

Southern California Consensus Priority Goods Movement Projects As of May 2005

Rail projects:

- **Alameda Corridor East** – Congressional request and Project of National and Regional Significance; initial phase of a \$2.4 billion collection of grade separations in 4 counties (LA, Orange, Riverside, San Bernardino). **Cost: \$900 million.**
- **Colton Crossing rail-rail separation** – resolution of a significant bottleneck in freight rail movements in and out of the SCAG region. **Cost: \$150 million.**
- **Rail capacity enhancements** – a subset (to be determined) of the enhancements reflected in the 2004 Regional Transportation Plan, including grade separations. **Cost: \$1.2 billion.** (List of specific enhancements to be developed.)
- **Additional near-dock intermodal facility** – this 140-acre facility will facilitate the efficient movement of goods into and out of the region. The facility will be located 8 miles from the Port of Los Angeles and Port of Long Beach, south of the existing Union Pacific Intermodal Container Transfer Facility (ICTF). **Cost: \$175 million.**
- **Santa Paula Branch Line from Santa Clarita to Port Hueneme** – to enhance the movement of goods by rail to and from Port Hueneme. **Cost: TBD.**

Rail subtotal: \$2.425 billion.

Highway projects:

- **I-710 Corridor/Gerald Desmond Bridge Gateway Program (\$5.5B)** – The I-710 Program consists of the replacement of the Gerald Desmond Bridge (which is designated part of State Route 710, and will be relinquished to Caltrans upon completion), and improvements to the I-710 Corridor. I-710 mainline consists of 4 truck lanes, 10 mixed flow lanes, and specified interchange improvements. The I-710/Desmond Program is designated as a “high-priority project” in the proposed TEA-21 reauthorization legislation (H.R. 3). **Cost: \$745 million.** (Tolls to be a possible source of project finance.)
- **SR-78/Brawley bypass** – in Imperial County; the last project to complete an expressway from the Mexican border to I-10 in Riverside County to handle increasing levels of international truck traffic following adoption of NAFTA. **Cost: \$108 million.**
- **Alameda Corridor SR-47 Expressway** – a project of the Alameda Corridor Transportation Authority (ACTA); a four-lane elevated highway connecting Terminal Island to Alameda Street to provide an alternative for truck traffic now using I-710 and I-110. **Cost: \$420 million.**
- **SR-91 Chokepoint Project** – add auxiliary lane in each direction from SR-241 to SR-71 to alleviate congestion. **Cost: \$40.7 million.**
- **SR-91 Truck Storage Lane** – to be added at the existing Commercial Vehicle Enforcement Facility to prevent the back-up of trucks into mainline lanes. **Cost: \$7.08 million.**

Highway subtotal: \$1.321 billion (rounded).

Other projects:

- **Intelligent Transportation Systems Enhancements** – investments to improve the effectiveness of the highway and rail investments. **Cost: TBD.**

Total: \$3.75 billion (rounded).

NOTE: The Multi-County Goods Movement Action Plan will also include a study on implementation of a truckway on an east-west route that would link proposed truck lanes on I-710 with potential truck lanes on I-15.