antelope Valley lane increase freight capacity and reduce travel times on this line. The project is located between Lang and and Vincent on the Antelope Valley Line, which generally parallels the Golden State Freeway (I-5) and the Antelope Valley Freeway (SR-4) between Lancaster and Los Angeles.	The Antelope Valley Line is a single-track line with widely spaced passing sidings. The freight trains currently average 5,300 ft with some trains close to 7,000 ft. Only four of the nine sidings can be used by these long freight trains. The wide siding spacing limits capacity as freight and passenger service expand. Caltrans is planning to widen I-5 at Empire Avenue and would take one siding out of service for about a year. A new7,000 ft siding with no grade crossing between Land and Vincent Sidings would reduce wait times from an average of 30 minutes to about 15 minutes. The project will allow increase in train service and provide operating flexibility to recover from schedule delays.	The benefits include more efficient use of the network. To avoid delays, schedules must be adjusted so that trains do not meet in this single-track segment. The project will also increase flexibility when trains are operating behind schedule. By allowing for increased rail traffic, the project allows for reduction in truck traffic along I-5 and SR-14. Further, by allowing more freight trains onto the Antelope Valley Line, they avoid the much longer trip from Lancaster to the Ports of Los Angeles and Long Beach through Colton.	$14,700	$7,200
19	7	LA	Port of Los Angeles	47/ 110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	Hwy	In Los Angeles on northbound Route 110 from the Route 47/110 Interchange to northbound off-ramp at John S. Gibson Boulevard. Construct auxiliary lane and widen intersection and northbound Route 110 ramp	The project is necessary to improve the existing poor level of service, non-standard weaving distance, and traffic circulation and operation in the area.	Project benefits include improved safety, traffic conditions, traffic circulation and operation and air quality.	$37,851	$14,700
20	7	LA	Port of Los Angeles	110	C Street Access Ramp Improvements	Hwy	n Wilmington on the C Street/Harbor Freeway (I-110) off ramp. Modifications to the northbound on-ramp and off-ramp; realign Harry Bridges Boulevard.	The project is necessary to improve the existing poor level of service, non-standard weaving distance, and traffic circulation and operation in the area.	Project benefits include improved safety, traffic conditions, traffic circulation and operation and air quality.	$32,727	$8,300
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction Project	Grade Sep	n the City of Commerce on Washington Boulevard from Route 5 on the east to just west of Indiana Street (I-710 Freeway).	Widen and reconstruct Washington Blvd by one additional lane in each direction, increase turning radii/shorten medians, reconstruct AC pavement with 10" thick PPC per PSR Soils Report, reconstruct railroad grade crossing at Commerce Way, update traffic signals/street lighting and improve sidewalks. Washington Blvd is a designated truck route and is a key link in the regional movement of goods from the Ports of Los Angeles and Long Beach to the intermodal terminals of the UP and BNSF Rail Yards in the Cities of Commerce and Vernon. Washington Boulevard operates at LOS F. Truck traffic has contributed to the deterioration/damage of the roadways, medians and curbs. The existing asphalt pavement is in critical condition, and hazards exist where truck weight has created channels (rutting) in the roadway.	Widening and reconstruction Washington Blvd will improve truck speeds and turning radii which will improve congestion and air quality. The reconstruction will also eliminate hazardous pavement conditions.	$32,000	$5,800
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation	Grade Sep	In South Wilmington, between Fries Avenue and Marine Avenue and between Harry Bridges and Pier A Street. Construct grade separation.	The project is required to relieve excessive delay, minimize traffic congestion, reduce queues, and improve air quality caused by multiple existing at-grade railroad crossing of the West Basin Rail Line that connects to the Alameda Corridor. When the train is present, it completely blocks access to the South Wilmington. This project will enable unimpeded vehicular access to the entire South Wilmington area as well as enable the maximized usage of an existing and proposed on-dock rail yards thus resulting in fewer truck trips on the region's streets and highways.	Existing and future peak period hour levels of service will improve from an unacceptable F to A; Provide grade separated access so that the movement of trucks and trains do not impede each other; Improve safety by removing potential conflict between rail and vehicles/trucks;	$78,384	$17,000

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement (Design/Build)	Port	At the Port of Long Beach, at the Gerald Desmond Bridge. Replace bridge.	The proposed project would construct a new bridge across the Back Channel and associated roadway connectors, demolish the existing Gerald Desmond Bridge, and relocate the SCE transmission lines crossing the Cerritos Channel north of the bridge. The new bridge, excluding approach structures, would be 2,000 ft long, and it would be elevated 200 ft above the MHWL of the Back Channel. Bridge replacement would also necessitate reconfiguration of adjacent freeway and arterial interchanges.	Reduce uphill grades reduce incidence of very slow moving heavy trucks. Shifting of traffic at intersections in the area reduces the number of conflicting movements. Total daily vehicle trips will increase; bridge will reduce the delay in the area by 143 vehicle hours of travel per day.	$950,840	$299,795
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)	Port	On the Pier F Road cul-de-sac, south of Pico Avenue and North of Harbor Plaza. Project provides two short storage tracks and relocate existing utilities and roads.	This project will increase the rail capacity at the Port. Pier F Terminal is somewhat constrained by an adjacent waterway and the ability to expand rail infrastructure eastward of the current terminal limits should be highly beneficial. Other terminals may use these storage tracks as well.	Eliminate conflict associated with operations of the Metro switch engines on the main tracks, improving access to the Pier G and J on-dock rail yards as well as providing improved lead tracks to middle harbor container terminal. These improvements will provide for greater capacity for shipping of containers and bulk goods by rail rather than by trucks on the local roads and highways (eliminates over 500,000 truck trip/yr). Shipping by rail is 75% more fuel efficient than shipping by trucks. The project will also significantly reduce locomotive idling on the rail network.	$35,450	$8,745
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)	Port	Beginning at Pier D Avenue to the north and ending at the northerly terminus of Pier F Avenue to the south. Create triple tracks, move existing utilities and roadways accordingly.	The additional mainline track will allow for a dedicated lead track to Pier G-Metro Storage Yard, which will allow the removal of derails on the existing mainline track. This will improve rail optimization and traffic flow from Pier B to Pier J.	Eliminate conflict associated with operations of the Metro switch engines on the main tracks, improving access to the Pier G and J on-dock rail yards as well as providing improved lead tracks to middle harbor container terminal. These improvements will provide for greater capacity for shipping of containers and bulk goods by rail rather than by trucks on the local roads and highways (eliminates over 500,000 truck trip/yr). Shipping by rail is 75% more fuel efficient than shipping by trucks. The project will also significantly reduce locomotive idling on the rail network.	$67,270	$27,000
31	7	LA	Alameda Corridor Transportation Authority		Ports Rail System - Tier 1 (New Cerritos Rail Bridge - Triple Track South of Thenard)	Port	The project provides a new one or two track structure across Cerritos Channel adjacent to the existing two-track Badger Bridge.	The purpose of the bridge is to provide additional rail access to Terminal Island. The new structure and tracks will improve rail operation by reducing and allowing concurrent movements, both of which result in increased rail throughout and a reduction in truck traffic.	The new bridge and track improve rail operations by reducing delays, allowing better train movement to/from Terminal Island, and increases throughput from the terminals in the area. The project provides further benefits by reducing potential truck traffic, which reduces air emissions and traffic congestions, and reduces train congestion, locomotive idling and delays.	$155,600	$38,330

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
32	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements)	Port	he project is planned to improve rail operations with staging and storage tracks and improve access to West Basin rail yards. The project enhances access to TraPac On-dock Rail Yard at Berth 142-147, and West Basin ICTF at Bert	The improvements will allow better utilization of the West Basin terminals, support rail yards throughout the ports and the separate grade separation projects will improve safety. Rail operations at the West Basin terminals will be improved with remote support tracks and dual leads to both on-dock rail yards. Container terminal operation is improved with removal of two at-grade blockages of truck gates. Safety is improved since there are reduced conflicts between trains and trucks.	The project maximizes use of on-dock rail; shifts container transport from trucks to on-dock rail; reduces 2,300 daily truck trips by increased use of on-dock rail, 81,000 truck (passenger car equivalent or PCE)-miles traveled and 5,280 vehicle-hours traveled; reduces criteria pollutants and green-house; improves safety via truck trip reductions on I-710 which has highest accident rate in California, and via the removal of two at-grade rail-roadway crossings that are impediments between a residential community and the waterfront area; combined with other Rail System train delays by around 50 train-hours/day, which also will reduce locomotive emissions; without the project, about $9.1 billion/annum ($16.7 billion in the Year 2035) in trade will be disrupted; benefits yield a benefit-cost ratio of 2.5; and construction Jobs: 1,987 in an “Economically Distressed Area” with 13% unemployment	$130,231	$51,230
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound SR91 Between State Route 57 & I-5	Hwy	In Fullerton and Anaheim, westbound from Route 57 to Interstate 5. Construct a lane on existing auxiliary lanes through interchanges to form a continuous fourth lane.	SR-91 is the primary east-west freeway in Orange County and provides important connection to Los Angeles County and Riverside/San Bernardino Counties. This section of WB SR-91 has poor operating levels of service due to lack of mainline facility. The total throughout of WB SR-91 is limited by the three general-purpose lanes and one HOV lane, causing choke point conditions at ramp connections as vehicles try to enter and exit the overly congested mainline lanes.	the implementation of the project will facilitate a traffic shift from the arterial network to the freeway network. Average speeds on the freeway are predicated to increase by 2.7%. Hours of congestion are decreased by 1.1% on the arterial network and by 9.9% on the freeway.	$73,400	$34,950
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	Grade Sep	n Fullerton at the State College Blvd/Burlington Northern Santa Fe railroad track. Construct grade separation from Santa Fe Avenue at the northerly terminus to approx 700' south of E Valencia Drive at the southerly terminus.	The BNSF railroad is a major east west corridor along the Alameda Corridor East in Orange County. The railroad links the Ports of Los Angeles and Long Beach with downtown Los Angeles and the rest of the country. Vehicle traffic on State College Blvd in the Year 2030 is forecast to be 30,500 vehicles. The roadway would serve 1,525 trucks on a daily basis in the Year 2030.	The project would provide significant benefits to vehicle and truck traffic traveling on State College Blvd due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on State College Blvd. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$73,648	$30,731
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing	Grade Sep	In Placentia on Placentia Avenue and Burlington Northern Santa Fe mainline tracks. Construct underpass at the BNSF mainline tracks and Rail bridge structure for a future third track.	This project involves the construction of a vehicular underpass at the BNSF mainline tracks. Rail bridge structure will be constructed for a future third track. Approximately 71 trains per day travel along the corridor in 2004, and this is projected to increase to 115 trains per day in 2025. The Average Daily Traffic Volume along Placentia Ave in 2004 was 16,000 vehicles and is estimated to increase to 21,000 vehicles by 2030. The roadway would serve 1,050 trucks on a daily basis in the Year 2030.	The project would provide significant benefits to vehicle and truck traffic traveling on Placentia Ave due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Placentia Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$78,227	$14,934

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	Grade Sep	n Placentia, at the Orangethorpe Avenue at-grade crossing. Construct roadway overpass, including structures at Chapman Avenue and Miller Street.	Approximately 71 trains per day travel along the corridor in 2006, and this is projected to increase to 115 trains per day in 2025. The Average Daily Traffic Volume along Orangethrope Ave. in 2004 was 27,200 vehicles and is estimated to increase to 28,200 vehicles by 2030. Vehicle Hours of Delay per Day in 2004 was 5.1 and will increase to 11.97 by 2025. The roadway would serve over 1,400 trucks on a daily basis in the year 2030.	The project would provide significant benefits to vehicle and truck traffic traveling on Orangethorpe Ave due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Orangethorpe Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$117,383	$41,666
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing	Grade Sep	In the city of Placentia at the Kraemer Boulevard Undercrossing. Grade Separation - Kraemer Boulevard to be lowered 24 feet below the BNSF mainline rail lines and rail bridge to be constructed.	Approximately 71 trains per day travel along the corridor in 2004, and this is projected to increase to 115 trains per day in 2025. The Average Daily Traffic Volume along Kraemer Blvd. in 2004 was 19,000 vehicles and is estimated to increase to 28,900 vehicles by 2030. The roadway would serve nearly 1/500 trucks on a daily basis in the Year 2030.	The project would provide significant benefits to vehicle and truck traffic traveling on Kraemer Ave due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Kraemer Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$70,432	$22,642
39	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	Grade Sep	In Fullerton at the Raymond Avenue / Burlington Northern Santa Fe tracks. Construct underpass	Approximately 71 trains per day travel along the corridor in 2000, and this is projected to increase to 115 trains per day in 2025. The Average Daily Traffic Volume along Raymond Ave. in 2005 was 18,600 vehicles and is estimated to increase to 21,350 vehicles by 2030. The roadway would serve about 1,068 trucks on a daily basis in the Year 2030.	The project would provide significant benefits to vehicle and truck traffic traveling on Raymond Ave due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Raymond Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$76,767	$12,757
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	Grade Sep	In Placentia at the Lakeview Avenue at-grade crossing. Construct overpass of the BNSF mainline tracks, including a connection road from Orangethorpe Ave. to the new overpass of Lakeview Ave.	Approximately 87 trains per day travel along the corridor in 2004, and this is projected to increase to 139 trains per day in 2025. The Average Daily Traffic Volumn along Lakeview Ave. in 2004 was 18,300 vehicles and is eliminated to increase to 22,600 vehicles by 2030. The roadway would serve about 1,130 trucks on a daily basis in the Year 2030.	The project would provide significant benefits to vehicle and truck traffic traveling on Lakeview Ave due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Lakeview Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$70,173	$28,685

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	Grade Sep	In Placentia at the Tustin Avenue/Rose Drive at-grade crossing. Construct overpass over the BNSF mainline tracks, including connection from Orangethrope Avenue to Tustin Avenue.	Approximately 71 trains per day traveled along the corridor in 2004, and this is projected to increase to 115 trains per day in 2025. The average Daily Traffic Volume along Tustin Avenue/Rose Drive in 2004 was 28,300 vehicles and is estimated to increase to 30,000 vehicles by 2030. The roadway would serve 1,500 trucks on a daily basis in the year 2030. Vehicle Hours of Delay per Day in 2004 was 36.2 and will increase to 85.15 by 2025.	The project would provide significant benefits to vehicle and truck traffic traveling on Tustin Ave due to the elimination of the delay and traffic congestion associated with the existing at-grade crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Tustin Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provided significant benefits to safety and reliability for both travel modes at the project site.	$102,993	$31,387
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	Grade Sep	In Riverside, on Columbia Avenue between La Cadena Drive and Iowa Avenue. Construct 4 lane roadway bridge over existing BNSF tracks	This project will grade-separate the Burlington Northern Santa Fe Railway (BNSF) San Bernardino Subdivision (SB SUB) Mainline at Columbia Avenue in the City of Riverside. These tracks also carry the Union Pacific Mainline. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated due to traffic delayed by the trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the BNSF/UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional air quality, public safety or neighborhood impacts.	Project benefits include increased reliability, velocity and throughput on the BNSF and UPRR system, elimination of the greenhouse gases and PM 2.5 generated by idling vehicles delayed by passing trains, improved emergency vehicle response, increase vehicular and pedestrian safety and reduced community impacts from train horn noise, traffic congestion and air pollution.	$34,050	$6,000
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	Grade Sep	n Corona, south of Railroad Street. Reconstruct Auto Center Drive (4 lanes) with an a grade separation over existing BNSF tracks	Construction of the Auto Center Drive grade separation project will improve goods movement along this ACE SB-SUB line because it will eliminate at-grade crossing which will improve rail line reliability, allow for future rail line expansion and enhance goods movement by way of truck transport since the project is directly connected to an existing truck route and is within a 1 mile radius of a spur line and over 47 distribution/warehouse centers. Additional benefits include elimination of traffic delays for vehicular movements, eliminate disruptions to public safety, improved emergency response times and reduction in harmful emissions for the 11,000 average daily vehicles that use this route.	The benefits of the Auto Center grade separation project include: elimination of 264.1 vehicles hours of delay per day by 2030; elimination of over 100,000 grams per day of CO2 equivalent vehicle emissions by 2030; improved goods movement reliability and future expansion of this ACE SB-SUB rail line' improved goods movement via truck transport; significant improvement to vehicle circulation and improved access to an adjacent Metrolink Station.	$32,675	$16,000
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	Grade Sep	In Riverside, on Magnolia Avenue between Sunnyside Drive and Elizabeth Street. Construct 4 lane grade Separation on Magnolia Avenue at existing UPRR tracks	This project will grade separate the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Magnolia Avenue in the City of Riverside. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional air quality, public safety or neighborhood impacts.	Project benefits include increased reliability, velocity and throughput on the UPRR system, elimination of the greenhouse gases and PM 2.5 generated by idling vehicles delayed by passing trains, improved emergency vehicle response, increase vehicular and pedestrian safety and reduced community impacts from train horn noise, traffic congestion and air pollution.	$52,960	$20,000

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (X1,000)	TCIF COST (X 1,000)
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation	Grade Sep	In Riverside on Iowa Avenue between Palmyrita Drive and Spring Street. Construct 4 lane roadway bridge over existing BNSF tracks	This project will grade separate the Burlington Northern Santa Fe Railway (BNSF) San Bernardino Subdivision (SB SUB) Mainline at Iowa Avenue in the City of Riverside. These tracks also carry the Union Pacific Mainline. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by the trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the BNSF/UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional air quality, public safety or neighborhood impacts.	Project benefits include increased reliability, velocity and throughput on the UPRR system, elimination of the greenhouse gases and PM 2.5 generated by idling vehicles delayed by passing trains, improved emergency vehicle response, increase vehicular and pedestrian safety and reduced community impacts from train horn noise, traffic congestion and air pollution.	$32,000	$13,000
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	Grade Sep	In the city of Banning on Sunset Avenue. Construct an underpass at the Union Pacific Railroad crossing	The purpose of the project is to improve safety, decrease travel times for cars, trucks, and trains, and reduce harmful emissions caused by idling vehicles. Forty-six trains pass through the crossing on the average day, causing approximately 86.3 minutes (1.4 hours) of blocking delay daily. The effects of these stoppages are felt not only on the local streets but also on the I-10 freeway, where it's common to see dozens of vehicles backed up onto the freeway due to these blocking delays.	The useful life of this project is estimated to be more than 30 years. The project's key benefits include lowered emergency response times to and from the south side of the City and reduced traffic congestion and other negative impacts on the city caused by train delays and stoppages on the Union Pacific Railroad tracks.	$36,500	$10,000
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	Grade Sep	In Riverside on Streeter Avenue between Lantana Street and Beatty Drive. Construct 4 lane grade separation at existing UP Railroad tracks	This project will grade separate the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Streeter Avenue in the City of Riverside. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts.	Project benefits include increased reliability, velocity and throughput on the UPRR system, elimination of the greenhouse gases and PM 2.5 generated by idling vehicles delayed by passing trains, improved emergency vehicle response, increase vehicular and pedestrian safety and reduced community impacts from train horn noise, traffic congestion and air pollution.	$36,800	$15,500
48	8	RIV	Riverside County		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	Grade Sep	In the city of Chowchilla. Construct a grade separation for Avenue 52 over Grapefruit Blvd. (Highway 111) and UPRR's existing tracks.	The existing, at grade crossing of the UPRR on Avenue 56 regularly requires that traffic stop for passing trains, including a substantial number of agricultural freight trucks. Currently, 71 freight trains daily pass through Riverside county with the number projected to increase to 107 by 2030. A grade separated rail crossing will separate surface street traffic from rail lines so the increasing frequency of freight trains will not delay equally important freight carrying truck traffic. Freight trains separated from conflicting vehicles will be able to travel more speedily and safely, and to pull longer loads than are presently available due to the spacing of at grade crossings.	The UPRR and State Highway 86S are important NAFTA freight corridors to and from Mexico. The benefits of this project to providing a higher volume for goods movement is obvious. The project will substantially reduce particulate matter from idling vehicles and will reduce greenhouse gasses. Freight trains will be able to travel more speedily and safely, and pull longer trains than currently.	$60,000	$10,000
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	Grade Sep	East of the city of Riverside. Construct a grade separation for UPPR lines at Clay Street .	The purpose of this project is to address the operational characteristics i.e. speed, efficiency, and reliability of goods movements through Riverside County by eliminating conflicts between the railroad tracks and the vehicular traffic. In addition to efficient and reliable movements of goods in this corridor, this project will also provide a safe, uninterrupted and efficient access for motorist, residents, businesses, pedestrians and safety & emergency vehicles between Limonite Avenue and Jurupa Road, while improving traffic circulation and vehicular safety in an area of rapid commercial and residential development. As the population grows, economic activity will expend concurrently, and shipment of freight and consumers goods will increase to serve the expending population and commercial business.	The proposed project will eliminate conflicts between vehicles and trains providing efficient reliable and uninterrupted freight movement on Union Pacific (LA Sub) mainlines through Pedley and Mira Loma areas of the County of Riverside. This project will also improve safety to school buses serving an elementary school in the area. Air quality will improve as less vehicular traffic will have to idle while waiting for a train to pass. Access to local businesses and emergency vehicles will be greatly enhanced due to the elimination of rail interfaces. The adjacent community will see a reduction in noise associated with train whistle.	$37,350	$12,500

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	Grade Sep	In the city of Riverside. Construct 4 lane grade separation for UPRR lines at Riverside Avenue.	This project will grade separate the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Riverside Avenue in the City of Riverside. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the UPRR system by eliminating the potential for vehicle of pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts.	Project benefits include increased reliability, velocity and throughput on the UPRR system, elimination of the greenhouse gases and PM 2.5 generated by idling vehicles delayed by passing trains, improved emergency vehicle response, increase vehicular and pedestrian safety and reduced community impacts from train horn noise, traffic congestion and air pollution.	$30,300	$8,500
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	Grade Sep	In Riverside County at Magnolia Avenue. Construct a grade separation for BNSF lines at Magnolia Avenue	The purpose of this project is to address the operational characteristics such as speed, efficiency, and reliability of goods movement through Riverside County by eliminating conflicts between the railroad tracks and the vehicular traffic. In addition to efficient and reliable movement of goods in this corridor, this project will also provide a safe, uninterrupted and efficient access for motorists, residents, businesses, pedestrians and safety/emergency vehicles between Promenade Avenue and La Sierra Avenue, while improving traffic circulation and vehicular safety in an area of rapid commercial and residential development. The railroad crosses Magnolia Avenue at a sharp angle, which limits visibility and increases the potential for train-vehicle accidents.	The proposed project will eliminate conflicts between vehicles and trains providing efficient reliable and uninterrupted freight movement on BNSF (SB Sub) mainlines through Home Gardens area of the County of Riverside. This project will also improve safety to school buses serving an two middle and one high school in the area. Air quality will improve as less vehicular traffic will have to idle while waiting for a train to pass. Access to local businesses and emergency vehicles will be greatly enhanced due to the elimination of rail interfaces. The adjacent community will see a reduction in noise associated with train whistle.	$81,750	$13,700
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	Hwy	Near the City of Riverside, on I-215 at Van Buren Blvd. Reconstruct Van Buren Blvd interchange	The purpose of this project is to mitigate existing and projected capacity and operational deficiencies at the I-215/Van Buren interchange. This interchange provides regional access to and from major redevelopment projects including the continuing expansion of the joint-use March Air Reserve Base/March Inland Port airport. The project also provides critical access to the Meridian master-planned business park, an employment based redevelopment of the former March Air Force Base that is planned for significant goods movement related uses, including rail-served manufacturing, light industrial, and logistics/warehousing. Reconstruction of the interchange will facilitate the development of up to 13 million square feet of goods-movement related development and 15,000 permanent jobs within the former March Air Force Base.	The reconfiguration of the interchange is necessary to improve safety and capacity for future truck and automobile traffic using the interchange. The existing interchange is inadequate to handle the volume of cars and trucks project to use the interchange. The proposed improvements will improve the operation of the interchange, increase the volume and speed of the cars and trucks that will flow through the interchange and will improve on the reliability of travel times.	$67,941	$10,000
56	8	SBD	San Bernardino Association of Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Cherry Avenue)	Hwy	n Fontana, on Route 10 at Cherry Avenue interchange. Replace deficient interchange at Cherry Avenue.	The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges chokes local roads, inhibits emergency vehicles, and degrades air quality.	Project will replace existing five-lane Cherry Ave bridge over I-10 with an eight-lane bridge, add on additional lane on all four ramps of the interchange, provide extensive improvements at the Cherry-Slover intersection, improve the Cherry-Valley intersection, and widen the existing Cherry Ave bridge over the UP railroad from four lanes to eight lanes. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.	$77,806	$30,773

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
57	8	SBD	San Bernardino Association of Governments	10	I-10 Corridor Logistics Access at Citrus Avenue	Hwy	In Fontana, on Route 10 at Citrus Avenue interchange. Replace deficient interchange at Citrus Avenue.	The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges choke load roads, inhibits emergency vehicles, and degrades air quality.	Project will replace existing five-lane Citrus Ave bridge over I-10 with an seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Ave bridge over the UP railroad from three lanes to six lanes. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.	$57,530	$23,600
58	8	SBD	San Bernardino Association of Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Riverside Avenue)	Hwy	In Rialto, Route 10 at Riverside Avenue interchange. Replace deficient interchange at Riverside Avenue to improve interchange and mainline operation and safety.	The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. This stretch of I-10 is one of the most congested freeway segments in San Bernardino, and more capacity is needed to support reliable and timely distribution of mainline truck traffic to and from growing logistics-related land uses in the area. Inadequate capacity for freight at the interchanges chokes local roads, inhibits emergency vehicles, and degrades air quality.	Project will provide three northbound and four southbound through lanes, two left turn lanes, and one additional lane on all four ramps of the interchange. In addition, lanes and safety improvements will be provided on Riverside Ave between the interchange and Valley Blvd. The project will also provide needed underneath clearance for the ultimate I-10 HOV project. This project will substantially reduce delays on this corridor, increase throughput, and improve access to key logistics hubs and existing business and logistics centers.	$29,741	$9,837
59	8	SBD	San Bernardino Association of Governments		ACE Glen Helen Parkway Railroad Grade Separation	Grade Sep	In the County of San Bernardino, on Glen Helen Parkway at Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) lines. Construct a grade separation .	Glen Helen Parkway connects 1-15 and I-215 and carries approximately 5,600 vehicles per day, although that substantially increases during special events at Glen Helen Regional Park and Hyundai Pavilion, which holds 65,000 people. In addition, it is a detour alternative to the Devore Interchange during construction or emergencies. The estimated 94 freight and two passenger trains that cross Glen Helen Parkway every day create substantial traffic delays and provide a physical impediment to passenger and truck mobility in this developing area. Separating the railroad crossing from Glen Helen Parkway will mitigate community impacts of goods movement.	Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.	$29,568	$7,172
61	8	SBD	San Bernardino Association of Governments		ACE South Milliken Avenue Grade Separation at UP Los Angeles	Grade Sep	In the City of Ontario along Alameda Corridor East, on Miliken Avenue at Union Pacific/Los Angeles immediately north of Mission Boulevard. Construct a grade separation .	Miliken Avenue is a north/south corridor west of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 19,500 vehicles per day (43,000 vehicles per day by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Miliken Avenue, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.	Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 131 daily vehicle hours of delay in 2030.	$79,224	$14,521
63	8	SBD	San Bernardino Association of Governments		Palm Avenue Grade Separation	Grade Sep	Near the city of San Bernardino. Construct grade separation for BNSF/UPRR lines at Palm Avenue.	Palm Ave is a major east-west arterial that carries approximately 5,300 vehicles per day. The estimated 94 freight and two passenger trains that cross Palm Ave every day create substantial traffic delays and disrupt access to a developing industrial/warehouse area nearby. Separating the railroad crossing from Palm Ave will mitigate community impacts of goods movement and provide more reliable access to warehouse and truck facilities.	Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 105 daily vehicle hours of delay in 2030.	$35,176	$9,390

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (X1,000)	TCIF COST (X 1,000)
64	8	SBD	San Bernardino Association of Governments		Lenwood Road Grade Separation	Grade Sep	In the city of Barstow. Construct a grade separation for BNSF lines at Lenwood Road.	Lenwoord Road is a major north/south arterial through the City of Barstow that crosses both I-15 and SR-58 and carries approximately 4,200 vehicles per day. Because of Barstow's strategic location at the intersection of these two facilities, the area adjacent to Lenwood Road is increasingly being developed as warehouse and distribution centers. Lenwood Road is the primary point of access for these facilities. Currently, truck traffic travels 8 miles out of the way to avoid the Lenwood Road at grade crossing due to the unreliability of access. An estimated 94 freight trains and two passenger trains cross Lenwood Road daily, creating substantial traffic delays and providing a physical impediment to emergency response service and mobility to residents of Barstow.	Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.	$25,075	$6,694
65	8	SBD	San Bernardino Association of Governments		Vineyard Avenue Grade Separation	Grade Sep	In the city of Ontario along Alameda Corridor East, on Vineyard Avenue. Construct a grade separation .	Vineyard Avenue is a north/south corridor, north of Los Angeles/Ontario International Airport (ONT) running from I-10 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ No. 50). It carries an estimated 11,400 vehicles per day (25,200 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Vineyard Avenue, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.	Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 98 daily vehicle hours of delay in 2030.	$44,517	$6,884
66	7	VEN	City of Oxnard	101	US 101 Rice Avenue Interchange	Hwy	In Oxnard, at the Rice Avenue/Santa Clara Avenue interchange. Reconstruct new overcrossing and new on and off ramps, realign Ventura Blvd, add bike lanes, sidewalks, landscaping and lighting.	The interchange has been in service for over 40 years with only minor improvements, and several geometric elements do not meet present design standards of Caltrans. The present interchange does not have the capacity to carry projected peak-hour traffic volumes at acceptable levels of service. Congestion occurs now at peak-hours at the northerly side of the freeway at the ramp termini. It is difficult for trucks to accelerate and merge because they enter the ramp at such slow speed due to the tight curvature at the beginning of the ramp. The existing bridge structure was constructed prior to the development of the modern seismic codes. The proposed improvements will bring almost all of the geometrics into Caltrans compliance, and the bridge will meet seismic standards.	Adds 1 new lane miles on Rice Ave. total person hours of delay saved annually on average is estimated at816,600 from improvements on Rice Ave. alone. CalB/C benefit to cost ratio of 1.8, with a payback period of 8 years. Average annual calculated benefits from improvements on Rice Ave alone total $6.9 million from travel time savings ($5.4 million), vehicle operating cost savings ($0.9 million), accident cost savings ($0.3 million), and emission cost savings ($0.3 million).	$86,899	$30,449
67	11	SD	San Diego Association of Governments	905	State Route 905	Hwy	In San Diego from east of Route 805/905 Separation to east of Britannia overcrossing. Construct 6-lane freeway.	The project would provide effective transportation of goods and services from the OMPOE to I-805 and State Route 125. The proposed SR-905 will alleviate existing traffic congestion, improve safety on Otay Mesa Road (OMR), provide adequate transportation facilities for the associated growth from planned and approved developments, and complete a major transportation corridor between Interstate 5 and the OPME. The existing route has 11 traffic signals, grades as steep as 5.7%, and narrow shoulders and lanes. Forecasted speed for the existing route in the no build alternative is only 8 mph by year 2025. Populations on each side of the border are expected to grow significantly.	Expected Outputs: Completed six-mile, six-lane new freeway with local interchanges. Expected Outcomes: Increase throughput of 134,200 ADT at LOS D compared to "no build" ADT of 71,200 at LOS F. Increase velocity by 88% from 8mph to 15mph on Otay Mesa Road and 4-6 times higher on SR 905 freeway to average 51mph by 2025. Improved safely and expected reduction in accident rate currently 2.2 times higher than state-wide average.	$104,700	$91,605

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry	Hwy	In East Otay Mesa, from Route 905 and future Route 125/905 junction to the U.S./Mexico Border. Construct new 4 lane highway and POE.	To decrease wait times and the border traffic congestion by adding capacity to the regional border crossing infrastructure and creating as link between the US regional highway system and the Mexico free-and tollroad systems. this link will maintain the economic viability of goods movement through the California/Baja California region. Commercial truck traffic at the existing Otay Mesa POE currently faces delays that can exceed four hours.	Expected Outputs: 2.5 mile, four lane new freeway, one local interchange. Expected Outcomes: 58% increased average truck velocity, from 12 to 19 mph. Increased throughput by reducing congestion at existing Otay Mesa POE from 2,400 daily trucks in 2015 to 4,600 in 2035. 67% reduction in truck cross-border idle time from 90 to 30 minutes. 38% truck traffic congestion reduction at Otay Mesa POE (6,400 to 4,000 ADT in 2015) and 40% in 2035 (11,500 to 6,900 ADT). Improved POE personnel safety with improved port design.	$713,720	$75,000
69	11	SD	Port of San Diego	5/15	Bay Marina Drive Grade Separated Improvements	Hwy	In San Diego at Bay Marina Drive and I-5. Widen Bay Marina Drive and add right turn lane onto Southbound I-5.	The Port's Marine Terminals at 10th Avenue and National City are vital components of San Diego's working Waterfront, which includes maritime operators, ship builders, and other commercial and industrial businesses. The Cities of San Diego and National City have grown around the marine terminal and Navy operations: thus their associated truck travel patterns have developed adjacent to residential communities, schools, and passenger transit centers. Despite these demands, and the 10-15% growth rate in cargo handled by the Port, the supporting roadway facilities have not expanded and levels of service are degrading. Thus, a primary purpose of this project is to provide direct, more efficient truck access to the interregional freeways, Interstate 5 and 15, configured to divert trucks away from the adjacent neighborhoods.	Expected Output: Ramp widening and left-turn lane lengthening at I-5 local interchange. Expected Outcomes: (Benefits from all port access improvement projects combined) Increase truck throughput by 65% to 11,960 trucks per day. Reduce average truck delay by 67% or approximately 242 truck-hours/day. Improve LOS at 21 intersections to LOS D or better. increase operational efficiency and capacity at local access and freeway interchange. Increase average truck velocity by 40% or 10 mph. Increase safety by removing trucks from residential areas.	$3,290	$910
70	11	SD	Port of San Diego	5	10th Avenue Grade Separated Improvements	Hwy	In the City of San Diego, a two-way flyover ramp from Crosby Drive over the railroad tracks to the median of Harbor Drive.	The Port's marine terminals at 10th Avenue and National City are vital component's of San Diego's Working Waterfront, which includes maritime operators, ship builders, and other commercial and industrial businesses. The Cities of San Diego and National City have grown around the terminals and Navy operations: thus, their associated truck travel patterns have developed adjacent to residential communities, schools, and passenger transit centers. Despite these demands, and the 10-15% growth rate in cargo handled by the Port, the surrounding roadway facilities have not expanded and levels of service are degrading. Thus, a primary purpose of this project is to provide direct, more efficient truck access to the interregional freeways, Interstates 5 and 15, configured to divert trucks away from adjacent neighborhoods.	Expected Output: One grade-separation crossing. Expected Outcomes: (Benefits from all port access improvement projects combined). Increase truck throughput by 65% to 11,960 trucks per day. Reduce average truck delay by 67% or approximately 242 truck-hours/day. Improved LOS at 21 intersection to LOS D or better. Increase average truck velocity by 40% or 10 mph. increased safety by removing trucks from residential areas and removing the at-grade crossing for trucks.	$67,200	$30,910
71	11	SD	Port of San Diego	5	32nd Street at Harbor Drive Grade Separated Improvements	Hwy	At the intersection of 32nd Street and Harbor Drive. Construct a partially raised tee intersection for turning movement from Harbor Drive to I-5.	The Port's Marine Terminals at 10th Avenue and National City are vital components of San Diego's Working Waterfront, which includes maritime operators, ship builders, and other commercial and industrial businesses. The Cities of San Diego and National City have grown around the marine terminals and Navy Operations; thus, their associated truck travel patterns have developed adjacent to residential communities, schools and passenger transit centers. Despite these demands, and the 10-15% growth rate in cargo handled by the port, the supporting roadway facilities have not expanded and levels of service are degrading. Thus, a primary purpose of this project is to provide direct, more efficient truck access to the interregional freeways, Interstate 5 and 15, configured to divert trucks away from adjacent neighborhoods.	Expected Output: One grade-separation crossing and elimination of one five-legged intersection. Expected Outcomes: (Benefits from all port access improvement projects combined). Increase truck throughput by 65% to 11,960 trucks per day. Reduce average truck delay by 67% or approximately 242 truck-hours/day. Improved LOS at 21 intersection to LOS D or better. Increase average truck velocity by 40% or 10 mph. increased safety by removing trucks from residential areas and removing the at-grade crossing for trucks.	$118,460	$50,665

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor and I-5	Hwy	At Civic Center Drive, Harbor Drive, and I-5. Create a direct connection with Harbor Drive and Tidelands Avenue, signalize Wilson Avenue at Civic Center Drive, add northbound lane on Wilson Avenue, widen Northbound I-5 ramp.	The Port's Marine Terminals at 10th Avenue and National City are vital components of San Diego's Working Waterfront., which includes maritime operators, ship builders, and other commercial and industrial businesses. The Cities of San Diego and National City have grown around the marine terminals and Navy Operations: thus their associated truck travel patterns have developed adjacent to residential communities, schools, and passenger transit centers. Despite these demands, and the 10-15% growth rate in cargo handled by the Port, the supporting roadway facilities have not expanded and levels of service are degrading. Thus, a primary purpose of this project is to provide direct, more efficient truck access to the interregional freeways, Interstate 5 and 15, configured to divert trucks away from adjacent neighborhoods.	Expected Output: One signalized intersection, lane and ramp widening. Expected Outcomes: (Benefits from all port access improvement projects combined). Increase truck throughput by 65% to 11,960 trucks per day. Reduce average truck delay by 67% or approximately 242 truck-hours/day. Improved LOS at 21 intersection to LOS D or better. Increase average truck velocity by 40% or 10 mph. increased safety by removing trucks from residential areas and removing the at-grade crossing for trucks.	$2,982	$1,150
73	11	SD	Port of San Diego		National City Marine Terminal Improvement (Wharf Extension)	Port	In National City at National City Marine Terminal. Existing wharf to be extended by approximately 1500 linear feet and nine acres of useful area to be added to the terminal.	Maritime trade through the Port of San Diego has increased an average of 13.6% during the past four years. This rate of increase is expected to continue with the majority of cargo arrivals to be vial ships. All land area at NCMT is currently utilized. Expansion to adjacent land is not possible. When military offloads are conducted at the NCMT, the military ships have priority and restrict commercial operations. The Port of San Diego is actively building a business of niche cargoes, including rolling stock, automobiles, and break bulk, that cannot typically be offloaded in large container ports. This project will ensure expanding niche cargoes can be accommodated and that future military offloads will be conducted without stopping commercial operations.	Expected Outputs: Two additional deepwater berths. 9.75 acres for off-loaded cargo. Expected Outcomes: increase throughput with 29% increase in docking capacity and increased areas for off-loaded cargo operations. Increased reliability for freight operations as military operations can be accommodated without interruption. Increased national security benefit by supporting international shipments of military hardware.	$34,300	$15,000
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - Yard Expansion	Rail	In the city of San Diego, community of San Ysidro, adjacent to the Mexican border; on the San Diego and Arizona Eastern Railroad between Beyer Boulevard and border. Add tracks to an existing rail yard	The purpose of the project is to increase freight capacity (goods movement) on the South Line. Goods movement demand by rail, especially from northern Baja California will soon surpass the existing capacity of the SouthLine. Regional consumption of bulk commodities, along with demand for these same commodities in northern Baja California, Mexico has been and is expected to continue increasing. Providing for increased yard and yard switching capacity is critical to accommodate this demand and prevent the diversion of much of this traffic to trucks, which would tax the already congested border crossings, regional freeway, and arterials.	Expected Outputs: New storage tracks for up to 96 add'l cars, reconfiguration of yard. Expected Outcome: increased safety by removing up to 31,800 trucks from hwy syst, reduction of 2 injury accidents/yr. Faster train speeds entering/exiting yard. 96% increased throughput cap. in yard from 10,000 to 19,600 carloads/yr. Increased freight train assembly wholly within yard. Reduced hwy congestion by reducing up to 31,800 truck trips/yr or approx. 3,800 VMT. Reduced emissions: 320 lb/day NOx; 1.36 million lb/day CO2; 260 lb/day PM10	$40,460	$25,900
75	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phases 1 - 4]*	Rail	n San Diego, National City and Chula Vista on the SDAE Railroad between Commercial St in San Diego and the San Ysidro Rail Yard	The purpose of the project is to increase freight capacity (goods movement) on the South Line. Goods movement demand by rail, especially from northern Baja California will soon surpass the existing capacity of the SouthLine. Regional consumption of bulk commodities, along with demand for these same commodities in northern Baja California, Mexico has been and is expected to continue increasing. Providing for increased freight service will accommodate this capacity demand and prevent the diversion of much of this traffic to trucks, which tax the already congested border crossings, regional freeways, and arterials.	Expected Outputs: Positive freight/light train separation equipment, Centralized Train Control. Expected Outcome: Increased safety by removing up to 31,800 trucks from hwy syst, reduction of 2 injury accidents/yr. Increased fright train vel from 10 mph to 40mph. Increased throughput in total system cap. by 96% from 10,000 to 19,600 carloads/yr. Increased reliability of freight delivery ops with 4 train ops/day from current 2, a 100% increase. Reduced hwy congestion by reducing up to 31,800 truck trips/yr or approx. 3,800 VMT. Reduced emissions: 320 lb/day NOx; 1.36 million lb/day CO2; 260 lb/day PM10	$107,030	$98,060

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x1,000)
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento	Rail	Phase I Improvements from MP 249.8 to MP 251 +/- : 1.2 miles of new 2nd main track connecting to existing Sorrento Siding. Pacific Surfliner Corridor, from Sorrento to Miramar. Construct double track and straighten curve	Project Need: The Miramar Hills is currently the most restrictive grade on the LOSSAN Corridor. As traffic levels continue to increase, this single track line segment will become even more of an impediment to speed and capacity improvement until the Sorrento to Miramar Curve Realignment and Second Main Track is done. - Project Purpose: The purpose is to eliminate the existing single-track bottleneck by adding a second main track and realigning the existing curves, thereby improving speed, capacity and operational efficiency. -The existing single track line on Miramar Hill will make it increasingly difficult to increase track capacity on this key line segment. This in turn will restrict future traffic growth on the line. -It will be extremely difficult to shorten travel times in this portion of the corridor without curve realignment. -Without this project, the total number of curves and the sharpness of the curves in the project area will result in higher track maintenance costs.	Expected Outputs: 1.4 miles of additional double track. Expected Outcomes: Increased safety by reducing up to 9,540 truck trips/yr. Increased velocity by 20% from 20mph to 40mph. Increased throughput by 25% where capacity is increased from 4 to 5 trains/day or 5,627 cars loads/yr. Increased reliability by reducing train trip variability by at least 10 minutes/freight train. Increased congestion reduction by eliminating up to 9,540 truck trips/yr. or approx. 1,144,880 truck VMT. Increased reduction in emissions by 200 lbs/day of NOx	$39,000	$10,800
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111	Hwy	In and near Brawley on Route 78 from Route 86 to 0.6 km east of Hovley Road and on Route 86 from 0.5km south to 0.1km north of Fredricks Road. Construct new 4 lane divided expressway.	The purpose of this project is to reduce traffic congestion and time delays on SR-78 and SR-111 within the City of Brawley. The Brawley Bypass will help to facilitate international and interregional movement of goods by completing the C-4 corridor which provides continuity between the international border with Mexico and Riverside County. The Brawley Bypass with benefit the city of Brawley by moving interregional traffic, especially heavy trucks, off Main Street resulting in improved traffic flow and reduced likelihood of accidents. The Brawley Bypass will improve access to Brawley Beef, the largest private employer in Brawley and will allow the City of Brawley to redevelop the downtown core to encourage economic growth.	According to the 2003 Final Environmental Impact Statement/report (FEIR/R), the purpose of the Brawley Bypass is threefold: Accommodate increased regional and international traffic due to the North American Free Trade Agreement (NAFTA) and General Agreement on Tariffs and Trade (GATT); Provide continuity between the international border with Mexico and Riverside County; and reduce accidents, traffic congestion, and time delays on SR-78 and SR-111 within Brawley.	$78,473	$49,549
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Flyover	Rail	In Colton, from 0.2 miles west of Rancho Avenue, to 0.9 miles east of La Cadena Drive. Construct railroad grade separation south of Interstate 10.	Eliminate a bottleneck in the regional rail network that exists where BNSF mainlines cross the UPRR mainlines in the City of Colton, otherwise known as the Colton Crossing. The specific project objectives include improving regional rail mobility and efficiency by eliminating the conflicting train movements at the crossing, discouraging a shift in goods movement from rail to truck because of conflicting train movements that cause delays and inefficiencies in rail traffic through the Colton Crossing, thus reducing the congestions impact that truck traffic has on the region's roads and freeways, and facilitating regional passenger rail service by minimizing delay at the Crossing thus improving the operation and efficiency of passenger rail service.	The project will provided capacity for future freight rail traffic increases, minimize air and noise impacts created by train delays and waiting, improve safety, reduce travel time, and improve access of NAFTA rail freight traffic to and from Mexico, Southern California, and the Ports of Los Angeles and Long Beach.	$201,994	$91,305
84	8	SBD	San Bernardino Association of Governments		Laurel Street/BNSF Grade Separation	Grade Sep	In City of Colton. Construct a grade separation for BNSF railroad lines.	The purpose of the project is to improve local traffic circulation, enhance safety, reduce train related noise on adjacent properties, and reduce air pollutant emissions from idling vehicles. There are two lanes of traffic crossing six railroad tracks at the existing Laurel Street and BNSF at-grade crossing in the City of Colton. This crossing is resulting in a disruption of local traffic flow when vehicles have to stop for passing trains; construction of the grade separation would improve traffic and reduce air pollutant emissions. In addition, because the trains have to cross an at-grade crossing, federal and state regulations require the trains to sound their horns; this results in adverse noise impacts to nearby properties.	The project would: (1) improve traffic operations, (2) enhance safety by eliminating the potential for vehicle and train collisions at this crossing, (3) reduce train noise impacts to adjacent properties by eliminating the need for passing trains to sound their horns, and (4) reduce air pollutant emissions from idling vehicles that are stopped at the crossing.	$53,995	$11,917

*Data captured from approved PPR as submitted by Sponsor

Trade Corridors Improvement Fund
Detailed Project Description

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	PROJECT TYPE	DETAILED DESCRIPTION	PURPOSE AND NEED*	BENEFITS*	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)
85	8	RIV	Riverside County		Avenue 52 Grade Separation	Grade Sep	n the city of Choachella. Construct a grade separation for Avenue 52 over Grapefruit Blvd. (Highway 111) and UPRR's existing tracks.	The existing, at grade crossing of the UPRR on Avenue 52 regularly requires that traffic stop for passing trains, including a substantial number of agricultural freight trucks. Currently, 38 trains daily pass through Riverside county with the number projected to increase to 54 by 2030. A grade separated rail crossing will separate surface street traffic from rail lines so the increasing frequency of freight trains will not delay equally important freight carrying truck traffic. Freight trains separated from conflicting vehicles will be able to travel more speedily and safely, and to pull longer loads than are presently available due to the spacing of at grade crossings.	The UPRR and State Highway 86S are important NAFTA freight corridors to and from Mexico. The benefits of this project to providing a higher volume for goods movement is obvious. The project will substantially reduce particulate matter from idling vehicles and will reduce greenhouse gases. Freight trains will be able to travel more speedily and safely, and pull longer trains.	$22,200	$10,000

*Data captured from approved PPR as submitted by Sponsor