TAB 54

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Deputy Executive Director, Policy

May 19, 2008

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

Dear Chairman Chalker,

At the California Transportation Commission's (CTC) April 2008 meeting, several Commissioners requested information regarding a Tier 2 list of Trade Corridor Improvement Fund (TCIF) projects from the Northern California coalition. This letter seeks to outline the process already undertaken and provide information on projects that would constitute a future Tier 2.

In developing our Northern California program, the Coalition developed both a Tier 1 and Tier 2 list of projects (attached). The program is focused exclusively on projects serving the two primary trade corridors in Northern California—the Central and Altamont Corridors.

We geared our TCIF program submittal to the regional targets approved by the CTC in November 2007 ($825 million for Northern California). In determining which projects were submitted, we used screens including if the project had a secured match and could be in construction by 2013. We selected those projects that were the highest regional priorities and that we felt would be the most competitive statewide.

The TCIF program we submitted exceeded our regional target, so some projects were not adopted as part of the final TCIF program approved by the CTC, or were approved for less than the requested amount. In addition, the TCIF program of projects approved by the Commission has significant over programming. Our agencies are supportive of that approach, but would like to highlight that the over programming in many respects represents a built-in Tier 2.

There are some projects from our coalition's Tier 2 list that distinguished themselves as the most viable and competitive Tier 2 projects. Should a Tier 2 be necessary in future years of the program, we are happy to work with the Commission and CTC staff to identify those projects from our Tier 2 list most ready to move forward.

Thank you for your consideration as we continue to work together to advance the TCIF program. We anticipate you will receive similar letters from other agency partners of the Northern California coalition.

Sincerely,

Therese W. McMillan
Deputy Executive Director, Policy

Cc: John Barna, CTC

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SAN JOAQUIN COUNCIL OF GOVERNMENTS

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May 19, 2008

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MAY 21 2008

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THE COUNTY OF
SAN JOAQUIN

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Thank you for your consideration as we continue to work together to advance the TCIF program.

Sincerely,

ANDREW T. CHESLEY
Executive Director

Attached

cc: Therese McMillian, MTC
Carolyn Clevenger, MTC
Vince Harris, STANCOG
Mike Mckeever, SACOG
Jason Crow, SACOG
John Barna, CTC

TCIF Northern California Trade Projects

Project #	Sponsor agency	Projects	Project Cost Estimate	Trade request (TCIF+SHOPP)	Match	Match secured	Source	GMAP Recommended	SHOPP eligible	Notes
TIER 1			*costs in thousands*							
Anchor										
1	Port	7th Street Grade Separation	$ 427,000	$ 175,000	$ 252,000	Y	Port	X		Match to come from the Port. Key grade crossing and overpass work at primary gateway to the Port.
2	Port	Martinez Subdivision Improvements	$ 215,000	$ 107,500	$ 107,500	Y	Private	X		The project will increase capacity along the primary rail line in to the Port, and also the Capitol Corridors route. Grade crossings must be addressed.
3	Port	Construct Outer Harbor Intermodal Terminal	$ 220,000	$ 110,000	$ 110,000	Y	Port	X		Intermodal rail terminals at the Port of Oakland to serve both UP and BNSF. Provides increased intermodal capacity to help divert a higher fraction of container traffic to rail instead of truck. Increases rail capacity.
		Anchor Total	**$ 862,000**	**$ 392,500**	**$ 469,500**					
Central Corridor										
4	State	Donner Summit Improvements	$ 85,200	$ 42,600	$ 42,600	Y	UP	X		UP has committed to provide the match (1:1). Passenger rail concessions from UP for Capitol Corridor service from Sacramento to Roseville and Auburn are necessary for support.
5	SACOG	Sacramento Depot Rail Realignment	$ 51,033	$ 20,000	$ 31,033	Y	Local			Rail realignment; match already secured with local funds, greater than 1:1. Improves service efficiency and reliability for both UP and Capitols. Strong local support.
6	SOL	I-80 Eastbound Cordelia Truck Scales Relocation	$ 99,600	$ 49,800	$ 49,800	Y	Local	X	X	Match from bridge tolls. Project improves truck flows near I-80/680 interchange and reduces unsafe conditions of trucks queing onto I-80 and difficult weaving patterns.
		Central Corridor Total	**$ 235,833**	**$ 112,400**	**$ 123,433**					
Altamont Corridor										
7	SJ	Hwy 4 Extension to Port of Stockton (Phase 1)	$ 193,640	$ 96,820	$ 96,820	Y	Local	X		Key access for the Port of Stockton; reduces major truck impacts on local community. Phase 1 match from Measure K. Enterprise zone.
8	ALA	I-880 Improvements @ 29th & 23rd Avenues	$ 95,000	$ 73,000	$ 22,000	Y	Local	X	X	Key truck access route to the Port with clearance issues and difficult on and off ramps. Safety and operational improvements.
9	State	Tehachapi Pass Improvements	$ 107,000	$ 53,500	$ 53,500	Y	BNSF	X		Match from BNSF. Increases key capacity for both domestic export from Valley and transcontinental traffic from Port. Would open up rail capacity in the San Joaquin Valley.
10	ALA/Ct	I-580 Eastbound Truck Climbing Lane	$ 64,300	$ 64,300	$ -	NA	NA	X	X	Critical truck route connecting Bay Area and Central Valley. Strong support from ag community.
	Short haul rail projects									
11	SJ	San Joaquin Rail Commission ROW purchase for future short haul service - Stockton to Fremont.**	$ 150,000	$ 75,000	$ 75,000	Y	ACE/ RMK	X		Purchase of key segments of ROW. This is a critical foundation step to allow for eventual short haul rail service connecting the Central Valley to the Port. ACE match of $75m from Regional sales tax. UP negotiations ongoing; therefore project cost in flux. ACE currently operates on this ROW; multiple benefits from ownership. GMAP recommended continued investment on the Altamont Rail Corridor; this project provides foundation for rail shuttle.
12	Stan.	Short haul terminus at Crows Landing development	$ 57,467	$ 26,000	$ 31,467	Y	Local/ private			Short haul rail terminus option. Stanislaus County requesting investment on rail corridor serving the proposed facility. Private developer contributing to match; value of county land committed to project proposed as additional match source. Requires either operating rights from UP along the Coast Subdivision or investments along East Bay (#18&19) connecting to the Port of Oakland, as well as access to intermodal facility at Port- timing and feasibility of which are unclear. Requires #11 above for mainline rail connection. Operating subsidy required.
13	Kern	Shafter Intermodal facility	$ 30,000	$ 15,000	$ 15,000	Y	Local			Short haul rail terminus option. New intermodal facility in Shafter to serve future short haul rail operation.
		Altamont Corridor Total	**$ 697,407**	**$ 403,620**	**$ 293,787**					
Dredging projects										
14	Port Sact 5/27/2008	Port of Sacramento Dredging	$ 83,275	$ 10,000	$ 73,275	Y	Local			Deepening the channel from 30' to 35'. Match to come from Port of Sacramento operating funds. $50-60m needs to come from Corps-because multi-year funding in which the Corps does it's budget (annual capability), the funds can be guaranteed only on an annual basis.Currently the Corps' FFY 2008 budget includes $900,000, and $600,000 has been proposed for the FFY 2009 budget.

TCIF Northern California Trade Projects

Project #	Sponsor agency	Projects	Project Cost Estimate	Trade request (TCIF+SHOPP)	Match	Match secured	Source	GMAP Recommended	SHOPP eligible	Notes
15	Port Stock	Port of Stockton dredging- SF Bay to Port of Stockton	$ 140,000	$ 17,500	$ 122,500	Y	Port			Project request is half the local share (75% federal, 25% local) required for Army Corps dredging projects. The project has been approved by the Corps but the federal portion of the funds can be guaranteed only on annual basis because the Corps does its budget based on annual capacity rather than multi-year commitments.
		Dredging Total	**$ 223,275**	**$ 27,500**	**$ 195,775**					
		TOTAL TIER 1	**$ 2,018,515**	**$ 936,020**	**$ 1,082,495**					

*Project numbers are NOT an indication of priority ranking. They are for identification purposes only.

TIER 2

Central Corridor										
16	MTC/ SACOG	Capitol Corridor Operational Improvements	$ 60,000	$ 30,000	$ 30,000	N	TBD			Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capitols.
17	SACOG	I-80 widening project	$ 200,000	$ 80,000	$ 120,000	Y	Local			Operational and capacity improvements. Major truck route. Local sales tax secured for match.
		Central Corridor Total	**$ 260,000**	**$ 110,000**	**$ 150,000**					
Altamont Corridor										
		Short haul rail: Bay Area - Central Valley								
18	ALA	Oakland Subdivision ROW Purchase	$ 60,000	$ 30,000	$ 30,000	N	None			Short haul rail alignment option linking Niles Junction to Port of Oakland. Final cost is unclear as it will be a negotiation with UP.
19	ALA/SJ	Alameda Creek Bridge	$ 32,000	$ 16,000	$ 16,000	N	None			Short haul rail alignment option- provides connection at Niles Junction to the Oakland Sub separating passenger and freight service.
		Altamont highway projects								
20	ALA/ SJ	WB I-580 Truck Climbing Lane Over Altamont	$ 50,000	$ 25,000	$ 25,000	N	Local	X		Match source needed. Caltrans staff is working on project development.
21	Stan.	State Route 132 Improvements	$ 100,000	$ 50,000	$ 50,000	N	None			Expand capacity on Rt 132; 15 mile project to connect w/ SR99. Key truck route in the Valley. Have $14m federal available for easternmost portion, and possible TCRP funds. Phasing possbile.
22	SJ	Hwy 4 Extension to Port of Stockton (Phase 2)	$ 100,000	$ 50,000	$ 50,000	N	TBD	X		Phase 2 of key Port of Stockton connection (#7). Match tbd.
23	SJ	Sperry Road	$ 65,000	$ 32,500	$ 32,500	N	Local			Extension of Sperry Road results in a new east/west arterial connection bt I-5 and SR 99. Includes 3 grade separations. EIR is complete. Match possibly available in regional sales tax.
24	SJ	I-5/580 SR 32/Bird Interchange	$ 41,000	$ 20,500	$ 20,500	N	Local/ private			Construction of new interchange on SR132 and widenting of SR132 bt I-5/580. Would help serve aggregate businesses in the area. Match may come from private sector but is not committed.
25	Port	North Airport Air Cargo Road Access Improvements	$ 10,000	$ 5,000	$ 5,000	Y	Port			Project is first phase, another $8.4M second phase for a later date. Match is Port funds. Improves capacity and access to North Airport air cargo tenants.
26	SJ	I-5 widening project- Stockton	$260,000	$130,000	$130,000	Y	Local			Widens a key segment of Interstate 5 in Central and North Stockton which carries up to 18 % trucks and is a key connector to the Port of Stockton. Matching funds through Measure K and local sources.
		Altamont Corridor Total	**$ 718,000**	**$ 359,000**	**$ 359,000**					
		TIER 2 TOTAL	**$ 978,000**	**$ 469,000**	**$ 509,000**					
		TOTAL TIER 1 AND 2	**$ 2,996,515**	**$ 1,405,020**	**$ 1,591,495**					