M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: JUNE 22-23, 2011

Reference No.: 4.3
ACTION

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) – AB 268 PROGRAM REVIEW**

ISSUE:
Should the Commission approve the attached Assembly Bill (AB) 268 TCIF Program Review?

RECOMMENDATION:
Commission staff recommends that the Commission approve the attached AB 268 TCIF Program Review.

BACKGROUND:
Assembly Bill 268 (Chapter 756, Statutes of 2008) requires the Commission to evaluate the potential costs and benefits of the TCIF Program on the economy, environment, and public health. In accordance with AB 268, the Commission consulted with the State Air Resources Board (ARB) to determine the appropriate models, techniques, and methods to develop this evaluation. The TCIF Corridor Coalitions and the individual project sponsors used the criteria developed by ARB to evaluate the TCIF projects and provide the data required for the program review.

CALIFORNIA TRANSPORTATION COMMISSION
TRADE CORRIDORS IMPROVEMENT FUND
ASSEMBLY BILL 268 PROGRAM REVIEW
JUNE 2011

BACKGROUND

Proposition 1B, approved by the voters in November 2006, authorized $2 billion of state general obligation bonds for the Trade Corridors Improvement Fund (TCIF). Funds in the TCIF are available to the Commission, upon appropriation by the Legislature, for allocation for infrastructure improvements along federally designated "Trade Corridors of National Significance" in the state or along other corridors within the state that have a high volume of freight movement. Proposition 1B provides for highway capacity and operational improvements to more efficiently accommodate the movement of freight; for improvements in the freight rail system's ability to move goods from seaports, land ports of entry and airports to warehousing and distribution centers throughout California; truck corridor improvements, including dedicated truck facilities or truck toll facilities; border access improvements to enhance goods movement between California and Mexico; and surface transportation improvements to facilitate the flow of goods to and from the state's airports. Proposition 1B requires that the Commission allocate funds for trade infrastructure improvements in a manner that places an emphasis on projects that improve trade corridor mobility while reducing diesel particulate and other pollutant emissions.

In the Guidelines adopted in November 2007, the Commission supported a corridor-based programming approach to the TCIF, which recognized and complemented the goods movement planning work already done within the major trade corridors. To promote this corridor-based approach, the Commission developed geographic programming ranges, in consultation with Caltrans and the Corridor Coalitions. The targets reflected 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. The Commission also supported the funding strategy proposed by Caltrans and the Corridor Coalitions 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 percent more than the resulting $2.5 billion available from the TCIF and the SHA. This over programming assumed that new revenue sources would become available and dedicated to funding the adopted program. Given that new revenue sources to fund the over programming are not available due to current economic conditions, the Commission is currently working with the Corridor Coalitions and project sponsors to develop strategies to address the over programming. The geographic programming targets adopted in the guidelines are as follows:

TCIF Corridor Programming Ranges (dollars in millions)

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

Assembly Bill 268 (Chapter 756, Statutes of 2008) codified the Commission's TCIF program adoption and set the corridor programming targets in law.

The Commission adopted the initial TCIF program of 79 projects, programming $3.088 billion, on April 10, 2008. The total construction value of the original 79 projects was $8.439 billion. The TCIF Program currently includes 71 projects, with $2.857 of TCIF programming and a total construction value of $8.158 billion.

ASSEMBLY BILL 268 PROGRAM REVIEW

Assembly Bill 268 requires the Commission to evaluate the potential costs and benefits of the TCIF Program on the economy, environment, and public health. In accordance with AB 268, the Commission consulted with the State Air Resources Board (ARB) to determine the appropriate models, techniques, and methods to develop this evaluation. In 2008, ARB developed technical materials to aid project designers in assessing local air quality impacts as part of the TCIF screening process. ARB has developed the following criteria for the AB 268 evaluation consistent with previously provided materials.

The goal of these criteria is to assist in determining if projects improve regional air quality and do not cause a negative local air quality impact. The ARB determined that the criteria should only be applied to projects that have completed an environmental impact report or were categorically exempt, where project alternatives and mitigation measures have been evaluated.

Criteria

1. The project provides a regional air quality benefit (i.e. project will result in a net reduction of regional emissions)
2. If project increases the expected future level of polluting activity in specific neighborhoods (i.e. increased diesel truck trips or hours of operation for locomotives) then the project design includes measures to mitigate emission increases resulting from the increased activity.
3. EIR or other project documentation clearly shows localized impacts of the project (i.e. risk of diesel truck or locomotive emissions at various distances).

4. EIR or other project documentation identifies emission impact mitigation opportunities and funding sources that will be utilized to implement mitigation measures.

The TCIF Corridor Coalitions and the individual project sponsors used the criteria developed by ARB to evaluate the TCIF projects. The detailed individual project reports are attached. In summary, the findings, by corridor, are as follows:

Northern California Trade Corridors

The seven projects included in the evaluation collectively generate a total of 11,708 jobs, resulting in over $234 million in wages. Improvements in air quality include quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and particulate matter.

Southern California Consensus Group

The forty projects included in the evaluation collectively generate a total of 68,644 jobs, resulting in over $1.1 billion in wages. Improvements in air quality include quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and particulate matter.

San Diego Border Corridor

The four projects included in the evaluation collectively generate a total of 11,251 jobs, resulting in over $488 million in wages. Improvements in air quality include quantifiable emission reductions for Carbon Monoxide, Nitrogen Oxide and particulate matter.

Other Corridors

The two projects included in the evaluation collectively generate a total of 161 jobs, resulting in over $3 million in wages. Improvements in air quality will result due to a reduction of idling or slow moving vehicles.

NORTHERN CALIFORNIA TRADE CORRIDORS COALITION

AB 268 Review Reports

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June 7, 2011

Maura Twomey, Deputy Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

Re: Northern California Coalition Submission of AB 268 Review Report Form for Proposition 1B TCIF Projects

Dear Ms. Twomey:

The Northern California Trade Corridor Coalition (Coalition) is pleased to submit the AB 268 Review Report Form for Proposition 1B Trade Corridor Investment Fund (TCIF) projects to the California Transportation Commission.

The AB 268 Review Report Forms are only submitted for those projects that have an approved environmental document as of the end of March 2011. These documents were collected from the members of the Coalition, and project sponsors are responsible for the content of their Review Forms. Seven projects have completed environmental documents and have Review Forms attached.

- Caltrans – I-580 Eastbound Truck Climbing Lanes
- Caltrans/ACTC – I-880 Reconstruction from 29th to 23rd, Oakland
- San Joaquin COG – SR-4 Crosstown Freeway Extension, Stage 1
- City of Richmond – Marina Bay Grade Separation
- City of Sacramento – Sacramento Intermodal Track Relocation
- Solano Transportation Authority – I-80 Eastbound Cordelia Truck Scales
- City of Stockton – Sperry Road Extension

These seven projects total $630.7 million, which includes $358.1 million in TCIF funds. With this investment, regional air quality is expected to improve due to the more efficient movement of goods throughout Northern California.

We understand that these Review Forms will be summarized and brought for information to the CTC at a meeting in the near future. Please contact Kenneth Kao of my staff at (510) 817-5768, or at kkao@mtc.ca.gov, should you have any questions.

Sincerely,

Alix A. Bockelman
Director, Programming and Allocations

Attachments
cc: Northern California Coalition agencies

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Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Interstate 580 Eastbound Truck Climbing Lane Project
Project Description:
The project proposes to widen Interstate 580 (I-580) in Alameda County to construct a Truck Climbing Lane (TCL) in the eastbound (EB) direction over the Altamont Pass between the Greenville Road Undercrossing and one-mile east of North Flynn Road.
Regional Benefits:
The project will provide several safety and operational improvements, improve reliability and relieve traffic congestion and delay during the PM peak period by separating slow-moving traffic from existing mixed-flow lanes. The project will also separate traffic weaving movements from the mainline. Finally, it will reduce vehicular emissions by allowing traffic speeds to increase and remain stable, resulting in more favorable air quality benefits. Implementing the proposed project will enhance the regional and interregional movement of goods, services and people as well as provide substantial economic benefits to the Bay Area Region, Central Valley Region, State and nation.

Project Information:

EIR/EIS Date	**1/31/2010**	**Total Project Cost**	$64.2M	**TCIF Funding**	$64.2M (SHOPP)
Construction Start Date	10/1/2011	**Construction Cost**	$51M		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Emission reductions for the forecasted (Year 2035) PM peak hour includes a 10% decrease in tons per year of Particulate Matter (PM10) and a 4.3% decrease in tons per year of Nitrogen Oxides (NOx). Daily reductions are estimated to equate to 1.42 pounds/day (NOx) and 0.27 pounds/day (PM10).
Local Emission Impacts	There are no localized air quality impacts because there are few receptors within the project limits.
Emission Mitigation Measures	No mitigation opportunities or funding sources were identified in the EIR.
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)

Economic Output	N/A	**Wages**	N/A	**Local Taxes**	N/A
FTE one-year jobs	N/A	**State Taxes**	N/A		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-880 Operational and Safety Improvements at 29th Avenues and 23rd Avenue Overcrossings Project
Project Description:
In Oakland, on Interstate 880 (I-880) from south of the existing 29th Avenue overcrossing to north of the existing 23rd Avenue overcrossing. Remove and reconstruct 29th and 23rd Ave overcrossings; Improvements to the NB 29th Ave off ramp; Improvements to NB ramps between 29th and 23rd Avenues.
Regional Benefits:
The existing interchange spacing, ramp geometric configurations and the limited ability to widen the mainline impact freight and commuter mobility in the I-880 corridor and contribute to a daily recurring bottleneck that accounts for 50% of the northbound delay on I-880 in Alameda county. The frequency of accidents in this area is approximately five times higher than the statewide average, which exacerbates the existing bottleneck conditions. Reconstruction of the overcrossings will provide room to widen the existing I-880 mainline lanes to the Caltrans standard width of 12 feet. In addition, the proposed project will widen the mainline outside shoulders and lengthen existing auxiliary lanes. These improvements will increase the flow of vehicles along the mainline and help reduce the rate of congestion related accidents in the area. The improvements are forecasted to provide a 2% reduction in daily VHT (vehicle hours traveled) and an approximate 19% reduction in peak hour travel time as well as accommodate future mainline improvements. The reconstruction would provide a vertical clearance of 16.5 feet reducing the potential of oversize trucks hitting the overcrossing, thus improving the reliability of the route for trucking and port movements, which will also improve the reliability for commuter travel and commerce.

Project Information:

EIR/EIS Date	**4/13/2010**	**Total Project Cost**	$97M	**TCIF Funding**	$73M (SHOPP)
Construction Start Date	1/1/2013	**Construction Cost**	$71M		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	A preliminary air quality assessment was performed and indicated that the increase in free flow speeds will provide a total daily reduction in NOx and PM10 emissions within the project limits. Based on a project level analysis, it is estimated that 15 tons of emissions will be reduced due to the proposed improvements over the next 20 years. It is anticipated that this project will not increase regional emissions.
Local Emission Impacts	Project documentation does not show any localized impacts with respect to emissions.

Emission Mitigation Measures	No emission impact mitigation opportunities or funding sources to implement mitigation measures are identified in the project documentation.
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)					
Economic Output	N/A	**Wages**	N/A	**Local Taxes**	N/A
FTE one-year jobs	N/A	**State Taxes**	N/A		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
State Route 4 Crosstown Freeway Extension Project
Project Description:
The SR-4 Cross-town Freeway Extension project proposes to relocate the on and off-ramps of SR-4 from their current location at Fresno Avenue southwest to Navy Drive. The project would improve the connection between I-5, the Port of Stockton, and adjacent industrial areas as well as reduce truck traffic traveling to and from these areas through the Boggs Tract neighborhood.
Regional Benefits:
The SR-4 Cross-town Freeway Extension project is expected to provide a regional air quality benefit. In July 2010, SJCOG adopted a 25 year regional transportation plan. The air quality conformity analysis for the 2011 RTP included the SR-4 Cross-town Freeway Extension Project and was found by FHWA to be in conformance with State Implementation Plans goals to achieve and maintain national ambient air quality standards. Results of the SJCOG air quality conformity analysis for the 2011 RTP can be found at the following link: http://www.sjcog.org/docs/pdf/Transportation/AirQuality/Final_2011_%20AQ_Analysis.pdf .

Project Information:

EIR/EIS Date	**6/6/2010**	**Total Project Cost**	$193,640,000	**TCIF Funding**	$96,820,000
Construction Start Date	10/1/2013	**Construction Cost**	10/1/2016		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The SR-4 Cross-town Freeway Extension project is expected to provide a regional air quality benefit. In July 2010, SJCOG adopted a 25 year regional transportation plan. The air quality conformity analysis for the 2011 RTP included the SR-4 Cross-town Freeway Extension Project and was found by FHWA to be in conformance with State Implementation Plans goals to achieve and maintain national ambient air quality standards. Results of the SJCOG air quality conformity analysis for the 2011 RTP can be found at the following link: http://www.sjcog.org/docs/pdf/Transportation/AirQuality/Final_2011_%20AQ_Analysis.pdf .
Local Emission Impacts	2015 Local emissions impacts: Reactive Organic Gas (ROG) is reduced 0.65 tons per year (1300 lbs); Oxides of Nitrogen (NOX) is reduced 3.49 tons per year (6,980 lbs); Carbon Monoxide (CO) is reduced by 7.97 tons per year (15,940 lbs); Particulate Matter 10 (PM10) is reduced by 0.14 tons per year (280 lbs); Particulate Matter 2.5 (PM2.5) is reduced by 0.13 tons per year (260 lbs); and Carbon Dioxide (CO2) is reduced by 4.42 metric tons per day (9,744 lbs. 2035 Local emissions impacts: Reactive Organic Gas (ROG) is reduced 0.19 tons per year (380 lbs); Oxides of Nitrogen (NOX) is reduced 1.51 tons per year (3020 lbs); Carbon Monoxide (CO) is reduced by 4.99 tons per year (9,980 lbs); Particulate Matter 10 (PM10) is reduced by 0.12 tons per year (240 lbs);

	Particulate Matter 2.5 (PM2.5) is reduced by 0.09 tons per year (180 lbs); and Carbon Dioxide (CO2) is reduced by 7.01 metric tons per day (15,454 lbs).
Emission Mitigation Measures	This project is anticipated to result in a future net positive air quality impact to the region. The EIR for the SR-4 Cross-town Freeway Extension project addresses both short and long term air quality impacts. Although the project will have a beneficial impact to the region, the project has the potential to increase short term emissions within the project study area during construction. To ensure these short term increases in emissions do not have a significant impact, mitigation measures have been identified as part of the EIR for this project. The mitigation measures are: 1) Implement Caltrans Standard Specification Section 7-1.01F, Standard Specification Section 10, and Standard Specification 18 – To control the generation of construction related PM10 emissions and ensure compliance with all applicable laws and regulations relating to air quality, including air pollution control district regulations and local ordinances. 2) Prepare and Implement a Dust Control Plan to Comply with San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Regulation VIII Requirements to Control Construction Emissions of PM10 – To control the generation of construction related PM10 emissions a dust control plan will be prepared and submitted to the SJVUAPCD for approval at least 30 days prior to any earthmoving or construction activities. 3) Implement Measures to Reduce Exhaust Emissions from Off-Road Diesel-Powered Equipment – To reduce construction related exhaust emissions. Implementation of these mitigation measures ensures cumulative short term air quality impacts do not result in long term air quality impacts.
Funding Sources for Mitigation	Mitigation funding sources are contained within the project budget.

Economic Impacts ($000s)					
Economic Output	N/A	**Wages**	N/A	**Local Taxes**	N/A
FTE one-year jobs	~10,000	**State Taxes**	N/A		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Marina Bay Parkway Grade Separation
Project Description:
Design and Construction of a roadway underpass at an existing railroad grade crossing on Marina Bay Parkway between Meeker and Regatta Boulevards.
Regional Benefits:
The project will reduce traffic congestion and allow emergency vehicles to access the Marina Bay Area unimpeded and will improve access to proposed Water Emergency Transit Authority (WETA) ferries, providing a regional safety benefit. The project eliminates a grade crossing, thereby providing a safety benefit by eliminating the potential for vehicle-train accidents. Additionally, the project is anticipated to reduce idling vehicle emissions by eliminating the need for traffic to stop at frequent grade crossings. The project is estimated to result in a reduction of 31 tons of Carbon Monoxide (CO) each year, and a reduction of 0.64 tons of Nitrogen Oxides (NOx) per year.

Project Information:

EIR/EIS Date	CE 1/09	**Total Project Cost**	37.95m	**TCIF Funding**	18.975m
Construction Start Date	6/11	**Construction Cost**	34.6m		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Reduction of 31 tons of Carbon Monoxide and .64 tons of Nitrogen Oxides per year
Local Emission Impacts	Reduction of 31 tons of Carbon Monoxide and .64 tons of Nitrogen Oxides per year
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)

Economic Output	$70,163	**Wages**	$38,459	**Local Taxes**	$3,360 (includes state)
FTE one-year jobs	482	**State Taxes**	$3,360 (includes local)		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Sacramento Intermodal Track Relocation
Project Description:
Realigning mainline rail tracks and providing new passenger platforms, tunnels under the rail corridor and related facilities in Sacramento, CA, north of I Street, east of the Sacramento River to the vicinity of 7th Street.
Regional Benefits:
The project would reduce operational emissions from rail traffic. By separating the freight and passenger tracks, the idling time of trains would be reduced because freight trains would no longer be held out while passenger trains are in the station. Freight trains would operate at higher speeds through the station, increase their freight movement capacity and provide relief from truck congestion on nearby Interstates 5 and 80. It was anticipated that train velocity would increase by 50% through the station; freight capacity would increase by 20 million gross tons; potentially 667,000 trucks would be removed from highways annually; and, grade separated access within and across the rail corridor would reduce conflicts and improve safety for passengers, vehicles, pedestrians, bicycles.The resulting benefits would improve air quality, safety and congestion. The Sacramento Track Relocation improvements would contribute to achieving the overall positive economic impacts resulting from the TCIF program in Northern California's Central Corridor.

Project Information:

EIR/EIS Date	**12/1/2007**	**Total Project Cost**	$77 million approximately	**TCIF Funding**	$25.266 million
Construction Start Date	4/6/2011	**Construction Cost**	$68 million approximately		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	There will be a net reduction in regional emissions. (See also Regional Benefits section above.) Emissions reductions were projected to be: ROG - 16 pounds, NOx - 191 pounds, CO - 43 pounds and PM10/PM2.5 - 119 pounds.
Local Emission Impacts	The project has the potential to increase short term emissions within the study area during construction. These impacts would be mitigated by mitigation measures as noted below.
Emission Mitigation Measures	The City of Sacramento has paid into SMAQMD's construction mitigation fund to offset NOx emissions that exceed the daily threshold of 85 lbs/day. The Contractor shall perform mitigation measures that include: keep soil moist, maintain 2' of space on haul trucks, limit or remove dirt accumulations on public streets, limit work during 20+ mph winds, control dust, provide a plan to use vehicles that reduce emissions, provide an inventory of off-road diesel equipment and control their emissions to suggested levels, limit equipment idling, keep equipment well-maintained to reduce emissions and use alternative fueled construction equipment when appropriate.
Funding Sources for Mitigation	Federal funds (FHWA ARRA, FRA) and State funds (TCIF)

Economic Impacts ($000s)

Economic Output	See "Regional Benefits" above	**Wages**	NA	**Local Taxes**	NA
FTE one-year jobs	1226	**State Taxes**	NA		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-80 Eastbound Cordelia Truck Inspection Facility Relocation Project
Project Description:
The I-80 Eastbound Cordelia Truck Inspection Facility Relocation Project would construct a larger truck inspection facility with a greater capacity than the existing truck scales, a longer off-ramp, and braided highway on-ramps that would provide access to eastbound I-80 and SR 12 East.
Regional Benefits:
Project implementation would lead to improvements in traffic operations and overall system efficiency. This would result in decreases in regional emissions (See Table 1 below).

Project Information:

EIR/EIS Date	Click here to enter a date.	**Total Project Cost**	$100,900,000	**TCIF Funding**	$49,800,000
Construction Start Date	10/1/2011	**Construction Cost**	$61,620,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Modeled traffic volumes and operating conditions were obtained from the traffic data prepared by the project traffic engineers, Fehr & Peers. Pollutant emissions were modeled for construction interim year (2015) and design-future year (2035) with and without project conditions using the Caltrans CT-EMFAC model. Table 1 summarizes the modeled yearly emissions and indicates net reductions in all pollutants analyzed.
Local Emission Impacts	On March 10, 2006, the EPA issued a final transportation conformity rule that addresses local air quality impacts in PM10 and PM2.5 nonattainment and maintenance areas. The final rule requires a hot spot analysis to be performed for projects identified as being a Project of Air Quality Concern (POAQC) or any other project identified by the PM2.5 SIP as a localized air quality concern. A hot spot analysis is not required for projects that are not a POAQC. For projects that are not a POAQC, project sponsors should briefly document in their project-level conformity determinations that Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis. The determination that a project is not a POAQC is made during interagency consultation (IAC), in which projects must document the criteria supporting the non-POAQC finding and receive concurrence from IAC members that the project is not a POAQC. Local IAC consultation was initiated with the Metropolitan Transportation Commission's (MTC) Air Quality Conformity Task Force (AQCTF) on 18 January

	2011 for concurrence that the project is not a Project of Air Quality Concern (POAQC). Concurrence was received from the AQCTF that the project is not a POAQC on 31 January 2011. Because the project has been found to not be a POAQC, the project is not anticipated to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS for PM2.5.
Emission Mitigation Measures	The EIR identified the following mitigation requirement in the project EIR: The Department's Mitigation Requirements for Construction Impacts. Construction activities are subject to Department requirements found in the Department's document Standard Specifications and Standard Special Provisions Update. Standard Section 14, Environmental Stewardship, stipulates that construction activities must comply with all rules, regulations, ordinances, and statutes of the local air pollution control district, and Standard Section 10 addresses dust control requirements. In addition, the BAAQMD requires the implementation of all feasible, effective, and comprehensive control measures to reduce PM10 emissions from construction activities. These control measures are summarized in Table 3.
Funding Sources for Mitigation	Funding source for project mitigation are bridge toll funds dedicated to the project.

Economic Impacts ($000s)					
Economic Output	Click here to enter text.	**Wages**	Click here to enter text.	**Local Taxes**	Click here to enter text.
FTE one-year jobs	Click here to enter text.	**State Taxes**	Click here to enter text.		

Table 1. System-Wide Project-Related Motor Vehicle Emissions

	Pounds per Day				
	ROG	NO_x	CO	PM10	PM2.5
Scenario Emissions					
2015 no-project scenario	187	527	2,103	25	23
2015 with the proposed project	124	349	1,248	17	15
2035 no-project scenario	84	134	712	18	16
2035 with the proposed project	80	134	683	16	15
Comparison of Scenario Emissions (Project – No Project)					
2015 with project minus 2015 no project	-63	-178	-855	-8	-8
2035 with project minus 2035 no project	-4	0	-29	-2	-1

Table 2. Predicted CO Modeling Concentrations (ppm)

Truck Scales Facility	2015		2035	
Sensitive receptors	1-hour	8-hour	1-hour	8-hour
Residence 1	8.0	6.0	7.9	5.9
Residence 2	8.0	6.0	7.9	5.9
Residence 3	8.3	6.2	8.0	6.0
Residence 4	8.3	6.2	8.0	6.0
Residence 5	8.2	6.1	8.0	6.0
Residence 6	8.3	6.2	8.0	6.0
NQQAS standard	35.0	9.0	35.0	9.0
CAAQS standard	20.0	9.0	20.0	9.0
Significant?	**No**	**No**	**No**	**No**

Table 3. BAAQMD Feasible Control Measures for Construction Emissions of PM10

Basic Control Measures (Controls That Should Be Implemented at All Construction Sites)
Water all active construction areas at least twice daily.
Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 0.6 meters (2 feet) of freeboard.
Pave; apply water three times daily; or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
Enhanced Control Measures (Additional Measures That Should Be Implemented at Construction Sites Greater than 4 acres in Area)
Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (i.e., previously graded areas inactive for 10 days or more).
Enclose, cover, water twice daily, or apply (nontoxic) soil binders to exposed stockpiles (e.g., dirt and sand).
Limit traffic speeds on unpaved roads to 24.1 kilometers per hour (15 mph).
Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
Replant vegetation in disturbed areas as quickly as possible.
Optional Control Measures (Control Measures That Are Strongly Encouraged at Construction Sites that Are Large in Area, Located Near Sensitive Receptors, or for Any Other Reason May Warrant Additional Emissions Reductions; the Project Applicant Is Not Required to Implement Them)
Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the site.
Install windbreaks or plant trees or vegetative wind breaks at windward sides of construction areas.
Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
Limit the area subject to excavation, grading, and other construction activity at any one time.

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-5/French Camp Road Interchange and Sperry Road Extension Project
Project Description:
The project is located in the City of Stockton, located in San Joaquin County, California. The project limits on Interstate 5 are from the Interstate 5/Downing Avenue interchange to 2,000 feet south of the Interstate 5/French Camp Road interchange. The western project limit is approximately 1,200 feet west of the Manthey Road/Henry Long Boulevard intersection, and the eastern project limit is 590 feet east of the Sperry Road/Performance Drive intersection. The proposed project would reconstruct the Interstate 5/Sperry Road interchange to provide a direct connection from the Interstate 5/French Camp Road interchange to Sperry Road. The new roadway would form a direct connection between Interstate 5 and State Route 99 for the south Stockton planning area. Project components include the following: 1) reconstruction of the Interstate 5/French Camp Road interchange; 2) extension of Sperry Road from Performance Drive west to French Camp Road; 3) realignment of Manthey Road and relocation of the French Camp Road/Manthey Road intersection; 4) addition of auxiliary lanes between the French Camp Road interchange and the Downing Avenue interchange including widening in both directions over the Interstate 5 bridge over French Camp Slough; and 5) provide ramp metering components and California Highway Patrol enforcement areas on the on-ramps to Interstate 5.
Regional Benefits:
The proposed project is listed in the Tier 1 San Joaquin Council of Government's Regional Transportation Plan Amendment #1 and the Federal Transportation Improvement Program Amendment #22. Interagency consultation and public review was conducted in September 2005. The Regional Transportation Plan and the Federal Transportation Improvement Program amendments, along with the air quality conformity determination, were approved by the San Joaquin Council of Governments' Board on October 27, 2005. FHWA approved the conformity analysis, which concluded that the project was in conformance with the State Implementation Plan goals to achieve and maintain national ambient air quality standards on November 22, 2005.

Project Information:

EIR/EIS Date	November 2006	**Total Project Cost**	$60,000,000.00	**TCIF Funding**	$30,000,000.00
Construction Start Date	July 2011	**Construction Cost**	$39,500,000.00		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	A carbon monoxide modeling protocol analysis was conducted to evaluate whether the project would cause or contribute to localized violations of the state or federal ambient standard in the project vicinity. No violations of the state or federal one-hour or eight-hour carbon monoxide standards in the project area would occur under future (2025) conditions. The PM10/PM2.5 conformity analysis found that neither build alternative would cause or contribute to violations of the federal PM10/PM 2.5 standards. Additionally, the project is part of the conforming Regional Transportation Plan for ozone precursor emissions, indicating the project would help the region meet State and federal air quality standards.

Local Emission Impacts	The San Joaquin Valley Air Pollution Control District has determined that compliance with its Regulation VIII, including implementation of all feasible control measures specified in its *Guide for Assessing Air Quality Impacts* (San Joaquin Valley Air Pollution Control District 2002), constitutes sufficient mitigation to minimize adverse air quality effects associated with construction. Additionally, the project would not create localized carbon monoxide Hot-Spots.
Emission Mitigation Measures	The City would ensure that all construction activities abide by all applicable San Joaquin Valley Air Pollution Control District Rules and Regulations (including payment of all applicable fees). Specific regulations and rules that will reduce the project's impacts include Regulation VIII (Fugitive PM10 Prohibitions) Rules 8011-8081; Rule 4102 (Nuisance), Rule 4103 (Open Burning), and Rule 9510 (Indirect Source Review).
Funding Sources for Mitigation	Construction mitigation measures would be funded as part of the Construction Phase of the proposed project.

Economic Impacts ($000s)					
Economic Output	Future Development of 5910 Industrial acres	**Wages**	**N/A**	**Local Taxes**	N/A
FTE one-year jobs	N/A.	**State Taxes**	N/A		

NORTHERN CALIFORNIA TRADE CORRIDORS COALITION

AB 268 Review Reports

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Interstate 580 Eastbound Truck Climbing Lane Project
Project Description:
The project proposes to widen Interstate 580 (I-580) in Alameda County to construct a Truck Climbing Lane (TCL) in the eastbound (EB) direction over the Altamont Pass between the Greenville Road Undercrossing and one-mile east of North Flynn Road.
Regional Benefits:
The project will provide several safety and operational improvements, improve reliability and relieve traffic congestion and delay during the PM peak period by separating slow-moving traffic from existing mixed-flow lanes. The project will also separate traffic weaving movements from the mainline. Finally, it will reduce vehicular emissions by allowing traffic speeds to increase and remain stable, resulting in more favorable air quality benefits. Implementing the proposed project will enhance the regional and interregional movement of goods, services and people as well as provide substantial economic benefits to the Bay Area Region, Central Valley Region, State and nation.

Project Information:

EIR/EIS Date	**1/31/2010**	**Total Project Cost**	$64.2M	**TCIF Funding**	$64.2M (SHOPP)
Construction Start Date	10/1/2011	**Construction Cost**	$51M		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Emission reductions for the forecasted (Year 2035) PM peak hour includes a 10% decrease in tons per year of Particulate Matter (PM10) and a 4.3% decrease in tons per year of Nitrogen Oxides (NOx). Daily reductions are estimated to equate to 1.42 pounds/day (NOx) and 0.27 pounds/day (PM10).
Local Emission Impacts	There are no localized air quality impacts because there are few receptors within the project limits.
Emission Mitigation Measures	No mitigation opportunities or funding sources were identified in the EIR.
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)

Economic Output	N/A	**Wages**	N/A	**Local Taxes**	N/A

FTE one-year jobs	N/A	**State Taxes**	N/A

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-880 Operational and Safety Improvements at 29th Avenues and 23rd Avenue Overcrossings Project
Project Description:
In Oakland, on Interstate 880 (I-880) from south of the existing 29th Avenue overcrossing to north of the existing 23rd Avenue overcrossing. Remove and reconstruct 29th and 23rd Ave overcrossings; Improvements to the NB 29th Ave off ramp; Improvements to NB ramps between 29th and 23rd Avenues.
Regional Benefits:
The existing interchange spacing, ramp geometric configurations and the limited ability to widen the mainline impact freight and commuter mobility in the I-880 corridor and contribute to a daily recurring bottleneck that accounts for 50% of the northbound delay on I-880 in Alameda county. The frequency of accidents in this area is approximately five times higher than the statewide average, which exacerbates the existing bottleneck conditions. Reconstruction of the overcrossings will provide room to widen the existing I-880 mainline lanes to the Caltrans standard width of 12 feet. In addition, the proposed project will widen the mainline outside shoulders and lengthen existing auxiliary lanes. These improvements will increase the flow of vehicles along the mainline and help reduce the rate of congestion related accidents in the area. The improvements are forecasted to provide a 2% reduction in daily VHT (vehicle hours traveled) and an approximate 19% reduction in peak hour travel time as well as accommodate future mainline improvements. The reconstruction would provide a vertical clearance of 16.5 feet reducing the potential of oversize trucks hitting the overcrossing, thus improving the reliability of the route for trucking and port movements, which will also improve the reliability for commuter travel and commerce.

Project Information:

EIR/EIS Date	**4/13/2010**	**Total Project Cost**	$97M	**TCIF Funding**	$73M (SHOPP)
Construction Start Date	1/1/2013	**Construction Cost**	$71M		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	A preliminary air quality assessment was performed and indicated that the increase in free flow speeds will provide a total daily reduction in NOx and PM10 emissions within the project limits. Based on a project level analysis, it is estimated that 15 tons of emissions will be reduced due to the proposed improvements over the next 20 years. It is anticipated that this project will not increase regional emissions.
Local Emission Impacts	Project documentation does not show any localized impacts with respect to emissions.

Emission Mitigation Measures	No emission impact mitigation opportunities or funding sources to implement mitigation measures are identified in the project documentation.
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)					
Economic Output	N/A	**Wages**	N/A	**Local Taxes**	N/A
FTE one-year jobs	N/A	**State Taxes**	N/A		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
State Route 4 Crosstown Freeway Extension Project
Project Description:
The SR-4 Cross-town Freeway Extension project proposes to relocate the on and off-ramps of SR-4 from their current location at Fresno Avenue southwest to Navy Drive. The project would improve the connection between I-5, the Port of Stockton, and adjacent industrial areas as well as reduce truck traffic traveling to and from these areas through the Boggs Tract neighborhood.
Regional Benefits:
The SR-4 Cross-town Freeway Extension project is expected to provide a regional air quality benefit. In July 2010, SJCOG adopted a 25 year regional transportation plan. The air quality conformity analysis for the 2011 RTP included the SR-4 Cross-town Freeway Extension Project and was found by FHWA to be in conformance with State Implementation Plans goals to achieve and maintain national ambient air quality standards. Results of the SJCOG air quality conformity analysis for the 2011 RTP can be found at the following link: http://www.sjcog.org/docs/pdf/Transportation/AirQuality/Final_2011_%20AQ_Analysis.pdf .

Project Information:

EIR/EIS Date	**6/6/2010**	**Total Project Cost**	$193,640,000	**TCIF Funding**	$96,820,000
Construction Start Date	10/1/2013	**Construction Cost**	10/1/2016		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The SR-4 Cross-town Freeway Extension project is expected to provide a regional air quality benefit. In July 2010, SJCOG adopted a 25 year regional transportation plan. The air quality conformity analysis for the 2011 RTP included the SR-4 Cross-town Freeway Extension Project and was found by FHWA to be in conformance with State Implementation Plans goals to achieve and maintain national ambient air quality standards. Results of the SJCOG air quality conformity analysis for the 2011 RTP can be found at the following link: http://www.sjcog.org/docs/pdf/Transportation/AirQuality/Final_2011_%20AQ_Analysis.pdf .
Local Emission Impacts	2015 Local emissions impacts: Reactive Organic Gas (ROG) is reduced 0.65 tons per year (1300 lbs); Oxides of Nitrogen (NOX) is reduced 3.49 tons per year (6,980 lbs); Carbon Monoxide (CO) is reduced by 7.97 tons per year (15,940 lbs); Particulate Matter 10 (PM10) is reduced by 0.14 tons per year (280 lbs); Particulate Matter 2.5 (PM2.5) is reduced by 0.13 tons per year (260 lbs); and Carbon Dioxide (CO2) is reduced by 4.42 metric tons per day (9,744 lbs. 2035 Local emissions impacts: Reactive Organic Gas (ROG) is reduced 0.19 tons per year (380 lbs); Oxides of Nitrogen (NOX) is reduced 1.51 tons per year (3020 lbs); Carbon Monoxide (CO) is reduced by 4.99 tons per year (9,980 lbs); Particulate Matter 10 (PM10) is reduced by 0.12 tons per year (240 lbs);

	Particulate Matter 2.5 (PM2.5) is reduced by 0.09 tons per year (180 lbs); and Carbon Dioxide (CO2) is reduced by 7.01 metric tons per day (15,454 lbs).
Emission Mitigation Measures	This project is anticipated to result in a future net positive air quality impact to the region. The EIR for the SR-4 Cross-town Freeway Extension project addresses both short and long term air quality impacts. Although the project will have a beneficial impact to the region, the project has the potential to increase short term emissions within the project study area during construction. To ensure these short term increases in emissions do not have a significant impact, mitigation measures have been identified as part of the EIR for this project. The mitigation measures are: 1) Implement Caltrans Standard Specification Section 7-1.01F, Standard Specification Section 10, and Standard Specification 18 – To control the generation of construction related PM10 emissions and ensure compliance with all applicable laws and regulations relating to air quality, including air pollution control district regulations and local ordinances. 2) Prepare and Implement a Dust Control Plan to Comply with San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Regulation VIII Requirements to Control Construction Emissions of PM10 – To control the generation of construction related PM10 emissions a dust control plan will be prepared and submitted to the SJVUAPCD for approval at least 30 days prior to any earthmoving or construction activities. 3) Implement Measures to Reduce Exhaust Emissions from Off-Road Diesel-Powered Equipment – To reduce construction related exhaust emissions. Implementation of these mitigation measures ensures cumulative short term air quality impacts do not result in long term air quality impacts.
Funding Sources for Mitigation	Mitigation funding sources are contained within the project budget.

Economic Impacts ($000s)					
Economic Output	N/A	**Wages**	N/A	**Local Taxes**	N/A
FTE one-year jobs	~10,000	**State Taxes**	N/A		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Marina Bay Parkway Grade Separation
Project Description:
Design and Construction of a roadway underpass at an existing railroad grade crossing on Marina Bay Parkway between Meeker and Regatta Boulevards.
Regional Benefits:
The project will reduce traffic congestion and allow emergency vehicles to access the Marina Bay Area unimpeded and will improve access to proposed Water Emergency Transit Authority (WETA) ferries, providing a regional safety benefit. The project eliminates a grade crossing, thereby providing a safety benefit by eliminating the potential for vehicle-train accidents. Additionally, the project is anticipated to reduce idling vehicle emissions by eliminating the need for traffic to stop at frequent grade crossings. The project is estimated to result in a reduction of 31 tons of Carbon Monoxide (CO) each year, and a reduction of 0.64 tons of Nitrogen Oxides (NOx) per year.

Project Information:

EIR/EIS Date	CE 1/09	**Total Project Cost**	37.95m	**TCIF Funding**	18.975m
Construction Start Date	6/11	**Construction Cost**	34.6m		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Reduction of 31 tons of Carbon Monoxide and .64 tons of Nitrogen Oxides per year
Local Emission Impacts	Reduction of 31 tons of Carbon Monoxide and .64 tons of Nitrogen Oxides per year
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)

Economic Output	$70,163	**Wages**	$38,459	**Local Taxes**	$3,360 (includes state)
FTE one-year jobs	482	**State Taxes**	$3,360 (includes local)		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Sacramento Intermodal Track Relocation
Project Description:
Realigning mainline rail tracks and providing new passenger platforms, tunnels under the rail corridor and related facilities in Sacramento, CA, north of I Street, east of the Sacramento River to the vicinity of 7th Street.
Regional Benefits:
The project would reduce operational emissions from rail traffic. By separating the freight and passenger tracks, the idling time of trains would be reduced because freight trains would no longer be held out while passenger trains are in the station. Freight trains would operate at higher speeds through the station, increase their freight movement capacity and provide relief from truck congestion on nearby Interstates 5 and 80. It was anticipated that train velocity would increase by 50% through the station; freight capacity would increase by 20 million gross tons; potentially 667,000 trucks would be removed from highways annually; and, grade separated access within and across the rail corridor would reduce conflicts and improve safety for passengers, vehicles, pedestrians, bicycles.The resulting benefits would improve air quality, safety and congestion. The Sacramento Track Relocation improvements would contribute to achieving the overall positive economic impacts resulting from the TCIF program in Northern California's Central Corridor.

Project Information:

EIR/EIS Date	**12/1/2007**	**Total Project Cost**	$77 million approximately	**TCIF Funding**	$25.266 million
Construction Start Date	4/6/2011	**Construction Cost**	$68 million approximately		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	There will be a net reduction in regional emissions. (See also Regional Benefits section above.) Emissions reductions were projected to be: ROG - 16 pounds, NOx - 191 pounds, CO - 43 pounds and PM10/PM2.5 - 119 pounds.
Local Emission Impacts	The project has the potential to increase short term emissions within the study area during construction. These impacts would be mitigated by mitigation measures as noted below.
Emission Mitigation Measures	The City of Sacramento has paid into SMAQMD's construction mitigation fund to offset NOx emissions that exceed the daily threshold of 85 lbs/day. The Contractor shall perform mitigation measures that include: keep soil moist, maintain 2' of space on haul trucks, limit or remove dirt accumulations on public streets, limit work during 20+ mph winds, control dust, provide a plan to use vehicles that reduce emissions, provide an inventory of off-road diesel equipment and control their emissions to suggested levels, limit equipment idling, keep equipment well-maintained to reduce emissions and use alternative fueled construction equipment when appropriate.
Funding Sources for Mitigation	Federal funds (FHWA ARRA, FRA) and State funds (TCIF)

Economic Impacts ($000s)

Economic Output	See "Regional Benefits" above	**Wages**	NA	**Local Taxes**	NA
FTE one-year jobs	1226	**State Taxes**	NA		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-80 Eastbound Cordelia Truck Inspection Facility Relocation Project
Project Description:
The I-80 Eastbound Cordelia Truck Inspection Facility Relocation Project would construct a larger truck inspection facility with a greater capacity than the existing truck scales, a longer off-ramp, and braided highway on-ramps that would provide access to eastbound I-80 and SR 12 East.
Regional Benefits:
Project implementation would lead to improvements in traffic operations and overall system efficiency. This would result in decreases in regional emissions (See Table 1 below).

Project Information:

EIR/EIS Date	Click here to enter a date.	**Total Project Cost**	$100,900,000	**TCIF Funding**	$49,800,000
Construction Start Date	10/1/2011	**Construction Cost**	$61,620,000		

Local Air Quality Impacts	
Net Reduction Regional Emissions (2030)	Modeled traffic volumes and operating conditions were obtained from the traffic data prepared by the project traffic engineers, Fehr & Peers. Pollutant emissions were modeled for construction interim year (2015) and design-future year (2035) with and without project conditions using the Caltrans CT-EMFAC model. Table 1 summarizes the modeled yearly emissions and indicates net reductions in all pollutants analyzed.
Local Emission Impacts	On March 10, 2006, the EPA issued a final transportation conformity rule that addresses local air quality impacts in PM10 and PM2.5 nonattainment and maintenance areas. The final rule requires a hot spot analysis to be performed for projects identified as being a Project of Air Quality Concern (POAQC) or any other project identified by the PM2.5 SIP as a localized air quality concern. A hot spot analysis is not required for projects that are not a POAQC. For projects that are not a POAQC, project sponsors should briefly document in their project-level conformity determinations that Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis. The determination that a project is not a POAQC is made during interagency consultation (IAC), in which projects must document the criteria supporting the non-POAQC finding and receive concurrence from IAC members that the project is not a POAQC. Local IAC consultation was initiated with the Metropolitan Transportation Commission's (MTC) Air Quality Conformity Task Force (AQCTF) on 18 January 2011 for concurrence that the project is not a Project of Air Quality Concern

	(POAQC). Concurrence was received from the AQCTF that the project is not a POAQC on 31 January 2011. Because the project has been found to not be a POAQC, the project is not anticipated to cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS for PM2.5.
Emission Mitigation Measures	The EIR identified the following mitigation requirement in the project EIR: The Department's Mitigation Requirements for Construction Impacts. Construction activities are subject to Department requirements found in the Department's document Standard Specifications and Standard Special Provisions Update. Standard Section 14, Environmental Stewardship, stipulates that construction activities must comply with all rules, regulations, ordinances, and statutes of the local air pollution control district, and Standard Section 10 addresses dust control requirements. In addition, the BAAQMD requires the implementation of all feasible, effective, and comprehensive control measures to reduce PM10 emissions from construction activities. These control measures are summarized in Table 3.
Funding Sources for Mitigation	Funding source for project mitigation are bridge toll funds dedicated to the project.

Economic Impacts ($000s)					
Economic Output	Click here to enter text.	**Wages**	Click here to enter text.	**Local Taxes**	Click here to enter text.
FTE one-year jobs	Click here to enter text.	**State Taxes**	Click here to enter text.		

Table 1. System-Wide Project-Related Motor Vehicle Emissions

	Pounds per Day				
	ROG	**NO_x**	**CO**	**PM10**	**PM2.5**
Scenario Emissions					
2015 no-project scenario	187	527	2,103	25	23
2015 with the proposed project	124	349	1,248	17	15
2035 no-project scenario	84	134	712	18	16
2035 with the proposed project	80	134	683	16	15
Comparison of Scenario Emissions (Project – No Project)					
2015 with project minus 2015 no project	-63	-178	-855	-8	-8
2035 with project minus 2035 no project	-4	0	-29	-2	-1

Table 2. Predicted CO Modeling Concentrations (ppm)

Truck Scales Facility	2015		2035	
Sensitive receptors	1-hour	8-hour	1-hour	8-hour
Residence 1	8.0	6.0	7.9	5.9
Residence 2	8.0	6.0	7.9	5.9
Residence 3	8.3	6.2	8.0	6.0
Residence 4	8.3	6.2	8.0	6.0
Residence 5	8.2	6.1	8.0	6.0
Residence 6	8.3	6.2	8.0	6.0
NQQAS standard	35.0	9.0	35.0	9.0
CAAQS standard	20.0	9.0	20.0	9.0
Significant?	**No**	**No**	**No**	**No**

Table 3. BAAQMD Feasible Control Measures for Construction Emissions of PM10

Basic Control Measures (Controls That Should Be Implemented at All Construction Sites)
Water all active construction areas at least twice daily.
Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 0.6 meters (2 feet) of freeboard.
Pave; apply water three times daily; or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
Enhanced Control Measures (Additional Measures That Should Be Implemented at Construction Sites Greater than 4 acres in Area)
Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (i.e., previously graded areas inactive for 10 days or more).
Enclose, cover, water twice daily, or apply (nontoxic) soil binders to exposed stockpiles (e.g., dirt and sand).
Limit traffic speeds on unpaved roads to 24.1 kilometers per hour (15 mph).
Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
Replant vegetation in disturbed areas as quickly as possible.
Optional Control Measures (Control Measures That Are Strongly Encouraged at Construction Sites that Are Large in Area, Located Near Sensitive Receptors, or for Any Other Reason May Warrant Additional Emissions Reductions; the Project Applicant Is Not Required to Implement Them)
Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the site.
Install windbreaks or plant trees or vegetative wind breaks at windward sides of construction areas.
Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
Limit the area subject to excavation, grading, and other construction activity at any one time.

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-5/French Camp Road Interchange and Sperry Road Extension Project
Project Description:
The project is located in the City of Stockton, located in San Joaquin County, California. The project limits on Interstate 5 are from the Interstate 5/Downing Avenue interchange to 2,000 feet south of the Interstate 5/French Camp Road interchange. The western project limit is approximately 1,200 feet west of the Manthey Road/Henry Long Boulevard intersection, and the eastern project limit is 590 feet east of the Sperry Road/Performance Drive intersection. The proposed project would reconstruct the Interstate 5/Sperry Road interchange to provide a direct connection from the Interstate 5/French Camp Road interchange to Sperry Road. The new roadway would form a direct connection between Interstate 5 and State Route 99 for the south Stockton planning area. Project components include the following: 1) reconstruction of the Interstate 5/French Camp Road interchange; 2) extension of Sperry Road from Performance Drive west to French Camp Road; 3) realignment of Manthey Road and relocation of the French Camp Road/Manthey Road intersection; 4) addition of auxiliary lanes between the French Camp Road interchange and the Downing Avenue interchange including widening in both directions over the Interstate 5 bridge over French Camp Slough; and 5) provide ramp metering components and California Highway Patrol enforcement areas on the on-ramps to Interstate 5.
Regional Benefits:
The proposed project is listed in the Tier 1 San Joaquin Council of Government's Regional Transportation Plan Amendment #1 and the Federal Transportation Improvement Program Amendment #22. Interagency consultation and public review was conducted in September 2005. The Regional Transportation Plan and the Federal Transportation Improvement Program amendments, along with the air quality conformity determination, were approved by the San Joaquin Council of Governments' Board on October 27, 2005. FHWA approved the conformity analysis, which concluded that the project was in conformance with the State Implementation Plan goals to achieve and maintain national ambient air quality standards on November 22, 2005.

Project Information:

EIR/EIS Date	November 2006	**Total Project Cost**	$60,000,000.00	**TCIF Funding**	$30,000,000.00
Construction Start Date	July 2011	**Construction Cost**	$39,500,000.00		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	A carbon monoxide modeling protocol analysis was conducted to evaluate whether the project would cause or contribute to localized violations of the state or federal ambient standard in the project vicinity. No violations of the state or federal one-hour or eight-hour carbon monoxide standards in the project area would occur under future (2025) conditions. The PM10/PM2.5 conformity analysis found that neither build alternative would cause or contribute to violations of the federal PM10/PM 2.5 standards. Additionally, the project is part of the conforming Regional Transportation Plan for ozone precursor emissions, indicating the project would help the region meet State and federal air quality standards.

Local Emission Impacts	The San Joaquin Valley Air Pollution Control District has determined that compliance with its Regulation VIII, including implementation of all feasible control measures specified in its *Guide for Assessing Air Quality Impacts* (San Joaquin Valley Air Pollution Control District 2002), constitutes sufficient mitigation to minimize adverse air quality effects associated with construction. Additionally, the project would not create localized carbon monoxide Hot-Spots.
Emission Mitigation Measures	The City would ensure that all construction activities abide by all applicable San Joaquin Valley Air Pollution Control District Rules and Regulations (including payment of all applicable fees). Specific regulations and rules that will reduce the project's impacts include Regulation VIII (Fugitive PM10 Prohibitions) Rules 8011-8081; Rule 4102 (Nuisance), Rule 4103 (Open Burning), and Rule 9510 (Indirect Source Review).
Funding Sources for Mitigation	Construction mitigation measures would be funded as part of the Construction Phase of the proposed project.

Economic Impacts ($000s)					
Economic Output	Future Development of 5910 Industrial acres	**Wages**	**N/A**	**Local Taxes**	N/A
FTE one-year jobs	N/A.	**State Taxes**	N/A		

SOUTHERN CALIFORNIA CONSENSUS GROUP

AB 268 Review Reports

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

June 1, 2011

Ms. Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Ms. Rhinehart:

On behalf of Southern California's County Transportation Commissions (LACMTA, OCTA, RCTC, SANBAG, VCTC), Alameda Corridor East Construction Authority (ACE), Alameda Corridor Transportation Authority (ACTA), the Ports of Los Angeles and Long Beach, Southern California Association of Governments (SCAG) and the Southern California Regional Rail Authority (SCRRA) I am pleased to submit the attached Assembly Bill 268 Review Report forms.

The Southern California Consensus Group remains united and is strongly committed to continuing its efforts to improve the movement of goods which significantly contribute to the region, California, and the nation's economy while mitigating air quality and congestion impacts. These TCIF projects collectively generate a total of 68,644 jobs, resulting in over $1.1 billion in wages. Improvements in air quality include quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide, and particulate matter as indicated in the attached worksheets.

We applaud the CTC, you and your staff for your leadership and vision and look forward to our continued efforts to address the state's transportation issues.

Sincerely,

Shahrzad Amiri
Deputy Executive Officer

Alameda Corridor-East Construction Authority
4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

May 19, 2011

Ms. Shahrzad Amiri
Deputy Executive Officer
Los Angeles County MTA
One Gateway Plaza
MS: 99-22-8
Los Angeles, CA 90012-2952

Dear Shahrzad:

Enclosed please find the Review Report form for the Alameda Corridor-East: San Gabriel Valley Grade Separation Project submitted in compliance with AB 268, which requires the California Transportation Commission to evaluate the potential costs and benefits of the Prop 1B Trade Corridors Improvement Fund program on the economy, environment and public health.

The San Gabriel Valley Grade Separation Project consists of multiple grade separation projects where major urban arterials cross freight mainlines in eastern Los Angeles County. The TCIF allocation will fund construction of the 2.2-mile San Gabriel Trench project, lowering a 1.4-mile section of Union Pacific railroad track in a trench with bridges constructed at Ramona Street, Mission Road, Del Mar Avenue and San Gabriel Boulevard, allowing vehicles and pedestrians to pass over the tracks.

The Project will eliminate four at-grade crossings, increasing efficiency, reliability, and throughput on the UPRR Alhambra subdivision mainline east-west corridor to accommodate existing and projected growth in freight and passenger trains. As highlighted in the completed form, the project will reduce air pollution; eliminate an estimated 420 hours of vehicle delay each day at four crossings as well as delays for emergency responders and the potential for crossing collisions, estimated at one every four years. Locomotive horn and crossing bell noise will be eliminated. Also as noted in the form, the Project will have a profound regional impact in creating construction jobs as well as in increasing economic output and state and local tax revenues.

Thank you for your assistance and leadership in coordinating regional AB 268 reporting to the CTC. If you have any questions, please contact me or ACE Government and Community Relations Director Paul Hubler.

Sincerely,

Rick Rickmond
Chief Executive Officer

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

San Gabriel Valley Grade Separation Project
Project Description:
The San Gabriel Valley Grade Separation Project consists of multiple grade separation projects where major urban arterials cross freight mainlines in eastern Los Angeles County. The TCIF allocation will fund construction of the 2.2-mile San Gabriel Trench project, lowering a 1.4-mile section of Union Pacific railroad track in a trench with bridges constructed at Ramona St., Mission Rd., Del Mar Ave. and San Gabriel Blvd., allowing vehicles and pedestrians to pass over the tracks.
Regional Benefits:
The Project will eliminate four at-grade crossings, increasing efficiency, reliability, and throughput on the UPRR Alhambra subdivision mainline east-west corridor to accommodate existing and projected growth in freight and passenger trains. The project will reduce air pollution; eliminate an estimated 420 hours of vehicle delay each day at four crossings as well as delays for emergency responders and the potential for crossing collisions, estimated at one every four years. Locomotive horn and crossing bell noise will be eliminated.

Project Information:

EIR/EIS Date	**Jan. 2011** (CTC approval)	**Total Project Cost**	**$824.383M**	**TCIF Funding**	**$336.6M**
Construction Start Date	**Aug. 2011**	**Construction Cost**	**$652.101M**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0.20 kg/day o Carbon Monoxide by 0.59 kg/day o Oxides of Nitrogen by 0.39 kg/day o Particular Matter by 0.09 kg/day
Local Emission Impacts	Short-term construction impacts are outweighed by long-term energy and emissions reductions with the elimination of cars and trucks idling at the existing grade crossing. Additional rail-line capacity may result in decreased diesel truck traffic.
Emission Mitigation Measures	Best management practices will reduce emissions. Construction traffic will be routed/scheduled to reduce congestion and idling. Mulch, plant vegetation and/or water trucks will reduce windblown particulates. Contractor will use electricity from power poles rather diesel or gas generators, will utilize alternative fueled off-road equipment, will use flag person to maintain smooth traffic flows. Diesel construction equipment will meet Tier III emissions requirements or Tier II if Tier III not available.
Funding Sources for Mitigation	Construction sources.

Economic impacts ($000s)

Economic Output	$1,644 million	Wages	$540 million	Local Taxes	$8.39 million
FTE one-year jobs	13,100 jobs for at least a year	State Taxes	$45 million		

ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

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

May 19, 2011

Ms. Shahrzad Amiri
Deputy Executive Officer
METRO
One Gateway Plaza
Los Angeles, CA 90012

Subject: AB 268 Review Report – SR-47 Project

Dear Shahrzad:

The Alameda Corridor Transportation Authority (ACTA) respectively submits information about the SR-47 Expressway-Schuyler Heim Bridge Replacement Project for the AB 268 Review Report to the California Transportation Commission (CTC).

The SR-47 Project is being built through a joint partnership between ACTA and the California Department of Transportation (Caltrans). It is a two-phased project which will first replace the 60-year-old, seismically deficient Schuyler Heim Bridge with a fixed-span bridge over Cerritos Channel near the ports of Los Angeles and Long Beach and then provide a 1.7 mile long aerial connector extension which will grade-separate five at-grade rail crossings and three signalized intersections.

This important infrastructure project will enhance the efficient, secure movement of goods at the nation's largest port complex, reduce congestion and improve mobility by rerouting certain traffic from congested freeways and local streets, and also improve transportation safety. When fully developed and constructed, the Project will provide access to existing and proposed intermodal freight distribution and transfer facilities inland from the port terminals.

The benefit of the Project is that it mitigates existing and future congestion by improving a weak link in the existing roadway network.

Please feel free to contact us if you need additional information for the CTC AB 268 Review Report.

Sincerely,

John T. Doherty, PE
Chief Executive Officer

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
SR-47 Expressway-Schuyler Heim Bridge Replacement/Construct Expressway & Flyover
Project Description:
The SR-47 Expressway project is a joint partnership between the Alameda Corridor Transportation Authority and the California Department of Transportation. Segment 1 will replace the 60-year-old, seismically-deficient Schuyler Heim Bridge with a fixed-span bridge over Cerritos Channel near the Ports of Los Angeles and Long Beach. Segment 2 will provide a 1.7 mile long aerial connector extension, which grade separates five at-grade rail crossings and three signalized intersections and reroutes certain truck traffic from congested freeways and local streets.
Regional Benefits:
The Project will replace deficient bridge to latest seismic standards to withstand a major earthquake; Address highway and rail capacity constraints in the Ports and local communities; Relieve traffic congestion on local streets, and major north/south freeways; Provide reliable truck route to local warehouses, rail facilities, and east/west freeways; and Enable trade growth, thereby ensuring both existing and future freight logistics jobs.

Project Information:

EIR/EIS Date	**Sept 09**	**Total Project Cost**	**Seg 1 – $355.2M** **Seg 2 – $331.8M**	**TCIF Funding**	**$158M**
Construction Start Date	**Seg 1 – 6/11** **Seg 2 – 1/13**	**Construction Cost**	**Seg 1 – $270.2M** **Seg 2 – $282.8M**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o CO – 2429 tons/yr o Nox – 2059 tons/yr o ROG – 125 tons/yr o PM10 – 42 tons/yr o PM2.5 – 38 tons/yr o CO2 – 39425 tons/yr
Local Emission Impacts	By improving a weak link in the existing roadway network, mitigates existing and future congestion. Standard construction mitigation measures proposed. ACTA will install HVAC units at residences with the potential to be impacted by the project.
Emission Mitigation Measures	When compared to the 2003 CEQA baseline, the Project results in a substantial decrease in health risk exposure at all sensitive receptors. In an abundance of caution, however, ACTA also compared the Project to the No Build scenario. There are several residential receptors predicted to have a health risk increase higher than the significance threshold of 10 in a million. To address localized health impacts, a heating, ventilating, and air conditioning (HVAC) retrofit program is proposed for the residences with potential incremental cancer risks greater than 10 in a million.

Funding Sources for Mitigation	ACTA is providing substantial funding for the project and is funding mitigation that would not be required if the traditional CEQA baseline were utilized.

Economic impacts ($000s)

Economic Output	$1.45 billion	Wages	$476 million	Local Taxes	$7.4 million
FTE one-year jobs	11,600 jobs for at least a year	State Taxes	$39.75 million		

City of Commerce

Department of Community Development

Bob Zarrilli
Director

May 16, 2011

Shahrzad Amiri
Los Angeles County MTA
1 Gateway Plaza
Los Angeles, CA 90012-29

RE: City of Commerce Washington Boulevard Widening & Reconstruction Project

Dear Ms. Amiri:

Per your request, attached please find the City of Commerce's completed Trade Corridors Improvement Fund AB 268 Review Report Form for the Washington Boulevard Widening and Reconstruction Project.

The City of Commerce will award the PS&E contract for the Washington Boulevard Widening and Reconstruction Project on 6 /21/2011, with a construction start dat e targeted for 7/2012. The City elected to undertake a full EIR on this project, completed 2/2010, which delayed the PS&E effort by 1 year.

The total project cost is $32M, $26M of which is for construction, including $5.8M in TCIF funds. The project will add one lane in each direction within City owned right of way between the I-710 and I-5 Freeways, update medians and turning radius, pedestrian facilities, signals and signage, and will improve regional emissions, congestion and pedestrian safety. Local Air Quality impacts include the net Reduction of 60 Tons per year of Particulate Matter, PM10, RGO & Nox, and 86,900 Tons per year of C02. Emission impacts related to construction have been identified as mitigation measures within the PS&E contract, and the contractor will develop a Traffic Mitigation Plan to implement during construction in order to fully mitigate these local emission impacts.

The economic impacts of the Washington Boulevard Project include $76M in economic output' $25M in wages, $390K in local taxes, and $2.8M in State taxes, and 600 Jobs for one year.

Thank you, and please feel free to contact me should you have any additional information.

Sincerely,

Danilo Batson
Assistant Director of Public Services
City of Commerce - Community Development

2535 Commerce Way
Commerce, CA 90040
Phone:323•722•4805
Fax:323•888•6537

"Where Quality Service Is Our Tradition"

Trade Corridors Improvement Fund
AB 268 Review Report Form

Washington Boulevard Widening and Reconstruction Project
Addi one lane in each direction, improving turning radius, medians and sidewalks.
The project will improve regional emissions, congestion and pedestrian safety.

EIR/EIS Date	**2/1/2010**	**Total Project Cost**	**$32M**	**TCIF Funding**	**$5.8M**
Construction Start Date	**5/1/2012**	**Construction Cost**	**$26M**		

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 60 Tons/yr o Carbon Monoxide by 86,900 Tons/yr o Oxides of Nitrogen by 60 Tons/yr o Particular Matter by 60 Tons/yr
Local Emission Impacts	Emmission impacts are related to construction, such as noise, dust, air quality. The construction contractor will develop a Traffic Mitigation Plan for implementation during construction.
Emission Mitigation Measures	There are 6 construction emission mitigation measures identified in the Approved EIR that will be implemented by the contractor. These will reduce or eliminate emissions during the construction phase.
Funding Sources for Mitigation	City of Commerce

Economic Output	$76million	Wages	$25 million	Local Taxes	$390 thousand
FTE one-year jobs	600 jobs for at least a year	State Taxes	$2.8 million		

City of Santa Fe Springs
11710 Telegraph Road • CA • 90670-3679 • (562) 868-0511 • Fax (562) 868-7112 • www.santafesprings.org

May 17, 2011

Ms. Shahrzad Amiri
Deputy Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

SUBJECT: AB 268 Review Report

PROJECT: ACE: Gateway - Valley View Grade Separation
City of Santa Fe Springs

Dear Ms. Amiri:

Attached is the completed AB 268 Review Form for the subject project which is being submitted as requested by the California Transportation Commission.

The subject project is located on the Los Angeles-San Diego Corridor and is a crucial element of a regional strategy by BNSF, Caltrans Division of Rail and the cities of Santa Fe Springs and La Mirada to promote and ensure the unimpeded flow of international trade while maximizing safety and efficiency for all affected transportation modes.

This project will contribute to a reduction in air basin emissions of particulates and other pollutants. This will be achieved by eliminating an existing conflict between rail and vehicular traffic, thereby resulting in decreased vehicle idling and smoother vehicular traffic flow. The emissions benefit of the project in 2030 is calculated to be 17 tons per year of a combined PM10, ROG, NOx and CO2. Additionally, construction of the project will generate additional jobs within the Southeast Los Angeles County area.

Please contact me at (562) 409-7541, or by e-mail at donjensen@santafesprings.org if you need any additional information.

Sincerely,

Don Jensen

Donald K. Jensen
Director of Public Works/City Engineer

Attachment: AB 268 Review Form

Joseph D. Serrano, Sr., Mayor • William K. Rounds, Mayor Pro Tem
City Council
Louie González • Richard J. Moore • Juanita Trujillo
City Manager
Thaddeus McCormack

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACE: Gateway – Valley View Grade Separation Project
Project Description:
This project is located at the intersection of Valley View Avenue and Stage Road at Milepost 158.41 on the BNSF rail line in the cities of Santa Fe Springs and La Mirada. Project scope includes demolition of existing improvements, relocation of utilities and construction of an underpass.
Regional Benefits:
Project will improve the flow of vehicular traffic through elimination of an at-grade crossing. It will also facilitate more efficient train movements on the BNSF east-west corridor and will help ensure the corridor can accommodate both the existing train volumes as well as future increases in the speed and volume of freight service and planned passenger rail service.

Project Information:

EIR/EIS Date	**9/12/05**	**Total Project Cost**	**$75.177 M**	**TCIF Funding**	**$25.57 M**
Construction Start Date	**Nov. 2011**	**Construction Cost**	**$59.477 M**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 114 grams/day (.11 kg/day) o Carbon Monoxide by 621 grams/day (.62 kg/day) o Oxides of Nitrogen by 482 grams/day (.48 kg/day) o Particular Matter by 8.3 grams/day (.01 kg/day)
Local Emission Impacts	No sensitive receptors within 1,000 feet of project location.
Emission Mitigation Measures	Project eliminates an at-grade railroad crossing. This will reduce emissions from vehicle idling through elimination of need for vehicles to stop for crossing trains.
Funding Sources for Mitigation	Federal Demo & CMAQ funds State TCRP, TCIF & Sec. 190 funds

Economic impacts ($000s)

Economic Output	$165 million	Wages	$54 million	Local Taxes	$840 thousand
FTE one-year jobs	13,000 jobs for at least a year	State Taxes	$4.5 million		

METROLINK®

Southern California Regional Rail Authority

May 17, 2011

Silva Mardrussian
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Silva:

Please find enclosed SCRRA's AB268 spreadsheet for the New Siding on the Antelope Valley Line for Freight Trains Project. A new 7,000-foot siding with no grade crossings between Lang and Vincent Sidings would reduce wait times from an average of 30 minutes to about 15 minutes. The project will allow increase in train service and provide operating flexibility to recover from schedule delays. The benefits include more efficient use of the rail network. To avoid delays, schedules must be adjusted so that trains do not meet in this single-track segment. The project will also increase flexibility when trains are operating behind schedule. By allowing for increased rail traffic, the project allows for reduction in truck traffic along the I-5 and SR-14. Further, by allowing more freight trains onto the Antelope Valley Line, they avoid the much longer trip from Lancaster to the Ports of Los Angeles and Long Beach through Colton.

Building the project will add a one-time benefit of $36 million in economic output, 290 FTE one-year jobs, and $12 million in wages. It will also generate at least $0.99 million in state and $1.08 million in local taxes.

The project also reduces local and regional emissions of diesel particulate, CO2, NOx, and other pollutants. The project reduces regional emissions by reducing travel time to the Ports of Los Angeles and Long Beach through reduction in waiting time in sidings on the Antelope Valley Line or eliminating the need for trains to travel to the Ports via Colton. In addition, emissions are reduced by replacing truck trips with train trips. The Union Pacific Railroad has been increasing the height of both tunnels on the Antelope Valley Line thus allowing double stacked container trains. This will minimize the number of trains required each day and increases the number of trucks that can be taken off the parallel freeways. Assuming a doubling of the number of daily freight trains on the line, emissions would be reduced by 41.1 tons per year of NOx, 1.7 tons per year of PM2.5 and 18,898 tons per year of CO2 in 2030.

Sincerely,

Joanna Capelle

Joanna Capelle

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
New Siding on the Antelope Valley Line (MP44 to MP61) for Freight Trains
Project Description:
This project includes construction of an up to 7000-ft passing siding south of Vincent Grade/Acton Station on the Antelope Valley Line increase freight capacity and reduce travel times on this line.
Regional Benefits:
The project would allow for more efficient use of the network, more reliable service and an increase in passenger and freight service on the Antelope Valley Line. An additional 7,000-foot siding with no grade crossings between Lang and Vincent Sidings would reduce wait times from an average of 30 minutes to about 15 minutes. In addition, to avoid delays, schedules must currently be adjusted so that trains do not meet in this single-track segment. The project will also increase flexibility when trains are operating behind schedule.

Project Information:

EIR/EIS Date	**CE 1/31/08**	**Total Project Cost**	**$14.7m**	**TCIF Funding**	**$7.2m**
Construction Start Date	**12/20/10**	**Construction Cost**	**$10.6m**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0 kg/day o Carbon Dioxide by 46,970 kg/day o Oxides of Nitrogen by 102 kg/day o Particular Matter by 4.2 kg/day
Local Emission Impacts	There are no sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$36 million	Wages	$12 million	Local Taxes	$1.08 million
FTE one-year jobs	290 jobs for at least a year	State Taxes	$0.99 million		

OCTA

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May 11, 2011

Ms. Shahrzad Amiri
Deputy Executive Officer
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Trade Corridor Improvement Fund (TCIF) Assembly Bill 268 Report

Dear Ms. Amiri:

The Orange County Transportation Authority is pleased to submit the following seven Trade Corridors Improvement Fund (TCIF) grade separation project Assembly Bill 268 Review Report Form:

- Kraemer Boulevard
- State College Boulevard
- Placentia Avenue
- Raymond Avenue
- Orangethorpe Avenue
- Tustin Avenue/Rose Drive
- Lakeview Avenue

The seven TCIF grade separation projects would provide significant benefits to vehicle and truck traffic traveling along the Burlington Northern Sante Fe corridor due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The projects will also improve safety benefits and significantly reduce potential accidents between vehicle traffic and train traffic. Improvements in air quality include quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and particulate matter. Additionally, the projects create a total of 7,100 jobs for at least a year, producing $292 million in wages.

See attached documents for detailed information. Should you have any questions please contact Barry Engelberg, Manager of Regional Initiatives at (714) 560-5362 or Bengelberg@octa.net.

Sincerely,

Barry Engelberg
Manager of Regional Initiatives

BE:bk

Attachments

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Kraemer Blvd Undercrossing
Project Description:
This project includes the lowering of Kraemer Blvd. 24 feet below the BNSF mainline rail lines. A rail bridge will be constructed for the two existing mainline tracks and space for a future third track. A second structure is required for the cross street, Crowther Ave. over the depressed Kraemer Blvd.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on Kraemer Blvd. due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Kraemer Blvd. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability.

Project Information:

EIR/EIS Date	9/1/09	**Total Project Cost**	$70,432	**TCIF Funding**	$22,642
Construction Start Date	10/1/11	**Construction Cost**	$55,376		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0.20 kg/day o Carbon Monoxide by 2.82 kg/day o Oxides of Nitrogen by 0.18 kg/day o Particular Matter by 0.02 kg/day
Local Emission Impacts	Reduce vehicle idling during the period the arterial roadway is blocked by a train
Emission Mitigation Measures	Mitigate existing and future congestion on the effected arterial roadways as a result of increasing train activity along the rail corridor. This project does not require any additional mitigation measures
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$103 million	Wages	$34 million	Local Taxes	$3.06 million
FTE one-year jobs	820 jobs for at least a year	State Taxes	$2.83 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Orangethorpe Avenue Grade Separation
Project Description:
This project includes the construction of a roadway overpass. The mainline tracks will remain at grade. Two additional structures are required at Chapman Avenue and Miller Street.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on Orangethorpe Avenue due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Orangethorpe Avenue. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability.

Project Information:

EIR/EIS Date	9/1/09	**Total Project Cost**	$117,385	**TCIF Funding**	$41,666
Construction Start Date	7/1/12	**Construction Cost**	$80,192		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0.19 kg/day o Carbon Monoxide by 2.75 kg/day o Oxides of Nitrogen by 0.18 kg/day o Particular Matter by 0.02 kg/day
Local Emission Impacts	Reduced vehicle idling during the period the arterial roadway is blocked by a train.
Emission Mitigation Measures	Mitigate existing and future congestion on the effected arterial roadways as a result of increasing train activity along the rail corridor. It will decrease the idle time of the existing trucks utilizing this corridor. This project does not require any additional mitigation measures.
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$150 million	Wages	$49 million	Local Taxes	$4.46 million
FTE one-year jobs	1,200 jobs for at least a year	State Taxes	$4.12 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Raymond Avenue
Project Description:
The project includes construction of a vehicular underpass on Raymond Ave at the BNSF railroad crossing, between Walnut Ave and Ash Ave. The project will also lower Raymond Ave under Valencia Dr. Two bridge structures will be constructed, one for the railroad and one for vehicular traffic. Project includes connector roads on the west side of Raymond Ave to provide access to Valencia Dr and Truslow Ave.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on Raymond Avenue due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Raymond Avenue. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability.

Project Information:

EIR/EIS Date	12/1/11	**Total Project Cost**	$76,767	**TCIF Funding**	$12,757
Construction Start Date	4/1/13	**Construction Cost**	$43,763		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0.53 kg/day o Carbon Monoxide by 7.56 kg/day o Oxides of Nitrogen by 0.49 kg/day o Particular Matter by 0.04 kg/day
Local Emission Impacts	Reduce vehicle idling during the period the arterial roadway is blocked by a train
Emission Mitigation Measures	Mitigate existing and future congestion on the effected arterial roadways as a result of increasing train activity along the rail corridor. This project does not require any additional mitigation measures
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$96 million	Wages	$31 million	Local Taxes	$2.62 million
FTE one-year jobs	760 jobs for at least a year	State Taxes	$2.84 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Tustin Avenue / Rose Drive Overcrossing
Project Description:
This project includes the raising of Tustin Avenue/Rose Drive 24 feet above the BNSF mainline rail lines. A bridge will be constructed that spans over Orangethorpe Avenue, the BNSF and Orange County Flood Control right of way. A modified loop type connector road will also be constructed to convey vehicles from Rose Drive back to Orangethorpe Avenue. A temporary bypass road will also be constructed to maintain traffic service during construction.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on Tustin Avenue due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Tustin Avenue. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability.

Project Information:

EIR/EIS Date	9/1/09	**Total Project Cost**	$102,993	**TCIF Funding**	$31,387
Construction Start Date	10/1/12	**Construction Cost**	$59,445		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 1.37 kg/day o Carbon Monoxide by 19.51 kg/day o Oxides of Nitrogen by 1.26 kg/day o Particular Matter by 0.11 kg/day
Local Emission Impacts	Emission reductions are achieved from fewer vehicle idling emissions at grade crossings.
Emission Mitigation Measures	Implementing comprehensive and aggressive mitigation programs to address regional and localized air quality impacts associated with goods movement.
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$96 million	Wages	$31 million	Local Taxes	$2.83 million
FTE one-year jobs	760 jobs for at least a year	State Taxes	$2.62 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
State College Grade Separation
Project Description:
This project proposes to construct a grade separation on State College Blvd. at the Burlington Northern Santa Fe (BNSF) railroad tracks from Santa Fe Ave. at the northerly terminus, and approximately 700' south of Valencia Dr. at the southerly terminus.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on State College Blvd. due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on State College Blvd. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability for both travel modes at the project site.

Project Information:

EIR/EIS Date	9/1/10	**Total Project Cost**	$73,648	**TCIF Funding**	$30,731
Construction Start Date	4/1/13	**Construction Cost**	$51,430		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0.16 kg/day o Carbon Monoxide by 2.34 kg/day o Oxides of Nitrogen by 0.15 kg/day o Particular Matter by 0.01 kg/day
Local Emission Impacts	Emission reductions are achieved from fewer vehicle idling emissions at grade crossings.
Emission Mitigation Measures	Implementing comprehensive and aggressive mitigation programs to address regional and localized air quality impacts associated with goods movement.
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$96 million	Wages	$31 million	Local Taxes	$2.84 million
FTE one-year jobs	760 for at least a year	State Taxes	$2.62 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Placentia Avenue Undercrossing
Project Description:
This project involves the construction of a vehicular underpass at the BNSF mainline tracks. Rail bridge structure will be constructed for the 2 existing mainline tracks & space for a future third track.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on Placentia Ave. due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Placentia Ave. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability.

Project Information:

EIR/EIS Date	N/A	**Total Project Cost**	$78,229	**TCIF Funding**	$14,934
Construction Start Date	10/1/11	**Construction Cost**	$59,436		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Estimated emission reductions are as follows: o Reactive Organic Gases by 0.53 kg/day o Carbon Monoxide by 7.56 kg/day o Oxides of Nitrogen by 0.49 kg/day o Particular Matter by 0.04 kg/day
Local Emission Impacts	Reduced vehicle idling during the period the arterial roadway is blocked by a train
Emission Mitigation Measures	Mitigate existing and future congestion on the effected arterial roadways as a result of increasing train activity along the rail corridor. It will decrease the idle time of the existing trucks utilizing this corridor. This project does not require any additional mitigation measures.
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$66 million	Wages	$22 million	Local Taxes	$1.94 million
FTE one-year jobs	520 jobs for at least a year	State Taxes	$1.80 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Lakeview Avenue Crossing
Project Description:
This project includes the raising of Lakeview Avenue 24 feet above the BNSF mainline rail lines. A bridge will be constructed that spans over Orangethorpe Avenue, the BNSF and Orange County Flood Control right of way. A modified loop type connector road will also be constructed to convey vehicles from Lakeview Avenue back to Orangethorpe Avenue.
Regional Benefits:
The project would provide significant benefits to vehicle and truck traffic traveling on Lakeview Avenue due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The project would also result in safety benefits due to elimination of conflicts between trains operating in the BNSF rail corridor and vehicles traveling on Lakeview Avenue and Orangethorpe Avenue. The improved safety of the grade separation and the significant reduction in the potential for accidents between vehicle traffic and train traffic would provide significant benefits to safety and reliability.

Project Information:

EIR/EIS Date	9/1/09	**Total Project Cost**	$70,172	**TCIF Funding**	$28,685
Construction Start Date	7/1/13	**Construction Cost**	$45,134		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 0.16 kg/day o Carbon Monoxide by 2.22 kg/day o Oxides of Nitrogen by 0.14 kg/day o Particular Matter by 0.01 kg/day
Local Emission Impacts	Reduce vehicle idling during the period the arterial roadway is blocked by a train
Emission Mitigation Measures	Mitigate existing and future congestion on the effected arterial roadways as a result of increasing train activity along the rail corridor. This project does not require any additional mitigation measures
Funding Sources for Mitigation	TCIF

Economic impacts ($000s)

Economic Output	$73 million	Wages	$24 million	Local Taxes	$2.16 million
FTE one-year jobs	580 for at least a year	State Taxes	$1.99 million		

925 Harbor Plaza, Long Beach, CA 90802 Tel 562.437.0041 Fax 562.901.1725

The Port of
LONG BEACH
The Green Port

May 25, 2011

Ms. Silva Mardrussian
Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Subject: AB268 - Regional Project Benefits

Dear Ms. Mardrussian,

Per your request, listed below are the regional benefits for the two TCIF rail projects namely Pier F Support Yard (TCIF Project #24) and Track Realignment at Ocean Boulevard (TCIF Project #27). In general the projects will reduce delay, improve velocity, and will increase reliability of cargo movement to/from the ports. They will also reduce congestion on nearby roadways which could positively impact shippers' decisions regarding which terminal or ocean carrier to use. Improvements also help to address the ports' environmental goals, including reduced truck traffic, improved traffic speeds and reduced emissions. Please note that the above two projects are integral to the rail enhancement program, which have the following regional benefits:

- The projects would increase the Port's ability to directly load approximately 30% of total container volume by rail. The Ports Rail Enhancement Program is expected to reduce daily Vehicle Miles of Travel (VMT) or Port trucks by about 64,500 miles and is also expected to reduce daily Vehicle Hours of Travel (VHT) for Port trucks by about 2,300 hours.
- The Ports Rail Enhancement Program would facilitate efficient movement of trains and increase the on-dock capacity. It would eliminate regional truck trips. Cargo would be drayed to the Pier B intermodal facility which otherwise would have to be drayed to the other regional intermodal facilities. This would drastically reduce congestion and emissions along I-710.
- Approximately 77 percent of the container-based goods handled by the San Pedro Bay ports are consumed outside the Southern California region. On a localized level, any emissions associated with increased system capacity are expected to be more than offset by a reduction in locomotive emissions due to the reduction of rail system delays.
- Building the project will add a one-time benefit of $1.25 billion in economic output; 10,000 FTE one-year jobs; $412 million in wages; $34.4 million in state taxes; and $6.4 million in local taxes. Regional improvements will sustain 318,000 new trade-related jobs; $1 billion (2007 dollars) in annual state revenues by 2030.

Should you have any questions or need more information, please contact me at 562-590-4155 or hayes@polb.com.

Sincerely,

Jolene Hayes
Transportation Development Manager

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Pier F Support Yard
Project Description:
This project includes the provision of two short storage tracks on the Pier F cul-de-sac. These tracks are useful for support functions. Each track has sufficient length for four rail car spots. The Project also involves relocating the existing utilities and roads.
Regional Benefits:
The project would provide 5 short storage tracks (approximately 1,000 feet each) on the Pier F Avenue cul-de-sac. These tracks are only useful for support functions such as set out bad order rail cars and possibly engine tie-up. Each track is proposed have sufficient length to accommodate 3 rail car spots. This project will increase the rail storage capacity at the Port. Pier F Terminal is somewhat constrained by an adjacent waterway and the ability to expand rail infrastructure eastward of the current terminal limits should be highly beneficial. Other terminals may use these storage tracks as well.

Project Information:

EIR/EIS Date	**April 2009**	**Total Project Cost**	**$35,450,000**	**TCIF Funding**	**$8,745,000**
Construction Start Date	**January 2012**	**Construction Cost**	**$30,480,000**		

Local Air Quality Impacts (system of Tier 1 rail Projects at the Port)

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 217 TPY (tons/Year) o Carbon Monoxide by 793 TPY o Oxides of Nitrogen by 2060 TPY o Particular Matter by 64 TPY
Local Emission Impacts	
Emission Mitigation Measures	
Funding Sources for Mitigation	

Economic impacts (system of Tier 1 rail Projects at the Port) ($000s)

Economic Output	$1.25 Billion	Wages	$412 million	Local Taxes	$6.4 million
FTE one-year jobs	10,000 jobs for at least a year	State Taxes	$34.4 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Track Realignment at Ocean Boulevard
Project Description:
This project includes construction of lead tracks to Metro rail yard and to Pier F on-dock rail yard. The Project also involves relocating the existing utilities and roads.
Regional Benefits:
This project will create improved lead tracks to the Metropolitan Stevedoring Co. (Metro) rail yard and to Pier F On-dock Rail Yard. This will allow a double mainline from Pier G to the Alameda Corridor, increase safety, and will eliminate mainline impedance caused by train switching operations from metro's non-railroad labor. The additional mainline track will allow for a dedicated lead track to Pier G-Metro Storage Yard, which will allow the removal of derails on the existing mainiline track. This will improve rail optimization and traffic flow from Pier B to Pier J.

Project Information:

EIR/EIS Date	**April 2009**	**Total Project Cost**	**$67,270,000**	**TCIF Funding**	**$27,000,000**
Construction Start Date	**January 2012**	**Construction Cost**	**$60,150,000**		

Local Air Quality Impacts (system of Tier 1 rail Projects at the Port)

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 217 TPY (tons/Year) o Carbon Monoxide by 793 TPY o Oxides of Nitrogen by 2060 TPY o Particular Matter by 64 TPY
Local Emission Impacts	
Emission Mitigation Measures	
Funding Sources for Mitigation	

Economic impacts (system of Tier 1 rail Projects at the Port) ($000s)

Economic Output	$1.25 Billion	Wages	$412 million	Local Taxes	$6.4 million
FTE one-year jobs	10,000 jobs for at least a year	State Taxes	$34.4 million		

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

Antonio R. Villaraigosa | Mayor, City of Los Angeles
Board of Harbor Commissioners | Cindy Miscikowski, President | David Arian, Vice President | Kaylynn L. Kim | Robin M. Kramer | Douglas P. Krause
Geraldine Knatz, Ph.D. | Executive Director

May 25, 2011

Ms. Shahrzad Amiri
Deputy Executive Officer
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: TRADE CORRIDORS IMPROVEMENT FUND (TCIF) ASSEMBLY BILL 268 REPORT

Dear Ms. Amiri:

The City of Los Angeles Harbor Department (Port of Los Angeles) is pleased to submit the following four Trade Corridors Improvement Fund (TCIF) transportation project Assembly Bill 268 Review Report Forms:

- South Wilmington Grade Separation
- I-110 C Street Interchange
- I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements
- West Basin Railyard

Project benefits for these projects would include:

South Wilmington Grade Separation

- Existing and future peak period hour levels of service will improve from an unacceptable F to A.
- Provide grade separated access so that the movement of trucks and trains do not impede each other.
- Improve safety by removing potential conflict between rail and vehicles/trucks.
- Under Year 2030 conditions, total vehicular and truck delay on a daily basis will be reduced by approximately 104 vehicle-hours and 80 truck-hours, respectively.
- Emission reductions: 25 tons/year of a combined PM_{10}, ROG, and NO_x.

I-110 C Street Interchange

- Existing and future peak period hour levels of service will improve from an unacceptable F to C.

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- Under Year 2035 conditions, total vehicular delay on a daily basis will be reduced by approximately 2,580 vehicle-hours (150 and 220 vehicle-hours during the morning and afternoon peak hours, respectively).
- As a result of the intersection consolidation, relocated ramp, free flow movements, and improved freeway system, accident rates would be reduced
- Emissions Reductions (Year 2035, kg/day): VOC 15.42, CO 66.45, No_x 12.97

I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements

- This project will significantly improve traffic operating conditions throughout the day.
- Total daily Vehicle and Truck delay savings will be 5,174 hrs and 1,423 hrs respectively.
- Emission Reductions 200 tons/year of a combined PM10, ROG, and NOx, and 82,500 tons per year of CO2.

West Basin Railyard

- Reduces 2,300 daily truck trips by increased use of on-dock rail, 81,000 truck (passenger car equivalent or PCE)-miles traveled and 5,280 vehicle-hours traveled
- Emission Reductions (accumulative over 20 years, tons): 1,411 CO; 589,985 CO_2; 2,221 NO_x; 95 PM_{10}; 6 SO_x: and 264 VOC.
- Combined with other Rail System train delays by around 50 train-hours/day, which also will reduce locomotive emissions

See attached documents for detailed information. If you have any questions or need additional information, please contact Kerry Cartwright, Director of Goods Movement, (310-732-7702; kcartwright@portla.org).

Sincerely,

KERRY CARTWRIGHT, P.E.
Director of Goods Movement

KC:jb
Attachments

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
South Wilmington Grade Separation
Project Description:
This project separates the tracks that connect to the southwest terminus of the Alameda Corridor with key north-south arterial streets serving: a container terminal, Wilmington Waterfront and community center, the Port's maintenance facility and yards, College of Oceaneering, and other businesses.
Regional Benefits:
The project would: improve existing and future peak period hour levels of service from an unacceptable F to A; provides grade separated access so that the movement of trucks and trains do not impede each other; improves safety by removing potential conflict between rail and vehicles/trucks; and under Year 2030 conditions, total vehicular and truck delay on a daily basis will be reduced by approximately 104 vehicle-hours and 80 truck-hours, respectively.

Project Information:

EIR/EIS Date	**2/13/06**	**Total Project Cost**	**78,384,000**	**TCIF Funding**	**17,000,000**
Construction Start Date	**04/01/12**	**Construction Cost**	**63,816000**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Reduction of 25 tons/year of a combined PM_{10}, ROG, and NO_x
Local Emission Impacts	None
Emission Mitigation Measures	
Funding Sources for Mitigation	

Economic impacts ($000s)

Economic Output	$128 million	Wages	$42 million	Local Taxes	$0.65 million
FTE one-year jobs	1,000 jobs for at least a year	State Taxes	$3.5 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
West Basin Railyard
Project Description:
The project entails the following elements: receiving/departures, storage, and repair tracks; removal of two at-grade rail-highway crossings, which have been an impediment between the community and the waterfront; relocation of an existing railroad switching/classification yard (Pier A Railyard); and a 3,200' long/25' wide landscaped public access area that consists of a 16' wide bike/pedestrian path along a portion of the California Coastal Trail designated by the California Coastal Conservancy.
Regional Benefits:
The project maximizes use of on-dock rail; shifts container transport from trucks to on-dock rail; reduces 2,300 daily truck trips by increased use of on-dock rail, 81,000 truck (passenger car equivalent or PCE)-miles traveled and 5,280 vehicle-hours traveled; reduces criteria pollutants and green-house; improves safety via truck trip reductions on I-710 which has highest accident rate in California, and via the removal of two at-grade rail-roadway crossings that are impediments between a residential community and the waterfront area; combined with other Rail System train delays by around 50 train-hours/day, which also will reduce locomotive emissions; without the project, about $9.1 billion/annum ($16.7 billion in the Year 2035) in trade will be disrupted; benefits yield a benefit-cost ratio of 2.5; and construction Jobs: 1,987 in an "Economically Distressed Area" with 13% unemployment

Project Information:

EIR/EIS Date	12/06/07	**Total Project Cost**	130,231,000	**TCIF Funding**	51,230,000
Construction Start Date	02/01/12	**Construction Cost**	123,025,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Ports Rail System as whole reduces 3,140 tons per year (projected under Year 2030 conditions) of a combined PM, ROG, and Sox, NOx, and CO; West Basin Railyard project will have a proportionate reduction.
Local Emission Impacts	None
Emission Mitigation Measures	
Funding Sources for Mitigation	

Economic impacts ($000s)

Economic Output	$293 million	**Wages**	$97 million	**Local Taxes**	$1.5 million
FTE one-year jobs	1,987 jobs for at least a year	**State Taxes**	$8.1 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-110 C Street Interchange
Project Description:
This project entails: (1) Consolidation of two closely spaced intersections on the NHS: I-110/C Street/Figueroa Street interchange intersection and the intersection of Harry Bridges Boulevard/John S. Gibson Boulevard/Figueroa Street (2) Construction of a new, northbound I-110 off-ramp with a direct connector ramp to eastbound Harry Bridges Boulevard
Regional Benefits:
The project would: improve existing and future peak period hour levels of service from an unacceptable F to C; reduce total vehicular delay (under year 2035) conditions on a daily basis by approximately 2,580 vehicle-hours (150 and 220 vehicle-hours during the morning and afternoon peak hours, respectively); and reduce accident rates as a result of the intersection consolidation, relocated ramp, free flow movements, and improved freeway system.

Project Information:

EIR/EIS Date	10/17/11	**Total Project Cost**	32,727,000	**TCIF Funding**	8,300,000
Construction Start Date	02/01/13	**Construction Cost**	02/28/15		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	o Reactive Organic Gases by 15.42 kg/day o Carbon Monoxide by 66.45 kg/day o Oxides of Nitrogen by 12.97 kg/day
Local Emission Impacts	None
Emission Mitigation Measures	
Funding Sources for Mitigation	

Economic impacts ($000s)

Economic Output	$193 million	**Wages**	$63 million	**Local Taxes**	$0.88 million
FTE one-year jobs	1,540 jobs for at least a year	**State Taxes**	$5.31 million		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
I-110/John S. Gibson Street Interchange & SB SR 47/NB I-110 Connector Ramp Improvements
Project Description:
The project is located at the interchange of the I-110 and SR 47 (Vincent Thomas Bridge). This project will eliminate an existing weaving condition of slow uphill moving trucks and fast downhill moving vehicles with the addition of a lane on the westbound to northbound S.R. 47/I-110 connector. This additional lane will continue through the I-110 Off-Ramp at John S. Gibson Boulevard where the intersection will be widened to better facilitate truck turning movements and accommodate additional southbound left turn and northbound right turn lanes.
Regional Benefits:
This project will significantly improve traffic operating conditions throughout the day. Total daily Vehicle and Truck delay savings will be 5,174 hrs and 1,423 hrs respectively.

Project Information:

EIR/EIS Date	8/15/11	**Total Project Cost**	37,851,000	**TCIF Funding**	14,700,000
Construction Start Date	09/01/12	**Construction Cost**	32,799,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The emissions benefit of the project is calculated to be 200 tons per year of a combined PM10, ROG, and NOx, and 82,500 tons per year of CO2.
Local Emission Impacts	None
Emission Mitigation Measures	
Funding Sources for Mitigation	

Economic impacts ($000s)

Economic Output	$193 million	**Wages**	$63 million	**Local Taxes**	$0.88 million
FTE one-year jobs	1,540 jobs for at least a year	**State Taxes**	$5.31 million		

RCTC
Riverside County Transportation Commission

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

May 19, 2011

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
110 N Street, MS-52
Sacramento, CA 95814

Subject: AB 268 Report – Trade Corridor Improvement Fund Project Benefits

Dear Ms. Rhinehart:

Enclosed is the AB 268 report describing the benefits of the 12 Trade Corridor Improvement Fund (TCIF) projects located in Riverside County. Based on the construction-related economic and revenue impact analysis prepared by the Los Angeles County Economic Development Corporation, project construction will generate $998 million in economic output and total employment of 7,910 full-time jobs per year, resulting in $317 million paid in wages. State taxes are projected to be $27.3 million and local taxes are estimated at $3.94 million. The following table provides individual project benefits:

Project	Economic Output (Millions)	Wages (Millions)	Local Taxes (Millions)	State Taxes (Millions)	Jobs (FTE for at least a year)
Auto Center Grade Separation	$ 71	$ 23	$ 0.28	$ 1.95	570
Avenue 52 Grade Separation	31	10	0.12	0.86	250
Avenue 56 Grade Separation	31	10	0.12	0.86	250
Clay Street Grade Separation	86	28	0.34	2.35	680
Columbia Avenue*	54	18	0.21	1.47	430
Iowa Avenue Grade Separation	60	20	0.24	1.66	480
Magnolia Avenue Grade Separation - UPPR	70	23	0.28	1.92	560
Magnolia Avenue Grade Separation - BNSF	189	62	0.75	5.17	1500
March Inland Cargo Port - I-215/Van Buren Blvd. Ground Access Improvement	218	71	0.86	5.96	1700
Riverside Avenue Grade Separation	39	13	0.15	1.06	310
Streeter Avenue Grade Separation	63	21	0.25	1.72	500
Sunset Avenue Grade Separation	86	28	0.34	2.35	680
Total	**$ 998**	**$ 327**	**$ 3.94**	**$ 27.33**	**7,910**

*Project is completed and is in the close out phase.

As part of the AB 268 Review Report, included are forms for all 12 TCIF projects. Information includes project costs, benefits, and air quality improvements.

The Riverside County Transportation Commission and TCIF project sponsors appreciate the California Transportation Commission for its leadership and commitment to the TCIF program.

Sincerely,

Anne Mayer
Executive Director

Enclosures

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:

Auto Center Grade Separation
Project Description:
In the city of Corona on Auto Center Drive (south of Railroad Street) reconstruction of Auto Center Drive (4 lanes) with an overcrossing (grade separation) over existing BNSF tracks

Regional Benefits: The benefits of the Auto Center grade separation project include: elimination of 264.1 vehicle hours of delay per day by 2030; elimination of over 100,000 grams per day of CO2 equivalent vehicle emissions by 2030; improved goods movement reliability and future expansion of this ACE SB-SUB rail line; improved goods movement via truck transport; and significant improvement to vehicle circulation and improved access to an adjacent Metrolink Station.

Project Information:

EIR/EIS Date	11/2007	**Total Project Cost**	$32,675,000	**TCIF Funding**	$16,000,000
Construction Start Date	11/2011	**Construction Cost**	$27,955,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The emissions benefit of the project is calculated to be 27 tons per year of a combined PM 10, ROG, NOx, and CO_2.
Local Emission Impacts	See above
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic impacts ($000s)

Economic Output	$71 million	Wages $23 million	Local Taxes $.28 million
FTE one-year jobs	570 jobs for at least a year	State Taxes $1.95 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:

Avenue 52 Grade Separation Over UPRR Tracks

Project Description:

Construct grade separation on Avenue 52 over Grapefruit Blvd (Highway 111) and the UPRR crossing

Regional Benefits:

The existing, at grade crossing of the UPPR on Avenue 52 frequently requires traffic to stop for passing trains, including a substantial number of agricultural freight trucks. The UPRR and State Highway 86S are important NAFTA freight corridors to and from Mexico. The benefits of this project will provide a higher volume for goods movement. The project will substantially reduce particulate matter from idling vehicles and will reduce greenhouse gases. Freight trains will be able to travel more speedily and safely, and will pull longer trains.

The project will improve public safety by eliminating the potential for train versus automobile/truck/pedestrian accidents. It will also improve emergency vehicle response times by eliminating traffic queuing and associated delays.

Project Information:

EIR/EIS Date	2/2012	**Total Project Cost**	$22,200,000	**TCIF Funding**	$10,000,000
Construction Start Date	7/2013	**Construction Cost**	$17,122,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Emissions benefits are calculated to eliminate 16,161 grams/day of CO2, 4.31 grams/day of ROG, 9 grams/day of NOx and 1.29 grams/day of PM2.5 emissions by the year 2030.
Local Emission Impacts	See above
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic impacts ($000s)

Economic Output	$31 million	Wages $10 million	Local Taxes $.12 million
FTE one-year jobs	250 jobs for at least a year	State Taxes $.86 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:

Streeter Avenue Grade Separation at UPRR Crossing

Project Description:

The project will grade separate Streeter Avenue at the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) in the city of Riverside. It is proposed to depress Streeter Avenue under the railroad tracks and construct two bridges to carry the railroad tracks and Dewey Avenue across Streeter Avenue. The project will close Appleton Street at Streeter Avenue and construct new roadways between Streeter Avenue and Appleton Street to provide access to the neighborhoods.

Regional Benefits:

The project will eliminate an existing at-grade highway-rail crossing thereby improving public safety and increasing reliability, velocity and throughput on the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and the associated delays to investigate and clear tracks. The project will also reduce greenhouse gas and PM 2.5 emissions generated by idling vehicles delayed by passing trains.

Project Information:

EIR/EIS Date	01/09 SE; 02/10 CE	**Total Project Cost**	$36.8 million	**TCIF Funding**	$15.5 million
Construction Start Date	January 2012	**Construction Cost**	$25 million		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The emissions benefit of the project is calculated to be 10.14 tons per year (CO_2 equivalent) of combined CO_2, CH_4, and N_20, and 1.209 grams per day of PM 2.5.
Local Emission Impacts	See above
Emission Mitigation Measures	N/A – Not capacity enhancing
Funding Sources for Mitigation	N/A – Not capacity enhancing

Economic impacts ($000s)

Economic Output	$63 million	Wages $21 million	Local Taxes $0.25 million
FTE one-year jobs	500 jobs for at least a year	State Taxes $1.72 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:
Avenue 56 Grade Separation - UPRR
Project Description:
Grade Separation of Avenue 56 (Airport Boulevard) crossing of the UPRR Yuma Subdivision
Regional Benefits:

The UPRR and State Highway 86S are important NAFTA freight corridors to and from Mexico. A grade separated rail crossing will separate surface street traffic from rail lines, greatly improving safety and reducing emergency vehicle response times. The increasing frequency of freight trains will not delay equally important freight carrying truck traffic. Freight trains separated from conflicting vehicles will be able to travel more speedily and to pull longer loads than are presently available due to the spacing of at grade crossings. The project will substantially reduce particulate matter from idling vehicles while also reducing greenhouse gasses.

Project Information:

EIR/EIS Date	6/2011	**Total Project Cost**	$60,000,000	**TCIF Funding**	$10,000,000
Construction Start Date	12/2012	**Construction Cost**	$47,900,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Estimated to eliminate 8,600 g/d of CO_2, 0.7 g/d of CH_4 and 0.89 g/d of PM2.5
Local Emission Impacts	See above
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic impacts ($000s)

Economic Output	$31 million	Wages $10 million	Local Taxes $.12 million
FTE one-year jobs	250 jobs for at least a year	State Taxes $.86 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Clay Street Grade Separation - UPRR
Project Description:
Proposed Grade Separation at the existing Clay Street Railroad Grade Crossing
Regional Benefits:

The proposed project will eliminate conflicts between vehicles and trains providing efficient reliable and uninterrupted freight movement on Union Pacific (LA Sub) mainlines through the newly formed city of Jurupa within the county of Riverside. This project will also improve safety to school buses serving an elementary school in the area. Air quality will improve as less vehicular traffic will have to idle while waiting for a train to pass. Access to local businesses and emergency vehicles will be greatly enhanced due to the elimination of rail interfaces. The adjacent community will see a reduction in noise associated with train horns.

Project Information:

EIR/EIS Date	1/31/2011	**Total Project Cost**	$37,350,000	**TCIF Funding**	$12,500,000
Construction Start Date	9/2012	**Construction Cost**	$29,900,00		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Emissions benefits of the project are calculated to be 6 tons per year of a combined PM10, ROG, NOx and CO2
Local Emission Impacts	See above
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic impacts ($000s)

Economic Output	$86 million	Wages $28 million	Local Taxes $.34 million
FTE one-year jobs	680 jobs for at least a year	State Taxes $2.35 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:

Columbia Avenue Grade Separation

Project Description:

This project grade separated the Burlington Northern Santa Fe Railway (BNSF) San Bernardino Subdivision (SB SUB) Mainline at Columbia Avenue in the city of Riverside by elevating Columbia Avenue between Chicago and Iowa Avenues and constructing an overpass across the tracks. These tracks also carry the Union Pacific Railroad (UPRR) mainline. Note: The project has been constructed and is in the closeout phase.

Regional Benefits:

The project eliminated an existing at grade highway-rail crossing thereby improving public safety and increasing reliability, velocity and throughput on the BNSF/UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and the associated delays to investigate and clear tracks. The project will also reduce greenhouse gas and PM 2.5 emissions generated by idling vehicles delayed by passing trains.

Project Information:

EIR/EIS Date	04/06 SE	**Total Project Cost**	$34,050,000	**TCIF Funding**	$6,000,000
Construction Start Date	09/23/2008	**Construction Cost**	$25,450,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The emissions benefits of the project is calculated to be 29.56 tons per year (CO_2 equivalent) of combined CO_2, CH_4, N_20, and 3.524 grams per day of PM 2.5
Local Emission Impacts	See above
Emission Mitigation Measures	N/A – not capacity enhancing
Funding Sources for Mitigation	N/A – not capacity enhancing

Economic impacts ($000s)

Economic Output	$54 million	Wages $18 million	Local Taxes $0.21 million
FTE one-year jobs	430 jobs for at least a year	State Taxes $1.47 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:
Iowa Avenue Grade Separation
Project Description:
This project will grade separate the Burlington Northern Santa Fe Railway (BNSF) San Bernardino Subdivision (SB SUB) Mainline at Iowa Avenue in the City of Riverside by elevating Iowa Avenue between Palmyrita Avenue and Spring Street and constructing an overpass across the tracks. These tracks also carry the Union Pacific Railroad (UPRR) mainline.
Regional Benefits:

The project will eliminate an existing at grade highway-rail crossing thereby improving public safety and increasing reliability, velocity and throughput on the BNSF/UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and the associated delays to investigate and clear tracks. The project will also reduce greenhouse gas and PM 2.5 emissions generated by idling vehicles delayed by passing trains.

Project Information:

EIR/EIS Date	07/08 SE; 03/09 CE	**Total Project Cost**	$32,000,000	**TCIF Funding**	$13,000,000
Construction Start Date	01/2012	**Construction Cost**	$24,500,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Construction of the Iowa Avenue Grade Separation Project will eliminate 128,121.56 grams/day (51.54 tons per year) of CO_2, 10.3412 grams/day of CH_4 and 6.1555 grams/day of PM 2.5 emissions by 2030.
Local Emission Impacts	See above
Emission Mitigation Measures	N/A – not capacity enhancing
Funding Sources for Mitigation	N/A – not capacity enhancing

Economic impacts ($000s)

Economic Output	$60 million	Wages $20 million	Local Taxes $0.24 million
FTE one-year jobs	480 jobs for at least a year	State Taxes $1.66 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Riverside County Transportation Commission

Project Title:

Magnolia Avenue Grade Separation at UPRR Crossing

Project Description:

This project will grade separate the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Magnolia Avenue in the city of Riverside by depressing Magnolia Avenue between Beatty Drive and Elizabeth Street to pass under the tracks and constructing a bridge to carry the railroad tracks.

Regional Benefits:

The project will eliminate an existing at grade highway-rail crossing thereby improving public safety and increasing reliability, velocity and throughput on the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and the associated delays to investigate and clear tracks. The project will also reduce greenhouse gas and PM 2.5 emissions generated by idling vehicles delayed by passing trains.

Project Information:

EIR/EIS Date	06/06 SE	**Total Project Cost**	$52.96 million	**TCIF Funding**	$20 million
Construction Start Date	January 2010	**Construction Cost**	$26.8 million		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The emissions benefit of the project is calculated to be 16.78 tons per year (CO_2 equivalent) of combined CO_2, CH_4, and N_20, and 2.0 grams per day of PM 2.5
Local Emission Impacts	See above
Emission Mitigation Measures	N/A – Not capacity enhancing
Funding Sources for Mitigation	N/A – Not capacity enhancing

Economic impacts ($000s)

Economic Output	$70 million	Wages $23 million	Local Taxes $0.28 million
FTE one-year jobs	560 jobs for at least a year	State Taxes $1.92 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Magnolia Avenue Railroad Grade Separation - BNSF
Project Description:
Construct grade separation at Magnolia Avenue as an overpass on the BNSF San Bernardino Subdivision
Regional Benefits:

The proposed project will eliminate conflicts between vehicle and trains providing efficient, reliable and uninterrupted freight movement on the BNSF (SB Sub) mainlines through the county of Riverside. This project will also improve safety to school buses serving two middle and one high school in the area. Air quality will improve as stopped vehicles idling at the crossing will be eliminated. Access to local businesses and emergency vehicles will be greatly enhanced due to the elimination of rail interfaces. The adjacent community will see a reduction in noise associated with train horns.

Project Information:

EIR/EIS Date	6/2011	**Total Project Cost**	$81,750,000	**TCIF Funding**	$13,700,000
Construction Start Date	10/2012	**Construction Cost**	$60,000,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Benefits are calculated to be 15 tons/yr combined PM10, ROG, NOx, & CO_2
Local Emission Impacts	See above
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic impacts ($000s)

Economic Output	$189 million	Wages $62,000	Local Taxes $.75 million
FTE one-year jobs	1,500 jobs for at least a year	State Taxes $5.17 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

RCTC
Riverside County Transportation Commission

Project Title:

March Inland Cargo Port – I-215/Van Buren Blvd Ground Access Improvement Project

Project Description:

This project includes the reconstruct of the Van Buren Blvd Interchange on I-215 from PM 32.3 n/o Oleander Blvd to south of Cactus Ave at PM 35.93. Improvements include reconfiguration of the interchange, bridge replacements, auxiliary lanes, and traffic signals.

Regional Benefits:

The project will provide improved access to the March Inland Port airport and the Meridian Business Park which are planned/approved redevelopment projects providing up to 13 million square feet of building area dedicated to goods movement. Commercial cargo and passenger service are planned as a partial reuse of the March Air Reserve Base. Providing direct access, the Van Buren interchange and freeway improvements will provide the necessary capacity enhancements to accommodate the additional truck, automobile, and rail needs that these projects will require. Meridian Business Park is partially constructed and some commercial air traffic has been initiated. The interchange currently experiences failing levels of service under existing peak traffic conditions.

Project Information:

EIR/EIS Date	4/23/09	**Total Project Cost**	$85,216,000	**TCIF Funding**	$10,000,000
Construction Start Date	12/5/11	**Construction Cost**	$62,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2035)	Reactive Organic Gases (ROG) Carbon Monoxide(CO) Oxides of Nitrogen (NO_x) Particulate Matter (PM_{10})	125 tons/yr (311 kg/d) 1,797 tons/yr (4,466 kg/d) 42 tons/yr (104 kg/d) 0.66 tons/yr (1.6 k g/d)
Local Emission Impacts (2035)	Carbon Dioxide(CO_2) Particulate Matter ($PM_{2.5}$) Methane (CH_4)	3,898 tons/yr (9688 kg/d) 1.05 tons/yr (2.6 kg/d) 0.028 tons/yr (0.07 kg/d)
Emission Mitigation Measures	N/A	
Funding Sources for Mitigation	N/A	

Economic impacts ($000s)

Economic Output	$218 million	Wages $71 million	Local Taxes $0.86 million
FTE one-year jobs	1,700 jobs for at least a year	State Taxes $5.96 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

RCTC
Riverside County Transportation Commission

Project Title:

Riverside Avenue Grade Separation at UPRR Crossing

Project Description:

This project will grade separate the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Riverside Avenue in the city of Riverside by depressing Riverside Avenue from Merrill Avenue to approximately 400 feet northerly of Elizabeth Street to pass under the tracks and constructing a bridge to carry the railroad tracks.

Regional Benefits:

The project will eliminate an existing at grade highway-rail crossing thereby improving public safety and increasing reliability, velocity and throughput on the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and the associated delays to investigate and clear tracks. The project will also reduce greenhouse gas and PM 2.5 emissions generated by idling vehicles delayed by passing trains.

Project Information:

EIR/EIS Date	10/09 SE; 07/10 CE	**Total Project Cost**	$30.3 million	**TCIF Funding**	$8.5 million
Construction Start Date	March 2012	**Construction Cost**	$15 million		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The emission benefit of the project is calculated to be 13.64 tons per year of combined CO_2, CH_4, and N_20 and 1.626 grams per day of PM 2.5.
Local Emission Impacts	See above
Emission Mitigation Measures	N/A – Not capacity enhancing
Funding Sources for Mitigation	N/A – Not capacity enhancing

Economic impacts ($000s)

Economic Output	$39 million	Wages $13 million	Local Taxes $0.15 million
FTE one-year jobs	310 jobs for at least a year	State Taxes $1.06 million	

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Sunset Avenue Grade Separation – UPRR
Project Description:
Construct grade separation on Sunset Avenue at rail road (UPRR) crossing
Regional Benefits:

Construction of the proposed project will eliminate conflicts between vehicle and trains providing efficient, reliable and uninterrupted freight movement on the UPRR mainlines through the county of Riverside. This project will also improve safety to school buses. Air quality will improve as stopped vehicles idling at the crossing will be eliminated. Access to local businesses and emergency vehicles will be greatly enhanced due to the elimination of rail interfaces. The adjacent community will see a reduction in noise associated with train horns.

Project Information:

EIR/EIS Date	2/28/11	**Total Project Cost**	$36,500,000	**TCIF Funding**	$10,000,000
Construction Start Date	9/2012	**Construction Cost**	$17,000,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Emissions benefits are calculated to be 14 tons/year combined PM10, ROG, NOx and CO2
Local Emission Impacts	See above
Emission Mitigation Measures	N/A
Funding Sources for Mitigation	N/A

Economic impacts ($000s)

Economic Output	$86 million	Wages $28 million	Local Taxes $.34 million
FTE one-year jobs	680 jobs for at least a year	State Taxes $2.35 million	

Governments SANBAG Working Together

San Bernardino Associated Governments

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

TRANSPORTATION MEASURE I

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

May 19, 2011

Ms. Shahrzad Amiri
Deputy Executive Officer
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Trade Corridor Improvement Fund (TCIF) Assembly Bill 268 Report

Dear Ms. Amiri:

San Bernardino Associated Governments is pleased to submit the following eight Trade Corridors Improvement Fund (TCIF) grade separation project Assembly Bill 268 Review Report Form:

1. Colton Crossing
2. Glen Helen Parkway
3. I-10 Corridor Logistics Access
4. Laurel Avenue
5. Lenwood Road
6. Palm Avenue
7. S. Milliken Avenue
8. Vineyard Avenue

The eight TCIF grade separation projects would provide significant benefits to vehicle, truck and train traffic traveling along the Burlington Northern SanteFe(BNSF) and the Alameda Corridor East (ACE) due to the elimination of the delay and traffic congestion associated with the existing at-grade railroad crossing. The I-10 Corridor Logistic Access project provides significant benefit to truck and vehicle traffic along a major goods movement corridor in Southern California. These projects will also improve safety benefits and significantly reduce potential accidents between vehicle, truck and train traffic. Improvements in air quality include quantifiable emission reductions for Reactive Organic Gases, Carbon Monoxide, Nitrogen Oxide and particulate matter. Additionally, the projects create a total of 7,334 jobs for at least a year, producing over $290 million in wages.

See attached documents for detailed information. Should you have any questions please me at (909) 884-8276 or pchu@sanbag.ca.gov.

Sincerely,

Philip Chu
Transportation Programming Analyst

Attachments

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
Laurel Street Grade Separation
Project Description:
The project would separate Laurel Street between six railroad tracks along the Burlington Northern Santa Fe (BNSF) railroad corridor.
Regional Benefits:
The project would separate vehicles and pedestrians from rail traffic and enhance safety along the BNSF corridor, which is a significant transcontinental railroad carrying goods from the ports of Los Angeles and Long Beach to the region and eastern portions of the United States. The project would also improve traffic operations, reduce train noise related impacts to adjacent properties, and would reduce air pollutant emissions.

Project Information:					
EIR/EIS Date	N/A	**Total Project Cost**	$53,995,000	**TCIF Funding**	$11,519,000
Construction Start Date	12/10/12	**Construction Cost**	$41,367,000		

Local Air Quality Impacts	
Net Reduction Regional Emissions (2030)	Daily-Carbon Dioxide (CO_2): 0.10275 tons, Nitrogen Oxide (NO_X): 0.00045 tons, Particulate Matter ($PM_{2.5}$): 0.00003 tons, PM_{10}: 0.00004 tons, Reactive Organic Gas (ROG): 0.00005 tons
Local Emission Impacts	The project will eliminate the need for vehicles to idle while waiting for trains to pass. Gate "down time" is currently 2.5 hours and is projected to worsen to 3.8 hours by 2030.
Emission Mitigation Measures	Emission mitigation measures are not required for the project. Best management practices will be applied during construction to reduce construction related emissions and dust.
Funding Sources for Mitigation	Mitigation is not required for the project.

Economic Impacts ($000s)					
Economic Output	$24,837,000	**Wages**	$15,153,000	**Local Taxes**	$722,000
FTE one-year jobs	522	**State Taxes**	$3,461,000		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACE: Colton Crossing at BNSF/UP
Project Description:
This project includes a flyover structure to separate the east-west UPRR railroad tracks between the north-south BNSF railroad tracks.
Regional Benefits:
The project would improve operational efficiency in the regional rail network by eliminating conflicting train movements at the Colton Crossing. The project would also discourage a shift in goods movement from rail to truck and would support regional passenger rail service by minimizing delays at the Crossing.

Project Information:

EIR/EIS Date	NA	**Total Project Cost**	$202,000	**TCIF Funding**	$91,000
Construction Start Date	9/27/11	**Construction Cost**	$184,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Reduction per year CO: 218.2 Nox: 273.3 PM 4.2
Local Emission Impacts	The project would reduce the cumulative idling time for trains waiting to complete their travel through the Colton Crossing, thereby reducing local emissions impacts.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$91,900	Wages	$30,700	Local Taxes	$2,084
FTE one-year jobs	674	State Taxes	$9,994		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACEPalm Grade Separation at BNSF/UP Cajon
Project Description:
In the City of San Bernardino and the County of San Bernardino, from 1000' east of at-grade on Palm Ave and 1000' north and south of grade on Cajon Blvd, construct grade separation (likely highway over rail) and widen Palm and Cajon from 2 to 4 lanes
Regional Benefits:
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time of 6.6 hours per day in 2030 and is estimated to reduce 105 daily vehicle hours of delay in 2030.

Project Information:

EIR/EIS Date	**12/30/09**	**Total Project Cost**	**$35,176**	**TCIF Funding**	**$9,390**
Construction Start Date	**7/1/12**	**Construction Cost**	**$31,300**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	CO2 - 0.066, Nox - 0.00002, PM2.5 - 0.00001, ROG - 0.00001
Local Emission Impacts	no sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$65,000	Wages	$21,000	Local Taxes	$0.26
FTE one-year jobs	520	State Taxes	$1.79		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACEVineyard Grade Separation at UP Alhambra
Project Description:
In the City of Ontario along Alameda Corridor East, on Vineyard Ave at UP/Alhambra immediately south of Holt Blvd, construct grade separation (likely highway under rail).
Regional Benefits:
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 98 daily vehicle hours of delay in 2030.

Project Information:

EIR/EIS Date	**12/31/09**	**Total Project Cost**	**$44,517**	**TCIF Funding**	**$6,884**
Construction Start Date	**4/1/13**	**Construction Cost**	**$33,365**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	CO2 - 0.086, Nox - 0.00006, PM2.5 - 0.00001, ROG - 0.00003
Local Emission Impacts	no sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$71,000	Wages	$23,000	Local Taxes	$0.28
FTE one-year jobs	570	State Taxes	$1.95		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACE South Milliken Grade Separation at UP Los Angeles
Project Description:
In the City of Ontario along Alameda Corridor East, on Milliken Ave at UP/Los Angeles immediately north of Mission Blvd, construction grade separation (likely highway under rail).
Regional Benefits:
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 131 daily vehicle hours of delay in 2030.

Project Information:

EIR/EIS Date	**6/1/10**	**Total Project Cost**	**$79,224**	**TCIF Funding**	**$14,521**
Construction Start Date	**4/1/13**	**Construction Cost**	**$66,970**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	CO2 - 0.77, NOx - 0.00005, PM2.5 - 0.00001, ROG - 0.00002
Local Emission Impacts	no sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$61,000	Wages	$20,000	Local Taxes	$0.24
FTE one-year jobs	490	State Taxes	$1.68		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACELenwood Grade Separation at BNSF Cajon
Project Description:
In the City of Barstow, on Lenwood Road at the BNSF Cajon Line, construct grade separation (likely highway over rail). Legislative Description – Construction of Lenwood Road Grade Separation in Barstow, CA.
Regional Benefits:
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.

Project Information:

EIR/EIS Date	**10/1/10**	**Total Project Cost**	**$25,075**	**TCIF Funding**	**$6,694**
Construction Start Date	**4/1/12**	**Construction Cost**	**$21,572**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	CO2 - 0.96, Nox - 0.00054, PM2.5 - 0.00008, ROG - 0.00025
Local Emission Impacts	no sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$63,000	Wages	$21,000	Local Taxes	$0.25
FTE one-year jobs	500	State Taxes	$1.72		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

I-10 Corridor Logistics Access Project (IC reconst @ Riverside)

Project Description:

- Replace existing five-lane Cherry Avenue bridge over I-10 with an eight-lane bridge and add one lane to each ramp.
- Replace existing four-lane Citrus Avenue bridge over I-10 with a seven-lane bridge and add one lane to each ramp.
- Widen the existing Cherry Avenue bridge over the UP railroad from four lanes to eight lanes.
- Widen the existing Citrus Avenue bridge over the UP railroad from three lanes to six lanes.
- Provide extensive improvements at the Cherry-Slover intersection and improve the Cherry-Valley intersection.
- Replace the existing five-lane Riverside Avenue bridge over I-10 with a nine-lane bridge and provide the following improvements:
  - Five northbound lanes (three through lanes, two left turn lanes) and four southbound lanes (two through lanes, two left turn lanes)
  - One additional lane will be added to all four on/off ramps.
  - Provide underneath clearance for ultimate I-10 High Occupancy Vehicle (HOV) requirements (one of the projects in the overall I-10 Commerce Corridor – see discussion below).
  - Add lanes and provide safety improvements on Riverside Avenue between the interchange and Valley Boulevard.

Regional Benefits:

The primary purpose of this project is to relieve congestion for trucks and passenger vehicles accessing land uses north and south of I-10. Structures will be sized to allow for improvement of I-10 to its ultimate configuration. Each of these interchanges also provides a grade separation over the UP Alhambra Line or West Colton classification yard.

Project Information:

EIR/EIS Date	**3/31/09**	**Total Project Cost**	**$166,264**	**TCIF Funding**	**$64,210**
Construction Start Date	**1/31/10**	**Construction Cost**	**$138,391**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	90 tons per year combined PM10, ROG and Nox and 164,000 tons per year of CO2
Local Emission Impacts	No sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)					
Economic Output	$353,000	Wages	$116,000	Local Taxes	$1.50
FTE one-year jobs	2,800	State Taxes	$9.69		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
ACE Glen Helen Pkwy Railroad Grade Separation
Project Description:
In the County of San Bernardino, on Glen Helen Pkwy at UPRR and BNSF, construct grade separation (likely highway over rail).
Regional Benefits:
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 6.6 hours per day in 2030 and is estimated to reduce 371 daily vehicle hours of delay in 2030.

Project Information:

EIR/EIS Date	**4/19/10**	**Total Project Cost**	**$29,568**	**TCIF Funding**	**$7,172**
Construction Start Date	**4/1/12**	**Construction Cost**	**$21,218**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	CO2 - 0.961, Nox - 0.00054, PM2.5 - 0.00008, ROG - 0.00025
Local Emission Impacts	no sensitive receptors within 1,000 feet of the project.
Emission Mitigation Measures	NA
Funding Sources for Mitigation	NA

Economic impacts ($000s)

Economic Output	$63,000	Wages	$21,000	Local Taxes	$0.25
FTE one-year jobs	500	State Taxes	$1.72		

Ventura County Transportation Commission

May 17, 2011

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: AB 268 REPORT – TCIF PROJECT BENEFITS

Dear Ms. Rhinehart:

Attached is the AB 268 report from the Ventura County Transportation Commission (VCTC), describing the benefits of the U.S. 101 / Rice Avenue Interchange Reconstruction, the county's only Trade Corridor Infrastructure Fund (TCIF) project. This project, which began construction in April, 2010, is replacing the existing two-lane overcrossing structure with an eight lane bridge, and providing new on-ramps and off-ramps. The project location is at the terminus of the primary corridor for trucks accessing the Port of Hueneme, the only deepwater port between Los Angeles and San Francisco.

Based on an analysis of Southern California ports access improvements by the Los Angeles County Economic Development Corporation, project construction will generate $132 million in economic output, and a total employment of 1,100 full-time jobs per year. Upon completion, the project will generate $6.9 million in annual savings due to reduced congestion, with an annual person hours of delay savings equal to 816,600. The reduction in congestion is projected to achieve a net benefit in air quality emissions.

VCTC and the City of Oxnard are very appreciative of the state's provision of TCIF Proposition 1B bond funds which made this important project possible.

Sincerely,

Darren M. Kettle
Executive Director

950 County Square Dr., Suite 207 • Ventura, California 93003 • (805) 642-1591 • fax (805) 642-4860 • www.goventura.org

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
U.S. 101/Rice Avenue Interchange Reconstruction (TCIF Project No. 66)
Project Description:
This project includes one new bridge, 4 ramps, one mile of auxiliary lanc at Highway 101, and realigned local roads.
Regional Benefits:
The project would significantly increase capacity by increasing the number of traffic lanes on the bridge from 2 to 8, by improving the geometric design of the on- and off-ramps, and adding one mile of auxiliary lanes in both directions. The improved ramp design will permit higher truck speeds and better efficiency for truck travel. The corridor serves the Port of Hueneme. The interchange improvement is part of the effort to change the location of Highway 1 from Oxnard Blvd. to Rice Avenue. Travel time savings on Rice Avenue are estimated at $5.4 million annually on average. Accident cost savings from improvements on Rice Ave. are estimated at $0.3 million annually on average, with a 20-year benefit total of $5.2 million. Person hours of delay saved is estimated at 816,660 annually on average, and 16.3 million person hours saved over 20 years. Improved levels of service will make the ramps more reliable at all hours.

Project Information:

EIR/EIS Date	**MND 2/26/2002**	**Total Project Cost**	**$86,899,000**	**TCIF Funding**	**$30,449,000**
Construction Start Date	**2/7/2010**	**Construction Cost**	**$60,898,000**		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Combined reduction of 4 tons/year for reactive organic gases, oxides of nitrogen, and particulate matter at 2.5 and 10 microns. 4,700 tons reduced annually of carbon dioxide.
Local Emission Impacts	Impacts from construction including dust, particulates.
Emission Mitigation Measures	Construction mitigation measures to reduce dust and particulates recommended by Ventura County Air Pollution Control District and required by Caltrans specifications. The mitigation measure states, "The Contractor shall comply with all air pollution rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section11017of the Government Code." Sec. 7-1.01F (Air Pollution Control), State of California, Department of Transportation, *Standard Specifications July 1999 (Caltrans Metric)*.
Funding Sources for Mitigation	Local, assessment district, federal, and State funds.

Economic impacts ($000s)					
Economic Output	$132 million	Wages	$43 million	Local Taxes	$0.38 million
FTE one-year jobs	1,100 jobs for at least a year	State Taxes	$3.62 million		

SAN DIEGO BORDER REGION

AB 268 Review Reports

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

Civic Center Drive Port Access Improvement Project Rev Date: 05/17/11

Project Description:

In the Interstate 5 (I-5) right of way at postmile R10.7 Caltrans proposes at-grade intersection improvements in National City at Civic Center Drive undercrossing. Proposed improvements include:

•Addition of a new traffic signal at the intersection of Civic Center Drive with the northbound (NB) I-5 on-ramp/Wilson Avenue;

•Partial widening and realignment of northbound I-5 on-ramp;

•Addition of lanes along Civic Center Drive and Wilson Avenue by means of restriping work only.

This project is included in the SANDAG 2030 Regional Transportation Plan (RTP): Pathways for the future, as part of the Goods Movement Action Plan (GMAP), which is intended to improve ground access of the ports along the San Diego Harbor. Civic Center Drive is one of the main roads connecting traffic from the National City Marine Terminal and Naval Base San Diego to I-5 and the existing freeway system.

Regional Benefits:

The National City Marine Terminal (NCMT) is a vital component of San Diego's Working Waterfront and Civic Center Drive is one of the primary routes for traffic (including freight vehicles) traveling between the terminal and the I-5 freeway. An anticipated continued increase in cargo handled by this port terminal has, and will continue to, diminish the Level of Service (LOS) at intersections along this route. Based on traffic analysis results, the Civic Center Drive and the NB 1-5 on-ramp/Wilson Avenue intersection is currently operating at an unacceptable LOS E. The primary purpose of this project is to provide more efficient truck access to the interregional and interstate freeway systems, thus improving goods movement to and from these systems and NCMT.

Based on Project Report studies this project improves truck access to the Interstate system by reducing delay times and improving intersection LOS. The proposed improvements result in a 47% reduction in delay time (idling at intersections), or an average of 49 hours of vehicle delay for the Peak Hours at the Civic Center Drive/Wilson Avenue/NB I-5 onramp intersection in 2032 for the Build verses No Build alternatives. This will in turn result in a reduction of emissions.

Project Information:

EIR/EIS Date	Not required	**Total Project Cost**	$2.98M	**TCIF Funding**	$1.15M
Construction Start Date	6/1/2012	**Construction Cost**	$2.11M		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Project Report studies indicate 47% reduction in delay time at this intersection which will reduce air pollutants and GHG in the area thus positively impacting those living and working in the community.
Local Emission Impacts	This project is classified as an "Intersection Channelization" project, which makes it exempt from all regional emission's analyses per title 40 CFR Section 93.127, Table 3. An Air Quality Analysis qualitatively analyzed carbon monoxide (CO) impacts. According the the CO Protocol, the proposed project is considered satisfactory and no further CO analysis is required. The project will

	not cause or contribute to new localized CO, PM2.5, PM10, or Mobile Source Air Toxic's (MSAT) violations nor increase the frequency or severity of any existing exceedences.
Emission Mitigation Measures	There is not a reasonable possibility that the project will have a significant negative effect on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment or Environmental Impact Statement, therefore no mitigation measures exist.
Funding Sources for Mitigation	There is not a reasonable possibility that the project will have a significant negative effect on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment or Environmental Impact Statement, therefore no mitigation measures exist.

Economic Impacts ($000s)					
Economic Output	Construction and Operations for all Port Access Projects: $325,191	**Wages**	Construction and Operations for all Port Access Projects: $145,983 Click here to enter text.	**Local Taxes**	Construction and Operations for all Port Access Projects: $51,992 (state and local)
FTE one-year jobs	Construction and Operations for all Port Access Projects: 2,543 jobs	**State Taxes**	Construction and Operations for all Port Access Projects: $51,992 (state and local)		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

South Line Rail Improvement Yard

Project Description:

The purpose of the San Ysidro Yard project is to improve operational capacity and efficiency at the Rail Yard to accommodate existing and future freight rail operations in the region. Regional freight rail growth has stressed the current capacity of the existing 100-car Rail Yard. Much of the growth is from the increase in cross-border traffic to Mexico. The Rail Yard is operationally constrained by a 3.5-hour daily freight train operating window for rail traffic moving north to interchange in San Diego, and a three-hour border-crossing window for moving rail cars to and from Mexico. These operational constraints trap rail cars at the Rail Yard for the majority of the day, creating demands on its existing storage capacity.

The San Ysidro Yard project proposes to construct two new track extensions and revisions to track alignment for additional rail car storage which will double rail car storage capacity and provide the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. The project will also provide a new truck access road, which will provide additional opportunities for cargo transfer (transloading) which will eliminate some regional truck traffic trips on freeways in the region.

The project also includes drainage improvements to alleviate flooding and siltation which can occur at the Rail Yard. During these times, the Rail Yard and tracks are not in service, which further exacerbates the operational constraints, and limits the efficient movement of goods in the region. The project would correct the drainage deficiencies by constructing storm drain facilities to accommodate flows during storm events, including detention and desiltation basins, grated catch basins, and storm drain pipelines. In addition, other improvements, such lighting and fencing, would be constructed for improved safety and security.

Regional Benefits:

Completion of this project, in conjunction with the South Line Rail project, provides the opportunity to increase the reliability and capacity for freight rail movement of trade goods between the United States and Mexico. In particular, heavy bulk good items such as raw and processed building materials, gas, bulk liquids, and containerized cargo could be transported in higher volumes more efficiently. In light of the current congestion at the San Diego-Baja California border crossings and forecasts of continued growth in NAFTA traffic, investments in the South Line rail and San Ysidro Yard will provide the opportunity for handling future freight traffic by rail. The proposed project is included in the 2030 RTP as a part of the comprehensive goods movement evaluation and action plan. The proposed project has been designed to achieve specific project objectives. They include: Increase the throughput freight capacity of the south line from 2 to 4 trains per day and 10,000 to 19,600 carloads per year; and Eliminate up to 31,800 annual truck trips and reduce annual truck vehicle miles traveled (VMT) by up to 3,800,000.

Project Information:					
EIR/EIS Date	NA	**Total Project Cost**	$40.5 million	**TCIF Funding**	$25.9 million
Construction Start Date	1/4/2013	**Construction Cost**	$26.5 million		

Local Air Quality Impacts	
Net Reduction Regional Emissions (2030)	The original application stated that as a result of the South Line Rail and San Ysidro Yard projects, the reduction of 31,800 trucks by 2030 is projected to result in the following emissions reductions: NOx: 320 pounds/day; CO2: 1.36 million pounds/day; PM10: 260 pounds/day; and CO: 540 pounds/day. Thus, the proposed project would have a net benefit on air quality by significantly reducing truck VMT and transporting freight more efficiently. Additionally, the reduction in truck trips would have the indirect effect of reducing congestion (and thereby improving air quality) on local streets and regional highways.
Local Emission Impacts	In the Air Quality Technical Report prepared as part of the IS/MND completed for the project, it was noted that operational emissions generated by the project would include those from vehicular traffic, Rail Yard operations and routine maintenance. According to the project traffic report, an additional 28 heavy-duty truck trips per day would result from project implementation and no additional passenger car or small truck trips would occur. The heavy-duty truck trips would account for nearly all of operational emissions; other activities such as maintenance would be relatively minor and would not generate measurable contributions to operational air emissions. The analysis showed that operational emissions would be below the applicable significance thresholds and therefore, project operational emissions would result in less than significant air quality impacts. With regard to long-term operational cumulative impacts associated with ozone precursors (NOx and/or ROCs), significant cumulative impacts do not generally occur if project emissions have been accounted for in the ozone attainment assumptions contained within the RAQS. The project is listed in the RTP for the San Diego region; therefore, the project's emissions have been considered in the cumulative analysis of impacts for non-attainment pollutants included in the attainment demonstration for the SDAB. Accordingly, the project would not result in cumulatively considerable long-term impacts related to non-attainment pollutants. In addition to the Air Quality analysis performed, a Health Risk Assessment was performed to determine if the project would result in potentially significant air quality impacts related to toxic air contaminants (TACs). The health risk calculations were derived from the USEPA's AERMOD Model, which is the currently approved regulatory model for air dispersion modeling. For the project's analysis, the model was used to calculate concentrations of diesel particulate matter from project-related truck trips. Truck trips and locomotives may result in emissions of diesel particulate matter, which is known to contain carcinogenic compounds. The risks associated with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure (i.e., 24 hours per day, 7 days a week, 365 days a year for 70 years). A significant cancer risk would be assessed if an individual's cancer risk is greater than 10 in 1 million. Risks at the closest residence were calculated to be 2.83 in 1 million, which is below the significance threshold. Individual excess cancer risks at the nearby schools also would be below 10 in 1 million. Therefore, associated air quality impacts to sensitive receptors would be less than significant.

Emission Mitigation Measures	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation opportunities were not analyzed or considered as part of this project.
Funding Sources for Mitigation	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation funding sources were not analyzed or considered.

Economic Impacts ($000s)					
Economic Output	Construction and Operations for South Line Rail & Yard: $246 million	**Wages**	Construction and Operations for South Line Rail & Yard: $114 million in payroll	**Local Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes
FTE one-year jobs	Construction and Operations for South Line Rail & Yard: 2,030 jobs	**State Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

South Line Rail Improvement Mainline - Phase 1

Project Description:

The South Line Improvement Project proposes to increase freight rail capacity from two to four trains per night on the South Line segment of the existing SD&AE Railroad Mainline between the San Diego and San Ysidro yards in San Diego. Current freight operations on the South Line are only allowed to occur during a 2.5 hour period when the MTS Blue Line trolley is not in service. This "window" is typically from 1:30 a.m. to 4:00 a.m. Monday through Saturday morning, with an existing additional southbound freight move allowed beginning at approximately 12:55 am. The proposed improvements would increase the capacity of the existing corridor to accommodate one additional freight train in either direction per night. This increase in capacity would be achieved by making improvements that would increase the operating window by approximately one hour (12:30 am to 4:00 am) and allow an early northbound freight movement while the trolley is in service. The project was split into three phases to enhance the delivery of the project.

Phase 1 of the project includes the following elements:

Installation of a communication and railroad signaling fiber backbone to establish the communication link required for the reverse running and communication with the Central Control Center.

The benefits noted below for this project include all three phases of the project as well as the San Ysidro Yard project, which are system-based and interconnected improvements.

Regional Benefits:

Completion of this project, in conjunction with the San Ysidro Yard project, provides the opportunity to increase the reliability and capacity for freight rail movement of trade goods between the United States and Mexico. In particular, heavy bulk good items such as raw and processed building materials, gas, bulk liquids, and containerized cargo could be transported in higher volumes more efficiently. In light of the current congestion at the San Diego-Baja California border crossings and forecasts of continued growth in NAFTA traffic, investments in the South Line rail and San Ysidro Yard will provide the opportunity for handling future freight traffic by rail.

The proposed project is consistent with local community plans and general plans, and is also consistent with SANDAG's 2030 RTP. The proposed project is included in the 2030 RTP as a part of the comprehensive goods movement evaluation and action plan. The proposed project has been designed to achieve specific project objectives.

They include: Increase the throughput freight capacity of the south line from 2 to 4 trains per day and 10,000 to 19,600 carloads per year; Increase the speed of freight traffic on the South Line to reduce one-way travel times between the San Diego and San Ysidro Yards by up to 20 minutes; Increase the reliability of freight traffic travel times by eliminating canceled service resulting from track maintenance; Reduce one-way travel time variability by up to 15 minutes;variability by up to 15 minutes; Provide congestion relief for freight traffic and reduce delays by up to 20 minutes per train per day; Provide improved safety for rail workers and the general public at grade crossings (i.e., central control, automatic stop, and reverse signaling); Eliminate up to 31,800 annual truck trips and reduce annual truck vehicle miles traveled (VMT) by up to 3,800,000;

Project Information:

EIR/EIS Date	NA	Total Project Cost	$10.5 million (phase 1)	TCIF Funding	$10.5 million (phase 1)
Construction Start Date	6/2/2010	Construction Cost	$10.5 million (phase 1)		

Local Air Quality Impacts	
Net Reduction Regional Emissions (2030)	The original application stated that as a result of the South Line Rail and San Ysidro Yard projects, the reduction of 31,800 trucks by 2030 is projected to result in the following emissions reductions: NOx: 320 pounds/day; CO2: 1.36 million pounds/day; PM10: 260 pounds/day; and CO: 540 pounds/day. Thus, the proposed project would have a net benefit on air quality by significantly reducing truck VMT and transporting freight more efficiently. Additionally, the reduction in truck trips would have the indirect effect of reducing congestion (and thereby improving air quality) on local streets and regional highways.
Local Emission Impacts	In the Air Quality Technical Report prepared as part of the IS/MND completed for the project, it was noted that operation of the project, adding two trains with a 30-minute line haul cycle, would produce volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) emissions associated with the operation of two additional trains per day on the South Line segment. However, the emissions of all criteria pollutants, including PM10 and PM2.5, would be well below the significance levels. The EPA's Emission Factors for Locomotives (EPA 2009c) was utilized to obtain emission factors for criteria pollutants. Data regarding fuel consumption, horsepower, line-haul and switching cycles, and notch settings specific to the GP-38 locomotive was used to calculate emissions for the existing condition as well as the emissions associated with the South Line after completion of the proposed project. The analysis found that the annual emissions of VOC, NOx, and CO would not exceed the de minimis thresholds. Thus, further analysis is not required for these pollutants because their emissions would be less than the de minimis thresholds and therefore the project would be in compliance with the general conformity requirements and would not conflict with local air quality attainment or maintenance plans to achieve or maintain federal ambient air quality standards. In addition to the Air Quality analysis performed, a Health Risk Assessment was performed to determine whether diesel particulate matter (DPM) emissions resulting from the increased rail traffic on the South Line could adversely affect nearby communities. Based on this analysis, the health impacts resulting from the proposed project would not exceed the SDAPCD significance threshold of an incremental cancer risk of 10 in one million since the maximum anticipated cancer risk is 0.7 in one million within 250 meters of the track. In addition, the chronic hazard indices for non-cancer health impacts are below the significance threshold of 1.0 at the maximally exposed receptors.
Emission Mitigation Measures	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation opportunities were not analyzed or considered as part of this project.
Funding Sources for Mitigation	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation funding sources were not analyzed or considered.

Economic Impacts ($000s)

Economic Output	Construction and Operations for South Line Rail & Yard: $246 million	**Wages**	Construction and Operations for South Line Rail & Yard: $114 million in payroll	**Local Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes
FTE one-year jobs	Construction and Operations for South Line Rail & Yard: 2,030 jobs	**State Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

South Line Rail Improvement Mainline - Phase 2

Project Description:

The South Line Improvement Project proposes to increase freight rail capacity from two to four trains per night on the South Line segment of the existing SD&AE Railroad Mainline between the San Diego and San Ysidro yards in San Diego. Current freight operations on the South Line are only allowed to occur during a 2.5 hour period when the MTS Blue Line trolley is not in service. This "window" is typically from 1:30 a.m. to 4:00 a.m. Monday through Saturday morning, with an existing additional southbound freight move allowed beginning at approximately 12:55 am. The proposed improvements would increase the capacity of the existing corridor to accommodate one additional freight train in either direction per night. This increase in capacity would be achieved by making improvements that would increase the operating window by approximately one hour (12:30 am to 4:00 am) and allow an early northbound freight movement while the trolley is in service. The project was split into three phases to enhance the delivery of the project.

Phase 2 of the project includes the following elements:

Improvement of the signaling system to allow for reverse running including upgrades to 10 at-grade crossings, new interlockings and new signals.

Installation of a powered crossover.

Modifications to an existing freight siding including the addition of a new turnout.

The benefits noted below for this project include all three phases of the project as well as the San Ysidro Yard project, which are system-based and interconnected improvements.

Regional Benefits:

Completion of this project, in conjunction with the San Ysidro Yard project, provides the opportunity to increase the reliability and capacity for freight rail movement of trade goods between the United States and Mexico. In particular, heavy bulk good items such as raw and processed building materials, gas, bulk liquids, and containerized cargo could be transported in higher volumes more efficiently. In light of the current congestion at the San Diego-Baja California border crossings and forecasts of continued growth in NAFTA traffic, investments in the South Line rail and San Ysidro Yard will provide the opportunity for handling future freight traffic by rail.

The proposed project is consistent with local community plans and general plans, and is also consistent with SANDAG's 2030 RTP. The proposed project is included in the 2030 RTP as a part of the comprehensive goods movement evaluation and action plan. The proposed project has been designed to achieve specific project objectives.

They include: Increase the throughput freight capacity of the south line from 2 to 4 trains per day and 10,000 to 19,600 carloads per year; Increase the speed of freight traffic on the South Line to reduce one-way travel times between the San Diego and San Ysidro Yards by up to 20 minutes; Increase the reliability of freight traffic travel times by eliminating canceled service resulting from track maintenance; Reduce one-way travel time variability by up to 15 minutes;variability by up to 15 minutes; Provide congestion relief for freight traffic and reduce delays by up to 20 minutes per train per day; Provide improved safety for rail workers and the general public at grade crossings (i.e., central control, automatic stop, and reverse signaling); Eliminate up to 31,800 annual truck trips and reduce annual truck vehicle miles traveled (VMT) by up to 3,800,000;

Project Information:					
EIR/EIS Date	NA	**Total Project Cost**	$15.5 million (phase 2)	**TCIF Funding**	$15.5 million (phase 2)
Construction Start Date	4/4/2011	**Construction Cost**	$15.5 million (phase 2)		

Local Air Quality Impacts	
Net Reduction Regional Emissions (2030)	The original application stated that as a result of the South Line Rail and San Ysidro Yard projects, the reduction of 31,800 trucks by 2030 is projected to result in the following emissions reductions: NOx: 320 pounds/day; CO2: 1.36 million pounds/day; PM10: 260 pounds/day; and CO: 540 pounds/day. Thus, the proposed project would have a net benefit on air quality by significantly reducing truck VMT and transporting freight more efficiently. Additionally, the reduction in truck trips would have the indirect effect of reducing congestion (and thereby improving air quality) on local streets and regional highways.
Local Emission Impacts	In the Air Quality Technical Report prepared as part of the IS/MND completed for the project, it was noted that operation of the project, adding two trains with a 30-minute line haul cycle, would produce volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) emissions associated with the operation of two additional trains per day on the South Line segment. However, the emissions of all criteria pollutants, including PM10 and PM2.5, would be well below the significance levels. The EPA's Emission Factors for Locomotives (EPA 2009c) was utilized to obtain emission factors for criteria pollutants. Data regarding fuel consumption, horsepower, line-haul and switching cycles, and notch settings specific to the GP-38 locomotive was used to calculate emissions for the existing condition as well as the emissions associated with the South Line after completion of the proposed project. The analysis found that the annual emissions of VOC, NOx, and CO would not exceed the de minimis thresholds. Thus, further analysis is not required for these pollutants because their emissions would be less than the de minimis thresholds and therefore the project would be in compliance with the general conformity requirements and would not conflict with local air quality attainment or maintenance plans to achieve or maintain federal ambient air quality standards. In addition to the Air Quality analysis performed, a Health Risk Assessment was performed to determine whether diesel particulate matter (DPM) emissions resulting from the increased rail traffic on the South Line could adversely affect nearby communities. Based on this analysis, the health impacts resulting from the proposed project would not exceed the SDAPCD significance threshold of an incremental cancer risk of 10 in one million since the maximum anticipated cancer risk is 0.7 in one million within 250 meters of the track. In addition, the chronic hazard indices for non-cancer health impacts are below the significance threshold of 1.0 at the maximally exposed receptors.
Emission Mitigation Measures	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation opportunities were not analyzed or considered as part of this project.
Funding Sources for Mitigation	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation funding sources were not analyzed or considered.

Economic Impacts ($000s)					
Economic Output	Construction and Operations for South Line Rail & Yard: $246 million	**Wages**	Construction and Operations for South Line Rail & Yard: $114 million in payroll	**Local Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes
FTE one-year jobs	Construction and Operations for South Line Rail & Yard: 2,030 jobs	**State Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

South Line Rail Improvement Mainline - Phase 3

Project Description:

The South Line Improvement Project proposes to increase freight rail capacity from two to four trains per night on the South Line segment of the existing SD&AE Railroad Mainline between the San Diego and San Ysidro yards in San Diego. Current freight operations on the South Line are only allowed to occur during a 2.5 hour period when the MTS Blue Line trolley is not in service. This "window" is typically from 1:30 a.m. to 4:00 a.m. Monday through Saturday morning, with an existing additional southbound freight move allowed beginning at approximately 12:55 am. The proposed improvements would increase the capacity of the existing corridor to accommodate one additional freight train in either direction per night. This increase in capacity would be achieved by making improvements that would increase the operating window by approximately one hour (12:30 am to 4:00 am) and allow an early northbound freight movement while the trolley is in service. The project was split into three phases to enhance the delivery of the project.

Phase 3 of the project includes the following elements:

Installation of a powered crossover.

Modifications to an existing freight siding including: the addition of new turnouts and derails, and replacement of tracks, ties and ballast.

Upgrades to the Central Train Control system.

The benefits noted below for this project include all three phases as well as the San Ysidro Yard Project, which together comprise system based and interconnected improvements.

Regional Benefits:

Completion of this project, in conjunction with the San Ysidro Yard project, provides the opportunity to increase the reliability and capacity for freight rail movement of trade goods between the United States and Mexico. In particular, heavy bulk good items such as raw and processed building materials, gas, bulk liquids, and containerized cargo could be transported in higher volumes more efficiently. In light of the current congestion at the San Diego-Baja California border crossings and forecasts of continued growth in NAFTA traffic, investments in the South Line rail and San Ysidro Yard will provide the opportunity for handling future freight traffic by rail.

The proposed project is consistent with local community plans and general plans, and is also consistent with SANDAG's 2030 RTP. The proposed project is included in the 2030 RTP as a part of the comprehensive goods movement evaluation and action plan. The proposed project has been designed to achieve specific project objectives.

They include: Increase the throughput freight capacity of the south line from 2 to 4 trains per day and 10,000 to 19,600 carloads per year; Increase the speed of freight traffic on the South Line to reduce one-way travel times between the San Diego and San Ysidro Yards by up to 20 minutes; Increase the reliability of freight traffic travel times by eliminating canceled service resulting from track maintenance; Reduce one-way travel time variability by up to 15 minutes;variability by up to 15 minutes; Provide congestion relief for freight traffic and reduce delays by up to 20 minutes per train per day; Provide improved safety for rail workers and the general public at grade crossings (i.e., central control, automatic stop, and reverse signaling); Eliminate up to 31,800 annual truck trips and reduce annual truck vehicle miles traveled (VMT) by up to 3,800,000;

Project Information:					
EIR/EIS Date	NA	**Total Project Cost**	$81.03	**TCIF Funding**	$72.1 million
Construction Start Date	4/2/2012	**Construction Cost**	$72.1 million		

Local Air Quality Impacts	
Net Reduction Regional Emissions (2030)	The original application stated that as a result of the South Line Rail and San Ysidro Yard projects, the reduction of 31,800 trucks by 2030 is projected to result in the following emissions reductions: NOx: 320 pounds/day; CO2: 1.36 million pounds/day; PM10: 260 pounds/day; and CO: 540 pounds/day. Thus, the proposed project would have a net benefit on air quality by significantly reducing truck VMT and transporting freight more efficiently. Additionally, the reduction in truck trips would have the indirect effect of reducing congestion (and thereby improving air quality) on local streets and regional highways.
Local Emission Impacts	In the Air Quality Technical Report prepared as part of the IS/MND completed for the project, it was noted that operation of the project, adding two trains with a 30-minute line haul cycle, would produce volatile organic compounds (VOC), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) emissions associated with the operation of two additional trains per day on the South Line segment. However, the emissions of all criteria pollutants, including PM10 and PM2.5, would be well below the significance levels. The EPA's Emission Factors for Locomotives (EPA 2009c) was utilized to obtain emission factors for criteria pollutants. Data regarding fuel consumption, horsepower, line-haul and switching cycles, and notch settings specific to the GP-38 locomotive was used to calculate emissions for the existing condition as well as the emissions associated with the South Line after completion of the proposed project. The analysis found that the annual emissions of VOC, NOx, and CO would not exceed the de minimis thresholds. Thus, further analysis is not required for these pollutants because their emissions would be less than the de minimis thresholds and therefore the project would be in compliance with the general conformity requirements and would not conflict with local air quality attainment or maintenance plans to achieve or maintain federal ambient air quality standards. In addition to the Air Quality analysis performed, a Health Risk Assessment was performed to determine whether diesel particulate matter (DPM) emissions resulting from the increased rail traffic on the South Line could adversely affect nearby communities. Based on this analysis, the health impacts resulting from the proposed project would not exceed the SDAPCD significance threshold of an incremental cancer risk of 10 in one million since the maximum anticipated cancer risk is 0.7 in one million within 250 meters of the track. In addition, the chronic hazard indices for non-cancer health impacts are below the significance threshold of 1.0 at the maximally exposed receptors.
Emission Mitigation Measures	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation opportunities were not analyzed or considered as part of this project.
Funding Sources for Mitigation	As the IS/MND found that the impacts were below the significance levels, emission impact mitigation funding sources were not analyzed or considered.

Economic Impacts ($000s)					
Economic Output	Construction and Operations for South Line Rail & Yard: $246 million	**Wages**	Construction and Operations for South Line Rail & Yard: $114 million in payroll	**Local Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes
FTE one-year jobs	Construction and Operations for South Line Rail & Yard: 2,030 jobs	**State Taxes**	Construction and Operations for South Line Rail & Yard: $38 million in local, state, and federal taxes		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
LOSSAN N. Rail Corridor – Sorrento to Miramar Double Track – Phase 1
Project Description:
The Sorrento to Miramar Phase 1 project consists of constructing a second mainline railroad track along an approximately 1.2-milelong segment of railroad right-of-way (Milepost (MP) 249.8 to MP 251.0) in southern Sorrento Valley in the City of San Diego. The project also includes replacing the single-track Bridge 249.9 with a 131-footlong and 30-foot-wide steel deck, double-track bridge on the west side of the existing wooden trestle bridge. The new bridge would require the placement of three bridge bents within Carroll Canyon Creek. SANDAG also proposes to install a new crossover north of Bridge 249.9, relocate Control Point (CP) Pines from its existing location north of Bridge 249.9 to MP 251.0, and construct a 12-foot-wide access road north of the existing railroad track along much of the project alignment. All trackway improvements will occur within the existing railroad right-of-way. The majority of the double-track would be placed on the inland (east) side of the existing track. The purpose of the project is to improve freight movement, increase railroad capacity and speed in the Sorrento to Miramar Hill area, reduce bridge maintenance costs, allow for the staging of freight trains at the bottom of Miramar Hill, and provide for future demand for rail services in the LOSSAN (Los Angeles – San Diego) rail corridor.
Regional Benefits:
The existing rail service is subject to delays and congestion due to segments where the corridor is single tracked. It is anticipated that the proposed rail improvement project will reduce the delays in the corridor and provide air quality benefits of decreased congestion and locomotive idle time. The proposed improvements to the Sorrento to Miramar track are consistent with the transit improvements outlined within the 2030 San Regional Transportation Plan Pathways for the Future (RTP). Included in the RTP are proposals to upgrade the rail network, provide rapid, frequent transit services along the region's major travel corridors, and provide for shorter-distanced trip making with frequent stops. Adding a double track and straightening the railroad track is expected to shorten commute times for the Coaster and Amtrak trains and improve travel times for freight trains operating on the rail. These improvements may reduce VMT, both regionally and locally, and increase ridership on commuter trains resulting in an overall decrease in CO2 emissions throughout the region.

Project Information:

EIR/EIS Date	**11/12/2009**	**Total Project Cost**	$39.0 million	**TCIF Funding**	$10.8 million
Construction Start Date	9/1/2011	**Construction Cost**	$35.8 million		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Railways provide passenger transport as well as freight goods movement. Transportation by rail is considered an energy efficient mode of transportation in addition to a contributing method to reduce GHG emissions from surface transportation. Projected increase in rail traffic between now and 2030 would result in higher levels of congestion and delays in train traffic without the planned improvements to the LOSSAN Corridor (as documented in the LOSSAN Rail Corridor Improvements Final Program EIR/EIS, September 2007). The existing rail service is subject to delays and congestion, particularly in segments where the corridor is single tracked (i.e. Sorrento to Miramar Phase 1). These bottlenecks will increase in severity as rail service increases over the next 20

	years and beyond. The Sorrento to Miramar Phase 1 project in conjunction with planned LOSSAN Corridor wide improvements will reduce the likelihood of delays along the corridor, which would decrease the emissions from idling locomotives (based on the number of locomotives, average train speeds, and fleet characteristics). Therefore, the Sorrento to Miramar Phase 1 project will contribute to beneficial reductions in emissions in localized areas by decreasing rail congestion and associated locomotive Idling.
Local Emission Impacts	The project consists of constructing a bridge replacement and a second mainline railroad track along an approximately 1.2-milelong segment of existing railroad right-of-way in southern Sorrento Valley in the City of San Diego. The land uses in the immediate (localized) project area include the I-805 to the south, the I-5 to the east, commercial development to the east and west, and undeveloped vacant properties. A majority of the project site is located adjacent to vacant (open space) properties, nearby parking lot and existing I-5 and I-805 freeways. Certain land uses are considered to be more sensitive to the effect of air pollution. Schools, hospitals, residences, and other facilities where people congregate, especially children, and the elderly, are considered particularly sensitive to air pollutants. No sensitive receptors are located adjacent to or in close proximity to the project site.
Emission Mitigation Measures	Emission impact mitigation opportunities, along with new technologies and locomotive emission standards are anticipated to reduce operational impacts to air quality. These include for example, design considerations to provide optimal rail operations (reduced congestion and travel delays, less train idling, reduce vehicular delays at crossings by allowing two trains to pass through an area at the same time, improve intercity and interstate rail service), use of diesel particulate filters and anti-idling devices on locomotives, use of lean-NOx catalyst and diesel particulate filters. Also, the South Coast Locomotive NOx Fleet Average Agreement was signed in 1998 by CARB, BNSF and the Union Pacific Railroad. This agreement requires the locomotive fleets that operate in the SCAQMD to meet, on average, U.S. EPA's Tier 2 locomotive emissions standards. Tier 2 locomotives became commercially available in 2005 and provide a 65 percent reduction in NOx and 50 percent reduction in diesel particulate matter (DPM) emissions.
Funding Sources for Mitigation	Funding sources for emission impact mitigation have not been identified.

Economic Impacts ($000s)					
Economic Output	Construction and Operations of entire LOSSAN corridor: $809.8 million	**Wages**	Construction and Operations of entire LOSSAN corridor: $374.3 million	**Local Taxes**	Construction and Operations of entire LOSSAN corridor: $125.9 million in local, state, and federal taxes
FTE one-year jobs	Construction and Operations of entire LOSSAN corridor: 6,678 jobs	**State Taxes**	Construction and Operations of entire LOSSAN corridor: $125.9 million in local, state, and federal taxes		

OTHER REGIONS

AB 268 Review Reports

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:
US 101-San Juan Road Interchange
Project Description:
Remove three major at-grade intersections (San Juan Road, Dunbarton Road and Cole Road) and replacing them with a single interchange at San Juan Road and Route 101. Additionally, this will convert a portion of US 101 within the project limits from expressway to freeway.
Regional Benefits:
The project purpose is to improve safety by reducing fatal and injury accidents and to reduce peak hour congestion by improving operations. Safety and operational concerns arise in the project area due to conflicts between high speeds, high volume through-traffic with a high percentage of truck traffic (21%) on US 101 and at-grade intersections at San Juan, Dunbarton, and Cole Roads. Although this location is outside of any urban boundary it has a significant effect on the interregional transportation of agricultural goods. On weekends, particularly in summertime, this location is normally at gridlock with a mixture of trucks and passenger vehicles. Over a four-year period (2001 – 2005) this area experienced over 160 collisions.

Project Information:

EIR/EIS Date	12/7/2009	**Total Project Cost**	$90,600,000	**TCIF Funding**	$28,325,000
Construction Start Date	12/1/2012	**Construction Cost**	46,200,000		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	The Air Quality report prepared for the project's Mitigated Negative Declaration states: "there will not be a substantial long-term impact from the project. However, because this project helps relieve congestion by reducing accidents and improving traffic operations, there will be some minor air quality improvements due to a reduction of idling or slow moving vehicles."
Local Emission Impacts	None
Emission Mitigation Measures	None
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)

Economic Output	$63.6 Million	**Wages**	Click here to enter text.	**Local Taxes**	Click here to enter text.
FTE one-year jobs	161	**State Taxes**	Click here to enter text.		

Trade Corridors Improvement Fund
AB 268 Review Report Form

Project Title:

Brawley Bypass

Project Description:

The Brawley Bypass will supersede the existing state route segments of 78 and 111 in the city of Brawley, in Imperial County, California. The Brawley Bypass project will construct 7.8 miles of divided four-lane expressway from State Route 111 (SR-111) expressway, southeast of Brawley, to State Route 78/86 (SR-78/86), northwest of Brawley, creating new alignments for SR-78 and SR-111 around the southern, eastern, and western perimeters of the city. Existing portions of SR-78 and SR-111 bypassed by this project will be subsequently relinquished to local jurisdiction. The Bypass project is scheduled for construction in three stages, the first of which was completed in July 2005 and the second stage in 2011.

· Stage 1 – Extends the new SR-111 expressway from just north of Mead Road to Main Street.

· Stage 2 – Bypasses downtown Brawley with a new SR-78/111 expressway from Main Street to Hovley Road, just west of existing SR-111 where it constructs a new interchange.

· Stage 3 – Extends the new SR-78 expressway from Hovley Road to SR-78/86 just south of Fredricks Road (Stage 3 Construction is only phase funded by TCIF)

Regional Benefits:

The completion of the Brawley Bypass project allows for new businesses within the City's Sphere of Influence northeast of existing SR-111. The project's build alternative moves a substantial portion of the truck traffic out of the city of Brawley's downtown shopping and civic center. As projected, nearly 70% of the truck traffic is expected to use the proposed Bypass. The current high truck and vehicular traffic volumes are inconsistent with the character of the small town and historic area especially along Main Street which is following the movement led by the National Main Street Center to revitalize traditional downtown neighborhoods. This would improve the community cohesion and the character of the City. Completion of the project not only improves safety within the city of Brawley, it also improves the local character of the downtown district. In the short term, the project will create construction jobs for which the wage income is likely to be used in the city of Brawley and the communities of Imperial Valley. Over the long term, the project will support anticipated growth due to international trade with Mexico and the agricultural industry of Imperial Valley. The trade increase is expected to boost the non-agricultural employment sector by creating trade and goods movement support industry jobs for the residents of Imperial Valley.

Project Information:

EIR/EIS Date	**3/1/2003**	**Total Project Cost**	$236,118,000	**TCIF Funding**	$49,549,000 - Stage 3 CON
Construction Start Date	3/24/2011	**Construction Cost**	$138,828,000 - Total CON Costs		

Local Air Quality Impacts

Net Reduction Regional Emissions (2030)	Based on the use of air quality model (CALINE 4 and referenced CO Protocol) to simulate existing and future carbon monoxide conditions, the overall net effect from rerouted traffic from the City to the proposed expressway and new future traffic along the proposed expressway, results in an overall net benefit and would cause no adverse air quality impacts. In addition, the proposed project

	would not violate any state or federal carbon monoxide standards. No mitigation measures are needed. (Source: Brawley Bypass Air Quality Study, Caltrans, April 1999)
Local Emission Impacts	The approved EIS/EIR concluded that the project will reduce emissions compared to the no-build scenario. The project will not cause or contribute to either a new localized exceedance of carbon monoxide or PM-10 ambient air quality standards, nor will they increase the frequency or severity of any existing exceedance.
Emission Mitigation Measures	Since the EIS/EIR determined that the design of this project avoids adverse air quality impacts no mitigation measures were analyzed.
Funding Sources for Mitigation	N/A

Economic Impacts ($000s)					
Economic Output	Click here to enter text.	**Wages**	Click here to enter text.	**Local Taxes**	Click here to enter text.
FTE one-year jobs	Click here to enter text.	**State Taxes**	Click here to enter text.		