

Surface Transportation Reauthorization High Priority Project Requests

Project: Alameda Corridor East Grade Separations in Riverside County
Local Sponsor: Riverside County Transportation Commission
Requested Funding: \$320,000,000
Project Summary: The project consists of 14 grade crossings along the Alameda Corridor East. On March 9, 2005, as part of H.R. 1125, Congress defined the Alameda Corridor East as the corridor from East Los Angeles (terminus of Alameda Corridor) through Los Angeles, Orange, San Bernardino, and Riverside Counties, to termini at Barstow in San Bernardino County and Coachella in Riverside County. Alameda Corridor East carries nearly half of the nation's imported goods to market. Grade separating the corridor will vastly improve air quality, significantly reduce congestion, and enhance the efficiency of one of the nation's most vital trade routes. The project is included in the Southern California Association of Governments 2008 Regional Transportation Plan, Making the Connections, which was approved June 5, 2008, and amended January 14, 2009 (Amendment 1).

Project: City of Corona Bus Replacement
Local Sponsor: City of Corona
Requested Funding: \$2,439,920
Project Summary: The requested funding will allow the City of Corona to replace existing fleet vehicles, including five Fixed Route Type VII CNG vehicles and nine Dial-A-Ride Type II CNG vehicles; purchase and install scheduling, dispatch and runcutting software; and fleet expansion through procurement of two fixed route Type VII CNG vehicles and three Dial-a-Ride Type II CNG vehicles. The project is included in the California Transportation Plan 2025, adopted April 2006

Project: City of Riverside Grade Separations
Local Sponsor: City of Riverside
Requested Funding: \$4,000,000
Project Summary: The requested funding will support the City's ongoing effort to address the problems caused by its at-grade crossings. Given the nature, size, and scope of the project, the City will continue to use funding for necessary work associated with the highest priority projects, including filling funding gaps, or new project design and environmental review. The project is included in the approved 2008 Regional Transportation Plan (RTP).

Project: City of San Clemente Advanced Traffic Management System
Local Sponsor: City of San Clemente
Requested Funding: \$4,000,000
Project Summary: The City of San Clemente's signal system has become out-of-date, inefficient for providing optimum traffic flow, increasingly burdensome to effectively maintain, and it has been without parts/maintenance support since 2000. The project will develop a City-wide traffic signal master plan; upgrade the existing traffic signal controllers and the communication software to meet NTCIP (National Transportation Communications ITS Protocol) standards with GIS capability; install a fiber-optic network between the signalized intersections; and a Traffic Management Center for controlling, managing, and monitoring the City's traffic signals.

Project: Grade Separated Pedestrian Crossings in San Clemente, CA
Local Sponsor: City of San Clemente
Requested Funding: \$4,000,000
Project Summary: The project will replace two existing at-grade pedestrian railroad crossings with grade-separated crossings. The two existing crossings are located along the LOSSAN Rail Corridor within the City of San Clemente, at rail mileposts 204.6 and 205.2. Each new crossing will include a tunnel underpass below the existing rail line, plus ramps on each side to access the tunnel (for ADA compliance and to preserve and encourage bicycle use). The entire new undercrossing would include appropriate safety features such as lighting, handrails, etc. The project involves planning (conduct alternatives analysis), design, environmental review, permitting, and construction activities.

Project: Interstate 15/Cajalco Road Interchange
Local Sponsor: City of Corona
Requested Funding: \$56,000,000
Project Summary: The project will construct a new 6-lane interchange over Interstate 15 at Cajalco Road in Corona California from Bedford Canyon Road to Grand Oaks Road including realigned on and off-ramps, traffic signals, sidewalks and bike lanes. The Cajalco interchange is the western portion of the proposed 32 mile Mid-County Parkway. Improvements to this interchange are needed to improve, safety, traffic flow and congestion in anticipation of the Mid-county Parkway being connected to Cajalco and I-15. The project is included in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) as well as the 2009 Federal Transportation Improvement Program (TIP) for FY 2008/2009 – 2013/2014 formal amendment 16.

Project: Interstate 215 HOV Expansion
Local Sponsor: Riverside County Transportation Commission
Requested Funding: \$120,845,000
Project Summary: The project will add one high occupancy vehicle (HOV) lane in each direction on the I-215 between the I-215/SR60/SR-91 and Orange Show Road interchanges in Riverside and San Bernardino Counties, respectively. The I-215 project is nationally significant in that it completes the HOV system between San Bernardino and Riverside on the federal interstate system, furthering the national interest in infrastructure that promotes clean air and reduced congestion. I-215 is also a significant north-south goods movement route. The project is regionally significant in its link between the two major urban centers of the Inland Empire. The project is included in the Southern California Association of Governments 2008 Regional Transportation Plan, Making the Connections, which was approved June 5, 2008, and amended January 14, 2009 (Amendment 1).

Project: La Pata Avenue Gap Closure
Local Sponsor: County of Orange, Public Works
Requested Funding: \$30,000,000
Project Summary: The proposed La Pata Avenue / Del Rio project is a 4.2 mile, four lane gap closure project between Ortega Highway (SR-74) on the north and existing Avenida La Pata / Calle Saluda in San Clemente on the south. The project will extend the existing Avenida La Pata from its terminus at Calle Saluda in San Clemente north to Ortega Highway east of San Juan Capistrano where La Pata Avenue joins and becomes Antonio Parkway. In addition to extending La Pata Avenue, the proposed project will extend Camino Del Rio from its existing terminus in San Clemente approximately 1,300 feet east to intersect with the La Pata Avenue extension. The project is included in the Regional Transportation Improvement Program (RTIP) – November 2008

Project: Metrolink Positive Train Control
Local Sponsor: Metrolink
Requested Funding: \$20,000,000
Project Summary: Positive Train Control is a predictive collision avoidance technology system designed to stop a train before an accident occurs. The project would consist of Metrolink PTC system planning, research and design program elements. The complexity of the project requires considerable upfront initial project planning and on-going system design efforts for the development and installation of three key project elements: the computer-aided train dispatch system, the on-board (locomotives and cab cars) PTC computers and the wayside equipment located along the railroad right-of-way for each of the signal locations and control points throughout the Metrolink service area. PL 110-432 the Rail Safety Improvement Act of 2008 passed by Congress and signed by the President in October 2008 requires the implementation of Positive Train Control on railroads nationwide by 2015.

Project: Metrolink Second Track in Orange County, CA
Local Sponsor: Orange County Transportation Authority
Requested Funding: \$38,000,000
Project Summary: The requested funding would allow the Orange County Transportation Authority to construct a second main rail track south of the Laguna Niguel/Mission Viejo station to San Juan Capistrano, which will increase track capacity and improve the reliability of rail service. The proposed project will effectively extend the available length of double track from Mile Post (MP) 194 to MP 196.8, which adds nearly three miles of additional second main rail track. The project is expected to be completed within existing OCTA-owned right-of-way, and will require construction of a new bridge parallel to an existing bridge over Trabuco Creek, as well as the addition of a second track to one private and two public grade crossings.

Project: Riverside Freeway (SR-91) Congestion Relief
Local Sponsor: Orange County Transportation Authority
Requested Funding: \$10,000,000
Project Summary: The proposed improvements span the State Route 91 (SR-91) Freeway from the SR-91/Eastern Toll road (State Route 241) interchange to the Riverside/Orange county line. The proposed toll-to-toll connector improvements to the SR-91/State Route 241(SR-241) interchange will reduce severe peak period delays between Riverside and Orange counties, while minimizing delays for goods movement, lessen travel times and increase productivity for employees who work in Orange County and live in Riverside County. The project is included in the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan.

Project: Riverside Transit Agency Bus Replacement
Local Sponsor: Riverside Transit Agency
Requested Funding: \$49,760,000
Project Summary: The requested funding will allow Riverside Transit Agency to replace 103 compressed natural gas (CNG) buses that were purchased in 1999-2002 and have reached the end of their useful lives in accordance with federal guidelines. The project is included in the Regional Transportation Improvement Program.

Project: San Diego Freeway (Interstate 5) Segment Improvements
Local Sponsor: Orange County Transportation Authority
Requested Funding: \$25,000,000
Project Summary: The requested funding will provide improvements to the San Diego Freeway (Interstate 5), from Pacific Coast Highway (State Route 1) to Avenida Pico. The project will add additional freeway capacity along I-5 in south Orange County with a potential connection with planned San Diego County high occupancy vehicle (HOV) lanes on I-5. The request for \$25,000,000 represents 100% of the total cost to complete the final design phase of the project. The project is included in the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan.

Project: San Juan Creek Road Widening
Local Sponsor: City of San Juan Capistrano
Requested Funding: \$4,794,400
Project Summary: The requested funding will provide for the construction and construction management to widen San Juan Creek Road under the I-5 overpass between Valle Road and Camino Capistrano in San Juan Capistrano. The project will help facilitate traffic getting on and off Interstate 5. Given the population base in San Juan Capistrano, Dana Point, and the Ranch project, the roadway will help serve over 100,000 local residents and is regionally significant. A feasibility report has been prepared and accepted by Caltrans, with Option C being the preferred option.