

**TCIF NOMINATIONS – UPDATE REVIEW FINDINGS
(PROJECTS NOT INCLUDED IN ADOPTED TCIF PROGRAM)**

ID	CO	Project Title	Project Description	AQ (+,I,-)	INITIAL COMMENTS	UPDATED COMMENTS
1	SJ	San Joaquin County Short-Haul Freight Project	Consists of the acquisition of the UPRR rail line and right-of-way between Stockton and Nile Junction (Fremont).	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Project increases both passenger and freight rail activity. Emissions along the corridor likely increase; there is a lack of information regarding activity at the terminals. Further documentation is needed concerning the spatial shift of emissions from truck to rail. 2. Environmental issues may be significant – environmental document unspecified. 3. Funding plan – TCIF request is for R/W only. 4. Operational/Business plan is required - identify freight types and volume to be moved. 5. Project scope is unclear; more than just purchasing rail track. How does this project interact with the Inland Port short-haul project? 6. Public/private benefits not addressed. 7. MOU with railroad is required. 8. Identify relationship with San Joaquin and railroad as to usage, maintenance, etc. 	<ol style="list-style-type: none"> 1. In-progress – Additional air quality information was provided. 2. Unresolved - Environmental issues may be significant – environmental document unspecified. 3. Funding plan – TCIF request is for the procurement of a fully functional trunk line rail system. 4. In-progress - Plan submitted – analysis is required. 5. In-progress - Information provided, analysis required. 6. Unresolved - Public/private benefits not addressed. 7. Unresolved - MOU with railroad is required (letter of intent for ownership transfer by RR is required as a first step). 8. In-progress - Information provided; analysis is required.
2	SB	ACE South Archibald Grade Separation at UP Los Angeles	Construct a new structure to grade separate the South Archibald Ave from UPRR tracks	+	<ol style="list-style-type: none"> 1. Incomplete nomination 2. Air Quality impacts require further analysis. 3. Scope of work unclear - Overpass or underpass? 4. Delivery – environmental document unspecified. 	<ol style="list-style-type: none"> 1. Resolved – PPR provided. 2. In-progress - Additional AQ information was provided. 3. Resolved – Project includes construction of an underpass. 4. Resolved - CE update is not required.

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3	LA	Nogales Street Grade Separation Project	Lowering of Nogales Street resulting in a four-lane roadway below the UPRR tracks, and the construction of a new two-track railroad bridge and the reconstruction approximately 1000 ft of tracks, including a two-track shoofly.	+	<ol style="list-style-type: none"> 1:1 match screen is not met. Deliverability – schedule may be optimistic. Project milestones incomplete - include month, date and year. 	<ol style="list-style-type: none"> Resolved - 1:1 Match met. Resolved – Schedule was revised and milestones validated. Resolved - Project milestones include month and year.
4	LA	I-110 Connectors Improvement Program/SR 47 On/Off Ramps at Front St	A new WB SR-47 On and Off-Ramps at Front Street. North of the intersection, Front Street will be modified to provide two-NB lanes, two-SB lanes and an exclusive right turn lane South of the intersection, Front Street will provide one-NB lane, two-NB-left-turn lanes, and two-SB lanes.	I	<ol style="list-style-type: none"> Environmental issues may be significant – environmental document unspecified. Air Quality impacts require further analysis. Documentation needed to explain spatial shift in activity and emissions away from local communities. Project schedule appears optimistic. Specifically, the timeframe for the Design of an interchange in one year should be discussed. Funding Plan is incomplete – funding shown only includes construction phase. Verify all funding sources, and include all prior expenditures and preconstruction budgets. Verify Implementing Agency on Project Programming Request form This project should be included with the I-110 connectors Tier I project requests SHOPP eligibility should be investigated as an alternative source of funding to TCIF. 	<ol style="list-style-type: none"> Resolved - Response states most likely a Mitigated ND and Mitigated FONSI. In-progress - Additional AQ information was provided. Resolved – Design timeframe revised to 2 years. However, design begins prior to completion of environmental. Resolved – Funding plan was updated. Resolved – Implementing agency is the Port of Los Angeles. Resolved – Project not as high of a priority as Tier 1 projects. Resolved - SHOPP is not targeted for this project.

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5	LA	Interstate 5 Truck Lanes	Adds two truck climbing lanes on SB, and one truck climbing lane NB, I-5 between Pico Lyons/Calgrove and SR-14	-	<ol style="list-style-type: none"> 1. 1:1 match questionable - What is source of local funds? 2. Air Quality impacts require further analysis. Project documentation shows increased DPM emissions in build scenario for 2015 and 2030. 3. Verify Implementing Agency information - Who is GSGC? 4. Risk Design - Project Milestones reflect design start prior to approval of EIR/EIS 5. Funding Plan incomplete – include all prior and proposed costs including PAED. 6. Pre-construction Support costs appear very low. 7. R/W costs not shown? Confirm R/W acquisition is not required for the project. 	<ol style="list-style-type: none"> 1. Resolved – Metro Board resolution committing sponsorship to project. 2. In-progress - Additional AQ information was provided. 3. Resolved – Caltrans is the Implementing Agency & Metro is the Sponsoring Agency – 4. Resolved – Support and acknowledgment of risk design provided. 5. Resolved - Funding Plan updated. 6. Resolved – Funding plan updated to address pre-construction costs. 7. Resolved - R/W costs not required for the project.

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6	LA	Navy Way Connector to Westbound Seaside Ave (SR 47)	Constructs a flyover from NB Navy Way to WB SR-47 and reconfigures WB on-ramp and EB off-ramp at Ferry Street	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. Project appears to reduce idling and smooth flow. Documentation needed of traffic activity changes and emissions. 2. Environmental issues – environmental document unspecified. 3. Who is the Implementing Agency? 4. Funding plan incomplete – include all prior and proposed preconstruction costs in Project Programming Request form 5. Confirm R/W acquisition is not required for the project - If route is adopted into SHS there may be additional R/W issues. 6. Why is scope of work not of higher priority - why not a Tier I project? 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. Resolved – Environmental document specified is an ND/FONSI. 3. Resolved – Implementing Agency identified for each component. 4. Resolved - Funding Plan updated. 5. Resolved – all work within existing R/W. 6. Resolved – Not as high as Tier 1 Priorities.

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7	LA	Ports Rail Program - Phase 2	Provides increased storage capacity at and rail yard enhancements to support intermodal cargo movement	+	<ol style="list-style-type: none"> 1. Incomplete nomination package 2. Scope of work is unclear. Multiple major projects with little scope description. 3. Air Quality impacts require further analysis. 4. Environmental issues may be significant – environmental document unspecified. 5. Project Programming Request form incomplete –contact information, project milestones & funding plans (proposed cargo fees funding). 6. Methodology used to support the conclusion that the projects will reduce truck trips is required. 7. Benefits of each project should be addressed separately. 	<ol style="list-style-type: none"> 1. Resolved – additional information provided. 2. Resolved - Scope of work clarified. 3. In-progress - Additional AQ information was provided. 4. Resolved – EIR/EIS. 5. Resolved - Project Programming Request form complete. Cargo fees are approved. 6. In-progress - Methodology provided. Additional analysis required. 7. Unresolved - Benefits of each project should be addressed separately in relation to overall plan.
8	ORA	SR 57 Truck Climbing Lane	Adds a two-mile NB Aux lane from Lambert Rd to just North of Orange County Line, and modifies NB on-ramp at Lambert Rd	+	<ol style="list-style-type: none"> 1. Scope of work unclear – what does this project involve? 2. Deliverability risks – EIR to start in 11/2008, Design starts prior to EIR approval, Construction starts 11/2013. 3. Right of way cost appears too low. 	<ol style="list-style-type: none"> 1. Resolved – Scope of work clarified. 2. Resolved - Acknowledged and validated by sponsor 3. Resolved –Right of Way estimate validated.

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9	RIV	ACE Mary Street Grade Separation (BNSF)	Construct four-lane roadway bridge over existing BNSF tracks	+	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis -Documentation notes that project provides for increased volume of freight traffic through capacity expansion or operational efficiency, but does not specify how. Some additional information would be helpful. 2. Scope of work questionable - underpass vs. overpass? 3. Delivery – CE may require update. 4. 1:1 match not met - use of Section 190 funds, container fees & prior funds 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. Resolved – Project includes construction of an underpass. 3. Resolved – CE approval estimated for summer 2009. 4. In-progress - 1:1 Match met. However, full funding of project is contingent on approval of container fee legislation. City has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.
10	RIV	Jurupa Road Railroad Grade Separation	Construct an elevated structure over the UPRR tracks	+	<ol style="list-style-type: none"> 1. Scope of work unclear – Jurupa vs. existing RR track? 2. Delivery – CE may require update. 3. 1:1 match not met - use of Section 190 funds, container fees & prior funds 	<ol style="list-style-type: none"> 1. Resolved – Project is for the construction of an overpass over UPRR mainline. 2. Resolved – CE update is scheduled for Sept 2009. 3. In-progress - 1:1 Match met. However, full funding of project is contingent on approval of container fee legislation. County has committed to backfill if Section 190 fund are not received. Funding commitments will be required for baseline agreement.
11	RIV	I-10/SR60 EB Truck Climbing Lane	Add 7.6 miles of dedicated truck lane in EB direction on I-10 between Riverside/San Bernardino Line and I-10/SR-60 IC	+	<ol style="list-style-type: none"> 1. Scope of work unclear – what does this project involve? 2. Environmental issues may be significant – environmental document unspecified. 3. All work within existing right of way? 	<ol style="list-style-type: none"> 1. Resolved – Additional information provided. 2. Resolved – IS/EA leading to ND/FONSI anticipated. 3. Resolved - All work is within existing right of way.

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12	SBD	High Desert Corridor - Phase I A from I-15 to Phantom East	Construct Phase 1A of the High Desert Corridor - 4.75 miles of four-lane freeway, with fwy to fwy IC at I-15 and several bridge structures, terminating at the Southern California Logistics Airport.	-	<ol style="list-style-type: none"> 1. Incomplete submittal – 2. Scope of work unclear – What is the proposed project? 3. Air Quality impacts require further analysis – Local impacts not addressed. Project appears to provide emission reduction benefits in more densely populated SCAB, while increasing emissions at more remote site. 4. Deliverability High Risk: EIR/EIS May 2011, Construction Start Dec 2013; does not reflect Design start date or begin environmental phase? 5. Funding plan needs validation – identify each source and amount of local funds. 6. Operational/Business plan is required - identify freight types and volume to be moved. 7. Public/Private benefit is required. 8. What is Route E-220? Will this become a state highway? 	<ol style="list-style-type: none"> 1. Unresolved – Revised PPR is required 2. Resolved – clarification provided. 3. In progress - Air Quality impacts require further analysis – Local impacts not addressed. Project appears to provide emission reduction benefits in more densely populated SCAB, while increasing emissions at more remote site. 4. Unresolved – Revised and complete PPR is required. 5. Unresolved - Revised and complete PPR is required. 6. Unresolved - Operational/Business plan is required - identify freight types and volume to be moved. 7. Unresolved - Public/Private benefit analysis is required. 8. Resolved – Clarification provided

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13	VEN	Leesdale Freight Siding Extension	Extend existing UPRR siding from 3700 ft to 7000 ft.	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Rail speed enhancements; expand siding from 3700 to 5500 feet. Need data to verify that train idling emissions are reduced; also, no local traffic impacts were discussed (the grade crossing at Las Posas Road and Pleasant Valley Road). Emissions from trains will increase at sidings, but decrease at the corridor-level. Further information is needed about the changing number of trains at the siding, and verify that train idling emissions are reduced. 2. 1:1 Match not met 3. Not in GMAP or CALMITSAC 4. Goods movement benefit unclear. 5. Use of Prop 1B as match is not eligible. 	<ol style="list-style-type: none"> 1. Unresolved - Air Quality impacts require further analysis - Rail speed enhancements; expand siding from 3700 to 5500 feet. Need data to verify that train idling emissions are reduced; also, no local traffic impacts were discussed (the grade crossing at Las Posas Road and Pleasant Valley Road). Emissions from trains will increase at sidings, but decrease at the corridor-level. Further information is needed about the changing number of trains at the siding, and verify that train idling emissions are reduced. 2. Unresolved - 1:1 Match not met. 3. Unresolved - Not in GMAP or CALMITSAC. 4. Unresolved - Goods movement benefit unclear. 5. Unresolved - Use of Prop 1B funds as match not eligible.
14	SD	Port of San Diego National City Marine Terminal Improvements	Construct a two level parking structure	+	<ol style="list-style-type: none"> 1. Deliverability Risk - EIR, Design and right of way are concurrent activities 	<ol style="list-style-type: none"> 1. Noted and validated by sponsor.

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15 16 17 18 19 20 21	SD	LOSSAN N Rail Corridor/Intermodal Improvements	Construct a second mainline track at seven separate locations between San Diego and Oceanside (combined length approx 14 miles).	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis - Further documentation of methods and analysis of truck to rail diversion required for analysis of regional AQ benefits; 2. Scope of work is unclear 3. 1:1 Match not met. 4. Deliverability – Environmental document not yet started – planning on FONSI in three years? One-year for design? 5. Relationship and benefit to goods movement is unclear 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided from the County of San Diego Air Pollution Control District. 2. Resolved – Additional information provided. 3. Resolved - 1:1 Match met. 4. Noted and validated by sponsor. 5. Resolved – provided information regarding freight usage of rail line.
22	HUM	Northern California Freight Corridor Restoration Project	Rehabilitate Northern Corridor of the NWP railroad from the Port of Humboldt Bay to South Fork, and implement sediment control strategies from the Humboldt Bay to reduce shoaling at its entrance.	I	<ol style="list-style-type: none"> 1. Scope of Work unclear – two different types of projects merged into one nomination. 2. Project implementing agency unclear. 3. Air Quality impacts require further analysis. Required analysis not provided. Need project documentation related to emissions. 4. 1:1 Match Screen not met - Match proposed depends on unsecured loan from FRA. 5. Delivery schedule is questionable. Overlapping environmental, design and construction phases. 	<ol style="list-style-type: none"> 1. Unresolved - Scope of Work includes two different types of projects (Rail extension and channel dredging) merged into one nomination. Should have been nominated as two separate projects. 2. Unresolved - Implementing Agency to be NCRA with an MOU between NCRA and HBHD. 3. Un-resolved - Air Quality impacts require further analysis. Per agency note, project documentation is not available pertaining to emission impacts. 4. Unresolved - 1:1 Match not met - Match proposed depends on unsecured loan from FRA. 5. Unresolved - Delivery schedule is questionable. Overlapping environmental, design and construction phases.

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23	KER	Rosedale Highway Widening/Capacity Improvement	Widen approximately six miles of the existing four-lane highway (SR-58) to six lanes from Allen Road to SR 99.	I	<ol style="list-style-type: none"> 1. Delivery Concerns: Project Milestones on Project Programming Request form unclear. 2. Environmental issues may be significant – environmental document unspecified. 3. Air Quality impacts require further analysis. Air quality analysis is not provided - Widening from 4-lane to 6-lane and grade separation. System wide emissions reduction; but need local air quality analysis. 	<ol style="list-style-type: none"> 1. Delivery Concerns: Noted and validated by sponsor. 2. Planned document is ND/FONSI. Noted and validated by sponsor. 3. In-progress - Additional AQ information was provided.
24	KER	7th Standard Road Widening Phase III	Widen existing four-lane expressway to six lanes from Santa Fe Way to I-5.	-	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. Air quality analysis is not provided. The document says that "the proposed project would result in redistribution of regional traffic, thereby causing potential increase of CO concentrations at adjacent receptors"; also, it specifies that PM emissions would be reduced; further information is needed regarding the emissions analysis, especially with respect to PM. 2. Environmental issues may be significant – environmental document unspecified. 3. Funding plan is unclear. 4. Screening Criteria 1:1 match is not met. 5. TCIF funding includes PAED, PS&E, R/W and Construction. 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. Resolved – Planned environmental document is an EA. 3. Resolved – PPR revised. 4. Resolved - 1:1 match. 5. Resolved - TCIF funding request for construction only.

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25	KER	Delano Railex	Construct a rail line spur to connect from a 200,000 SF transfer facility to the UPRR tracks.	-	<ol style="list-style-type: none"> 1. Scope of work unclear. 2. Air Quality impacts require further analysis - Local air quality and community impacts due to increase of traffic at the facility require further analysis. Project creates new rail/truck facility which is expected to generate 886 new daily truck trips. 3. Environmental issues may be significant – environmental document unspecified. 4. Operational/Business plan is required to address freight movement projections, railroad issues, etc. 5. Public/Private benefits not addressed. 6. MOU with railroad and Railex is required. 7. Does not meet Screening Criteria of being included in RTP, GMAP, CALMITSAC or other regional GMP. 8. Project Programming Request form (funding plan) is unclear. 9. Delivery schedule is questionable. 	<ol style="list-style-type: none"> 1. In progress – what project components are included? 2. In-progress - Additional AQ information was provided. 3. Resolved – CEQA complete – mitigated ND. 4. Unresolved – more extensive Operational/Business plan is required to address freight movement projections, railroad issues, etc. 5. Unresolved - Public/Private benefits not sufficiently addressed. 6. Unresolved - MOU with railroad and Railex is required. 7. Unresolved - Does not meet Screening Criteria of inclusion in RTP, GMAP, CALMITSAC or other regional GMP. Included in the San Joaquin draft GMAP. 8. Unresolved – New PPR not submitted. 9. Unresolved – No change to delivery schedule. Delivery schedule is questionable.
26	SAC	Mather Airport Air Express Logistics Center	Involves the construction of an Air Express Logistics Center and ground access improvements for primary on-airport roads.	I	<ol style="list-style-type: none"> 1. Withdrawn at the request of the nominating agency. 	<ol style="list-style-type: none"> 1. Withdrawn at the request of the nominating agency.
27	SBT	San Benito Route 156 Improvement Project	Convert a five-mile section of existing SR 156 from two-lane highway to four-lane expressway in and near the City of San Juan Bautista	I	<ol style="list-style-type: none"> 1. Air Quality impacts require further analysis. 2. Project appears to have received full funding in the STIP. TCIF appears to as a substitute for local funding? 	<ol style="list-style-type: none"> 1. In-progress - Additional AQ information was provided. 2. 2008 ITIP shows \$28 million for construction of this project.

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28	SCL	SR 152:New alignment from US 101 to SR 156 & Corridor Mgmt Strategies	Request for funding to complete the Project Approval and Environmental Document for a new alignment of SR 152	+	<ol style="list-style-type: none"> 1. Proposed project scope is for a study only. No funding plans for construction project. Maybe looking at tolls to fund future project. 2. Air Quality impacts require further analysis. Air quality analysis is not provided. The project reduces travel distance and severs congestion by realignment; reduces total emissions; but the project introduces traffic and emissions to new alignment; need local air quality impact analysis. 	<ol style="list-style-type: none"> 1. Resolved - Proposed project scope is for a study only. 2. In-progress - Additional AQ information was provided.

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