

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
ACTION AGENDA SUMMARY

DEPT: Chief Executive Office

BOARD AGENDA # B-8

Urgent

Routine

AGENDA DATE February 13, 2007

CEO Concurs with Recommendation YES NO

(Information Attached)

4/5 Vote Required YES NO

SUBJECT:

Review Presentation Proposals for Future Master Development at the Former Military Air Facility - Crows Landing, in Westside Stanislaus County

STAFF RECOMMENDATIONS:

Review Presentation Proposals for Future Master Development at the Former Military Air Facility - Crows Landing, in Westside Stanislaus County

FISCAL IMPACT:

This is an information-sharing item only.

The Board of Supervisors will consider a Master Developer partnership and development direction in a subsequent public session on February 27, 2007. The ultimate decision will not have direct fiscal impact on the County General fund. Staff time and the internal development function are considered within several existing departmental budgets.

BOARD ACTION AS FOLLOWS:

No. 2007-111

THE BOARD REVIEWED THE PRESENTATION OF THE PROPOSALS FOR FUTURE MASTER DEVELOPMENT AT THE FORMER MILITARY AIR FACILITY - CROWS LANDING, IN WESTSIDE STANISLAUS COUNTY.

NO ACTION WAS TAKEN.

DISCUSSION:

In October 1999, the President signed legislation authorizing the federal government to convey approximately 1,528 acres of property known as the Crows Landing Air Facility to the County as set forth in Public Law 106-82 (HR 356). According to the special legislation, the transfer of the property was made without consideration (without cost to the County) and does not relieve the federal government of the responsibility for soil and water environmental remediation.

The site is currently designated as Agriculture on the Stanislaus County General Plan and is zoned A-2-40. Property title transfer to the County of approximately 1352 acres occurred on October 29, 2004. NASA continues to hold title to approximately 176 acres. This acreage will be transferred to the county after the water and soil contamination is completely mitigated.

The County Crows Landing development team – an internal, multi-disciplined task force continues to work in several capacities on this project – including property maintenance, base closure and clean up (with U.S. Navy/NASA and several State Environmental Agencies), agricultural lease oversight, land policy and business/industrial park development, as well as staff support to the Board appointed advisory – the Crows Landing Steering Committee.

On September 26, 2006 the Board of Supervisors approved reuse strategy #3 as prepared by ESA Airports. Reuse strategy #3 calls for the retention of the prevailing wind runway and provides for the most contiguous industrial reuse opportunity. In addition, the Board approved publication of a Request for Qualifications/Proposals (RFQ/P) process to test location viability within the private sector – master development arena.

On November 6, 2006 the RFQ/P process closed with two (2) qualified proposals submitted. The proposals are:

- PCCP West Park, LLC – a Sacramento California based collaboration of Pacific Coast Capital Partners, LLC and Gerry N. Kamilos, LLC.
- Hillwood – a Perot Company – based in Dallas Texas with west coast representation in San Bernardino, California

To date, both proposals have been reviewed at several junctures.

First, a screening team, appointed by the Crows Landing Steering Committee which included west side steering committee representatives, City representatives (Newman and Patterson), unincorporated Crows Landing representation, and the West Stanislaus Fire Protection District.

Review Presentation Proposals for Future Master Development at the Former Military Air Facility - Crows Landing, in Westside Stanislaus County.

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Second, the formal Crows Landing Steering Committee reviewed both proposals in a public meeting held on January 17, 2007.

Today's presentation schedule is an opportunity for the full County Board of Supervisors to review these proposals, seek further project clarifications and to ask questions as this process moves toward a February 27, 2007 decision node.

POLICY ISSUE:

The Board should consider this information gathering item consistent with several stated Board priorities – including; the efficient delivery of public services, a well-planned infrastructure, and the creation of a strong local economy.

STAFFING IMPACT:

The Chief Executive Office will continue to coordinate a multi-disciplinary task force consisting of representatives from County Planning and Community Development, Department of Environmental Resources, Public Works, and County Counsel.

California State Senate

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4014

SENATOR
DAVE COGDILL
FOURTEENTH SENATE DISTRICT



February 9, 2007

The Honorable William O'Brien
Chairman
Stanislaus County Board of Supervisors
1010 Tenth Street, Suite 6500
Modesto, CA 95354

Dear Supervisor O'Brien:

We understand that the County of Stanislaus is in the process of deciding who the "master developer" will be for the former Crow's Landing Naval Air Station. Because we believe this may well be the most important development decision the County will ever decide, we wanted to make you aware of several issues through this open letter to your Board that we would request you take into consideration as you make your final decision as follows:

- **Preservation of Agriculture.** Whatever developer you select should have a high degree of sensitivity and experience mitigating the agricultural impacts of new development. We believe long term agricultural impacts of this project should be made an integral part of the plan for this site, not an afterthought.
- **Short Haul Freight/Commuter Rail.** We believe a high priority should be given to the inclusion of a new, direct rail transportation link between the Crow's Landing site and the Port of Oakland as a part of this decision. Because of passage of the \$20 billion state transportation bond last November by voters, this direct rail link could be a strong contender for \$3 billion of the bonds dedicated to "port access" improvements. The short haul project would not only assist with the export of agricultural products from the Central Valley, but have the additional benefit of greatly improving the current Altamont Corridor Express (ACE) rail passenger service between San Jose and Stockton, making a new passenger rail service to the west side of Stanislaus County a viable future option. We believe the short haul/commuter rail improvement is a huge opportunity that should not be dismissed, and an improvement we both will strongly support in our elected capacities in Sacramento and Washington, D.C.
- **Areawide, Comprehensive and Long Term Planning Approach.** Finally, we would ask you to consider this decision with an areawide, comprehensive and long term perspective that considers not only the important concerns of westside residents, but the interests of the County as a whole. This means full consideration of agricultural, air quality, traffic, sewer, water, and of course, fiscal realities. We are particularly concerned that Stanislaus County taxpayers not be put in the position of using local tax dollars to subsidize any developer of this site.

The Honorable William O'Brien
February 9, 2007
Page 2

We thank you for your serious consideration of our joint views on this issue. We are always available to talk to you about the issues raised in this letter. The very best of luck in making your decision, and please count on us to be available to support Stanislaus County as you begin your work to develop Crow's Landing as a major new site of employment in the County.

Sincerely,



Honorable Dennis Cardoza
Member of Congress



Honorable Dave Cogdill
State Senator

CC: Board of Supervisors
Rick Robinson, County Executive Officer



City of Patterson Office of the Mayor

1 Plaza
P.O. Box 667
Patterson, California 95363
Phone (209) 895-8000 Fax (209) 895-8019

February 9, 2007

Chairman William O'Brien
Stanislaus County Board of Supervisors
1010 Tenth Street, Suite 6500
Modesto, CA 95354

Dear Chairman O'Brien:

At the Patterson City Council Meeting on February 6, 2007, the Council reviewed the proposals for a Master Developer for the Crows Landing Air Base. As this will have a great impact on the City of Patterson, the City Council wanted to review the available information and forward their recommendations to the Board of Supervisors. I have been very involved with the process since becoming Mayor as well as Councilmember Annette Smith and City Manager Cleve Morris. We thank you in advance for consideration of our comments on this issue.

After reviewing the proposals and hearing from the potential developers, the City has identified four major issues which will significantly affect Patterson and the entire West side.

1. Residential: Throughout the process of looking at the Air Base, no consideration was ever given to residential development. The RFPs did not mention residential and County policy clearly states that all residential development should occur within the boundaries of incorporated cities with the exception of already approved projects such as Diablo Grande and Salida. The City of Patterson strongly opposes any development at the airbase which includes a residential component. The Air Base was acquired for job generation, just as the West Patterson Business Park was. The City and County entered into an agreement to prevent any future changes to zoning in West Patterson Business Park which would allow residential development. The same condition should be required at the Crows Landing Air Base to insure that no residential development occurs in or around the base.
2. Rail impacts: One of the proposals includes rail as the driving force behind the development of the airbase. Although the proposals have attempted to show how rail can be mitigated, none of these proposals mitigate the quality of life issues and the health and safety issues presented by the rail project. The City of Patterson strongly opposes a rail component due the severe adverse impacts created for the City of Patterson.

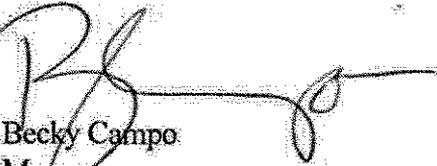
BOARD OF SUPERVISORS
2007 FEB 12 A 9:41
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@ 5:02pm

3. Expansion of the Site: During the study process of Crows Landing Air Base, discussion took place regarding minor expansions to accommodate traffic and possibly to extend the length of the runway. These should be the only conditions to warrant an expansion. The City strongly opposes any expansion beyond the current Airbase site except, if necessary, to provide runway expansion.
4. Aesthetics: The City is concerned that the facility be developed in a way that adds to the beauty of the Westside as opposed to detracting. Some aspects as being proposed such as rail would not be attractive and would be extremely difficult to hide or screen. Any use that is proposed should be considered as to how it will add to the aesthetics of the area.

These are the most serious of our concerns based on the information currently available. We anticipate other concerns that will need to be addressed as we proceed. Although the Council did not make a recommendation for either one of the Master Developers, they did feel that the Hillwood Company provides the best fit to answer our concerns. We appreciate your work on this project and strongly urge you to take these factors into consideration when making your decision on February 27th.

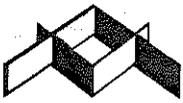
If you would like further clarification or have questions regarding this letter, please contact me or City Manager Cleve Morris.

Sincerely,



Becky Campo
Mayor

CC. Supervisor Jeff Grover
Supervisor Jim DeMartini
Supervisor Dick Monteith
Supervisor Thomas Mayfield
CEO Richard W. Robinson



ALLIANCE

10TH STREET PLACE

P 209.567.4985

P.O. Box 3091

F 209.567.4944

MODESTO, CA. 95353

STANALLIANCE.COM

CHIEF EXECUTIVE OFFICE

B-8

February 12, 2007

2007 FEB 12 P 3:47

Stanislaus County Board of Supervisors
Supervisor William O'Brien, Chairman
Supervisor Jim DeMartini
Supervisor Jeff Grover
Supervisor Tom Mayfield
Supervisor Dick Monteith
1010 10th Street Suite 6500
Modesto CA 95354

Dear Supervisors:

On February 27, 2007 you are scheduled to vote on the selection of a developer for the Crows Landing Naval Air Station development project. Prior to that, on February 13th, your agenda calls for presentations from both respondents to the county's RFP for that project. I understand that county staff will also provide a report to the Supervisors prior to the 27th reviewing the two proposals from staff's perspective.

The Alliance, as the county's economic development and workforce agency, has great interest in the future development of the Crows Landing area. As you know, we are continually challenged in our efforts to assist businesses in locating or expanding their operations and the corresponding job creation therein due to the lack of adequate sites anywhere in the county.

We too have studied the two developer proposals and based on our in depth review have identified some areas of interest and concern. As you deliberate and evaluate the merits of these proposals, I would urge you to consider the following critical factors relative to the developers' project scopes that may impact achieving your goal of creating a long-term job generating center at that site.

- In spite of the fact that we have seen significant job creation over the past four years, the 2% per year population growth in the last five years has outpaced that job growth and has seen us continue to lose ground in trying to gain on the jobs to housing balance. As a result, this development must be structured to provide the occasion for thousands of new, quality job opportunities to be created annually and allow us to avoid becoming a bedroom community to other counties.
- Envision to the degree possible the type, quality and number of jobs projected with each proposal. Jobs per acre estimates are fleeting at best and cannot be relied on to materialize. Nevertheless, adequate acreage

must be developed to provide the opportunity for diverse jobs beyond logistics and warehousing. The well being of the county cannot be predicated on low- and semi-skilled jobs. Persons continuing to relocate from the Bay Area will bring with them skills, education and experience that will be attractive for new employers offering high quality jobs.

- In order to provide the greatest flexibility, the footprint that is to be master planned should include all developable county owned land adjacent to the air base and I-5 which would allow for business park sites, airport needs, ag mitigation, intermodal facilities, future commercial development, and adequate buffers to development. Infrastructure should be sized appropriately from the beginning and not phased in with uncertain funding sources for future expansion. Source of funds, responsibility and the timing for all infrastructure improvements-on site and off site- should be clearly identified.
- Roadway improvements, interchange replacements, and other transportation enhancements should be detailed with funding responsibilities and timelines clearly identified so as to avoid adding to the county's already inadequate transportation network problems.
- Our relocation inquiries over the past four years have indicated an interest in larger parcels than normal. Fourteen companies have indicated needs of 50 acres or more during that period. While it is unlikely that all of them would have located here even if we had the sites, it is indicative of the direction development interest seems to be headed in this area. Relying on past estimates of absorption rates may not provide an adequate picture of future needs. Larger sites and more acreage seem to be more desirable and necessary than in the past.
- Keen interest has been shown in goods movement from and to the Pacific Rim. Bay Area transportation planners, CalTrans staff, Valley COGS, and others have been studying the goods movement corridors from the Bay area to the Central Valley for over a year. The prospect and feasibility of establishing short haul rail connections to the Port of Oakland provide a whole new dimension of possibilities including but not limited to manufacturing and assembly plants as well as break bulk shipping and logistics operations. This concept should be given every consideration, but not blindly. It will require an operating subsidy for years. If either or both of the developers are supportive of short haul rail, they need to identify who, other than the county, will provide the subsidy to operate this system.
- Infrastructure impact-both positive and negative-to surrounding communities must be identified with funding sources identified. Details of plans to comply with all environmental requirements should be presented. Lawsuits and long term court battles need to be avoided. If rail is to be a part of the development, grade separation strategies should be identified and clearly explained.

- The developers should be clear on their plans to inform and involve the public, particularly the surrounding land owners and communities in the development of this project.

While you have many considerations in a decision of this magnitude, the factors presented above identify many of the key concerns the Alliance has relative to the development of this project. They are very important to us because of what is at stake. The systematic and aggressive development of this land may well be the most important endeavor that this county has ever considered from an economic development and workforce development perspective. While the process may be cumbersome, the responsible end use of this land may well pay dividends beyond anyone's expectations. We stand ready to assist you in any way possible. If you have any questions or need additional information, do not hesitate to let me know.

Sincerely

Bill Bassitt
CEO

Cc County CEO Rick Robinson
Gerry Kamilos, PCCP WestPark LLC
John Magness, Hillwood
Keith Boggs County CEO Office

Ray Souza
1200 Marshall St.
Turlock, Calif. 95380

Dear Mr. Chairman,

The selection of the Crow Landing master developer will have a profound impact on the future of the San Joaquin valley's agricultural industry. Short rail connection to Patterson is a bread and butter issue to thousands of farmers and thousand more who depend on a thriving agricultural economy.

Think of it! If you take action to make short rail a reality, you will do more to keep the industry globally compeditive than any other likely government action in the foreseeable future. We are going to see enormous regulatory relief, the cost of fuel is likely to increase annually, our fight for more water storage is a battle that must be fought to victory, but will take a long time to come to pass.

Clearly agriculture and related industries will benefit by the short rail system but it should not be overlooked that the system provides a unique benefit for all of our citizens. Short rail will reduce traffic congestion on our over crowded hiways as well as helping reduce exhaust emmissions. These are two of the major issues effecting our quality of life in San Joaquin valley.

Crows Landing was given to the county by congressional and presidential action. It was meant to be a regional economic enhancement tool. You can make it so!

In this time of political distrust and cynicism some doubt the intent, or the ability of the proposed developers to succeed in bringing short haul and even commuter rail to our community.

So make it an ironclad agreement.

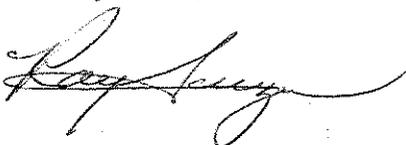
Mandate significant progress on rail within a reasonable time period.

Mandate any residential building in incorporated cities

Mandate comprehensive regional planning.

This is a great opportunity for us all. I urge the Stanislaus County Board of Supervisor to send a clear, unequivocal message: Move ahead with short haul rail!

Mr Ray Souza,



STATE CAPITOL
SACRAMENTO, CA 95814
(916) 851-4015
(916) 445-8081 FAX



California State Senate

ABEL MALDONADO
FIFTEENTH SENATE DISTRICT

February 8, 2007

Supervisor William O'Brien
Stanislaus County Board of Supervisors
1010 10th Street, Ste. 6500
Modesto, California 95354

Dear Supervisor O'Brien:

It has recently come to my attention that there is under serious consideration a new railroad freight connection between the Port of Oakland and the Central Valley in the vicinity of the former Crow's Landing Naval Air Station near Interstate 5 in Stanislaus County. As Chair of the Senate Agriculture Committee of the California State Senate, I want to encourage you in your efforts to develop a new "Inland Port" at Crow's Landing to make more efficient the movement of agricultural products from the Central Valley for export through the Port of Oakland to international markets.

As California's "export" center, the Port of Oakland's continued growth and development is absolutely critical to maintaining our position as America's number one agricultural export state. As the existing highway and rail system in the East Bay becomes more and more congested, our agricultural products will carry additional costs and delays getting to the Port of Oakland that make these products less competitive in work markets.

As you are undoubtedly aware, the voters of California voted last November to invest \$20 billion in General Obligation bonds for needed transportation investments, of which \$2 billion was dedicated to improve important trade corridors. I believe one wise investment for our state would be to create a new short haul rail service to the Central Valley. I sincerely hope Stanislaus County, as a friend of agriculture, would understand my reasoning.

I thank you for your consideration of my views as you deal with the potential reuse of the Crow's Landing site and welcome any questions you may have regarding my support for such a new rail transportation improvement in Northern California.

Sincerely,

Abel Maldonado, Chairman
Committee on Agriculture

100 PASEO DE SAN ANTONIO, SUITE 206
SAN JOSE, CA 95113
(408) 277-9481
(408) 277-9484 FAX

590 CALLE PRINCIPAL
MONTEREY, CA 93940
(831) 857-6315
(831) 657-6320 FAX

1356 MARSH STREET
SAN LUIS OBISPO, CA 93401
(805) 549-3784
(805) 549-3779 FAX

February 13, 2007

Chairman Bill O'Brien and Members
Stanislaus County Board of Supervisors
County Administration Building
1010 10th St, 6th floor
Modesto Ca 95354

Dear Mr. Chairman:

You and your colleagues face a very important decision regarding the issues of selecting the master developer for Crows Landing Naval Air Station. I know that your board and the county staff will take every possible step to insure the selection is based on solid information about project specifics, the qualifications of each proposer, and keep the overall interest of all Stanislaus county residents at the forefront.

My family and I have farmed in Stanislaus County and other parts of the valley for many years. We've made a good living here, and are proud of not only our family's accomplishments, but of the communities we live in and raise our families in. That why I am writing you this letter.

We farmers are operating in a tough business that at times is impacted by forces well beyond our control. Unless our products can remain competitive in the global market we will eventually see our county's agricultural heritage come to an end.

That's where Crows Landing and the potential for short haul rail come into play. Our company and hundreds – if not thousands – of other San Joaquin Valley farmers pay millions of dollars to truck produce to the Oakland port annually. This money could be better spent in our own communities, and we could do it if the containers could be loaded at a rail facility at the Crows Landing industrial site.

Your board could take no better action to help preserve valley agriculture than to give it this competitive edge.

Short haul rail in our county will provide us, and the entire San Joaquin Valley's agricultural industry with a significant advantage in marketing and distribution. It will also have a measurable positive impact on our air quality challenge.

Many in the valley have a mindset that says we aren't as good as the rest of California, and can't stand toe to toe with other areas in developing first class agriculture and economic development activity.

Let's go for the rail! That's what leadership and vision call for.

Please select a master developer that believes short rail is in our near future, and mandate that he work toward that reality. It would also be better if the developer you chose is a Californian familiar with our communities.

Sincerely,



Marie Assali

**NORTHERN CALIFORNIA LOGISTICAL
WORKING GROUP PARTICIPANTS**

San Joaquin Council of Governments

Andrew Chesley, Executive Director
Dana Cowell, Deputy Director
Will Ridder, Senior Regional Planner

Stanislaus Council of Governments

Vincent Harris, Executive Director

Stanislaus County

Keith Boggs, Deputy Executive Officer

Alameda County Congestion Management Agency

Dennis Fay, Executive Director
Frank Furger, Deputy Director

Port of Oakland

Omar Benjamin, Executive Director
Wilson Lacy, Director of Maritime
Ray King, Purchasing Manager
Eve Grossman-Bukowski, Government Affairs Manager
Steve Gregory, Senior Strategic Planner

Port of Stockton

Richard Aschieris, Port Director
Henry McKay, Special Projects Manager

Sacramento Area Council of Governments

Jason Crow, Goods Movement Planning Director

Metropolitan Transportation Commission

Steve Heminger, Executive Director
Therese McMillan, Deputy Director
Carolyn Clevenger, Goods Movement Planner

Altamont Commuter Express

Stacy Mortensen, Executive Director
Brian Schmidt, Capitol Projects Manager

Capitol Corridors Joint Powers Authority

Eugene Skoropowski, Managing Director
David Kutrosky, Deputy Director, Finance and Planning

Caltrans

Gregg Albright, Planning Director
Bijan Sartipi, District Director
Kome Ajise, District Director
Bill Bronte, Chief, Rail Division
Richard Nordahl, Chief, Office of Goods Movement
Carlos Yamzon, Transportation Planner

Bay Area Council

Jim Wunderman, President & CEO
Larry Magid, Policy Advisor

Stanislaus Economic Workforce & Alliance

William Bassitt, Chief Executive Officer

San Joaquin County Business Council

Ron Addington, Executive Director

Consulting Support Team (funded by Kamilos, LLC)

Project Coordinator on Planning, Programming and Budgeting, D.J. Smith,
California Strategies, Sacramento

Logistical Consultant, Steve Nieman, The Tioga Group

Rail Planning and Engineering Consultant, Hans Korve and Brent Ogden, Korve
Engineering, Division of DMJM Harris

DRAFT: DO NOT DISTRIBUTE

Proj #	Co.	Info Lead	Projects	Project Cost Estimate	Funding Need from I-Bond	CMIA	Trade	Air Quality Funds	Match	Match Id'ed	Proposed Match source	UP control	Project Ready	Notes	
Central and Allamont Corridor															
<i>costs in thousands</i>															
1	ALA/Port	Port	7th Street Grade Crossing	\$ 250,000	\$ 125,000		\$ 125,000		\$ 125,000	●	Port		●	Match to come from the Port. Project design is ready.	
2	ALA/Port	Port and Capitol	Martinez Subdivision	\$ 78,000	\$ 39,000		\$ 39,000		\$ 39,000	○	UP	X	●	\$70M for freight pieces, \$8M for Emeryville Station Platform and Track Improvements. Improves access to the Port and improves key bottleneck for freight and passenger trains. Tracks from 2 to 4 from Oakland to Richmond; 2 to 3 from Richmond to Point Pinole tunnel. Match would need to come from RRAs; source of \$4M match for Emeryville TRD. No grade crossings included.	
3	ALA/Port	Port	Construct Outer Harbor Intermodal Terminal	\$ 450,000	\$ 287,500		\$ 162,500	\$ 125,000	\$ 162,500	●	Port		●	\$125M needed from Air Quality Improvement Funds for equipment. Match from the Port or public-private partnership. Project is ready to go.	
Central and Allamont Corridor Total				\$ 778,000	\$ 451,500		\$ 326,500	\$ 125,000	\$ 326,500					Priority projects that benefit both corridors.	
Central Corridor															
4	ALA/CC	MTC CMIA	Enhanced freeway management system including CCTV, CMS, loop detectors, and communication network and Ramp Metering (Bay Bridge - CCC)	\$ 73,500	\$ 73,500	\$ 73,500				⊗	None		○	Pursuing CMIA	
5	SDL	MTC CMIA	I-80/I-680/SR 12 Interchange (Phase A)	\$ 402,000	\$ 290,000	\$ 265,000				⊗	None		○	Pursuing CMIA	
6	SDL	MTC CMIA	Cordelia Truck Scales**	\$ 110,000	\$ 55,000		\$ 55,000		\$ 55,000	●	Local		●	MTC recommends \$55M trade with equal local match.	
7	SACOG	Port, UP	Donner Summit Improvements	\$ 90,000	\$ 45,000		\$ 45,000		\$ 45,000	⊗	UP	X	●	Need feedback from UP on priority and match options.	
8	ALA/CC	Capitol	Capitol Corridor Operational Improvements	\$ 50,000	\$ 25,000		\$ 25,000		\$ 25,000	⊗	UP	X	○	Improvements from Martinez west to Sacramento. RRAs are doing a tie reconstruction project along the corridor and the capitalized maintenance can be the match.	
9	ALA/CC	Capitol	Martinez/Cozol Yard Track Improvements	\$ 60,000	\$ 30,000		\$ 30,000		\$ 30,000	⊗	UP	X	○	Need feedback from UP on priority and match options.	
10	SACOG/P SIS	Port	Dredging Port of Sacramento	\$ 70,500	\$ 20,000		\$ 20,000		\$ 20,000	●	Local		●	Deepening the channel from 30' to 35'	
11	SACOG	SACOG/C SIS	Rail realignment at Sacramento Depot	\$ 55,000	\$ 15,000		\$ 15,000		\$ 40,000	●	Local		●	Rail realignment; match already secured with local funds.	
Central Corridor Total				\$ 911,000	\$ 518,500	\$ 339,500	\$ 165,000		\$ 165,000						
Allamont Corridor															
12a	ALA	MTC CMIA	EB HOV/HOT/ Truck Climbing Lane Over Allamont**	\$ 75,000	\$ 37,500		\$ 37,500		\$ 37,500	●	Local		●	MTC recommends \$50M trade with equal local match.	
12b	ALA/SJ	SJCOG, Caltrans	I-205/I-680 Allamont Pass Westbound Truck Lane**	\$ 100,000	\$ 50,000		\$ 50,000		\$ 50,000	●	Local		○	Need to confirm project readiness. Match is available from sales tax. Will work with EB project.	
13	ALA	MTC CMIA	I-880 Improvements @ 29th & 23rd Avenues, Oakland	\$ 91,000	\$ 79,000	\$ -	\$ 39,000		\$ 39,000	○	Local		○	Both I-880 projects are priorities; MTC, Alameda CMA and Caltrans to coordinate.	
14	ALA	MTC CMIA	I-880 HOV and bridge work between Marina Blvd and 88th Ave, San Leandro/Oakland	\$ 145,750	\$ 145,750		\$ 72,875		\$ 72,875	○	None		○	Both I-880 projects are priorities; MTC, Alameda CMA and Caltrans to coordinate.	
15	SJ	SJCOG	Hwy 4 extension to Port of Stockton (Phase 1)	\$ 100,000	\$ 50,000		\$ 50,000		\$ 50,000	●	Local		●	Key connection for the Port of Stockton; reduces major truck impacts on local community. Match from sales tax.	
16	SJ	SJCOG	I-5/680 Quarry project- TBD								Local				
17	ALA	Capitol	Dumbarton Rail right of way purchase	\$ 60,000	\$ 30,000		\$ 30,000		\$ -	○	None	X	●	Project scope and funding questions. ROW has match if full DB project is considered. Questions re negotiation with UP.	
18	ALA/SJ	Capitol, MTC	Alameda Creek Bridge	\$ 32,000	\$ 16,000		\$ 16,000		\$ 16,000	○	None	X	●	Segment F of the Dumbarton Rail project. Connection from Niles Junction to the Oakland Sub allowing passenger and freight service to operate on separate tracks. Match dependent on Dumbarton.	
19	ALA	Capitol	Coast Subdivision: Martin Ave to Great America***	\$ 25,000	\$ 12,500		\$ 12,500		\$ 12,500	○	Capitol or ACE	X	●	Additional track added. Match would require leg cleanup to allow ACE or Capitol funds to be used.	
20	ALA	DJR/Reg Rail	Return SPRR line to service - Stockton to Livermore***	\$ 200,000	\$ 100,000		\$ 100,000		\$ 100,000	○	Capitol or ACE	X	○	Scope revisions underway; ACE match possible depending on ROW issue and fee change.	
21	Stan.	Stan/DJ	Crow's Landing-related Improvements	\$ 92,000	\$ 46,000		\$ 46,000		\$ 46,000	○	None		○	Awaiting selection of a developer. Need to secure match Will add Patterson grade crossings to project.	
22	ALA/SJ	Port	GIRIS Phase 1	\$ 27,000	\$ 13,500		\$ 13,500		\$ 13,500	○	None		●	\$20M for two intermodal centers and \$7M for track alignment. No operating subsidy identified. Need match.	
23	Stan.	Stan. Co	State Route 132 Improvements	\$ 100,000	\$ 50,000		\$ 50,000		\$ 50,000	⊗	None		○	Expand capacity on Rt 132 between I-5 and 580. Key truck route in the Valley. Need match.	
24	Port, State	Port	Tehachapi Rail Improvements	\$ 62,000	\$ 41,000		\$ 41,000		\$ 41,000	●	BNSF		●	Match from BNSF. Increases key capacity for both domestic export from Valley and transcontinental traffic from Port. Would open up capacity in SJ corridor. Caltrans may help sponsor.	
25	ALA	Port	North Airport Air Cargo Road access improvements	\$ 18,400	\$ 4,000		\$ 4,000		\$ 14,400	●	Port and local		●	\$10.4M in financially constrained RTP, but not programmed. \$4M Port funds. The only air cargo project. Project is ready.	
Allamont Corridor Total				\$ 1,429,750	\$ 671,250	\$ -	\$ 658,375		\$ 658,375						
Total Freight Needs				\$ 2,818,752	\$ 1,641,250	\$ 339,500	\$ 1,039,875	\$ 125,000	\$ 1,009,875	needed match	needed match				
										\$ 595,400	\$ 414,475				
										Match source					
										Port	\$ 251,600				
										BNSF	\$ 41,000				
										Local	\$ 262,800				

*** Projects require clean up legislation to allow the use of ACE and Capitol funds for match.

DRAFT: DO NOT DISTRIBUTE

Project #	Co	Info/Link	Projects	Project Cost Estimate	Funding Need from I-Bond	CMIA	Trade	Air Quality Funds	Match	Match Id'ed	Proposed Match source	UP control	Project Ready	Notes
Additional Projects not recommended for I Bond														
Peninsula														
SM/SCL			US 101 Additional lanes from Marsh to Rte 65 (incl San Antonio I/C)	\$ 200,000										
SM			Rte 64 Bayfront Expwy/Willow Rd grade Separations, incl flyover and RR grade sep. Listed in RTP as Dumbarton Bridge Access to US 101	\$ 270,000										Side benefit to truck traffic accessing SFO and SJC - more appropriate CMIA project
SCL			US 101 Corridor: Widen from SR 120 to Monterey Ave. Include improvements at US 101/SR26 Interchanges	\$ 240,000										Side benefit to truck traffic accessing SFO and SJC - more appropriate CMIA project
			Subtotal	\$ 710,000										Provides freight Southern Gateway access - more appropriate ITIP candidate
Southern Gateway														
SCL			Widen Route 25 from US 101 to Route 156 from 2 to 6 lanes (includes new interchange at Route 156)	\$ 10,000										Provides freight Southern Gateway access - more appropriate ITIP candidate
SCL			Widen Route 152 from 2 to 4 lanes from Miller Slough to Holschaw	\$ 10,000										Provides freight Southern Gateway access - more appropriate ITIP candidate
			Subtotal	\$ 20,000										
Central Corridor														
Foet/Sac			Barges between Port of Oakland and Sacramento	\$ 75,000										No funding source identified, economic feasibility questionable