Memorandum

To: Chair and Commissioners **Date:** March 12, 2008

From: JOHN F. BARNA, JR. **File:** Book Item 4.2
Tab # 35

Ref: **Trade Corridors Improvement Fund Recommendations**

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

RECOMMENDATION: Commission staff recommends that the Commission consider the program of projects attached to this memorandum for programming in the Trade Corridors Improvement Fund, together with any comments received to date and additional comments provided during the Commission Meeting of March 12 & 13, 2008. Based on the information provided in this document, from public hearings in the four major trade corridors, and this Commission Meeting, we recommend that the Commission direct staff to address any critical issues or questions and prepare a final program of projects for adoption at the next Commission Meeting to be held on April 9 & 10, 2008.

BACKGROUND: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided for $2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF). These funds are available, upon appropriation by the Legislature, for allocation by the California Transportation Commission for infrastructure improvements along corridors that have a high volume of freight movement, as determined by the Commission. In determining projects eligible for funding, Proposition 1B directed the Commission to consult the trade infrastructure and goods movement plan - otherwise know as the Goods Movement Action Plan (GMAP) - submitted to the Commission by the Secretary of the Business, Transportation and Housing (BTH) Agency and the Secretary of the Environmental Protection Agency. Proposition 1B also required the Commission to consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the statewide port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (CALMITSAC) when determining project eligibility.

Subsequent to the passage of Proposition 1B, and in collaboration with representatives from transportation, logistics and environmental stakeholders, as well as representatives from the Business, Transportation and Housing Agency, the Department of Transportation, the California Environmental Protection Agency, CALMITSAC and Legislative staff, the Commission adopted the TCIF program Guidelines at a special meeting held on November 27, 2008.

As part of the guideline development process, the Commission determined that the following corridors have a high volume of freight movement and are eligible for funding under the TCIF:

- Bay Area Corridor
- Central Valley Corridor
- Los Angeles/Inland Empire Corridor
- San Diego/Border Corridor

The Commission also acknowledged that other regions of the state may have goods movement infrastructure needs along corridors that have a high volume of freight movement that would be eligible for funding through the TCIF and anticipated that these regions would nominate their projects for consideration.

In the guidelines, the Commission supported a corridor-based programming approach to the TCIF, which recognizes and complements the goods movement planning work already done within the major trade corridors. The Commission also recognized and supported the key role that the state has to play in project identification and supported integrating statewide goods movement priorities into this corridor-based approach.

To promote this corridor-based approach, the Commission developed geographic programming ranges, in consultation and coordination with BTH, the Department and the corridor regional agencies. These geographic programming targets are as follows:

TCIF Corridors Programming Ranges
(Range, in $ millions)

	Low	High	Recommended
Los Angeles/Inland Empire Corridor	$1,500	$1,700	$1,650
San Diego/International Border Corridor	250	400	400
San Francisco/Central Valley Corridor	640	840	825
Other Corridor	60	80	80
Bond Administration Fees	40	40	40
Total	$2,490	$3,060	$2995

The targets as identified are neither minimums nor maximums. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor. The targets reflect the intent of the Commission to establish an ongoing goods movement program for the state, acknowledging that the infrastructure needs far exceed the $2 billion provided under Proposition 1B and that other sources of funding may and should be explored for meeting those needs. The Commission also supported the funding strategy proposed by the Department and the corridor agencies to increase TCIF funding by approximately $500 million from the State Highway Account (SHA) to fund state-level priorities that are

critical to goods movement. In addition, the targets reflected the Commission's intent to program approximately 20% more than the resulting $2.5 billion available from the TCIF and the SHA. This overprogramming assumes that new revenue sources will become available and will be dedicated to funding the adopted program. The Commission anticipates reviewing the programming and delivery status of all projects in 2010 and may adopt amendments to the program based on the availability of other funds or changes in project delivery. The guidelines also established screening and evaluation criteria for nominated projects. The screening criteria address the key elements of eligibility, including deliverability, air quality considerations, economic impact, and the ability to expand transportation funding through the requirement of a 1:1 match. The evaluation criteria are outcome oriented and customizable to each corridor, and the Commission intended to take into consideration the relative priorities identified by each of the corridor regions in their nomination packages. The corridor regions we asked to identify their priorities in relation to their recommended programming targets. As a result multi-tiered nominations were submitted by the Los Angeles / Inland Empire and the San Diego / Border Regions.

The guidelines required nominations to be submitted to the Commission by January 17, 2008. The Commission received 84 nominations consisting of 107 individual projects, totaling $4.1 billion of TCIF funding requests. Commission staff reviewed the nominations and applied the screening and evaluation criteria included in the guidelines. Staff reviewed each nomination individually and on its own merits. During the nomination review process, Staff also retained the services of a private consulting team specialized in the transportation and environmental fields. The consulting team assisted Staff in conducting a project-level qualitative assessment of air quality information contained within project nominations.

After the initial review, staff developed findings for each nomination and discussed these findings with individual project sponsors and the corridor regions. A list of findings (TCIF Nominations – Review Findings) is attached which reflects initial and updated Staff comments. Since the initial comments were shared with project sponsors, Staff has received additional information to address the findings and staff has completed a partial review of this information and adjusted the findings, as appropriate. The attachment reflects whether Staff's initial comment was resolved, in-progress, or remains unresolved. Staff intends to address those items that remain in-progress or unresolved prior to the recommended program adoption date.

Based on this review of the nominations, staff recommends for your consideration investing $3.088 billion on 79 projects. The total value of these projects is estimated at approximately $8.400 billion resulting in an average match of 1.7 to 1.0.

Attachments:

1. TCIF Staff Recommendations
2. TCIF Nominations – Review Findings

Trade Corridors Improvement Fund (TCIF)
Staff Recommendations
(Dollars in Thousands)

Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Clearance	Const. Start	Total Project Cost	TCIF Request	Recom. TCIF Funding	Total Cost of Recom. Project
1	NCTCC	MTC/Port of Oakland	7th Street Grade Separation	ALA	Jan-09	Sep-09	$ 427,000	$ 175,000	$ 175,000	$ 427,000
2	NCTCC	MTC/Port of Oakland	Martinez Subdivision Rail Improvements	ALA	Dec-09	Oct-11	$ 215,000	$ 108,000	$ 71,500	$ 215,000
3	NCTCC	MTC/Port of Oakland	Outer Harbor Intermodal Terminals (OHIT)	ALA	Jun-09	Mar-11	$ 220,000	$ 110,000	$ 110,000	$ 220,000
4	NCTCC	MTC/ACCMA	I-880 Reconstruction, 29th & 23rd Avenues, Oakland	ALA	Apr-10	Aug-12	$ 95,000	$ 73,000	$ 73,000	$ 95,000
5	NCTCC	MTC	I-580 Eastbound Truck Climbing Lane	ALA	Jan-10	Feb-12	$ 64,265	$ 64,265	$ 64,265	$ 64,265
6	NCTCC	Caltrans/BSNF	Tehachapi Trade Corridor Rail Improvement Project	KER	Jan-10	Mar-12	$ 111,700	$ 54,000	$ 54,000	$ 111,700
7	NCTCC	City of Shafter	Shafter Intermodal Rail Facility	KER	May-96	Jun-08	$ 30,000	$ 15,000	$ 15,000	$ 30,000
8	NCTCC	Caltrans/UP	Track and Tunnel Improvements at Donner Summit	PLA	Dec-09	Jul-10	$ 86,800	$ 43,000	$ 43,000	$ 86,800
9	NCTCC	City of Sacramento	Sacramento Intermodal Track Relocation	SAC	Apr-09	Jan-10	$ 51,033	$ 20,000	$ 20,000	$ 51,033
10	NCTCC	SJCOG	4 West Crosstown Freeway Extension Stage I	SJ	Nov-10	Jun-13	$ 193,640	$ 96,820	$ 96,820	$ 193,640
11	NCTCC	SJRRC	San Joaquin County Short-Haul Freight Project	SJ	Mar-08	N/A	$ 150,000	$ 75,000	$ -	$ -
12	NCTCC	Port of Stockton/Contra Costa County	San Francisco Bay to Stockton Ship Channel Deepening Project	SJ	Jan-09	Feb-10	$ 141,447	$ 35,000	$ 17,500	$ 141,447
13	NCTCC	MTC/STA	I-80 Eastbound Cordelia Truck Scales Relocation	SOL	Dec-09	Oct-12	$ 100,900	$ 49,800	$ 49,800	$ 100,900
14	NCTCC	County of Stanislaus	San Joaquin Valley Short Haul Rail/Inland Port Project	STA	Dec-09	Jun-10	$ 57,467	$ 26,000	$ 25,000	$ 57,467
15	NCTCC	West Sacramento/Port of Sacramento	Sacramento River Deep Water Channel Project	YOL	Aug-09	Jan-10	$ 83,275	$ 10,000	$ 10,000	$ 83,275
NCTCC Total		**TCIF Programming Range = $640,000 to $840,000; Recommended Programming Target = $825,000**					**$ 2,027,527**	**$ 954,885**	**$ 824,885**	**$ 1,877,527**
16	SCCG -1	ACE	San Gabriel Valley Grade Separation Program	LA	Jul-09	Apr-11	$ 700,000	$ 336,600	$ 336,600	$ 700,000
17	SCCG -1	ACTA	SR 47 Expwy-Schuyler Heim Bridge Replace/Construct Expwy & Flyover	LA	Jun-08	Jan-10	$ 687,000	$ 158,000	$ 158,000	$ 687,000
18	SCCG -1	City of Santa Fe Springs	ACE:Gateway-Valley View Grade Separation Project	LA	Sep-05	Feb-09	$ 79,084	$ 25,570	$ 25,570	$ 79,084
19	SCCG -1	SCRRA/Metrolink	New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	LA	Jan-08	Sep-09	$ 15,000	$ 7,200	$ 7,200	$ 15,000
20	SCCG -1	Port of Los Angeles	I-110 Fwy Access Ramp Imp SR 47/I110 NB Connector Widening	LA	Mar-09	Jul-11	$ 48,200	$ 14,700	$ 14,700	$ 48,200
21	SCCG -1	Port of Los Angeles	C Street Access Ramps Improvements	LA	Mar-09	Oct-12	$ 28,300	$ 8,300	$ 8,300	$ 28,300
22	SCCG -1	City of Commerce	Washington Blvd Widening & Reconstruction Project	LA	Jul-08	May-09	$ 28,898	$ 5,800	$ 5,800	$ 28,898
23	SCCG -1	Port of Los Angeles	South Wilmington Grade Separation	LA	Apr-06	Jan-11	$ 65,500	$ 17,000	$ 17,000	$ 65,500
24	SCCG -1	Port of Long Beach	Gerald Desmond Bridge Replacement	LA	Dec-08	Jun-10	$ 851,500	$ 250,000	$ 250,000	$ 851,500
25	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Pier F Support Yard)	LA	Mar-09	Oct-10	$ 27,240	$ 4,650	$ 4,650	$ 27,240
26	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Track Realignment @ Ocean Blvd)	LA	Mar-09	Oct-10	$ 75,390	$ 23,960	$ 23,960	$ 75,390
27	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Pier B St. Realignment)	LA	Sep-09	Jul-10	$ 25,670	$ 4,180	$ 4,180	$ 25,670
28	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Terminal Island Wye Track Realignment)	LA	Dec-08	Jan-10	$ 11,950	$ 3,790	$ 3,790	$ 11,950
29	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Reconfigure Control Point/Computerized Train Control	LA	Sep-10	Oct-11	$ 37,260	$ 11,850	$ 11,850	$ 37,260
30	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Reeves Ave Closure and Grade Separation)	LA	Jun-09	Jul-11	$ 96,860	$ 31,180	$ 31,180	$ 96,860
31	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Navy Mole Storage Yard)	LA	Jun-09	Jul-12	$ 18,280	$ 5,930	$ 5,930	$ 18,280

NCTCC: Northern California Trade Corridors Coalition
SCCG-1: Southern California Consensus Group - Tier I
SCCG-2: Southern California Consensus Group - Tier II
SDBR: San Diego Border Region
OTHER: Other Regions

Project ID	TCIF Region	Nominated By	Project Title	County	Enviro. Clearance	Const. Start	Total Project Cost	TCIF Request	Recom. TCIF Funding	Total Cost of Recom. Project
32	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (New Cerritos Rail Bridge/Triple Track S. of Thenard)	LA	Sep-09	Jan-12	$ 168,640	$ 38,330	$ 38,330	$ 168,640
33	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (West Basin Road Rail Access Improvements)	LA	Jun-09	Jan-10	$ 173,090	$ 47,560	$ 47,560	$ 173,090
34	SCCG -1	Port of Long Beach	Ports Rail System - Tier I (Pier 400 Second Lead Track)	LA	Jun-10	Jan-12	$ 11,490	$ 3,670	$ 3,670	$ 11,490
35	SCCG -1	OCTA	SR 91 connect aux lanes through IC on WB SR 91 btwn SR 57 & I-5	ORA	Apr-10	Dec-12	$ 73,400	$ 34,950	$ 34,950	$ 73,400
36	SCCG -1	OCTA	State College Grade Separation	ORA	Mar-08	Sep-10	$ 62,083	$ 30,731	$ 30,731	$ 62,083
37	SCCG -1	OCTA	Placentia Avenue Undercrossing	ORA	Aug-08	Jan-11	$ 29,869	$ 14,934	$ 14,934	$ 29,869
38	SCCG -1	OCTA	Orangethorpe Avenue Grade Separation	ORA	Aug-08	Feb-11	$ 83,957	$ 41,666	$ 41,666	$ 83,957
39	SCCG -1	OCTA	Kraemer Blvd Undercrossing	ORA	Aug-08	Feb-11	$ 45,910	$ 22,642	$ 22,642	$ 45,910
40	SCCG -1	OCTA	Raymond Avenue Grade Separation	ORA	Sep-10	Jan-13	$ 63,740	$ 12,757	$ 12,757	$ 63,740
41	SCCG -1	OCTA	Lakeview Avenue Overcrossing	ORA	Aug-08	Apr-11	$ 58,525	$ 28,685	$ 28,685	$ 58,525
42	SCCG -1	OCTA	Tustin Avenue/Rose Drive Overcrossing	ORA	Aug-08	Jan-11	$ 63,400	$ 31,387	$ 31,387	$ 63,400
43	SCCG -1	City of Riverside	Columbia Avenue Grade Separation	RIV	Apr-06	Sep-08	$ 29,100	$ 6,000	$ 6,000	$ 29,100
44	SCCG -1	RCTC/City of Corona	Auto Center Drive Separation	RIV	Nov-07	Sep-08	$ 32,000	$ 16,000	$ 16,000	$ 32,000
45	SCCG -1	City of Riverside	Magnolia Avenue Grade Separation - UPRR	RIV	Jun-06	Mar-09	$ 51,160	$ 20,000	$ 20,000	$ 51,160
46	SCCG -1	City of Riverside	Iowa Avenue Grade Separation	RIV	Jul-08	Mar-10	$ 32,031	$ 13,000	$ 13,000	$ 32,031
47	SCCG -1	City of Banning	Project No. 2006-05, Sunset Avenue Grade Separation	RIV	Apr-09	Jul-10	$ 36,500	$ 10,000	$ 10,000	$ 36,500
48	SCCG -1	City of Riverside	Streeter Avenue Grade Separation	RIV	Jun-09	Mar-11	$ 36,800	$ 15,500	$ 15,500	$ 36,800
49	SCCG -1	CVAG	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	RIV	Sep-10	Sep-12	$ 60,000	$ 10,000	$ 10,000	$ 60,000
50	SCCG -1	CVAG	Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	RIV	Sep-10	Sep-12	$ 33,500	$ 10,000	$ 10,000	$ 33,500
51	SCCG -1	County of Riverside	Grade Separation at Clay Street Railroad Grade Crossing	RIV	Dec-09	Aug-11	$ 37,350	$ 12,500	$ 12,500	$ 37,350
52	SCCG -1	City of Riverside	Riverside Avenue Grade Separation	RIV	Jun-09	Dec-11	$ 30,300	$ 8,500	$ 8,500	$ 30,300
53	SCCG -1	City of Riverside	3rd Street Grade Separation	RIV	Sep-09	Apr-12	$ 40,161	$ 17,500	$ 17,500	$ 40,161
54	SCCG -1	City of Riverside	Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	RIV	Dec-09	Jan-12	$ 80,000	$ 13,700	$ 13,700	$ 80,000
55	SCCG -1	County of Riverside	March Inland Cargo Port Airport-I215 Van Buren Blvd - Ground Access Imp	RIV	Jul-08	Jun-10	$ 97,550	$ 10,000	$ 10,000	$ 97,550
56	SCCG -1	SANBAG	I-15 Widening and Devore Interchange Reconstruction	SBD	Aug-11	Nov-13	$ 238,888	$ 117,900	$ 117,900	$ 238,888
57	SCCG -1	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Cherry)	SBD	Sep-08	Apr-11	$ 76,886	$ 30,773	$ 30,773	$ 76,886
58	SCCG -1	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Citrus)	SBD	Aug-08	Apr-11	$ 54,458	$ 23,601	$ 23,601	$ 54,458
59	SCCG -1	SANBAG	I-10 Corridor Logistics Access Project (IC reconst @ Riverside)	SBD	Apr-08	Jan-09	$ 34,000	$ 14,097	$ 14,097	$ 34,000
60	SCCG -1	SANBAG	ACE Glen Helen Pkwy Railroad Grade Separation	SBD	Jun-08	Jan-10	$ 26,868	$ 7,172	$ 7,172	$ 26,868
61	SCCG -1	SANBAG	ACE North Milliken Ave Railroad Grade Separation at UPRR	SBD	Nov-02	Jan-09	$ 74,210	$ 6,490	$ 6,490	$ 74,210
62	SCCG -1	SANBAG	ACE South Milliken Grade Separation at UP Los Angeles	SBD	Dec-09	Dec-12	$ 30,083	$ 8,031	$ -	$ -
63	SCCG -1	SANBAG	ACE Valley Grade Separation at BNSF/UP San Bernardino	SBD	Dec-09	Jul-12	$ 28,686	$ 7,658	$ 7,658	$ 28,686

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64	SCCG -1	SANBAG	ACE Palm Grade Separation at BNSF/UP Cajon	SBD	Dec-09	Jul-12	$ 35,176	$ 9,390	$ 9,390	$ 35,176
65	SCCG -1	SANBAG	ACE Lenwood Grade Separation at BNSF Cajon	SBD	Oct-10	Apr-12	$ 25,075	$ 6,694	$ 6,694	$ 25,075
66	SCCG -1	SANBAG	ACE Vineyard Grade Separation at UP Alhambra	SBD	Dec-09	Dec-12	$ 25,786	$ 6,884	$ 6,884	$ 25,786
67	SCCG -1	SANBAG	ACE South Archibald Grade Separation at UP Los Angeles	SBD	Dec-09	Dec-12	$ 30,505	$ 8,143	$ 8,143	$ 30,505
68	SCCG -1	City of Oxnard	US 101 Rice Avenue Interchange	VEN	Mar-02	Oct-08	$ 86,993	$ 30,449	$ 30,449	$ 86,993
SCCG -1 Total							**$ 4,994,302**	**$ 1,656,004**	**$ 1,647,973**	**$ 4,964,219**
69	SCCG - 2	ACE	Nogales Street Grade Separation Project	LA	Jan-09	Jan-10	$ 106,000	$ 53,000	$ -	$ -
70	SCCG - 2	Port of Los Angeles	I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front St	LA	Jul-10	Jan-12	$ 27,300	$ 10,000	$ -	$ -
71	SCCG - 2	LA Metro	Interstate 5 Truck Lanes	LA	Dec-08	Oct-09	$ 117,600	$ 55,000	$ -	$ -
72	SCCG - 2	Port of Los Angeles	Navy Way Connector to Westbound Seaside Ave (SR 47)	LA	Mar-10	Jan-12	$ 51,700	$ 20,000	$ -	$ -
73	SCCG - 2	Port of Long Beach	Ports Rail Program - Phase 2 (Pier B Rail Yard - Phase 1&2)	LA	Jun-09	Jan-11	$ 547,200	$ 100,000	$ -	$ -
74	SCCG - 2	OCTA	SR 57 Truck Climbing Lane	ORA	Jan-11	Oct-13	$ 158,156	$ 51,000	$ -	$ -
75	SCCG - 2	City of Riverside	ACE Mary Street Grade Separation (BNSF)	RIV	Aug-09	Jan-12	$ 38,000	$ 17,700	$ -	$ -
76	SCCG - 2	County of Riverside	Jurupa Road Railroad Grade Separation	RIV	Dec-09	Jan-12	$ 108,400	$ 10,000	$ -	$ -
77	SCCG - 2	RCTC	I-10/SR60 Truck Climbing Lane	RIV	Jun-10	Jul-12	$ 55,340	$ 23,000	$ -	$ -
78	SCCG - 2	SANBAG	High Desert Corridor - Phase I A from I-15 to Phantom East	SBD	May-11	Dec-13	$ 400,000	$ 150,000	$ -	$ -
79	SCCG - 2	VCTC	Leesdale Freight Siding Extension	VEN	Jan-07	Apr-09	$ 20,813	$ 7,500	$ -	$ -
SCCG - 2 Total							**$ 1,630,509**	**$ 497,200**	**$ -**	**$ -**
SCCG 1 & 2 TOTAL		**TCIF Programming Range = $1,500,000 to $1,700,000; Recommended Programming Target = $1,650,000**					**$ 6,624,811**	**$ 2,153,204**	**$ 1,647,973**	**$ 4,964,219**
80	SDBR	SANDAG	State Route 905	SD	Jul-04	Jun-09	$ 104,700	$ 91,605	$ 91,605	$ 104,700
81	SDBR	SANDAG	State Route 11 and Otay Mesa East Port of Entry (POE)	SD	Mar-10	Apr-13	$ 715,220	$ 75,000	$ 75,000	$ 715,220
82	SDBR	SANDAG/Port of San Diego	Bay Marina Drive at I-5 At-Grade Improvements	SD	Apr-10	Feb-12	$ 2,380	$ 910	$ 910	$ 2,380
83	SDBR	SANDAG/Port of San Diego	10th Avenue at Harbor Drive Grade-Separated Improvements	SD	Dec-10	Jul-13	$ 67,200	$ 30,910	$ 30,910	$ 67,200
84	SDBR	SANDAG/Port of San Diego	32nd Street at Harbor Drive Grade-Separated Improvements	SD	Aug-11	Jul-13	$ 118,460	$ 50,665	$ 50,665	$ 118,460
85	SDBR	SANDAG/Port of San Diego	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	SD	Apr-10	Feb-12	$ 3,260	$ 1,150	$ 1,150	$ 3,260
86	SDBR	SANDAG/Port of San Diego	Port of San Diego National City Marine Terminal Improvements (Wharf Extension	SD	Feb-10	May-11	$ 34,300	$ 15,000	$ 15,000	$ 34,300
87	SDBR	SANDAG/Port of San Diego	Port of San Diego National City Marine Terminal Improvements (Auto Storage)	**Withdrawn by Project Sponsor**					$ -	$ -
88	SDBR	SANDAG/Metropolitan Transit System	Southline Rail Improvements/San Ysidro Yard - Yard Expansion Project	SD	Dec-10	Jan-13	$ 40,460	$ 25,900	$ 25,900	$ 40,460
89	SDBR	SANDAG/Metropolitan Transit System	South Line Rail Improvements/San Ysidro Yard - Mainline Improvement Project	SD	Mar-10	Jan-13	$ 107,030	$ 98,060	$ 98,060	$ 107,030
90	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - San Dieguito River Double Track Project	SD	Jun-11	Dec-12	$ 92,500	$ 45,822	$ -	$ -
91	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - CP Cardiff to CP Craven Double Track Project	SD	Jun-11	Dec-12	$ 56,500	$ 28,250	$ -	$ -
92	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - San Luis Rey River Double Track Project	SD	Jun-11	Dec-12	$ 74,500	$ 35,750	$ -	$ -

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93	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - CP San Onofre to CP Pulgas Double Track Project	SD	Jun-10	Dec-11	$ 60,900	$ 30,450	$ -	$ -
94	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - Sorrento to Miramar Double Track Project - Phase I Im	SD	Jun-09	Dec-10	$ 23,700	$ 10,800	$ 10,800	$ 23,700
95	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - Sorrento to Miramar Double Track Project - Phase II In	SD	Jun-10	Dec-12	$ 128,100	$ 62,500	$ -	$ -
96	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - Tecolote Universal Crossover Project	SD	Sep-08	Dec-09	$ 3,190	$ 1,595	$ -	$ -
97	SDBR	SANDAG/NCTD	LOSSAN N Rail Corridor - CP Carl to CP Farr Double Track Project	SD	Jun-11	Jul-12	$ 31,800	$ 15,900	$ -	$ -
SDBR Total		**TCIF Programming Range = $250,000 to $400,000; Recommended Programming Target = $400,000**					**$ 1,664,200**	**$ 620,267**	**$ 400,000**	**$ 1,216,710**
98	OTHER	NCRA/Humboldt Bay Harbor District	California Northern Freight Corridor Restoration Project	HUM	Jun-12	Oct-09	$ 38,334	$ 19,117	$ -	$ -
99	OTHER	SCAG/IVAG	Brawley Bypass (SR 78/111 Expressway) Project	IMP	Feb-03	May-10	$ 56,049	$ 49,549	$ 49,549	$ 56,049
100	OTHER	City of Bakersfield	Rosedale Highway Widening/Capacity Improvement	KER	Dec-09	Apr-11	$ 44,000	$ 16,000	$ -	$ -
101	OTHER	County of Kern	7th Standard Road Widening Phase III	KER	Jul-10	Jul-11	$ 148,700	$ 50,437	$ -	$ -
102	OTHER	City of Delano	Delano Railex	KER	Jan-08	Feb-08	$ 31,410	$ 3,000	$ -	$ -
103	OTHER	Transportation Agency for Monterey C	San Juan Road Interchange	MON	Nov-09	Jan-13	$ 90,600	$ 28,325	$ 28,325	$ 90,600
104	OTHER	Sacramento County Airport System	Mather Airport Air Express Logistics Center	**Withdrawn by Project Sponsor**					$ -	$ -
105	OTHER	Caltrans, BNSF & UP	Colton Crossing Flyover	SBD	Feb-10	Jul-13	$ 198,300	$ 97,305	$ 97,305	$ 198,300
106	OTHER	Council of San Benito Governments	San Benito Route 156 Improvement Project	SBT	Aug-08	Jul-11	$ 69,814	$ 9,639	$ -	$ -
107	OTHER	SCVTA	SR 152:New alignment from US 101 to SR 156 & Corridor Mgmt Strategies	SCL	May-11	Mar-13	$ 10,000	$ 5,000	$ -	$ -
OTHER Total		**TCIF Programming Range = $60,000 to $80,000; Recommended Programming Target = $80,000**					**$ 687,207**	**$ 278,372**	**$ 175,179**	**$ 344,949**
						BOND ADMINISTRATION FEES		**$ 40,000**	**$ 40,000**	
GRAND TOTAL		**TCIF Programming Range = $2,490,000 to $3,060,000; Recommended Programming Target = $2,995,000**					**$ 11,003,745**	**$ 4,046,728**	**$ 3,088,037**	**$ 8,403,405**

NCTCC: Northern California Trade Corridors Coalition
SCCG-1: Southern California Consensus Group - Tier I
SCCG-2: Southern California Consensus Group - Tier II
SDBR: San Diego Border Region
OTHER: Other Regions

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
1	ALA	7th Street Grade Separation	Provide new grade separations at 7th Street for both BNSF and UPRR terminals (submerged roadway under UP and elevated structures over BNSF), and replace an existing overhead structure adding more rail capacity.	**I**	1. Scope of work clarification needed: UC vs. OC 2. Air Quality impacts require further analysis –Further information is needed to document volume and speed changes, and whether the number of lanes is changed. Further documentation is needed regarding the spatial shift of emissions from truck to rail. 3. Delivery schedule is optimistic considering complexity of interaction with operational rail tracks. 4. Deliverability Risk - Design Start prior to completion of EIR; Construction Start four-months prior to right of way completion. 5. Funding Plan needs to show costs in thousands of dollars 6. Preconstruction support costs and R/W costs are questioned. 7. MOU with railroad may be required.	1. Resolved – The Port is continuing to look at ways to value engineer this project to reduce cost and provide benefits. 2. In-progress - Additional AQ information to be provided. 3. Noted and validated by sponsor. 4. Noted and validated by sponsor. 5. Resolved – Funding Plan updated. 6. Resolved - Preconstruction support costs and R/W costs were addressed. 7. In-progress – MOU with RR is required.
2	ALA	Martinez Subdivision Rail Improvements	Adds two mainline tracks between port of Oakland and Stege in Richmond	_	1. Air Quality impacts require further analysis – Project doubles rail capacity and increases trains/day throughput. Further information needed to document spatial shift of emissions from trucks to rail. 2. Delivery schedule is optimistic. 3. Deliverability Risk - Design Start prior to completion of EIR; 4. Preconstruction support costs and R/W costs are questioned. 5. Funding Plan needs to show costs in thousands of dollars - 1:1 match not met (rounding error?) 6. Public/Private benefits are not addressed. 7. MOU with railroad is required.	1. In-progress - Additional AQ information to be provided. 2. Delivery schedule is optimistic. 3. Deliverability Risk - Design Start prior to completion of EIR. 4. Preconstruction support costs and R/W costs are questioned. 5. Funding Plan needs to show costs in thousands of dollars - 1:1 match not met (rounding error?) 6. Public/Private benefits are not addressed. 7. In-progress - MOU with railroad is required.

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3	ALA	Outer Harbor Intermodal Terminals (OHIT)	Provides two rail yards, each with six 4000-ft loading track and wide-span electric power rail mounted cranes for container handling. Also provides twelve 4000-ft long storage tracks and container buffer areas.	**I**	1. Air Quality impacts require further analysis – Project nomination did not document volume changes as a result of increasing capacity; AQ reductions do not appear to be correct 2. Scope of work clarification needed re interaction with 7th Street Grade Sep Project 3. Delivery schedule questioned – Design Start prior to completion of EIR; 9-months between end design and begin construction. 4. Funding Plan needs to show costs in thousands of dollars 5. Preconstruction support costs and R/W costs are questioned. 6. MOU with railroad is required. 7. Public/Private benefits are not addressed.	1. In-progress - Additional AQ information to be provided. 2. Resolved - Scope of work clarification was provided. 3. Noted and validated by sponsor. 4. Resolved - Funding plan updated. 5. Resolved – Explanation of preconstruction support costs and R/W costs provided. 6. In-progress - MOU with railroad is required. 7. In-progress – Additional Public/Private benefit information to be provided.

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4	ALA	I-880 Reconstruction @ 23rd & 29th Avenues, Oakland	Interchange modifications at 23rd Ave and 29th Ave providing longer auxiliary lanes, reconstruction of the 29th Ave Overcrossing, reconstruction of the EB and WB 23rd Ave Overcrossing, 11th Street intersection improvements and lengthening of the 29th Ave NB off-ramp.	+	1. Environmental document type (ND) is questionable given that this is a high impact project. 2. Scope of work vs. local and highway traffic operations during construction – clarification needed. May impact cost and schedule. 3. Air Quality impacts require further analysis - Air quality analysis is not provided. 4. Funding plan unclear – prior expenditures and proposed funding are not properly shown 5. Preconstruction support costs and R/W costs are questioned. 6. Funding plan requires further discussion pertaining to use of SHOPP and TCIF funds.	1. Resolved – Assurance provided that a Mitigated ND is anticipated for this project based on PEAR results. 2. Resolved – Clarification was provided. 3. Air Quality impacts require further analysis - Air quality analysis was provided as Attachment A 4. Unresolved - Funding plan unclear – prior expenditures and proposed funding are not properly shown on PPR. 5. Resolved – Additional preconstruction support costs and R/W cost explanation provided. 6. Funding plan requires further discussion pertaining to use of SHOPP.
5	ALA	I-580 Eastbound Truck Climbing Lane	Widen EB I-580 from North Flynn Rd to Greenville Rd adding one 12-ft lane and one 12-ft shoulder providing 3.3-miles of new truck climbing lanes in the EB direction.	+	1. Environmental document type (ND) is questionable given that this is a high impact project. 2. Funding plan reflects 100% SHOPP Funded. 3. Deliverability concern – Const begin April 2013.	1. Resolved - Environmental document type (ND) is supported based on PEAR completed for PSR to be approved March 2008. 2. Funding plan reflects 100% SHOPP Funded. 3. Resolved – Construction to begin February 2012.

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6	KER	Tehachapi Trade Corridor Rail Improvement Project	Construct 6.9 miles of second mainline BNSF track, extend one siding 900 ft, and upgrade signal system to centralized traffic control.	**I**	1. Project Programming Request form is incomplete. 2. Delivery schedule is incomplete. 3. Verify 1:1 match (rounding error?) 4. MOU with railroad is required. 5. Responsibility for cost increases should be clarified. 6. Confirm that Caltrans is the lead for design. 7. Public/Private benefits are not sufficiently addressed. 8. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion and reduced idling required for analysis of local and regional AQ benefits (attachment D is missing)	1. Resolved - Project Programming Request form is complete. 2. Resolved - Delivery schedule is complete. 3. Resolved - 1:1 match. 4. In-progress – LOI and MOU with railroad underway. 5. In-progress – MOU with RR will address responsibilities for cost increases. TCIF will be a not-to-exceed amount 6. Resolved - Caltrans is the lead for design. 7. Unresolved - Public/Private benefits not fully addressed. Private benefits not quantified. 8. In-progress - Additional air quality information was provided.

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7	KER	Shafter Intermodal Rail Facility	Creates an intermodal facility, and provides connections to two existing mainline switches, three-additional parallel tracks, access roads, and off-loading terminal equipment.	–	1. Scope of work unclear. Nomination refers to a completed Phase 1? What is being proposed in this nomination? 2. Deliverability concern: Environmental document type (ND) is questionable given that this is a high impact project. ND was completed in 1996. 3. Delivery Schedule unrealistic: two months for design, three months for construction… 4. Air Quality impacts require further analysis - Project increases emissions at site of intermodal facility located in industrial and agricultural (non-residential) area. Further information needed to document spatial shift of emissions from trucks to rail. 5. Use of Section 190 funds for this project type is questioned. 6. Public/private benefits are not addressed. 7. MOU with railroad is required. 8. Operational/Business plan is required to address freight movement projections, railroad issues, etc. 9. Funding plan needs clarification. 10. Right of way cost does not appear reasonable.	1. Resolved – Expansion of an existing facility. Additional information was provided. 2. Unresolved - City believes the 1996 ND is adequate based on 2005 update to General Plan. 3. In-progress – City believes delivery schedule is supported and reasonable. 4. In-progress - Additional air quality information provided. 5. Unresolved - Use of Section 190 funds for this project type is questioned. 6. Unresolved - Public/Private benefits not sufficiently addressed. Information provided pertains solely to public benefits. 7. Resolved - MOU with railroad exists. 8. In-progress - Operational/Business plan is required to address freight movement projections, railroad issues, etc. 9. Resolved - Funding plan clarified. 10. Resolved – Right of way owned by the City of Shafter.

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8	PLA	Track and Tunnel Improvements at Donner Summit	Construct 9.3 miles of second mainline UPRR track, upgrade 1.3 miles of side track to mainline track standards and increase tunnel clearance over the Donner Summit.	+	1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of additional regional AQ benefits. 2. Submittal (fact and funding plan) is incomplete. 3. Delivery schedule is unclear. 4. MOU with railroad is required. 5. Public/Private benefits are not sufficiently addressed. 6. UPRR match is 50% of total project expenses. Responsibility for cost increases should be clarified.	1. In-progress – Additional air quality information was provided. 2. Resolved – PPR updated. 3. Resolved – PPR identifies delivery schedule. Delivery includes beginning design prior to end of PAED. 4. In-progress – LOI and MOU with railroad underway. 5. Unresolved - Public/Private benefits not fully addressed. Private benefits not quantified. 6. In-progress – MOU with RR will address responsibilities for cost increases. TCIF will be a not-to-exceed amount.
9	SAC	Sacramento Intermodal Track Relocation	Realignment of freight and passenger tracks to new rail corridor south of Central Shops. Project includes track work, operational and safety upgrades, passenger platforms and other facilities, walkways, street overcrossings (5th and 6th Streets), and ped/bike and utility tunnels.	+	1. MOU with railroad is required. 2. Deliverability concerns – construction start and duration: construction to take just 9 months. 3. Potential for significant environmental, air quality and community impacts. 4. Scope of work is unclear. Scope includes street overcrossings which appear to have limited goods movement benefit – Delivery schedule and cost should be separately identified – Consider only track relocation project component as part of TCIF.	1. In-progress – MOU with railroad and the developer is required. 2. Noted and validated by sponsor. 3. In-progress – Additional Information was provided to support the potential for significant environmental, air quality and community impacts. 4. In-progress - Scope of work needs additional discussion. Additional documentation provided is not sufficient to understand the costs related to each work element. 5. NEW – Quantify the Public/Private discussion in terms of monetary benefits.

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10	SJ	4 West Crosstown Freeway Extension - Phase I	Extends the Crosstown Freeway 1.5 miles west to Navy Drive. Involves the construction of twin viaduct-structures and provides two- general purpose lanes and one-Aux lane in each direction. The viaducts will cross over the Boggs Tract community at Fresno Ave.	+	1. TCIF request includes funds for R/W. 2. Delivery/schedule issues: two years for EIR could be very optimistic. 3. Identify local funding sources. 4. High Risk Delivery - Construction start is June 2013.	1. Resolved - TCIF for Construction and Construction Support only. 2. Delivery/schedule issues: two years for EIR could be very optimistic. Delivery schedule validated and unchanged. 3. Resolved - Local funding sources identified. 4. Validated and unchanged - High Risk Delivery - Construction start is June 2013.

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11	SJ	San Joaquin County Short-Haul Freight Project	Consists of the acquisition of the UPRR rail line and right-of-way between Stockton and Nile Junction (Freemont).	_	1. Air Quality impacts require further analysis - Project increases both passenger and freight rail activity. Emissions along the corridor likely increase; there is a lack of information regarding activity at the terminals. Further documentation is needed concerning the spatial shift of emissions from truck to rail. 2. Environmental issues may be significant – environmental document unspecified. 3. Funding plan – TCIF request is for R/W only. 4. Operational/Business plan is required - identify freight types and volume to be moved. 5. Project scope is unclear; more than just purchasing rail track. How does this project interact with the Inland Port short-haul project? 6. Public/private benefits not addressed. 7. MOU with railroad is required. 8. Identify relationship with San Joaquin and railroad as to usage, maintenance, etc.	1. In-progress – Additional air quality information was provided. 2. Unresolved - Environmental issues may be significant – environmental document unspecified. 3. Unresolved - Funding plan – TCIF request is for R/W only. Response states that procurement is not just right of way but is the procurement of a fully functional trunk line rail system. 4. In-progress - Plan submitted – analysis is required. 5. In-progress - Project scope is unclear; more than just purchasing rail track. How does this project interact with the Inland Port short-haul project? Information provided, analysis required. 6. Unresolved - Public/private benefits not addressed. 7. Unresolved - MOU with railroad is required. 8. In-progress - Information provided; analysis is required.

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12	SJ	San Francisco Bay to Stockton Ship Channel Deepening Project	Involves the dredging of the Stockton Ship Channel from 35 ft to a depth of 45 ft from Pinole Shoal to New York Slough and from 35 ft to 40 ft from New York Slough to the Port of Stockton	**I**	1. Scope of work unclear. 2. TCIF request includes funding for R/W. 3. Local air quality and community impacts due to increase of vehicular traffic at the port require further analysis. Port terminus results in local AQ impacts; ship channel increases capacity, project nomination claims fewer ships; need backup calculations. 4. Schedule for EIR/EIS appears extremely aggressive at less than a year for EIR/EIS approval. 5. Increased activity in channel by larger ships will need to be addressed.	1. Resolved – scope of work clarified. 2. In-progress – New PPR pending to show TCIF request will not include R/W. 3. In-progress - Additional air quality information was provided. 4. Unresolved - Schedule for EIR/EIS appears extremely aggressive at less than a year for EIR/EIS approval. 5. In-progress - Additional information was provided, analysis required.
13	SOL	I-80 Eastbound Cordelia Truck Scales Relocation	Relocate and rebuild the EB I-80 truck scale facility, build a new four-lane bridge across Suisun Creek, and braided ramps from the new scales to EB I-80 and EB SR 12.	**+**	1. What are AB 1171 funds? RM2? 2. Funding plan does not show prior funding; i.e., PAED	1. Resolved – Funds are local bridge tolls. 2. Resolved - Funding plan identifies prior funding; i.e., PAED.

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14	STA	San Joaquin Valley Short Haul Rail/Inland Port Project	Involves the development of an inland port logistics center at Crows Landing Air Facility and the construction of a short-haul rail service. The project railroad right-of-way acquisition and construction of 170 acre rail intermodal facility that provides for the loading and unloading of containers from railcars.	–	1. Air Quality impacts require further analysis - Project increases freight rail activity. Emissions along the corridor likely increase; there is a lack of information regarding activity at the terminals. Further documentation is needed concerning the spatial shift of emissions from truck to rail. 2. Operational/Business plan is required. 3. MOU with railroad and West Park is required. 4. Public/Private benefits not addressed. 5. Match issues – use of donated land from the County – prior expenditures not eligible for match. 6. Environmental document not specified – environmental issues may be significant. 7. Risk design – design begins before environmental complete.	1. In-progress – Additional air quality information was provided. 2. In-progress - Operational/Business plan information was provided. Additional analysis is required. 3. In-progress - MOU with railroad and West Park is required. 4. Unresolved - Public/Private benefits not sufficiently addressed. Information provided pertains solely to public benefits. 5. Resolved Match issues – TCIF funds will be limited to $25 M which meets 1:1 Match. 6. Resolved – EIR anticipated. 7. In-progress – Project sponsors acknowledge the risk of design beginning before environmental completion.
15	YOL	Sacramento River Deep Water Channel Project	Involves the dredging of 35 miles of the Sacramento River deep water channel an additional five feet in depth (from 30 ft to 35 ft)	I	1. Local air quality and community impacts due to increase of vehicular traffic at the port require further analysis. The increase in cargo volume or port capacity will result in more truck traffic at the local level (around the port). Need more info about local truck traffic change and emissions. 2. Delivery concerns: one year for EIR/EIS approval, four month for design. 3. Increased activity in channel by larger ships will need to be addressed.	1. In-progress - Additional air quality information was provided. 2. Resolved – EIR is a supplemental document to be adopted 2009. Design changes are not expected from original design. 3. In-progress - Additional information provided, analysis required.

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16	LA	San Gabriel Valley Grade Separation Program	A two mile trench in the cities of Alhambra, San Gabriel and Rosemead to lower UPRR tracks under Ramona Street, Mission Road, Del Mar Ave, and San Gabriel Blvd. Also includes two new RR bridges over Alhambra and Rubio washes.	+	1. Project Milestones incomplete. 2. Verify prior funding as related to the 1:1 match. 3. 1:1 match not met – Is $20 million planned to be from PUC Section 190 Proposition 1B funding?	1. Resolved - Project milestones complete. 2. Resolved – 1:1 Match. 3. Resolved - 1:1 Match.
17	LA	SR 47 Expressway-Schuyler Heim Bridge Replace/Construct Expressway & Flyover	A new 2.2 mile elevated expressway connecting Terminal Island with major highways and transportation corridors. Replaces the seismically deficient Heim Bridge with a fixed span structure, and provides aerial connector extensions that grade separates five at-grade rail crossings and three signalized intersections.	–	1. Air Quality impacts require further analysis. The project improves air quality for some receptors, but worsens air quality for others due to traffic rerouting. Further information on the effectiveness of planned mitigation would be helpful. 2. Scope of work clarification is needed. What is included in this project request? 3. Deliverability High Risk: 18 month window from EIR/EIS to construction start, and less than two years for construction appears unrealistic. Will this be delivered through several construction contracts? Is design/build a consideration? 4. Programming Request Form Project Milestones PS&E ending 12/1/08 should be 12/1/09. 5. Clarification of all funding sources and funding status is required.	1. In-progress - Additional air quality information was provided. 2. Resolved – Scope of work clarified. 3. Resolved - Project will consist of three design-bid-build contracts. 4. Resolved - Programming Request Form reflects PS&E ending 12/1/09. 5. Resolved – Clarification of all funding sources and funding status provided.

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18	LA	ACE: Gateway-Valley View Grade Separation Project	A lowering of Valley View Avenue and Stage Road below the BNSF tracks, constructing a new bridge for BNSF accommodating three mainline and utility tracks, and providing two through-lanes in each direction of affected streets.	+	1. Is an update to the environmental document (CE) required? 2. Revise funding sheets to show appropriate year of funding – funding requests shown in prior years?	1. Resolved – Sponsor will pursue update if needed. 2. Resolved – Funding sheets revised.
19	LA	New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	A new 7000 ft passing siding between Land and Vincent stations on the Antelope Valley Line to accommodate projected increase in UP freight frequency and length demands.	–	1. Air Quality impacts require further analysis - Local air quality and community impacts due to increase of activity at siding - Project documents increased emissions at siding, but no sensitive receptors within 1000 feet. Further documentation needed to describe spatial shift of emissions from truck to rail. 2. Public/private benefits not addressed. 3. MOU with UPRR is required. 4. Clarify ownership of the rail line. 5. Provide the agreement that identifies respective responsibilities between the passenger rail and freight rail.	1. In-progress - Additional air quality information was provided. 2. Resolved – Improvements to publicly owned facility. 3. Resolved - MOU with UPRR is not required as rail line is owned by Metro. 4. Resolved – rail line is owned by Metro. 5. Unresolved - Provide the agreement that identifies respective responsibilities between the passenger rail and freight rail.

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20	LA	I-110 Fwy Access Ramp Imp SR 47/I110 NB Connector Widening	Widening of the WB SR-47/NB I-110 connector from 1 to 2 lane, adding Aux lane for NB I-110, and widening the off-ramp at John Gibson Blvd to accommodate truck turning movements.	**I**	1. Environmental issues may be significant – environmental document unspecified. 2. Air Quality impacts require further analysis - This project has significant capacity expansion. Regional level emissions benefit is provided in documentation, but need local air quality impact info and further documentation on relationship between truck volumes and capacity increase. 3. Project schedule appears optimistic. Specifically, the timeframe for the Design of an interchange in one year should be discussed. 4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets. 5. Verify Implementing Agency on Project Programming Request form 6. LA/IE Tier II project "I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front Street" with these Tier I projects 7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF.	1. Resolved – Environmental Document is an ND/FONSI 2. In-progress - Additional air quality information was provided. 3. Resolved - Project schedule revised to extend time for design. 4. Resolved - Funding Plan includes all phases. Ordinance for cargo tariff was provided. Prior expenditures and preconstruction budgets are shown. 5. In-progress - Implementing Agency is the Port of LA. 6. Resolved – Higher priority projects proposed in Tier 1. 7. Resolved – No SHOPP Funding is targeted for this project.

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21	LA	C Street Access Ramps Improvements	Reconfigure NB I-110/C Street off-Ramp, and combine two closely spaced intersections with I-110 at C Street and Harry Bridges Blvd	I	1. Environmental issues may be significant – environmental document unspecified. 2. Air Quality impacts require further analysis - The project introduces a significant change and potential capacity increase by the new interchange. Regional level emissions benefit is provided in documentation, but need clear documentation regarding local air quality impacts and how the new interchange will affect local truck traffic. 3. Project schedule appears optimistic. Specifically, the timeframe for the duration of the Design phase. 4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets. 5. Verify Implementing Agency on Project Programming Request form 6. LA/IE Tier II project "I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front Street" with these Tier I projects 7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF.	1. Resolved – Environmental document is an ND/FONSI. 2. In-progress - Additional air quality information was provided. 3. Resolved - Project schedule revised to extend time for design. 4. Resolved - Funding Plan includes all phases. Ordinance for cargo tariff was provided. Prior expenditures and preconstruction budgets are shown. 5. Resolved - Implementing Agency is the Port of LA. 6. Resolved – Higher priority projects proposed in Tier 1. 7. Resolved – No SHOPP Funding is targeted for this project.
22	LA	Washington Blvd Widening & Reconstruction Project	Increase capacity to three lanes in each direction add one lane in each direction and reconstruct Washington Blvd with 10 ft thick PCC for a total with of 84 ft.	I	1. Air Quality impacts require further analysis 2. Deliverability concern: Environmental document type (ND) is questionable given that this is a high impact project. Project Milestones appear optimistic. 3. Project Programming Request form incomplete – PA&ED costs not shown.	1. In-progress - Additional air quality information was provided. 2. Resolved – Planned document type is (CE). 3. Resolved - Project Programming Request form complete – PA&ED costs are shown.

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23	LA	South Wilmington Grade Separation	Grade separate multiple at grade-crossings of vehicle/truck traffic from rail lines that connect to the Alameda Corridor, and provide direct access to port terminals, community center and other business.	+	1. Scope of work is unclear. 2. Project milestones questioned – five years for design phase, no right of way phase? 3. Support costs appear low.	1. Resolved – Scope of work clarified. 2. Resolved - Project milestones validated. 3. Resolved – Funding plan validated.
24	LA	Gerald Desmond Bridge Replacement	Replace the existing Desmond Bridge with a six-lane cable-stayed bridge structure, and reconstruct interchanges at Terminal Island and the I-710. Total elevated structure length including ramps 16,082 ft.	+	1. Air Quality impacts require further analysis. 2. Deliverability High Risk – schedule appears optimistic. 15 months for design is extremely aggressive. Will this be delivered through several construction contracts? Is design/build a consideration? 3. Financial plan appears to include unsecured funding - Clarification of funding sources and match should be provided. 4. Allocation of SHOPP funding is subject to the adoption and relinquishment of the route into the SHS.	1. In-progress - Additional air quality information was provided. 2. Resolved - Project will be delivered through multiple design-bid-build contracts 3. Unresolved - Financial plan includes $38 million unsecured funding. 4. Allocation of SHOPP funding is subject to the adoption and relinquishment of the route into the SHS.

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25 26 27 28 29 30 31 32 33 34	LA	Ports Rail System - Tier I	Involves several interrelated projects that include a new lift bridge for a new track over the Cerritos Channel, and other improvements such as added mainline and storage tracks, track realignments, access improvements, and the elimination of a grade separation.	+	1. Incomplete nomination package 2. Scope of work is unclear. Multiple major projects with little or no scope description. 3. Air Quality impacts require further analysis. 4. Environmental issues may be significant – environmental document unspecified. 5. Project Programming Request form incomplete –contact information, project milestones & funding plans (proposed cargo fees funding). 6. Methodology used to support the conclusion that the projects will reduce truck trips is required. 7. Benefits of each project should be addressed separately.	1. Resolved – Additional information provided. 2. Resolved - Scope of work clarified. 3. In-progress - Additional air quality information was provided. 4. Resolved – EIR/EIS. 5. Resolved - Project Programming Request forms are complete. Cargo fees are approved. 6. In-progress - Additional information was provided. 7. Unresolved - Benefits of each project should be addressed separately in relation to overall plan.
35	ORA	SR 91 connect WB aux lanes through IC on SR 91 between SR 57 & I-5	Widening of the WB SR-91 from three to four general purpose lanes from SR-57 to I-5 by connecting the existing auxiliary lanes through interchanges	I	1. Air Quality impacts require further analysis. Local impacts not addressed. Project documentation should describe how changes in truck volumes and speeds affect corridor-specific emissions. 2. Freight benefits not adequately addressed. 3. Table 1-2 indicates no increased improvement beyond LOS F. B/C analysis should be performed.	1. In-progress - Additional air quality information was provided. 2. Resolved. 3. Resolved.
36	ORA	State College Grade Separation	Involves lowering State College Blvd below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. 1:1 match is not met – Prior expenditures as of Nov 2006 needs to broken out and funding sources need to be indentified. 3. Deliverability concern: Environmental document type (ND) is questionable; railroad agreements, shoofly construction, utilities and other site-specific conflicts.	1. Resolved – scope of work clarified 2. Resolved – 1:1 Match. 3. Resolved - >nvironmental document type (ND) is approved by state and federal agencies. Shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development.

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37	ORA	Placentia Avenue Undercrossing	Involves lowering Placentia Ave below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. 3. 1:1 Match rounding errors. 4. Include all prior funds on programming request form.	1. Resolved – Project is to construct an underpass. Live railroad tracks will be maintained. 2. Resolved - environmental document type (ND), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. 3. Resolved – match met. 4. Resolved – Funds identified on PPR.
38	ORA	Orangethorpe Avenue Grade Separation	Involves the construction of three bridges at Orangethorpe Ave, Chapman Ave and Miller St to carry vehicular traffic above the BNSF tracks	+	1. Scope of work is unclear – total of three bridge structures? How is adjacent local road access maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified. 3. Include all prior funds on programming request form. 4. 1:1 match rounding errors.	1. Resolved – Project is to construct an underpass. Includes construction of three bridge structures. Adjacent local road access maintained through phased bridge construction. 2. Resolved – environmental document is an EIR. 3. Resolved – Prior funds documented. 4. Resolved – 1:1 match.
39	ORA	Kraemer Blvd Undercrossing	Involves the lowering of Kramer Blvd below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track, and a new bridge will be constructed to carry traffic on Crowther Ave (runs parallel to the BNSF tracks) over the depressed Kramer Blvd.	+	1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. 3. 1:1 Match rounding errors. 4. Include all prior funds on programming request form.	1. Resolved - Scope of work clarified. 2. Resolved - environmental document type (EIR), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. 3. Resolved – 1:1 match. 4. Resolved – Prior funds documented.

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40	ORA	Raymond Avenue Grade Separation	Involves lowering Raymond Ave below the BNSF tracks. A new railroad bridge will be constructed to allow for a future third mainline track.	+	1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified; railroad agreements, shoofly construction, utilities and other site-specific conflicts. Construction start planned for Dec 2013? 3. 1:1 Match rounding errors. 4. Include all prior funds on programming request form.	1. Resolved - Scope of work clarified. 2. Resolved - environmental document type (CE), shoofly construction, MOU with RR, utilities and other site-specific conflicts will be addressed during project development. Validated Const Start Date Dec 2013. 3. Resolved – 1:1 Match. 4. Resolved – No prior funds.
41	ORA	Lakeview Avenue Overcrossing	Involves the construction of six bridge structures at to carry vehicular traffic on Lakeview Ave above the BNSF tracks	+	1. Scope of work is unclear - Where are six bridge structures located and identified on project map? How is adjacent local road access maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified. 3. Include all prior funds on programming request form. 4. 1:1 match rounding errors.	1. Resolved – Scope of work clarified. 2. Resolved – environmental document is an EIR. 3. Resolved – Prior funds documented. 4. Resolved - 1:1 Match.
42	ORA	Tustin Avenue/Rose Drive Overcrossing	Involves the construction of bridge structures at to carry vehicular traffic on Tustin Ave/Rose Dr above the BNSF tracks, and connectors from the new structure to Orangethorpe Ave (runs parallel to BNSF tracks)	+	1. Scope of work is unclear – where are the other structures? How many? How is adjacent local road access maintained? 2. Deliverability concern: Environmental issues may be significant – environmental document unspecified. 3. Include all prior funds on programming request form. 4. 1:1 match rounding errors.	1. Resolved – Scope of work clarified. 2. Resolved - Environmental document is an EIR. 3. Resolved – Prior funds documented. 4. Resolved - 1:1 match.

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43	RIV	Columbia Avenue Grade Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	1. Scope of work is unclear. How is adjacent local road access maintained? 2. CE may require update? 3. Funding plan - use of Section 190 funds.	1. Resolved – Scope of work clarified 2. Resolved - CE update is not required. 3. Resolved – City has committed to backfill if Section 190 funds are not available.
44	RIV	Auto Center Drive Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	1. Scope of work clarification – discussion of adjacent Dike. What is included in this project? 2. Delivery schedule requires clarification. 3. 1:1 Match not met 4. Delivery – CE may require update. 5. Funding plan - use of Section 190 funds.	1. Resolved – Scope of work clarified. 2. Resolved – Clarification provided. 3. Resolved - 1:1 Match. 4. Resolved – CE was certified in January 2008. 5. Unresolved - Section 190 funds are not secured. City did not commit to cover unsecured funding.
45	RIV	Magnolia Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	1. Scope of work is unclear – Local streets? 2. Delivery – CE may require update. 3. 1:1 Match not met - Clarification of prior funds and eligibility as match. 4. Funding plan - use of Section 190 funds.	1. Resolved – Scope of work clarified. 2. Resolved - CE update is not required. 3. Unresolved - Clarification of prior funds and eligibility as match. New PPR required. 4. Resolved – City has committed to backfill if Section 190 funds are not available.
46	RIV	Iowa Avenue Grade Separation	Construct four-lane roadway bridge over existing BNSF tracks	+	1. Delivery – CE may require update. 2. Scope of work is unclear How is adjacent local road access maintained? 3. Funding plan - use of Section 190 funds. 4. Clarification of prior funds and eligibility as match.	1. Resolved - CE update is not required. 2. Resolved – scope of work clarified. 3. Resolved – City has committed to backfill if Section 190 funds are not available. 4. Resolved – 1:1 Match.

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47	RIV	Sunset Avenue Grade Separation	Lower Sunset Ave, construct a new UPRR bridge, and reconstruct I-10 ramps to Sunset Ave.	+	1. Scope of work questionable: underpass vs. overpass? Live railroad tracks need to be maintained? 2. Overlapping PAED and Design phases. 3. Funding plan – RR contribution committed?	1. Resolved – Scope of work clarified. 2. Schedule validated by project sponsor. 3. In-progress – MOU with RR anticipated by 2009 for RR contribution. City has committed to backfill if RR contribution funds not received.
48	RIV	Streeter Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	1. Delivery schedule requires clarification. 2. Delivery – CE may require update. 3. Scope of work is unclear – Overpass or underpass? 4. Clarification of prior funds and eligibility as match. 5. 1:1 match not met. - Use of Section 190 funds & container fees?	1. Resolved - Delivery schedule revised. 2. Resolved - CE update is not required. 3. Resolved – scope of work clarified. 4. Resolved – Clarified prior funds as eligible for match. 5. Unresolved - 1:1 match met pending approval of container fee legislation. City has committed to backfill if Section 190 fund are not received.

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49	RIV	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	Construct an elevated structure over the UPRR tracks	I	1. Scope of work is unclear – roadway width? How is adjacent local road access maintained? 2. Air Quality impacts require further analysis. The project introduces significant capacity expansion by widening the current 2-lane road to 6-lane at grade crossing. Emissions benefit is shown as 0.89 grams/day reduction of PM2.5 by year 2030, without a comparison between build vs. no build. Need backup calculations and clear documentation as to how grade separation and increased capacity will result in local air quality impacts. 3. Project Programming Request form is incomplete. 4. Funding plan – use of Section 190 funds, source of local funds not identified. 5. Environmental document not identified.	1. Resolved – Scope of work clarified. 2. In-progress –Air Quality impacts require further analysis. Additional information may be required. 3. Resolved – PPR provided. 4. Resolved - City has committed to backfill if Section 190 funds are not received, source of local is Riverside County Measure A. 5. Resolved - Environmental document is an ND.
50	RIV	Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	Construct a six-lane elevated structure over the UPRR tracks	I	1. Scope of work is unclear – two to six lanes? How is adjacent local road access maintained? 2. Air Quality impacts require further analysis. The project introduces significant capacity expansion by widening the current 2-lane road to 6-lane at grade crossing. Emissions benefit is shown as 1.6 grams/day reduction of PM2.5 by year 2030, without a comparison between build vs. no build. Need backup calculations and clear documentation as to how grade separation and increased capacity will result in local air quality impacts. 3. Funding plan – use of Section 190 funds, source of local funds not identified. 4. Environmental document not identified.	1. Resolved – Scope of work clarified. 2. In-progress –Air Quality impacts require further analysis. 3. Resolved - City has committed to backfill if Section 190 fund are not received., source of local is Riverside County Measure A. 4. Resolved - Environmental document is an ND.

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51	RIV	Grade Separation at Clay Street Railroad Grade Crossing	Lower Clay St and construct a new UPRR bridge	+	1. Scope of work questionable: underpass vs. overpass? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds	1. Resolved - Scope of work is for the construction of an underpass. 2. Resolved - CE update scheduled for September 2009. 3. Unresolved - 1:1 match met. However, full funding of project is contingent on approval of container fee legislation. County committed to backfill if Section 190 funds & container fees are not received.
52	RIV	Riverside Avenue Grade Separation	Construct four-lane roadway bridge over existing UPRR tracks	+	1. Scope of work unclear. 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds.	1. Resolved - Scope of work is for the construction of an underpass. 2. Resolved - CE update is not required. 3. Unresolved - 1:1 match met. However, full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received.
53	RIV	3rd Street Grade Separation	Lower 3rd Street and construct a new BNSF bridge.	+	1. Scope of work questionable: underpass vs. overpass? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds	1. Resolved - Scope of work clarified 2. Resolved - CE update is not required. 3. Unresolved - 1:1 match & full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received.

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54	RIV	Grade Separation at Magnolia Avenue Railroad Grade Crossing	Construct four-lane roadway bridge over existing BNSF tracks	+	1. Scope of work is unclear – How is adjacent local road access maintained? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds	1. Resolved – Construction of a frontage road will provide access to adjacent properties. 2. Resolved – CE update scheduled for September 2009. 3. Unresolved - 1:1 match & full funding of project is contingent on approval of container fee legislation and Section 190 funds.
55	RIV	March Inland Cargo Port Airport-I215 Van Buren Blvd - Ground Access Imp	Reconstruct I-215/Van Buren Blvd IC and nearby BNSF Grade Separation, and add auxiliary lanes on I-215	+	1. Scope of work unclear – does not appear to improve access to airport? 2. Nomination is not clear as to how the project benefits air cargo movement. 3. Deliverability concern: Environmental document type (ND) is questionable. 4. Riverside Measure A funds not yet committed - March/April 2008. 5. Expects donated R/W and so includes no R/W cost provision.	1. Resolved - Scope of work clarified. 2. Resolved – interaction with cargo port and storage facilities clarified. 3. Resolved – Planned environmental document is Mitigated ND. 4. Unresolved - Riverside Measure A funds not yet committed - March/April 2008. 5. Resolved - Expects donated R/W, and has a contingency plan to fund the R/W cost if donation does not materialize.

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56	SB	I-15 Widening and Devore Interchange Reconstruction	Reconfigure I-15/I-215 Interchange, add one general purpose lane in each direction, and provide a truck bypass lanes and auxiliary lanes.	+	1. Scope of work unclear. 2. Air Quality impacts require further analysis. Local air quality impacts not addressed. 3. Deliverability concern: Environmental document type (ND) is questionable. 4. Extremely high deliverability risk - PSR 2009; construction start Nov 2013. 5. How does overall capacity increase 40% if there is no appreciable change in heavy duty truck volume? Contradiction with air quality and throughput due to increase in capacity.	1. Resolved - Scope of work clarified. 2. Unresolved – Additional Air Quality information not provided. 3. Unresolved - Deliverability concern: Environmental document type (ND) is questionable. Additional information was not provided. 4. Unresolved - Extremely high deliverability risk - PSR 2009; construction start Nov 2013. 5. Unresolved - How does overall capacity increase 40% if there is no appreciable change in heavy duty truck volume? Contradiction with air quality and throughput due to increase in capacity.
57 58 59	SB	I-10 Corridor Logistics Access Project	Reconstructs interchanges at Cherry Ave, Citrus Ave and Riverside Ave, and widen grade separation structures at Cherry Ave and Citrus Ave over the UPRR tracks.	I	1. Scope of work unclear 2. Air Quality impacts require further analysis. Further documentation needed regarding expansion of number of lanes and lack of expected change in truck volumes. 3. Clarification needed of Implementing Agency. 4. Will need three separate projects for delivery purposes. 5. Project Programming Request form unclear. Match should be secured for each project - each funding plan should stand on its own. 6. Deliverability concern: Environmental document type (IS/MND) is questionable.	1. Resolved – Scope of work clarified 2. Unresolved – Additional Air Quality information not provided. 3. Resolved – Implementing Agencies clarified. 4. Resolved - Three separate projects for delivery purposes. 5. • Resolved - Cherry – 1:1 Match. • Resolved - Citrus – 1:1 Match. • Unresolved - Riverside - 1:1 Match. 6. Unresolved – comment not addressed.

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60	SB	ACE Glen Helen Pkwy Railroad Grade Separation	Construct an overpass to grade separate the Glenn Helen Parkway from UPRR and BNSF tracks	+	1. Incomplete nomination? 2. Scope of work unclear - Overpass or underpass? 3. Air Quality impacts require further analysis. 4. Delivery – CE may require update.	1. Resolved – PPR updated. 2. Resolved – project includes construction of an overpass. 3. In-progress - Additional air quality information provided. 4. Resolved – CEQA exemption. NEPA not required as no federal funds.
61	SB	ACE North Milliken Ave Railroad Grade Separation at UPRR	Construct a new structure to grade separate the Milliken Ave from UPRR tracks	+	1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified.	1. Resolved – PPR provided. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.
62	SB	ACE South Milliken Grade Separation at UP Los Angeles	Construct a new structure to grade separate the Milliken Ave from UPRR tracks	+	1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified.	1. Resolved – PPR updated. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.
63	SB	ACE Valley Grade Separation at BNSF/UP San Bernardino	Construct a new structure to grade separate the Valley Blvd from UPRR tracks	+	1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified.	1. Resolved – PPR updated. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an overpass. 4. Resolved - CE update is not required.

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64	SB	ACE Palm Grade Separation at BNSF/UP Cajon	Widen Palm Ave and Cajon Blvd from two to four lanes and construct a new structure to grade separate Palm Ave from UPRR tracks	+	1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified.	1. Resolved – PPR updated. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an overpass. 4. Resolved - CE update is not required.
65	SB	ACE Lenwood Grade Separation at BNSF Cajon	Construct a new structure to grade separate the Lenwood Rd from UPRR tracks	I	1. Incomplete nomination 2. Scope of work unclear - Overpass or underpass? 3. Air Quality impacts require further analysis. AQ impacts from diversion of traffic from the "8 mile detour" to Lenwood Rd are not documented; throughput estimates of delay relief seem implausible given other high volumes grade crossing requests that were submitted, Need documentation. 4. Delivery – ND/CE may require update.	1. Resolved – PPR provided. 2. Resolved – Project includes construction of an overpass. 3. In-progress - Additional AQ information was provided. 4. Resolved - CE update is not required.
66	SB	ACE Vineyard Grade Separation at UP Alhambra	Construct a new structure to grade separate the Vineyard Ave from UPRR tracks	+	1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified.	1. Resolved – PPR provided. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.
67	SB	ACE South Archibald Grade Separation at UP Los Angeles	Construct a new structure to grade separate the South Archibald Ave from UPRR tracks	+	1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified.	1. Resolved – PPR provided. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.

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68	VEN	US 101 Rice Avenue Interchange	Construct a new structure to accommodate the widening of US-101/Rice Ave IC from two to eight lanes (six-through and two-SB left-turn lanes), new on- and off-ramps, and realignment of Ventura Blvd.	**I**	1. Air Quality impacts require further analysis –Further documentation needed regarding expansion of number of lanes and lack of expected change in truck volumes. 2. Funding plan incomplete – Include all prior and proposed costs on programming request form – 3. Deliverability concern: Environmental document type (ND) is questionable. PAED started in 1989 and completed in 2002. 4. 1:1 Match not met – Matching funds rely on prior expenditures to meet match requirement. This project is planned to for contract award in October 2008, a few months past adoption into program. Only Construction costs eligible for match resulting in TCIF share of maximum $30.0 million.	1. In-progress - Additional AQ information was provided. 2. Resolved – PPR revised. 3. Unresolved - Environmental document type (ND) is questionable - PAED started in 1989 and completed in 2002. Additional information not provided. 4. Resolved - 1:1 Match.
69	LA	Nogales Street Grade Separation Project	Lowering of Nogales Street resulting in a four-lane roadway below the UPRR tracks, and the construction of a new two-track railroad bridge and the reconstruction approximately 1000 ft of tracks, including a two-track shoofly.	**+**	1. 1:1 match screen is not met. 2. Deliverability – schedule may be optimistic. 3. Project milestones incomplete - include month, date and year.	1. Resolved - 1:1 match. 2. Resolved – Schedule was revised and milestones validated. 3. Resolved - Project milestones include month and year.

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70	LA	I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front St	A new WB SR-47 On and Off-Ramps at Front Street. North of the intersection, Front Street will be modified to provide two-NB lanes, two-SB lanes and an exclusive right turn lane South of the intersection, Front Street will provide one-NB lane, two-NB-left-turn lanes, and two-SB lanes.	**I**	1. Environmental issues may be significant – environmental document unspecified. 2. Air Quality impacts require further analysis. Documentation needed to explain spatial shift in activity and emissions away from local communities. 3. Project schedule appears optimistic. Specifically, the timeframe for the Design of an interchange in one year should be discussed. 4. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets. 5. Verify Implementing Agency on Project Programming Request form 6. This project should be included with the I-110 connectors Tier I project requests 7. SHOPP eligibility should be investigated as an alternative source of funding to TCIF.	1. In-progress - Environmental document unspecified on PPR. Response states most likely a Mitigated ND and Mitigated FONSI. 2. In-progress - Additional AQ information was provided. 3. Resolved – Design timeframe revised to 2 years. However, design begins prior to completion of environmental. 4. Resolved – Funding plan was updated. 5. Resolved – Implementing agency is the Port of Los Angeles. 6. Resolved – Project not as high of a priority as Tier 1 projects. 7. Resolved - SHOPP is not targeted for this project.

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71	LA	Interstate 5 Truck Lanes	Adds two truck climbing lanes on SB, and one truck climbing lane NB, I-5 between Pico Lyons/Calgrove and SR-14	–	1. 1:1 match questionable - What is source of local funds? 2. Air Quality impacts require further analysis. Project documentation shows increased DPM emissions in build scenario for 2015 and 2030. 3. Verify Implementing Agency information - Who is GSGC? 4. Risk Design - Project Milestones reflect design start prior to approval of EIR/EIS 5. Funding Plan incomplete – include all prior and proposed costs including PAED. 6. Pre-construction Support costs appear very low. 7. R/W costs not shown? Confirm R/W acquisition is not required for the project.	1. Resolved – Metro Board resolution committing sponsorship to project. 2. In-progress - Additional AQ information was provided.. 3. Resolved – Caltrans is the Implementing Agency & Metro is the Sponsoring Agency – 4. Resolved – Support and acknowledgment of risk design provided. 5. Resolved - Funding Plan updated. 6. Resolved – Funding plan updated to address pre-construction costs. 7. Resolved - R/W costs not required for the project.
72	LA	Navy Way Connector to Westbound Seaside Ave (SR 47)	Constructs a flyover from NB Navy Way to WB SR-47and reconfigures WB on-ramp and EB off-ramp at Ferry Street	**I**	1. Air Quality impacts require further analysis. Project appears to reduce idling and smooth flow. Documentation needed of traffic activity changes and emissions. 2. Environmental issues – environmental document unspecified. 3. Who is the Implementing Agency? 4. Funding plan incomplete – include all prior and proposed preconstruction costs in Project Programming Request form 5. Confirm R/W acquisition is not required for the project - If route is adopted into SHS there may be additional R/W issues. 6. Why is scope of work not of higher priority - why not a Tier I project?	1. In-progress - Additional AQ information was provided. 2. Resolved – Environmental document specified is an ND/FONSI. 3. In-progress – Implementing Agency is the Port of Los Angeles, however the implementing agency for each component is not specified. 4. Resolved - Funding Plan updated. 5. Resolved – all work within existing R/W. 6. Resolved – Not as high as Tier 1 Priorities.

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73	LA	Ports Rail Program - Phase 2	Provides increased storage capacity at and rail yard enhancements to support intermodal cargo movement	+	1. Incomplete nomination package 2. Scope of work is unclear. Multiple major projects with little scope description. 3. Air Quality impacts require further analysis. 4. Environmental issues may be significant – environmental document unspecified. 5. Project Programming Request form incomplete –contact information, project milestones & funding plans (proposed cargo fees funding). 6. Methodology used to support the conclusion that the projects will reduce truck trips is required. 7. Benefits of each project should be addressed separately.	1. Resolved – additional information provided. 2. Resolved - Scope of work clarified. 3. In-progress - Additional AQ information was provided.. 4. Resolved – EIR/EIS. 5. Resolved - Project Programming Request form complete. Cargo fees are approved. 6. In-progress - Methodology provided. Additional analysis required. 7. Unresolved - Benefits of each project should be addressed separately in relation to overall plan.
74	ORA	SR 57 Truck Climbing Lane	Adds a two-mile NB Aux lane from Lambert Rd to just North of Orange County Line, and modifies NB on-ramp at Lambert Rd	+	1. Scope of work unclear – what does this project involve? 2. Deliverability risks – EIR to start in 11/2008, Design starts prior to EIR approval, Construction starts 11/2013. 3. Right of way cost appears too low.	1. Resolved – Scope of work clarified. Deliverability risks – EIR to start in 11/2008, Design starts prior to EIR approval. Construction starts 10/2013. 2. Resolved –Right of Way estimate validated.

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75	RIV	ACE Mary Street Grade Separation (BNSF)	Construct four-lane roadway bridge over existing BNSF tracks	+	1. Air Quality impacts require further analysis - Documentation notes that project provides for increased volume of freight traffic through capacity expansion or operational efficiency, but does not specify how. Some additional information would be helpful. 2. Scope of work questionable - underpass vs. overpass? 3. Delivery – CE may require update. 4. 1:1 match not met - use of Section 190 funds, container fees & prior funds	1. In-progress - Additional AQ information was provided. 2. Resolved – Project includes construction of an underpass. 3. Resolved – CE approval estimated for summer 2009. 4. Unresolved - 1:1 match met. However, full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received.
76	RIV	Jurupa Road Railroad Grade Separation	Construct an elevated structure over the UPRR tracks	+	1. Scope of work unclear – Jurupa vs. existing RR track? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds	1. Resolved – Project is for the construction of an overpass over UPRR mainline. 2. Resolved – CE update is scheduled for Sept 2009. 3. Unresolved - 1:1 match met. However, full funding of project is contingent on approval of container fee legislation. County has committed to backfill if Section 190 fund are not received.
77	RIV	I-10/SR60 EB Truck Climbing Lane	Add 7.6 miles of dedicated truck lane in EB direction on I-10 between Riverside/San Bernardino Line and I-10/SR-60 IC	+	1. Scope of work unclear – what does this project involve? 2. Environmental issues may be significant – environmental document unspecified. 3. All work within existing right of way?	1. Resolved – Additional information provided. 2. Resolved – IS/EA leading to ND/FONSI anticipated. 3. Resolved - All work is within existing right of way.

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78	SBD	High Desert Corridor - Phase I A from I-15 to Phantom East	Construct Phase 1A of the High Desert Corridor - 4.75 miles of four-lane freeway, with fwy to fwy IC at I-15 and several bridge structures, terminating at the Southern California Logistics Airport.	–	1. Incomplete submittal – 2. Scope of work unclear – What is the proposed project? 3. Air Quality impacts require further analysis – Local impacts not addressed. Project appears to provide emission reduction benefits in more densely populated SCAB, while increasing emissions at more remote site. 4. Deliverability High Risk: EIR/EIS May 2011, Construction Start Dec 2013; does not reflect Design start date or begin environmental phase? 5. Funding plan needs validation – identify each source and amount of local funds. 6. Operational/Business plan is required - identify freight types and volume to be moved. 7. Public/Private benefit is required. 8. What is Route E-220? Will this become a state highway?	Note: Given nature of response, additional time is required to evaluate the extent to which concerns were addressed. 1. Incomplete submittal – 2. Scope of work unclear – What is the proposed project? 3. Air Quality impacts require further analysis – Local impacts not addressed. Project appears to provide emission reduction benefits in more densely populated SCAB, while increasing emissions at more remote site. 4. Deliverability High Risk: EIR/EIS May 2011, Construction Start Dec 2013; does not reflect Design start date or begin environmental phase? 5. Funding plan needs validation – identify each source and amount of local funds. 6. Operational/Business plan is required - identify freight types and volume to be moved. 7. Public/Private benefit is required. 8. What is Route E-220? Will this become a state highway?

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79	VEN	Leesdale Freight Siding Extension	Extend existing UPRR siding from 3700 ft to 7000 ft.	**I**	1. Air Quality impacts require further analysis - Rail speed enhancements; expand siding from 3700 to 5500 feet. Need data to verify that train idling emissions are reduced; also, no local traffic impacts were discussed (the grade crossing at Las Posas Road and Pleasant Valley Road). Emissions from trains will increase at sidings, but decrease at the corridor-level. Further information is needed about the changing number of trains at the siding, and verify that train idling emissions are reduced. 2. 1:1 Match not met 3. Not in GMAP or CALMITSAC 4. Goods movement benefit unclear. 5. Use of Prop 1B as match is not eligible.	Note: Additional Information Not Provided. 1. Air Quality impacts require further analysis - Rail speed enhancements; expand siding from 3700 to 5500 feet. Need data to verify that train idling emissions are reduced; also, no local traffic impacts were discussed (the grade crossing at Las Posas Road and Pleasant Valley Road). Emissions from trains will increase at sidings, but decrease at the corridor-level. Further information is needed about the changing number of trains at the siding, and verify that train idling emissions are reduced. 2. 1:1 Match not met 3. Not in GMAP or CALMITSAC 4. Goods movement benefit unclear. 5. Use of Prop 1B funds as match not eligible.
80	SD	State Route 905	Complete the construction of a new six-lane freeway (SR-905) from Britannia Blvd to I-805.	**+**	1. Clarification on the match between the two phases within the corridor.	2. Resolved - Clarification was provided.

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81	SD	State Route 11/Otay Mesa East Port of Entry	Construct a new four-lane highway connecting to a new Otay Mesa East Point of Entry (POE), including two interchanges, two grade separated crossings, three freeway to freeway connector ramps (SR-125 and SR-905), and connecting ramps to the new POE	–	1. Air Quality impacts require further analysis - Project increases emissions in undeveloped area with few receptors, while reducing emissions at existing OM-POE. Project should document how benefits and need are affected by SR-905 project. 2. Current funding plan involves collection of toll or user fee for the POE/Otay Mesa which does not exist. 3. Performance based infrastructure PPP - where does the source come from? 4. Deliverability Risks: Construction start is 4/2013. Environmental schedule is very aggressive for something that has not started and involves international input. 5. Status of improvements from Mexico side is unclear. 6. PPP, POE status of agreements, funding, delivery risks.	1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Current funding plan involves collection of tolls legislation pending. 3. Performance based infrastructure PPP - where does the source come from? 4. Deliverability Risks: Construction start is 4/2013. 5. Resolved – Mexico's schedule for improvements provided. 6. Unresolved - PPP, funding, delivery risks. Resolved - POE status of agreements – Presidential permit application provided.
82 83 84 85	SD	Port of San Diego Freeway Access Improvements	Port Access improvements including: I-5 freeway access points at 32nd St., Civic Center Dr. and Bay Marina Dr.; connection improvements between 10th Ave. Marine Terminal gate and Harbor Dr., and grade separations for 10th Ave and 32nd St at Harbor Dr.	I	1. Air Quality impacts require further analysis - At grade improvement and grade separation; no localized air quality impacts were identified. Need clarification on whether there will be a negative impact from increased truck traffic on Harbor Drive or I-15 (after improvements, truck traffic will be encouraged to use these roads bypassing a congested intersection). 2. Delivery schedules for two projects is 2013 – High Risk	1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Delivery schedules for two projects is 2013 – High Risk.
86 87	SD	Port of San Diego National City Marine Terminal Improvements	Construct a two level parking structure and extend the existing wharf approximately 1500 ft.	+	1. Deliverability Risk - EIR, Design and right of way are concurrent activities	1. Deliverability Risk - EIR, Design and Right of Way are concurrent activities.

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88 89	SD	South Line Rail Improvements/ San Ysidro Yard	Operational improvements (switches, cross-overs, signals,..) at the south line and acquisition of property, development of access road and expansion of yard lead and storage tracks at the San Ysidro Yard.	I	1. Air Quality impacts require further analysis - "Diversion from truck to rail will reduce 31,800 truck trips annually in 2030 that would otherwise travel on Interstates 5 and 805. In addition, the expansion of the San Ysidro Rail Yard will reroute from congested local streets in the community of San Ysidro". Documentation also notes that "improvements to the mainline track portion of the South Line are needed to allow for an increase in freight train capacity from two to four per day." Given the capacity increase, more information is needed to identify local air quality impacts. 2. 1:1 Match is not met - does not include any Border Infrastructure Funds. 3. MOU with BNSF is required. 4. Public/Private benefits are not properly addressed. No contributions by BNSF – Funding proposed is only public money. 5. TCIF request includes funding for PAED and PS&E.	1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Resolved – $600,000 BIP funds for project, 1:1 match not required. 3. Resolved - MOU with BNSF provided. 4. In-progress – Additional information provided. Analysis required. 5. Resolved – TCIF request for construction only.

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90 91 92 93 94 95 96 97	SD	LOSSAN N Rail Corridor/Intermodal Improvements	Construct a second mainline track at seven separate locations between San Diego and Oceanside (combined length approx 14 miles).	**I**	1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of regional AQ benefits; 2. Scope of work is unclear 3. 1:1 Match not met. 4. Deliverability – Environmental document not yet started – planning on FONSI in three years? One-year for design? 5. Relationship and benefit to goods movement is unclear	1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Resolved – Additional information provided. 3. Resolved - 1:1 Match. 4. Deliverability Risk – Environmental document not yet started – planning on FONSI in three years? One-year for design? 5. Resolved – provided information regarding freight usage of rail line.

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98	HUM	Northern California Freight Corridor Restoration Project	Rehabilitate Northern Corridor of the NWP railroad from the Port of Humboldt Bay to South Fork, and implement sediment control strategies from the Humboldt Bay to reduce shoaling at its entrance.	**I**	1. Scope of Work unclear – two different types of projects merged into one nomination. 2. Project implementing agency unclear. 3. Air Quality impacts require further analysis. Required analysis not provided. Need project documentation related to emissions. 4. 1:1 Match Screen not met - Match proposed depends on unsecured loan from FRA. 5. Delivery schedule is questionable. Overlapping environmental, design and construction phases.	1. Unresolved - Scope of Work includes two different types of projects (Rail extension and channel dredging) merged into one nomination. Should have been nominated as two separate projects. 2. Unresolved - Implementing Agency to be NCRA with an MOU between NCRA and HBHD. 3. Air Quality impacts require further analysis. Per agency note, project documentation is not available pertaining to emission impacts. 4. Unresolved - 1:1 Match not met - Match proposed depends on unsecured loan from FRA. 5. Unresolved - Delivery schedule is questionable. Overlapping environmental, design and construction phases.
99	IMP	Brawley Bypass (SR 78/111 Expressway) Project	Construct 7.8 miles of divided four-lane expressway from SR 111 to SR 78/86 on a new alignment	**+**	1. Air Quality impacts require further analysis – Project increases emissions at receptors near new bypass, but reduces emissions along surface streets for old route through community. 2. Federal funding is not reflected in the funding sheet. 3. Funding schedule shows all funds in prior year.	1. In-progress - Additional AQ information pending. 2. Resolved - Federal funding is reflected. 3. Resolved - Funding updated.

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100	KER	Rosedale Highway Widening/Capacity Improvement	Widen approximately six miles of the existing four-lane highway (SR-58) to six lanes from Allen Road to SR 99.	**I**	1. Delivery Concerns: Project Milestones on Project Programming Request form unclear. 2. Environmental issues may be significant – environmental document unspecified. 3. Air Quality impacts require further analysis. Air quality analysis is not provided - Widening from 4-lane to 6-lane and grade separation. System wide emissions reduction; but need local air quality analysis.	1. Unresolved - Delivery Concerns: No PSR approval date. Design begins before environmental ends. 2. Unresolved - Planned document is ND/FONSI. 3. In-progress - Additional AQ information was provided.
101	KER	7th Standard Road Widening Phase III	Widen existing four-lane expressway to six lanes from Santa Fe Way to I-5.	–	1. Air Quality impacts require further analysis. Air quality analysis is not provided. The document says that "the proposed project would result in redistribution of regional traffic, thereby causing potential increase of CO concentrations at adjacent receptors"; also, it specifies that PM emissions would be reduced; further information is needed regarding the emissions analysis, especially with respect to PM. 2. Environmental issues may be significant – environmental document unspecified. 3. Funding plan is unclear. 4. Screening Criteria 1:1 match is not met. 5. TCIF funding includes PAED, PS&E, R/W and Construction.	1. In-progress - Additional AQ information was provided. 2. Unresolved – Planned environmental document is an EA. 3. Resolved – PPR revised. 4. Resolved - 1:1 match. 5. Resolved - TCIF funding request for construction only.

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102	KER	Delano Railex	Construct a rail line spur to connect from a 200,000 SF transfer facility to the UPRR tracks.	–	1. Scope of work unclear. 2. Air Quality impacts require further analysis - Local air quality and community impacts due to increase of traffic at the facility require further analysis. Project creates new rail/truck facility which is expected to generate 886 new daily truck trips. 3. Environmental issues may be significant – environmental document unspecified. 4. Operational/Business plan is required to address freight movement projections, railroad issues, etc. 5. Public/Private benefits not addressed. 6. MOU with railroad and Railex is required. 7. Does not meet Screening Criteria of being included in RTP, GMAP, CALMITSAC or other regional GMP. 8. Project Programming Request form (funding plan) is unclear. 9. Delivery schedule is questionable.	1. In progress – what project components are included 2. In-progress - Additional AQ information was provided. 3. Resolved – CEQA complete – mitigated ND. 4. Unresolved – more extensive Operational/Business plan is required to address freight movement projections, railroad issues, etc. 5. Unresolved - Public/Private benefits not sufficiently addressed. 6. Unresolved - MOU with railroad and Railex is required. 7. Unresolved - Does not meet Screening Criteria of inclusion in RTP, GMAP, CALMITSAC or other regional GMP. Included in the San Joaquin draft GMAP. 8. Unresolved – New PPR not submitted. 9. Unresolved – No change to delivery schedule. Delivery schedule is questionable.

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103	MON	San Juan Road Interchange	Construct Interchange at San Juan Road to eliminate three existing at-grade intersections with US-101	I	1. Air Quality impacts require further analysis. The Air Quality Report notes that CO emissions will be reduced because three intersections are combined into one. Project sponsor should provide backup calculations. The report also identifies slightly higher VMT in build alternatives because "the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the action alternatives along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes." Should provide clear documentation as to how increased capacity will result in local air quality impacts. 2. Funding plan depends on $24,250 in 2008 STIP funding. 3. Implementing agency for R/W & Construction should be identified. 4. Construction Start in January 2013. Complex environmental issues may pose risk to delivery schedule. 5. ND for environment document is questionable.	1. In-progress - Additional AQ information was provided. 2. In-progress – Included in proposed 2008 STIP (ITIP). 3. Resolved – Caltrans is specified. 4. Resolved – Construction start in Jan 2013. 5. Resolved – Environmental document is an EIR/EA.
104	SAC	Mather Airport Air Express Logistics Center	Involves the construction of an Air Express Logistics Center and ground access improvements for primary on-airport roads.	I	1. Withdrawn at the request of the nominating agency.	1. Withdrawn at the request of the nominating agency.

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105	SBD	Colton Crossing Flyover	Grade separate the UPRR and BNSF tracks by building a fly over structure to carry the UPRR Tracks over the BNSF in the City of Colton. This 7,250 ft long UP grade separation would begin at Rancho Ave and end at Mount Vernon Ave Overpass.	I	1. Air Quality impacts require further analysis - Air quality analysis is not provided. Further information is needed to compare the emissions reductions achieved by the grade separation (e.g., elimination of on-road and train idling) with increased emissions due to increased train traffic. 2. Project Programming Request form is incomplete. 3. Delivery schedule is incomplete. 4. MOU with railroad is required. 5. Responsibility for cost increases should be clarified. 6. Public/Private benefits are not sufficiently addressed. 7. Funding plan requires clarification 8. No agreement on scope and cost - $156 mil vs. $148 or 198?- amounts should be confirmed 9. EIR complete Jan 07 - 30 months is 2010. Schedule does not reconcile to narrative.	1. In-progress - Additional AQ information was provided. 2. Resolved - Project Programming Request form is complete. 3. Resolved - Delivery schedule is complete. 4. Unresolved - MOUs with railroads is required. 5. Unresolved - Responsibility for cost increases should be clarified. Pending MOU with railroad. 6. In-progress - Public/Private benefit analysis is required. Additional information was provided. 7. Resolved - Funding plan was clarified. 8. Resolved – Clarification was provided. Total cost is $198 million. 9. Resolved - EIR to be complete Feb 2010.
106	SBT	San Benito Route 156 Improvement Project	Convert a five-mile section of existing SR 156 from two-lane highway to four-lane expressway in and near the City of San Juan Bautista	I	1. Air Quality impacts require further analysis. 2. Project appears to have received full funding in the STIP. TCIF appears to as a substitute for local funding?	1. In-progress - Additional AQ information was provided. 2. Unresolved - 2008 ITIP shows $28 million for construction of this project.

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107	SCL	SR 152:New alignment from US 101 to SR 156 & Corridor Mgmt Strategies	Request for funding to complete the Project Approval and Environmental Document for a new alignment of SR 152	+	1. Proposed project scope is for a study only. No funding plans for construction project. Maybe looking at tolls to fund future project. 2. Air Quality impacts require further analysis. Air quality analysis is not provided. The project reduces travel distance and severs congestion by realignment; reduces total emissions; but the project introduces traffic and emissions to new alignment; need local air quality impact analysis.	1. Unresolved - Proposed project scope is for a study only. 2. In-progress - Additional AQ information was provided.

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State Route 152

TCIF APPLICATION

NEW ALIGNMENT

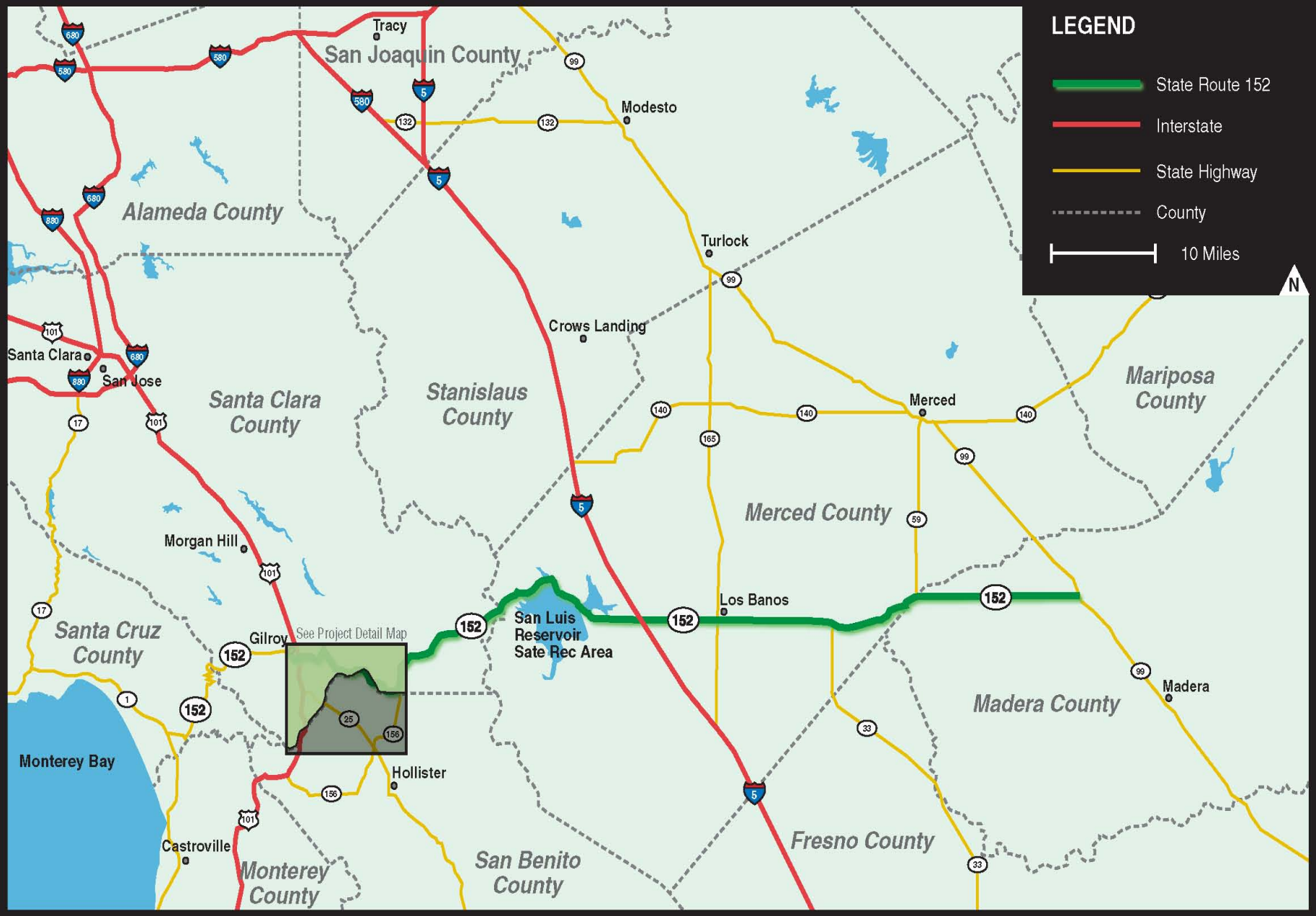
presented to

CALIFORNIA TRANSPORTATION COMMISSION

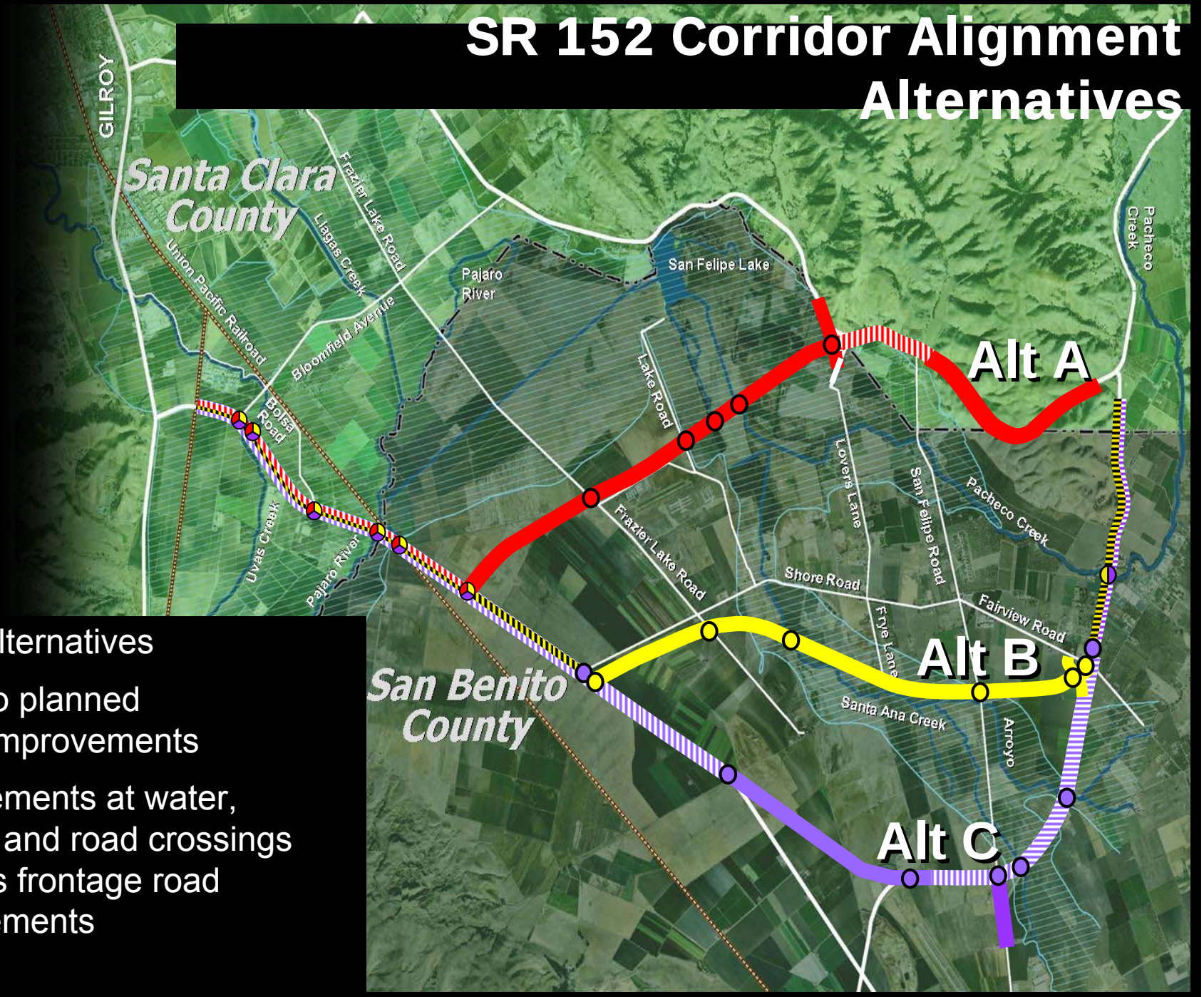
March 2008

prepared by

State Route 152 | Limits of Corridor Management Strategy Plan, US 101 to SR 99



SR 152 Corridor Alignment Alternatives



- Three alternatives
- Ties into planned SR 25 improvements
- Improvements at water, railroad and road crossings Includes frontage road improvements

TCIF GRANT WILL DELIVER

Environmental Document for New Alignment between US-101 & SR-156

Evaluation of entire SR-152 Corridor (from US 101 to SR-99) for future roadway pricing

Develop Corridor Management Strategies for the entire SR-152 Corridor

Develop funding strategies and implementation plan

Project Benefits

Connection from Bay Area & Central Coast to Central Valley

Flatter terrain expedites truck operations

Increased speed, decreased travel time, lower vehicle emissions

Potential economic development opportunities

Evaluate SR-152 for Potential Roadway Pricing

Develop integrated multi-county, multi-district Corridor Management strategies

Is P3 the Answer? The Public Sector Comparator Test

1. Understand your financing alternatives
2. Compare your alternatives in relation to costs, benefits and risks
3. Choose P3 only if it passes the public sector comparator test – i.e., *yields the maximum risk-adjusted net public benefit when compared to feasible public financing alternatives*