



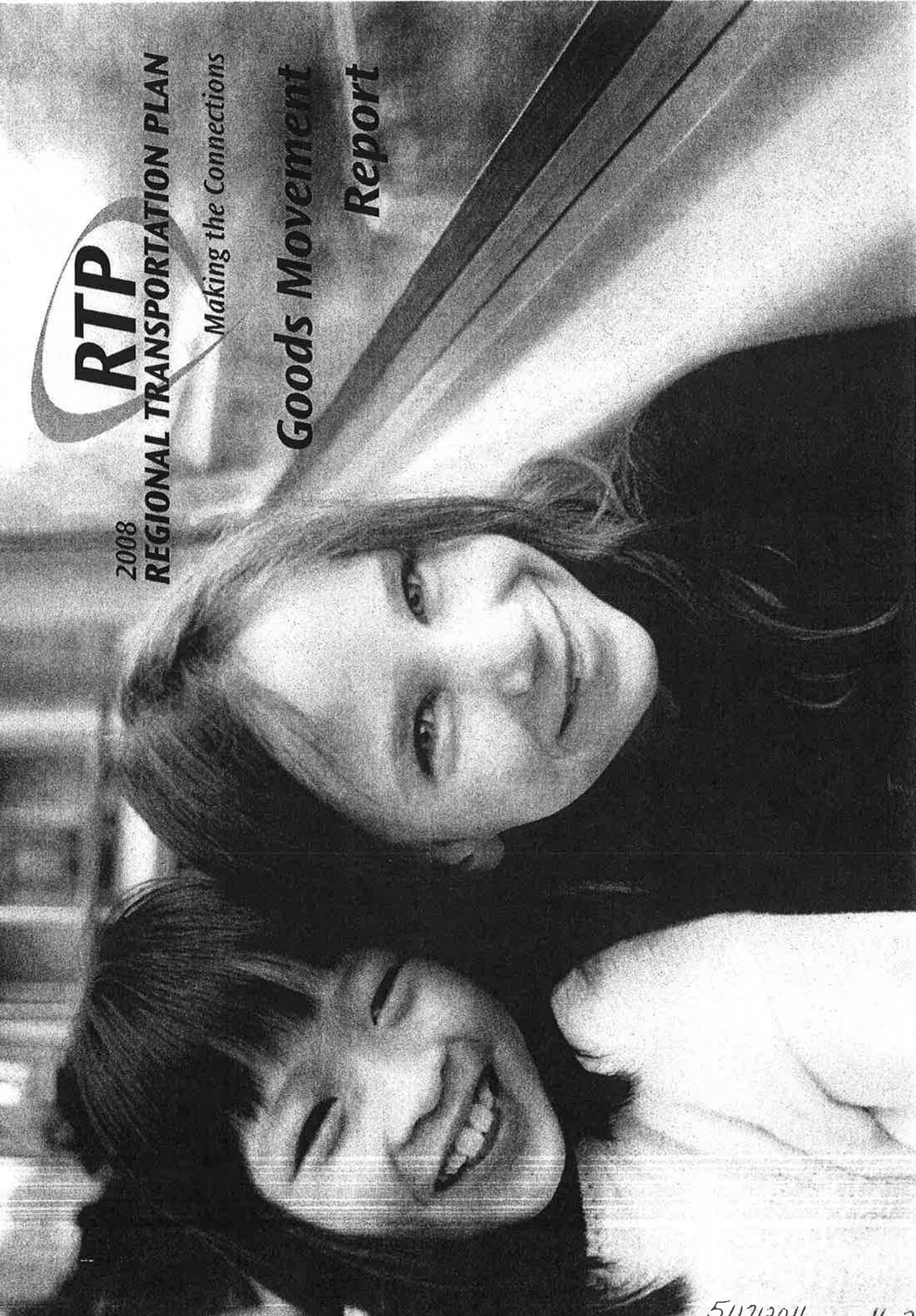
2008

REGIONAL TRANSPORTATION PLAN

Making the Connections

Goods Movement

Report



GOODS MOVEMENT

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Goods movement activities thrive in the SCAG region because of the numerous advantages the region offers, including deep-water marine ports, highly developed networks of highways and railways, an abundance of trans-loading facilities, and a large internal market. As a result, the region serves as a major gateway for both international and domestic commerce, with goods movement being the fastest growing segment of the region's transportation sector. Additionally, goods movement plays a vital role in the local, regional, state, and national economies with one out of every seven jobs in Southern California linked to trade related industries.

While all projections indicate continued robust growth in trade volumes, the existing goods movement system is highly constrained. Over time, this trend will undermine the efficiency, reliability, and productivity of the system, and contribute to negative environmental and community impacts. Without improvements to the current system, projected growth in trade will worsen traffic congestion, pushing the region toward massive gridlock. Ultimately, this will lead to delays in goods delivery, which will increase costs to consumers and reduce quality of service, potentially undermining the region's competitive advantages. Additionally, the air quality and public health effects of diesel emissions are expected to worsen if no action is taken to mitigate these negative impacts. Current research suggests that health impacts associated with diesel emissions include lung malfunctioning, arterial thickening, birth defects, low birth weights, premature deaths, and increased rates of cancer and asthma. These and other environmental and public health impacts have increasingly led communities and policy makers to demand mitigation strategies and challenge proposals for infrastructure capacity enhancements.

Goods movement activities in the SCAG region have enormous impacts on the local, regional, state, and national economies, as well as local residents' quality of life. Infrastructure constraints, their associated impacts on operational efficiency, and associated adverse health impacts are critical issues which will continue to impact the SCAG region throughout the RTP period and beyond, requiring a coordinated regional framework to realize accelerated infrastruc-

ture improvements. As such, this RTP proposes three key goods movement strategies to address these challenges.

1. Freight Rail Investments, which consist of accelerating mainline capacity, grade separations, and locomotive engine upgrades;
2. Dedicated lanes for clean technology trucks, which focus upon adding roadway capacity along truck intensive corridors; and
3. High-Speed Regional Transport (HSRT) for freight, which includes exploration of HSRT systems that can provide greater freight throughput and reliability, with near zero emissions.

Economic Impacts of Goods Movement

INTERNATIONAL TRADE

Trade activities in the SCAG region produce a wide range of economic impacts at the local, regional, state, and national levels, and generate significant employment opportunities ranging from entry level to white-collar managerial positions. Businesses and services supported by trade activities include wholesale, supply chain management, courier services, vessel operations services, cargo handling, surface transportation (rail and truck), air cargo, trade finance, freight forwarding, customs brokers, insurance, and government agencies.

The total trade value of containerized trade through the San Pedro Bay ports (the Ports of Los Angeles and Long Beach) was \$256 billion in 2005. According to the U.S. Department of Transportation, the Port of Los Angeles became the nation's most valuable trade conduit in 2003 surpassing John F. Kennedy International Airport for total value of goods imported and exported through a freight gateway. The total economic output associated with international containerized trade through the Ports in 2005 was approximately \$364 billion. Containerized trade has generated, directly or indirectly, approximately \$107.5 billion in income, approximately 3.3 million jobs, and \$28.3 billion in state and local taxes, as shown in Table 1. However, it is important to note

that the majority of these tax revenues were not reinvested to provide capacity enhancements to the regional goods movement system.

TABLE 1 SUMMARY OF TRADE IMPACTS FOR CONTAINERIZED TRADE VIA THE PORTS OF LOS ANGELES AND LONG BEACH IN 2005 (\$ BILLIONS)

Item	Exports	Imports	Total
Trade Value	\$35.4	\$220.6	\$256.0
Economic Impacts:			
• Output	\$78.7	\$285.2	\$364.0
• Income	\$18.8	\$88.3	\$107.5
• Total Jobs	446,000	2,840,000	3,306,000
• State & Local Taxes	\$2.0	\$26.3	\$28.3

Source: BST Associates, PIERS, US Department of Commerce, U.S. Bureau of Economic Analysis, WISER Trade.

LOCAL MANUFACTURING AND LOGISTICS INDUSTRY

Although the region's manufacturing sector has been declining, it is still one of the largest in the nation. Los Angeles County ranks 1st, Orange County 8th, and the Riverside-San Bernardino area 16th largest in the nation. These data indicate that the region represents a significant market for all types of suppliers. Major products produced in the region include computer & electronic products, apparel, transportation equipment, fabricated metal products, plastics & rubber products, textile and food. Most of the region's manufacturing centers are clustered in the area bounded by SR-60, I-710 and Los Angeles/Orange county line, the South Bay area, the San Fernando Valley, the San Gabriel Valley (the City of Industry), and northern parts of Orange County and Inland Empire.

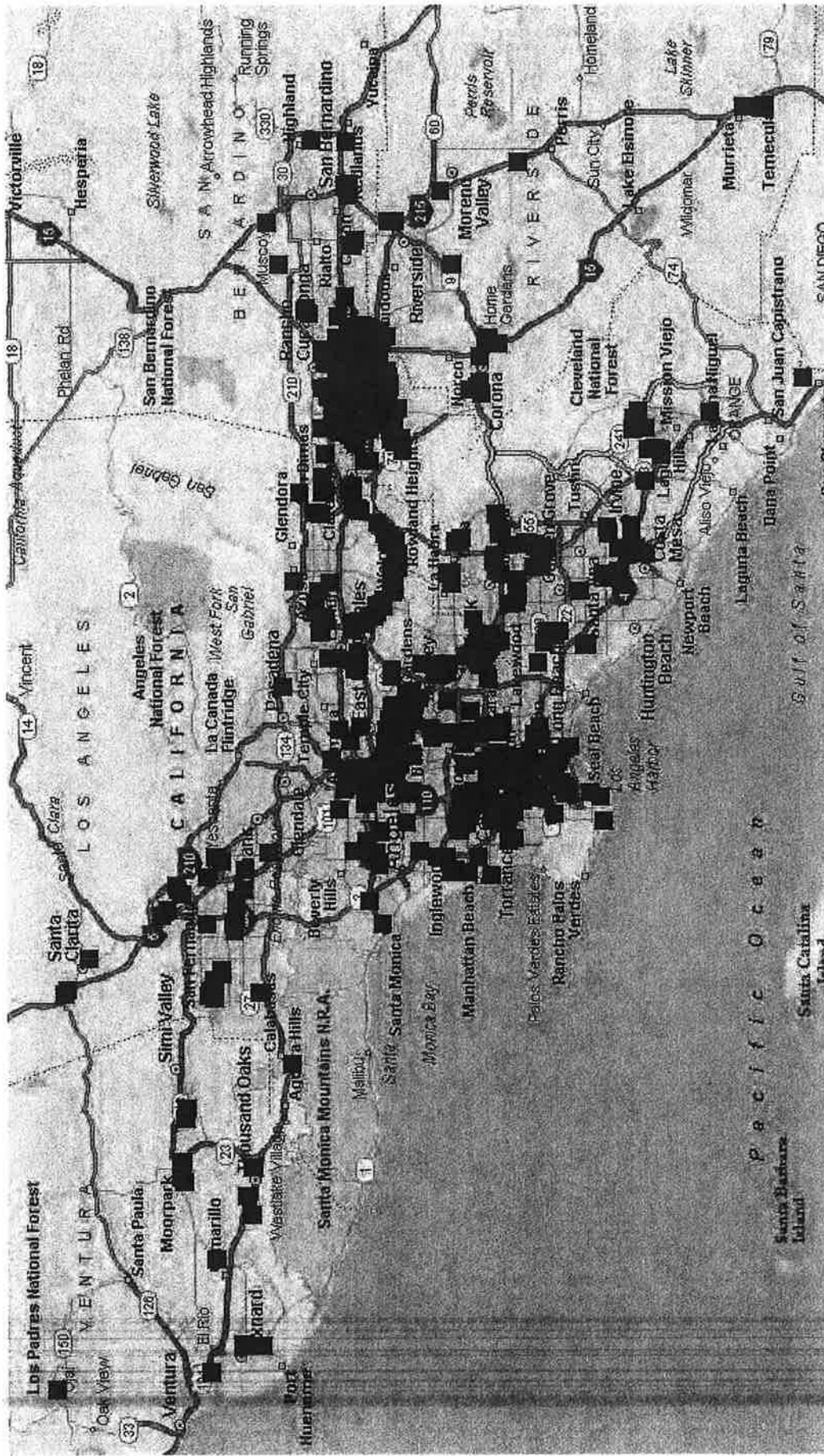
According to studies by Dr. John Husing, the manufacturing sector historically played a key role in the regional economy by providing upward income mobility to entry-level workers with marginal education. Manufacturing has enabled unskilled workers to gain necessary skills and experience via on-the-job training, and given them the means to enter the middle class. Recent technol-

ogy advancements, however, have increased operational efficiency and have led to significant declines in employment demand for this sector. Another factor contributing to this trend is the high cost of conducting business in Southern California, including increasing workers compensation costs, rising energy costs, and an expensive housing market. These high costs and the need to compete in the global marketplace, have increasingly led manufacturers to outsource their activities to achieve lower costs. As a result, international trade continues to grow rapidly in the region, as goods and products manufactured overseas are shipped to the United States through Southern California's ports. This has created an exponential growth in the logistics sector, as these imported goods are transported from Southern California's ports to the rest of the United States. Current data suggests that Southern California's logistics sector will continue to experience both sustained and rapid growth well into the future.

The logistics industry is now filling the employment needs created by the region's declining manufacturing sector. Similar to manufacturing, the logistics industry provides good-paying jobs that are well above the minimum wage for entry-level workers with limited education. The success of the logistics industry in the SCAG region is due in part to "just-in-Time" systems used by the nation's manufactures and retailers, which makes the logistics sector one of the most capital and information-intensive industries in the region.

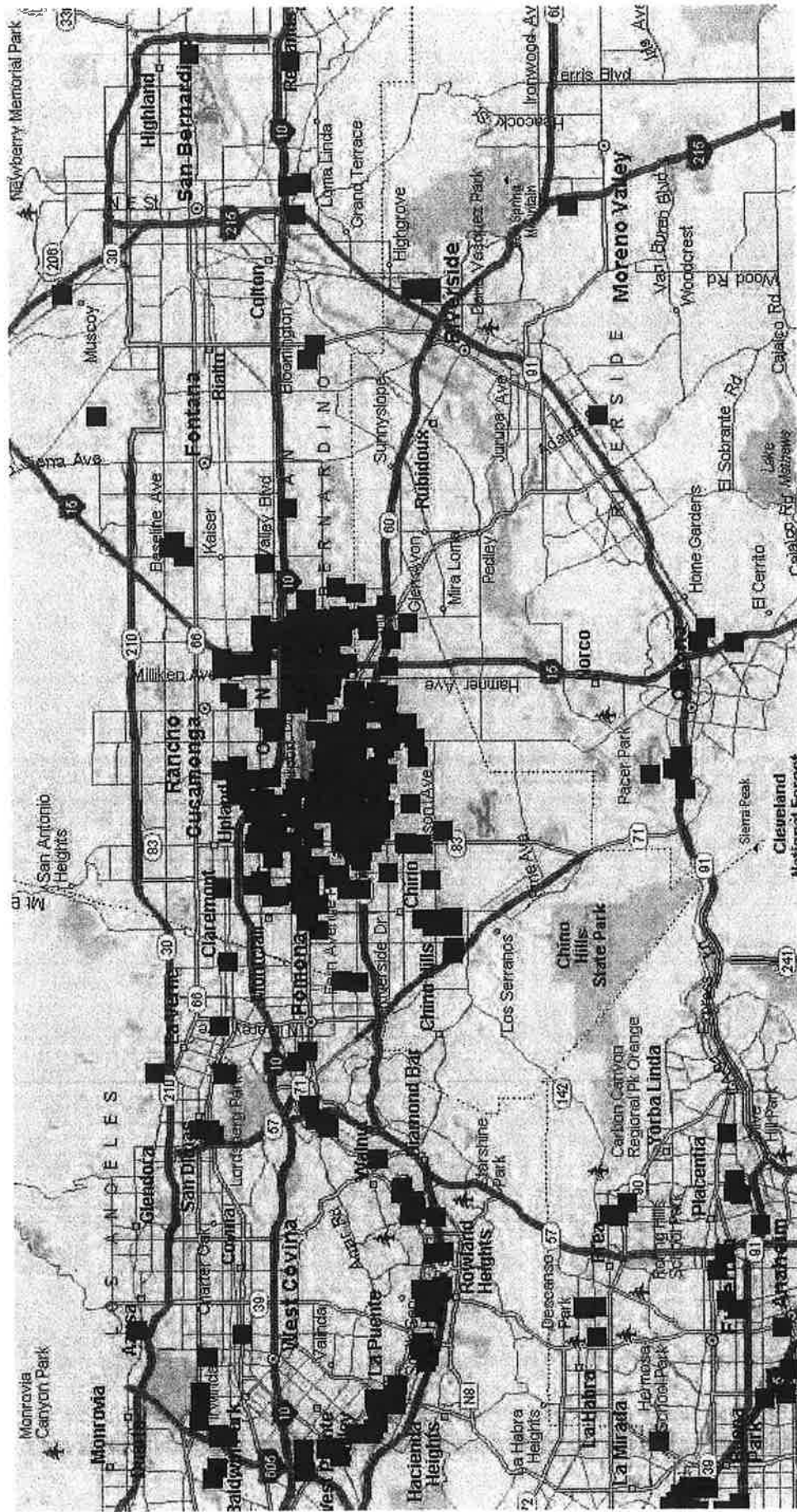
The locations of logistics centers tend to overlap with manufacturing centers as these sectors are complementary to one another. Throughout the region, warehousing, distribution, and intermodal facilities occupy more than 1.5 billion square feet of space with more than 32 million square feet currently in development. Services provided by these facilities account for 15% of the total U.S. market and 60% of the West Coast market. Exhibits 1 and 2 display the distribution of warehouses and distribution centers in the SCAG region.

EXHIBIT 1 WAREHOUSES AND DISTRIBUTION CENTERS IN THE SCAG REGION



Source: Inland Port Feasibility Study, SCAG, 2006.

EXHIBIT 2 WAREHOUSES AND DISTRIBUTION CENTERS IN THE INLAND EMPIRE



Source: Inland Port Feasibility Study, SCAG, 2006.

CROSS-BORDER TRADE ACTIVITY

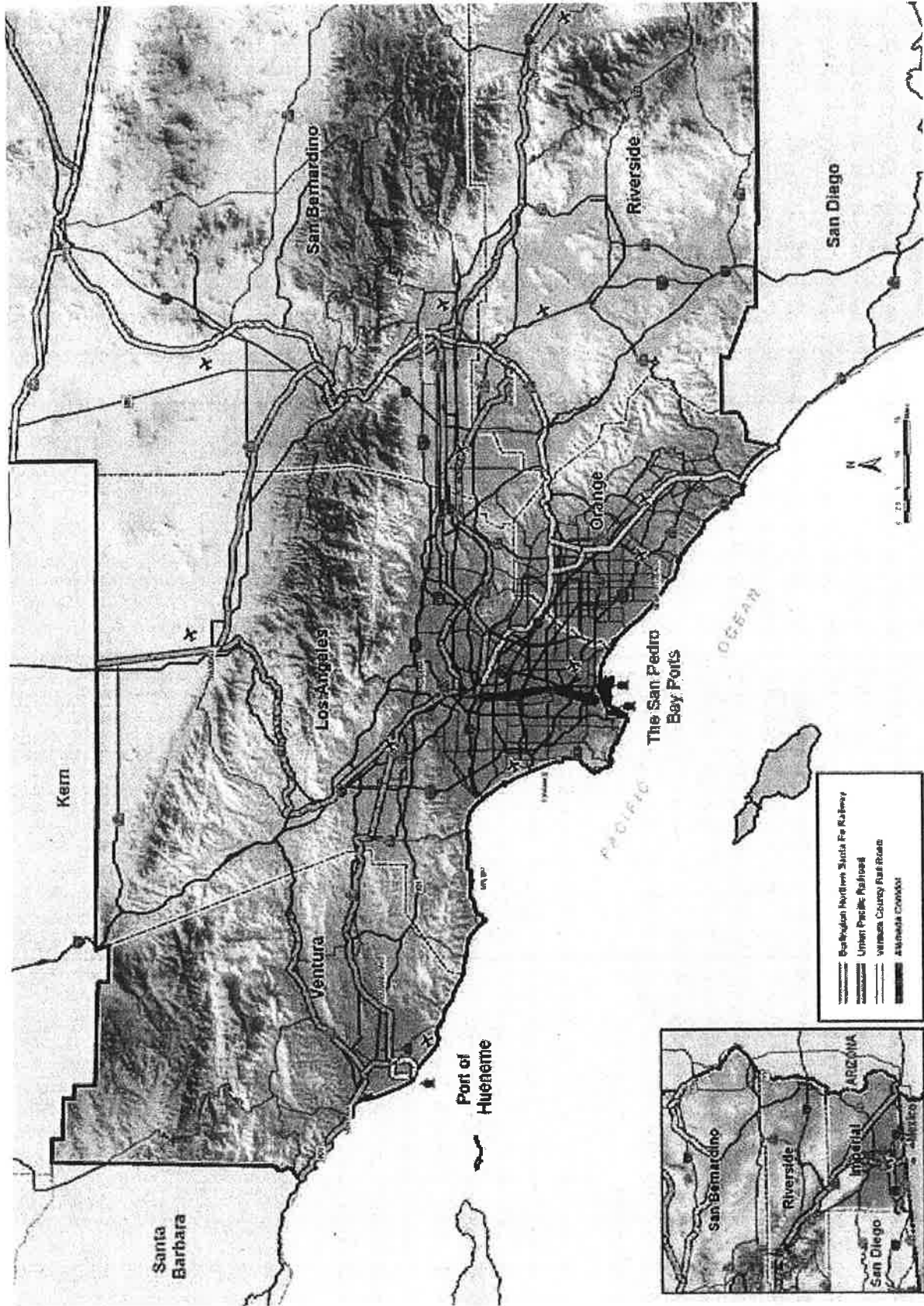
Cross-border trade activity between California and Baja California, Mexico increased significantly following the passage of NAFTA in 1993, resulting in economic benefits for both countries. In the SCAG region, there are three Ports of Entry (POEs) located in Imperial County (Calexico, Calexico East and Andrade). The total value of goods transported through these POEs increased from \$3.4 billion in 1995 to \$10.8 billion in 2005. The Calexico POE was the second busiest land crossing along the California/Baja California border with approximately 17 million people crossing northbound in 2003 and 600,000 annual truck crossings. Incoming border-crossing truck volumes through Imperial County's POEs rose from over 182,000 in 1994 to almost 322,000 in 2005, a 77% increase.

This increase in truck traffic is primarily due to the maquiladora industry, (manufacturing / assembly plant operations along the Border), which has grown over 472% since 1978. Caltrans estimates that border trade activity will continue to grow, with approximately 5.6 million border crossings expected by 2030. Railroads also contribute to border-crossing trade activity. In the SCAG region, a Union Pacific rail line connects Mexicali in Baja California to Calexico and El Centro in Imperial County. This line handles approximately 160 railcars per day, six days a week.

Existing Regional Goods Movement System

The region's major ports and airports handle an enormous amount of imported goods, mainly from Asia, as well as exports. Goods enter and exit the region via ocean carriers, railroads, trucks, and aircraft and are transported to final destinations or to local warehousing and distribution centers for sorting, consolidation, and distribution. Exhibit 3 illustrates the existing regional goods movement system. The following sections discuss each of the components in detail.

EXHIBIT 3 EXISTING REGIONAL GOODS MOVEMENT SYSTEM



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

Maritime Activity

The Ports of Los Angeles and Long Beach, also known as the San Pedro Bay (SPB) ports, constitute the nation's busiest seaport and the fifth largest container port complex in the world. In 2005, the Ports accounted for approximately 24 percent of all U.S. export container traffic and approximately 40 percent of import container traffic. The Ports handled 14.2 million twenty-foot equivalent Units (TEUs) in 2005 and 15.8 million TEUs in 2006.

Table 2 shows forecasted growth for cargo containers moving through the SPB ports through 2030. The forecasts are capacity constrained forecasts based on current development strategies at the Ports. The US Department of Transportation has noted that unconstrained demand could be as high as 60 million TEUs. The ability of the Ports to handle projected growth in containerized cargo volumes is critical to the continued health of the local, regional, state, and national economies.

TABLE 2 SAN PEDRO BAY PORTS CONTAINERIZED CARGO FORECASTS

Year	TEUs (Million)	Share of California Total
2006 (actual)	15.8	86.8%
2010	19.7	86.8%
2020	36.0	85.7%
2030	42.5	86.7%

Source: Growth of California Ports - Opportunities and Challenges, A Report to the Legislature, April 2007

The breakdown of cargo types and volumes received by both Ports is illustrated in Table 3.

TABLE 3 PORTS OF LOS ANGELES AND LONG BEACH CARGO TYPES AND VOLUMES

Cargo Types	2006 Cargo Volume (Millions of Metric Revenue Tons)	
	Port of Los Angeles	Port of Long Beach
General Cargo	155.3	127.2
Liquid Bulk	22.8	33.2
Dry Bulk	3.6	9.4
Total	181.7	169.8
		Total (Both Ports)
		282.5
		56.0
		13.0
		351.5

Sources: Port of Los Angeles 2006 Financial Statement; and Port of Long Beach 2006 Monthly Tonnage Summary Report.

Seventy percent of imported goods arriving at the Ports are intended for markets outside of the region. Despite efforts to develop alternative West Coast gateways, such as enhancing cargo handling capacity, the SPB ports are expected to remain the primary West Coast gateway to the rest of the nation well into the future.

The Port of Hueneme also plays an important role in the region's goods movement system. Located approximately 60 miles northwest of Los Angeles, the Port of Hueneme is the only deep-water harbor between Los Angeles and San Francisco. Roughly \$7.5 billion in cargo moves through the Port of Hueneme each year, which mostly includes automobiles, fresh fruit, and produce. The Port's location near the Santa Barbara channel has also made the Port one of the primary support facilities for the offshore oil industry. Port related activity contributes over \$650 million to the local economy, and supports an additional 5,000 jobs (directly and indirectly) in Ventura County.

PORT RELATED RAIL ACTIVITIES: ON-DOCK, NEAR-DOCK AND OFF-DOCK FACILITIES

More than half of the international import and export container market utilizes the region's intermodal rail system. There are two main types of international intermodal movements in Southern California, depending on cargo handling and intermodal transfer practices:

- **Direct Intermodal:** The direct loading/unloading of marine containers on/off intermodal trains, without intermediate cargo handling, and
- **Transload Intermodal:** The transfer of cargo from marine containers to domestic trailers at transload/consolidation facilities and warehouses, and including subsequent transfer to railcars. This offers advantages by expediting the return of empty marine containers back to port terminals and enhancing the cost-effectiveness of intermodal movements since domestic trailers offer the ability to move larger shipment volumes per rail car compared to marine containers. Approximately 10% of total port container throughput is currently estimated to be transloaded and moved on the rail system.

Depending on the location of the intermodal yards relative to port terminals, intermodal logistics movements associated with port containers can be categorized into the following types:

- **On-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains on the docks. On-dock intermodal accounted for more than 24% of the SPB ports intermodal throughput in 2006.
- **Near-Dock Intermodal Rail:** Loading/unloading of containers directly on/off intermodal trains at an intermodal rail yard located near the docks. Currently, the only near-dock intermodal yard in Southern California is the Intermodal Container Transfer Facility (ICTF) owned and operated by the Union Pacific Railroad. The ICTF handled approximately 8% of the SPB ports intermodal cargo in 2006.
- **Off-Dock Intermodal Rail:** Loading/unloading of containers on/off intermodal trains at an intermodal yard located farther away from terminals than a near-dock intermodal yard. Off-dock intermodal facilities in Southern California are located in downtown Los Angeles, approximately 25 miles north of the Ports. They are operated by both BNSF and UP. Off-dock intermodal facilities handled approximately 20% of Port container cargo throughput in 2006, though this share has been declining due to increased movement of containers using on-dock rail.

- **On-dock intermodal rail** requires no truck movements on local and regional roadway systems. Remaining intermodal market movements require at least one truck trip to a near dock or off-dock intermodal facility. Compared to off-dock intermodal, on-dock and near-dock intermodal operations play a key role in minimizing port truck trips and reducing truck VMT, resulting in lower emissions and increased safety benefits to the region. The increased efficiency of intermodal yards has an impact on the overall productivity of the regional goods movement system.

As of 2005, 3.8 million TEUs, or 24 %, of intermodal cargo were handled at on-dock rail yards at the SPB ports. With planned improvements at the Ports, this number is projected to increase to 12.9 million TEUs, or approximately 30 %, by 2030. If this projected volume were handled exclusively by trucks, the increased truck traffic would cripple regional traffic flows, and adversely impact air quality. In recognition of these challenges, stakeholders are proceeding with projects to enhance intermodal facility capacity and connectivity with the SPB ports by developing several on-dock rail yard projects and working with shipping lines and terminal operators to improve efficiency. However, demand is projected to outpace capacity making near-dock rail yard expansion critical.

The SPB ports have initiated the Rail Enhancement Program (REP) for the phased development and implementation of key on-dock rail projects and key rail infrastructure projects. Projects included in the REP have been supported by industry stakeholders who believe these projects are imperative to maintain efficient operations at the SPB ports. Table 4 highlights planned on-dock and near-dock facilities in the SPB ports area, and Table 5 highlights rail infrastructure projects.

TABLE 4 PLANNED ON-DOCK RAIL YARD PROJECTS AT THE SAN PEDRO BAY PORTS

Rail Yard Project	Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)		
No Rail Yard Projects		
Phase II Near-term (by end of 2010)		
Pier A On-Dock Rail Yard Expansion to Carrack	POLB	19.6
Pier S On-Dock Rail Yard	POLB	34.3
New Near-Dock-South of Sepulveda (potential)	POLA	Na
Pier G-New North Working Yard	POLB	14.1
Pier G-South Working Yard Rehabilitation	POLB	40.7
West Basin East-New ICTF (Phase I)	POLA	45.4
Phase III Medium-term (by end of 2015)		
Navy mole Road Storage Rail Yard	POLB	10.0
Middle Harbor Terminal Rail Yard	POLB	68.9
Pier J On-Dock Rail Yard Reconfiguration	POLB	100.0
Pier 400 On-Dock Rail Yard Expansion (Phase I)	POLA	33.4
Pier 300 On-Dock Rail Yard Expansion	POLA	23.4
Terminal Island ICTF Rail Yard Expansion	POLA	18.9
West Basin ICTF Rail Yard Expansion (Phase I)	POLA	6.2
Phase IV Long-term (beyond 2015)		
Pier A On-Dock Rail Yard East of Carrack	POLB	31.4
Pier 400 On-Dock Rail Yard Expansion (Phase II)	POLA	16.3
West Basin ICTF Rail Yard Expansion (Phase II)	POLA	12.5
West Basin East-ICTF Expansion (Phase II)	POLA	7.8
Subtotal POLA Cost (millions)		
		163.9
Subtotal POLB Cost (millions)		
		318.9
Total Potential Rail Yard Cost (millions)		
		482.8

Source: San Pedro Bay Port Rail Study Update, December 2006

**TABLE 5 LIST OF RAIL INFRASTRUCTURE PROJECTS
(OUTSIDE MARINE TERMINALS)**

Rail Infrastructure Project		Sponsor	Development Cost (\$ millions)
Phase I Short-term (by end of 2007)			
I.1	Closure of Edison Avenue Grade Crossing	POLB	0.3
I.2	Expanded Control Points to POLB/POLA	ACTA	4.9
I.3	Thenard Track Connection at Alameda Street/K-Pac	ACTA	4.6
Phase II Near-term (by end of 2010)			
II.2	Terminal Island Wye Track Realignment	POLB	3.6
II.4	Pier B Street Realignment	POLB	12.6
II.6	Constrain Badger Bridge Lifts	POLB/LA	1.0
II.7	Track Realignment at Ocean Boulevard/Harbor Scenic Drive	POLB	20.0
II.8	Pier F Support Yard	POLB	3.4
II.11	Double Track Access from Pier G to Pier J	POLB	1.7
II.12	West Basin Rail Access Improvements	POLA	150.0
Phase III Medium-term (by end of 2015)			
III.1	Pier B Rail Yard Expansion (Phase I)	POLB	85.4
III.2	Pier B Rail Yard Expansion (Phase II)	POLB	159.9
III.3	Grade Separation for Reeves Crossing	POLB/LA	60.0
III.4	Closure of Reeves At-grade Crossing	POLB/LA	1.0
III.6	Pier 400 Second Lead Track	POLA	7.7
III.7	Reconfiguration at CP Mole	POLB/LA	20.0
Phase IV Long-term (beyond 2015)			
IV.1	Triple Track Badger Bridge	ACTA	91.0
IV.2	Triple Track South of Thenard Jct.	ACTA	16.5
	Subtotal ACTA Cost (millions)		\$117.0
	Subtotal POLA Cost (millions)		\$157.7
	Subtotal POLB Cost (millions)		\$286.9
	Subtotal Shared POLB/LA Cost (millions)		\$82.0
	Total Potential Infrastructure Cost (millions)		\$643.6

Source: San Pedro Bay Ports Rail Study Update, December 2006.

Rail

RAIL CHARACTERISTICS

Railroads have been involved in moving freight through California for over 140 years. As of 2005, 29 freight railroads operate 7,335 track miles statewide, including trackage rights. The Union Pacific Railroad (UP) operates on 3,358 miles of track, a 46% share of the State's rail network. The Burlington Northern Santa Fe Railway (BNSF) operates on 2,130 miles, a 29% share. Regional, local, and short-line carriers serve the remaining 25% of the State's track miles.

With an extensive network throughout the SCAG region, rail serves as a vital link in the goods movement supply chain. Railroads are best known for the ability to move large volumes of goods over long distances. The current system sees 5 million lifts annually, of which 64% are intermodal containers.

MAINLINE RAIL

The region has an extensive mainline rail network. BNSF operates a single mainline network in the SPB ports region, the Transcon, which runs from downtown Los Angeles to Barstow with a terminus in Chicago. UP operates multiple lines in and out of the Los Angeles basin. Typically referred to as the Alhambra and Los Angeles lines, UP operates two mainlines between downtown Los Angeles and the Colton Crossing. Along these lines, UP performs "directional running" operations, where all eastbound through-trains are routed along the Los Angeles lines and westbound through-trains along the Alhambra line. North of West Colton, UP operates the Palmdale line which parallels BNSF's Transcon line, ascending the south slope of the Cajon Pass between San Bernardino and the San Gabriel Mountains. Compared to other UP lines, the Palmdale line carries relatively little traffic. UP also runs trains on BNSF's Transcon between West Riverside and Barstow-utilizing trackage rights agreements.

A key component of the Southern California rail network is the Colton Crossing. The Colton Crossing is an at-grade railroad crossing located south of I-10

between Rancho Avenue and Mount Vernon Avenue in the City of Colton, where BNSF's San Bernardino Line crosses UP's Alhambra/Yuma Lines.

In 2000, the Colton Crossing saw on average 90 freight trains per day on the BNSF San Bernardino Line, and 31 freight trains per day on the UP line. By 2010, these numbers are projected to increase by 50%, with an average of 137 BNSF freight trains and 45 UP trains transiting the Colton Crossing on a daily basis. This high volume of trains, which is expected to further increase by an additional 46% in 2025, clearly poses serious congestion, safety, and air quality challenges for the region.

Another key component of the regional rail network is the Alameda Corridor, a 20-mile, four-lane freight rail expressway that began operations in April 2002. The corridor links the SPB ports with the transcontinental rail network near downtown Los Angeles, and is composed of a series of underpasses, overpasses, and bridges that separate freight trains from passenger trains and automobiles. Since 2002, the Alameda Corridor has improved operating efficiency, and provided safety and environmental benefits for the entire region. In 2006, an average of 55 intermodal trains per day transited the Alameda Corridor, an approximate increase of 15% since 2005.

Freight rail traffic is projected to increase due to trade growth at the Ports, and robust population growth. These trends are projected to have a significant impact on the mainline rail network described above. Table 6 illustrates actual and projected freight and passenger train volumes along some of the most utilized rail segments in the region.

TABLE 6 PASSENGER AND FREIGHT TRAIN TRAFFIC VOLUMES PER PEAK DAY BY LINE SEGMENT

Line Segment	Train Type	2000	2010	2025
BNSF Hobart - Fullerton Jct.	Freight	50.0	74.1	111.9
	Psgr	46.0	96.0	106.0
	Total	96.0	170.0	207.9
BNSF Fullerton Jct. - Atwood	Freight	50.0	74.1	111.9
	Psgr	5.0	20.0	34.0
	Total	55.0	94.1	145.9
BNSF Atwood - West Riverside	Freight	57.0	82.2	121.3
	Psgr	16.0	38.0	62.0
	Total	73.0	120.2	183.3
West Riverside - Colton	UP Freight	35.2	49.8	72.9
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
Total	103.2	156.0	230.2	
Colton Crossing	BNSF Line	90.2	137.1	201.8
	UP Yuma Line	31.0	44.6	64.7
Colton - San Bernardino	Total	121.2	181.7	266.5
	UP Freight	22.2	30.9	44.5
	BNSF Freight	57.0	82.2	121.3
	Psgr	11.0	24.0	36.0
Total	68.0	106.2	157.3	
Lines over Cajon Pass (including BNSF/UP Cajon Line and UP Palmdale Line)	Freight	93.7	130.0	186.7
	Psgr	2.0	6.0	8.0
	Total	95.7	136.0	194.7
UP Mira Loma - W. Riverside plus	Freight	64.2	90.4	126.2
	Psgr	14.0	26.0	44.0
	Total	78.2	116.4	170.2
UP Yuma Line	Freight	42.0	59.5	87.1
	Psgr	2.0	4.0	8.0
	Total	44.0	63.5	95.1

Source: Inland Empire Railroad Main Line Study, SCAG, June 2005.

RAIL SYSTEM CONSTRAINTS AND ISSUES

INTERMODAL RAIL YARD CAPACITY CONSTRAINTS

The region's intermodal rail yards are reaching capacity, resulting in time delays in moving both international and domestic containers between trains and trucks. According to the 2006 San Pedro Bay Ports Rail Study Update, off-dock rail yards in Southern California, which handle direct intermodal, transload, and domestic intermodal cargo, will exceed capacity between 2010-2015, meaning all direct international intermodal demand will need to be accommodated at on-dock and near-dock intermodal yards. Assuming full on-dock rail capacity enhancements are realized at the Ports in the future, Table 7 illustrates the resulting shortfall in intermodal lift capacity if no new near-dock or off-dock intermodal yards are developed in the region. This indicates that, even when considering all planned on-dock rail capacity enhancements, total direct intermodal demand will likely exceed capacity by over 2.2 million TEUs.

TABLE 7 FORECAST PORT DIRECT INTERMODAL DEMAND AND AVAILABLE INTERMODAL LIFT CAPACITY

Direct Intermodal excludes Transload All values in millions of TEU	2005	2010	2015	2020	2030
	Actual				
SPB Cargo Forecast (Demand)	14.20	20.20	27.10	36.20	42.50
SPB Direct Intermodal (Demand)	5.70	8.10	10.84	14.48	17.01
POLB On-Dock Capacity	1.09	2.27	4.15	5.49	6.10
POLA On-Dock Capacity	1.84	2.79	4.33	6.25	6.84
SPB Off-Dock Capacity	1.69	0.67	0.04	0.00	0.00
SPB Near-Dock Capacity	1.08	1.40	1.84	1.84	1.84
SPB Variance (negative = shortfall)	0.00	0.97	0.48	0.90	2.23

Source: San Pedro Bay Port Rail Study Update, December 2006

RAIL NETWORK CAPACITY CONSTRAINTS

SCAG has identified rail mainline capacity constraints east of Los Angeles as a critical issue facing the region. In 2000, train delays averaged more than 30 minutes and are projected to increase by over 40% by 2010 without capacity improvements. Overall, mainline capacity constraints reduce system velocity, which results in delays of time-sensitive shipments to customers nationwide.

TABLE 8 YEAR 2000 AND 2010 TRAIN DELAYS ON EXISTING TRACKAGE

Year	Train Type	Average Delay Per Train
2000	BNSF Freight	31.9 minutes
	UP Freight	30.4 minutes
2010	BNSF Freight	206.3 minutes
	UP Freight	196.9 minutes

Source: Inland Empire Railroad Main Line Study, SCAG, June, 2005.

The Colton Crossing has been identified in several previous studies as a major rail bottleneck that slows freight movement and has delayed the implementation of additional passenger rail service in the Inland Empire. The majority of freight rail traffic moving between Southern California and the rest of the nation must transit the Colton Crossing. Increasing international trade and regional population growth led the Southern California Regional Rail Authority (SCORRA) to conduct a network rail operation analysis to identify potential bottlenecks in the vicinity of the Colton Crossing. The study confirmed the need to make capital improvements to the crossing to reduce rail congestion and operational conflicts. The Inland Empire Railroad Main Line Study also confirmed the critical need for grade-separations.

The Cajon Pass is another critical transcontinental rail segment requiring capacity improvements to ensure efficient freight movement. Steep grades and curves along the Cajon Pass pose operational challenges that significantly slow trains. Presently, approximately 90 trains per day traverse the Cajon Pass.

The Inland Empire Railroad Main Line Study projected that, by 2010, the BNSF line segment between Colton Crossing and Barstow will require a minimum

of three main tracks while the segment between San Bernardino and Barstow will require four main tracks by 2025. There is also a need for four main tracks on the UP lines between Los Angeles and Riverside/Colton.

Trucks

PORT RELATED TRUCKING

Given the number of truck trips generated by the Ports, port truck traffic associated with the logistics of container movements in the region must be analyzed. Depending on the geographic concentration of warehouses, distribution centers, transload facilities, and other inland facilities, some port cargo movements may be associated with high-density truck flows between origin-destination pairs including:

- Truck trips between marine terminals and near-dock/off-dock intermodal yards;
- Truck trips between marine terminals and transload/cross-dock facilities; and
- Truck trips between marine terminals and warehouse/distribution centers.

The high concentration of intermodal yards near downtown Los Angeles has resulted in significant container movements on freight corridors connecting the Ports and these facilities. However, due to the scattered nature of logistics and manufacturing facilities in the region, container movements on freight corridors between marine terminals and logistics and manufacturing facilities may not be as significant as movements between marine terminals and intermodal yards. But logistics and manufacturing facilities may generate secondary truck trips that create significant truck demand along many of the region's freight corridors.

Most port truck cargo movements associated with intermodal yards, transload facilities, and warehouses are primarily related to import containers from the SPB ports. However, there are significant empty container truck movements

between these facilities and the Ports that generate high-density port truck movements. Examples include empty container return truck trips from trans-load facilities and warehouses to the port terminals, and truck trips associated with empty container repositioning from off-dock intermodal yards to port terminals.

The magnitude and distribution of port-related truck traffic in the region warrants careful consideration of the feasibility of dedicated lanes for clean technology trucks to address future growth in port truck traffic volumes. A major factor in determining the feasibility of such facilities is whether high-density truck traffic exists between major origin-destination pairs. Consequently, in examining the feasibility of such facilities on certain corridors between the Ports and inland facilities, key issues pertaining to truck traffic flows and patterns must be understood. These include:

- Total truck traffic demand along the corridors between the Ports and inland facilities;
- Origin-destination (O-D) patterns of truck trips along these corridors; and
- Major generators of truck traffic demand along these corridors.

Table 9 shows the shares of port truck trips along I-710 and SR-60. For other major freight corridors in the region, please refer to Appendix A.

TABLE 9 TOTAL AND PORT TRUCK TRAFFIC ALONG I-710 AND SR-60, 2003

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-710	I-105 to I-10	324,000	15,900	2,485	4.9%	15.6%
	PCH to Willow	146,000	25,400	23,900	17.4%	94.1%
	Willow to I-405	161,000	27,100	23,235	16.8%	85.7%
	I-405 to SR-91	186,000	31,400	20,045	16.9%	63.8%
	SR-91 to I-105	227,000	38,300	15,315	16.9%	40.0%
	I-105 to I-5	237,000	34,600	11,685	14.6%	33.8%
	I-5 to SR-60	199,000	24,200	1,025	12.2%	4.2%
	SR-60 to I-10	132,000	11,300	845	8.6%	7.5%
	SR-57 to I-605	265,000	23,200	1,560	8.8%	6.7%
	SR-60					

Source: "Baseline Transportation Study", Port of Los Angeles, 2004; Caltrans Truck Volumes 2004 (Year 2003 data).

As illustrated in Table 9, I-710 has a larger share of port-related trucks than SR-60. Port-related truck traffic and its share of total truck volume along I-710 are more highly concentrated along segments closer to the Ports. This indicates that a large number of port truck access facilities exist along I-710.

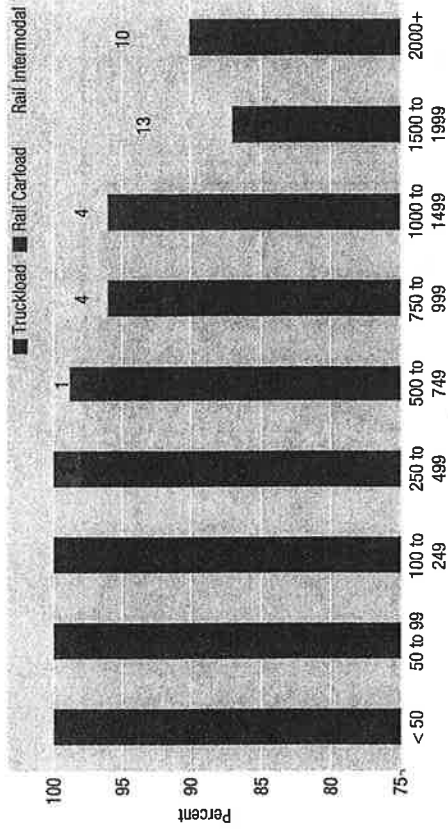
The I-710 major corridor study analyzed growth in truck traffic along I-710 based on expected growth in port container volumes. The study projected total heavy-duty truck traffic to more than double on the I-710 by 2025, with truck shares reaching up to 35% of total traffic volumes along high volume segments compared to the current shares of between 14% - 19%. Considering

the magnitude and distribution patterns of port truck trips along I-710, forecasts indicate that demand would be favorable to the implementation of dedicated lanes for clean technology trucks on I-710. Future near-dock intermodal yard capacity expansions associated with the expansion of the ICTF and the development of the Southern California International Gateway (SCIG), which is privately funded by BNSF, may also play a key role in addressing the growth of high-density truck traffic.

LOCAL TRUCKS

The vast majority of imports through the SPB ports are retail goods. SCAG's Port and Modal Elasticity study calculated local container volume based on local purchasing power associated with retail sales. According to the study, 23% of traffic generated by the SPB ports is local traffic, meaning goods either originate or are ultimately consumed in the region which is defined as Southern California, Southern Nevada, Arizona, and New Mexico. In 2005, local consumption of the total import trade value of \$256 billion was \$58.8 billion. With over 75% of truck tonnage in the region moving less than 50 miles, the effect on local truck traffic is dramatic. The modal shares and lengths of haul by rail and truck are shown in Figure 1.

FIGURE 1 MODAL SHARES AND LENGTH OF HAUL



Source: Goods Movement Truck and Rail Study Executive Summary, SCAG, 2003.

SCAG's Travel Demand Model suggests that regional daily truck VMT will increase from 29.0 million in 2003 to 50.4 by 2035, an 82.7% increase. Daily delay will also increase as shown in Table 10.

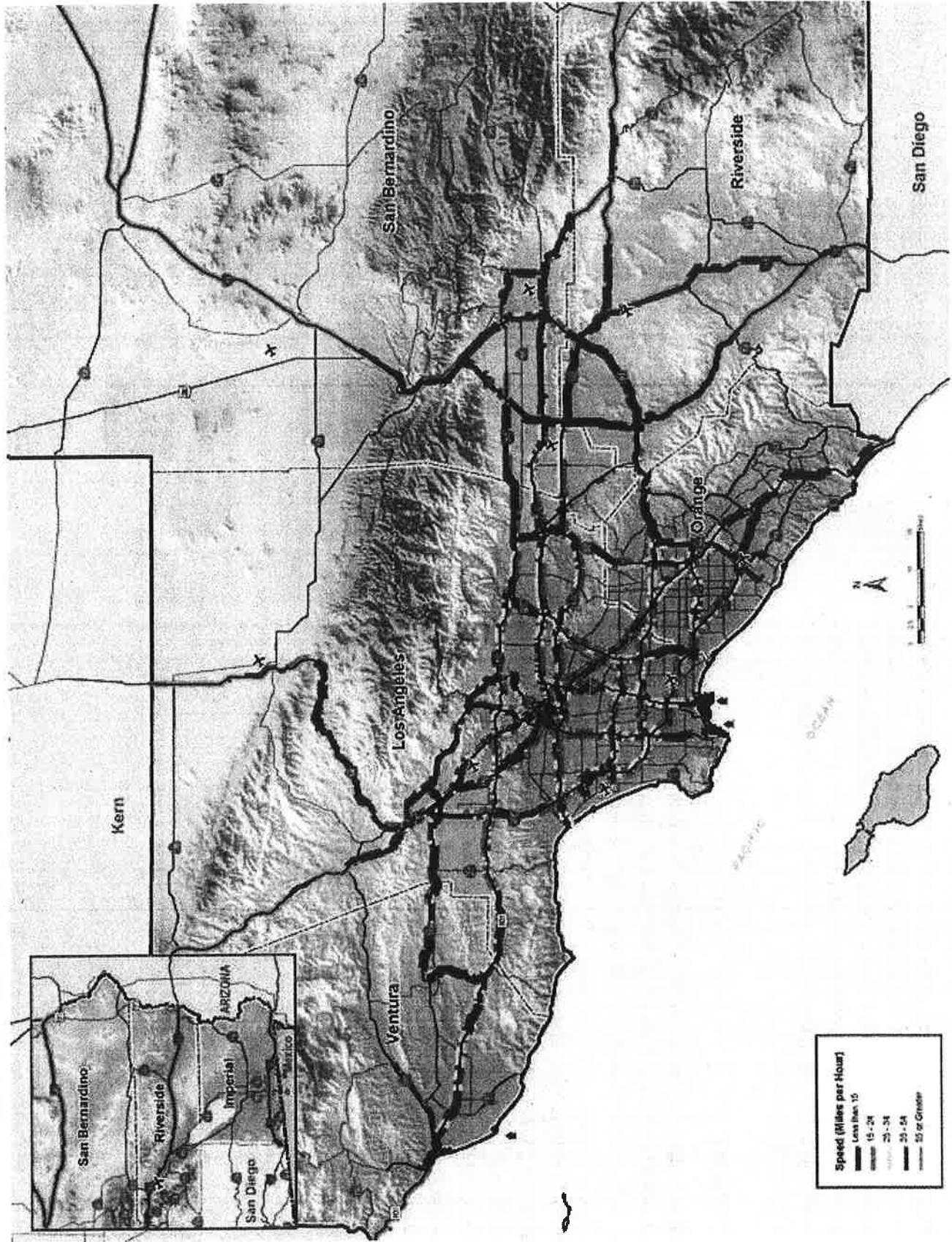
TABLE 10 PROJECTED DAILY DELAY IN THE REGION

	Daily Delay (Hours)	
	2003 Base Year	2035 Baseline
Autos	3,711,266	7,545,518
Trucks	192,555	592,733
		2035 Plan
		6,155,229
		466,598

Source: Travel Demand Model Output, SCAG, 2007.

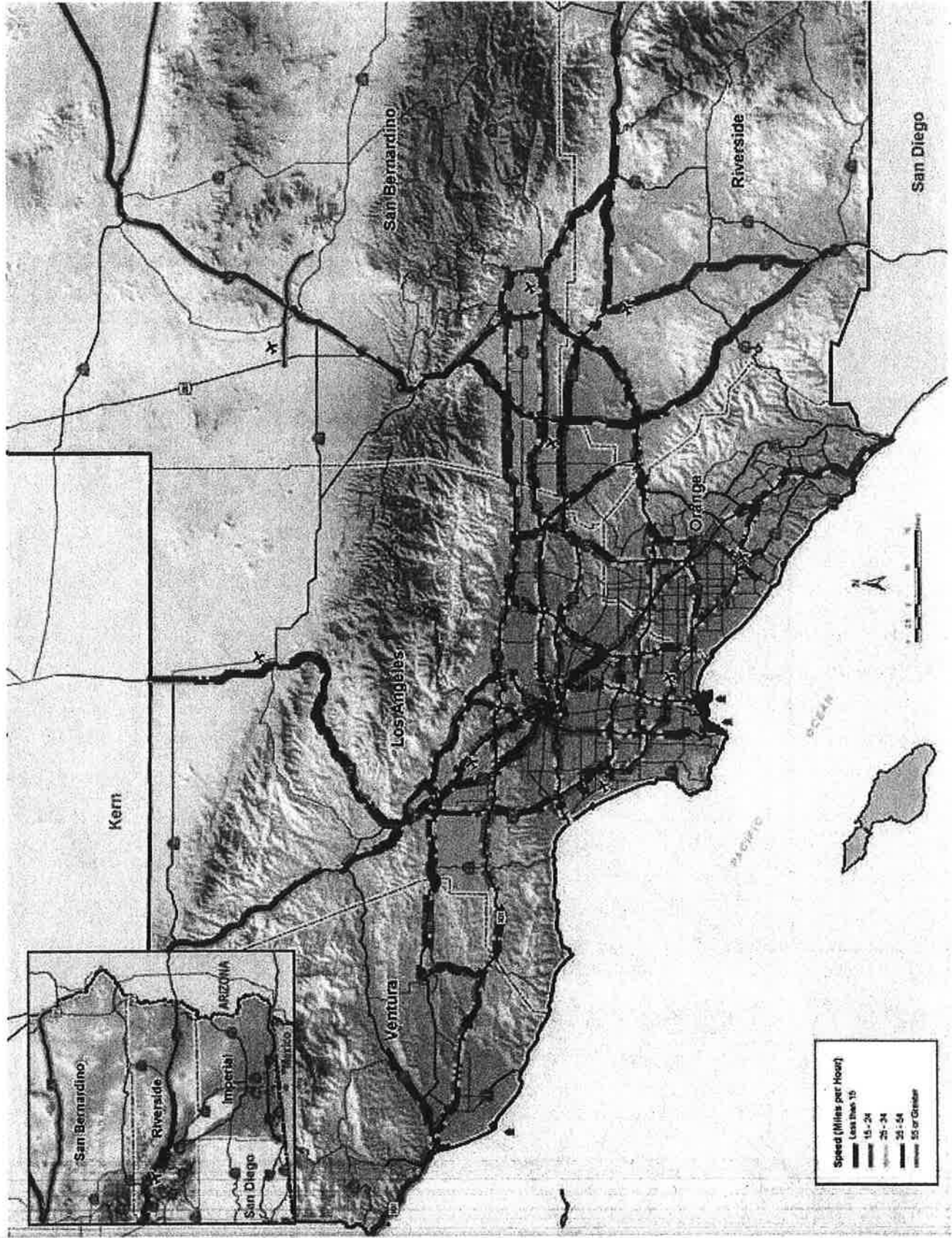
This increase in regional VMT will reduce average freeway speeds from 51 mph in 2005 to approximately 37.5 mph in 2035. The average speed on the regional freeway system for 2003, the 2035 Baseline, and the 2035 Plan are illustrated in Exhibits 4, 5, and 6. Delays caused by congestion could increase the cost of transporting goods by as much as 50%-250%.

EXHIBIT 4 BASE YEAR 2003 FREEWAY SPEED | PM PEAK



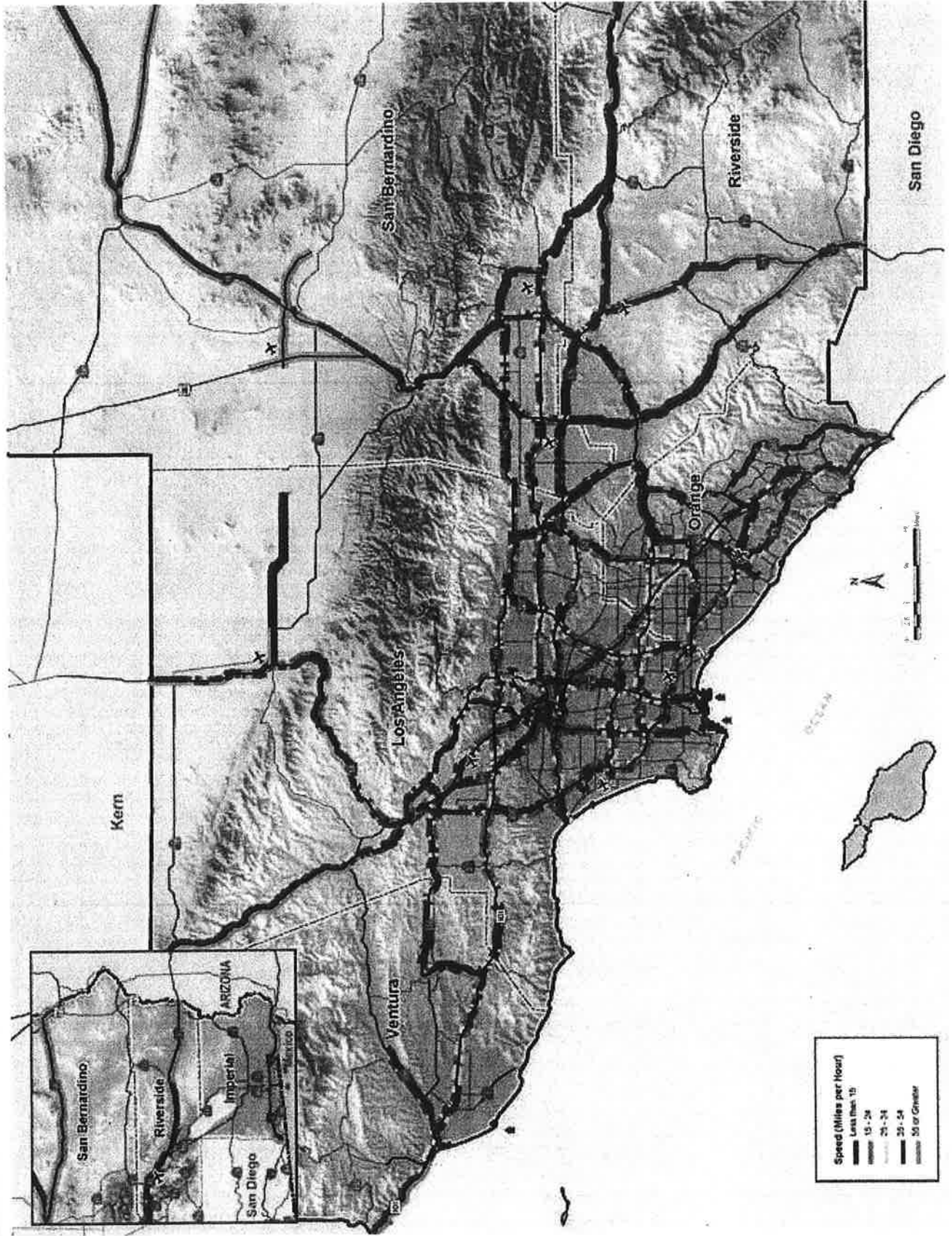
Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

EXHIBIT 5 BASELINE 2035 FREEWAY SPEED | PM PEAK



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

EXHIBIT 6 PLAN 2035 FREEWAY SPEED | PM PEAK



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

Environmental Impacts

Mitigating the community and environmental impacts of goods movement is critical to the region. Perhaps the most visible and pressing environmental impacts are the increasing volumes of criteria air pollutant emissions surrounding the Ports and major freight corridors. While trade activities in the SCAG region are key contributors to the economy, air pollution from these activities poses serious health hazards to the region, especially for communities located near the Ports and trade corridors. The California Air Resource Board (CARB) has identified particulate matter (PM) as a toxic air contaminant linked to increased health risks. Table 11 lists CARB's assessment of PM2.5 health effects on residents of the Southern California Air Basin. Table 10 chronicles other goods movement related pollutants and their health effects.

TABLE 11 CARB ASSESSMENT OF PM HEALTH EFFECTS ON SOUTHERN CALIFORNIA AIR BASIN RESIDENTS

Health Effect	Cases Per Year
Premature Deaths	5,400
Hospitalizations	2,400
Asthma & Lower Respiratory Symptoms	140,000
Lost Work Days	980,000
Minor Restricted Activity Days	5,000,000

Source: California Air Resources Board

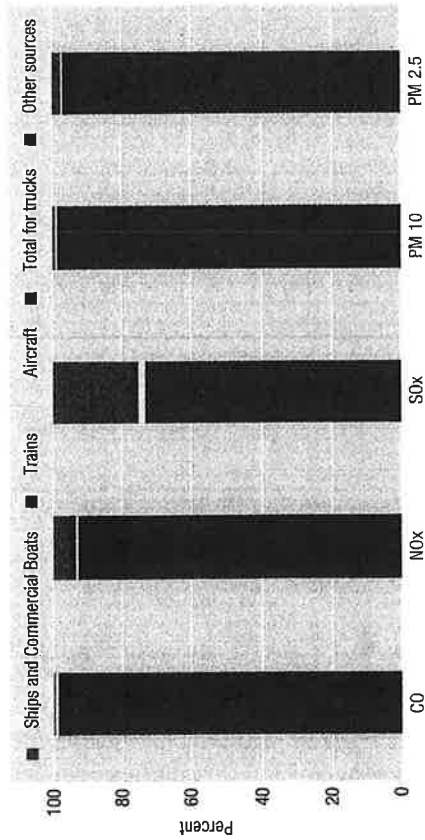
TABLE 12 OTHER GOODS MOVEMENT RELATED POLLUTANTS AND THEIR HEALTH EFFECTS

Pollutant	Health Effects
Ozone (O ₃)	Breathing Difficulties, Lung Tissue Damage
Nitrogen Dioxide (NO ₂)	Lung Irritation and Damage
Sulfur Dioxide (SO ₂)	Increases in Lung Disease and Breathing Problems for Asthmatics
Respirable Particulate Matter (PM ₁₀)	Increased Respiratory Disease; Lung Damage; Cancer; Premature Death
Carbon Monoxide (CO)	Chest Pain in Heart Patients, Headaches, Reduced Mental Alertness

Source: California Air Resources Board

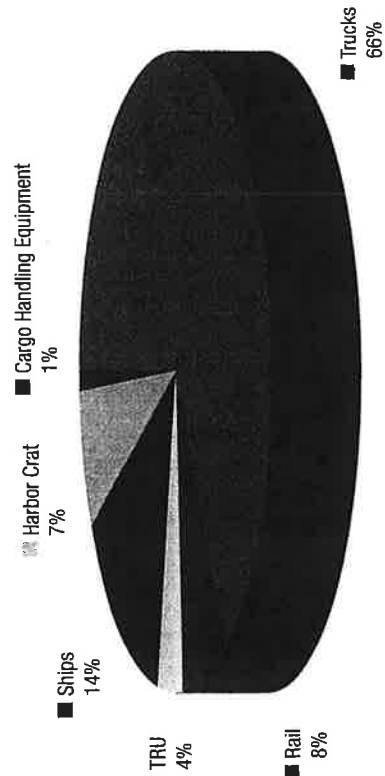
Port-related sources, which were approximately 25% of regional diesel PM emissions in 2002, are projected to increase to 50% of regional PM emissions in 2020. The CARB assessment of PM2.5 health effects indicates that the South Coast Air Basin suffers disproportionate exposure to pollutants relative to other parts of California and the rest of nation. Residents of the South Coast Air Basin are exposed to PM2.5 levels that are 82% higher than the exposure of residents statewide and 52% higher than national exposure. As shown in Figure 2, goods movement related sources contribute substantially to the region's total emissions of Nitrogen Oxides (NOX), Sulfur Oxides (SOX), PM10, PM2.5, and Carbon Monoxide (CO). Figure 3 shows statewide emissions of diesel particulate matter by goods movement sources. Air pollution is just one of many goods movement related environmental impacts identified. Other impacts include noise, vibration, aesthetic, safety, and natural resource depletion.

FIGURE 2 2008 ESTIMATED ANNUAL AVERAGE EMISSIONS IN THE SOUTH COAST AIR BASIN



Source: 2007 Air Quality Management Plan, SCAQMD

FIGURE 3 STATEWIDE EMISSIONS OF DIESEL PARTICULATE MATTER BY GOODS MOVEMENT SOURCE, 2001



Source: Emission Reduction Plan for Ports and Goods Movement in California, California EPA and California Air Resources Board (ARB), March, 2006

Safety and Security Concerns

With the growth in trade volume, accidents involving trucks and trains are expected to increase, without needed safety improvements. Accident data collected on the I-710 between 2002 and 2004 identified an average of five accidents per day between Ocean Boulevard and SR-60 on the I-710. These data also suggest that highest incident locations were primarily tied to three factors: 1) design deficiencies, 2) high traffic volumes, and 3) the mix between autos and trucks. Accidents on truck-intensive facilities are particularly problematic due to their increased severity relative to auto-exclusive accidents.

Truck-related accidents also have a significant safety impact on other modes in the transportation system. According to an FHWA report, 78 % of victims in truck-related fatalities are drivers of other vehicles and 8% are pedestrians. For a detailed discussion on truck collisions, please refer to Appendix B.

Growth in rail service also increases the potential for automobile / train interactions and rail-related fatalities at grade crossings. These emerging concerns point to the need for the region to research and implement appropriate mitigation strategies including grade separations and other grade crossing improvements.

The SCAG region is vulnerable to many types of safety and security challenges including catastrophic events, which could significantly disrupt the regional goods movement system. These challenges include earthquakes, floods, fires, hazardous material incidents, transportation accidents, and human-caused incidents such as acts of terrorism. To ensure the safety and security of residents, as well as regional economic activities, SCAG is coordinating and collaborating with various stakeholders to improve transportation security. To date, these stakeholders have developed a number of efforts and strategies to prepare for unforeseen events. Some of these efforts and strategies include:

- Identification of the operation and maintenance needs of the interstate and state highway system within the SCAG region, including the Strategic Highway Network;

- A Border Master Plan developed by California Department of Transportation (Caltrans) to ensure border security;
- A comprehensive risk analysis and security plan for the regional railroad system developed by the Railroad Security Task Force;
- Integration of security into the regional ITS architecture; and
- Collaboration of federal agencies and local law enforcement agencies to ensure safety and security at the Ports.

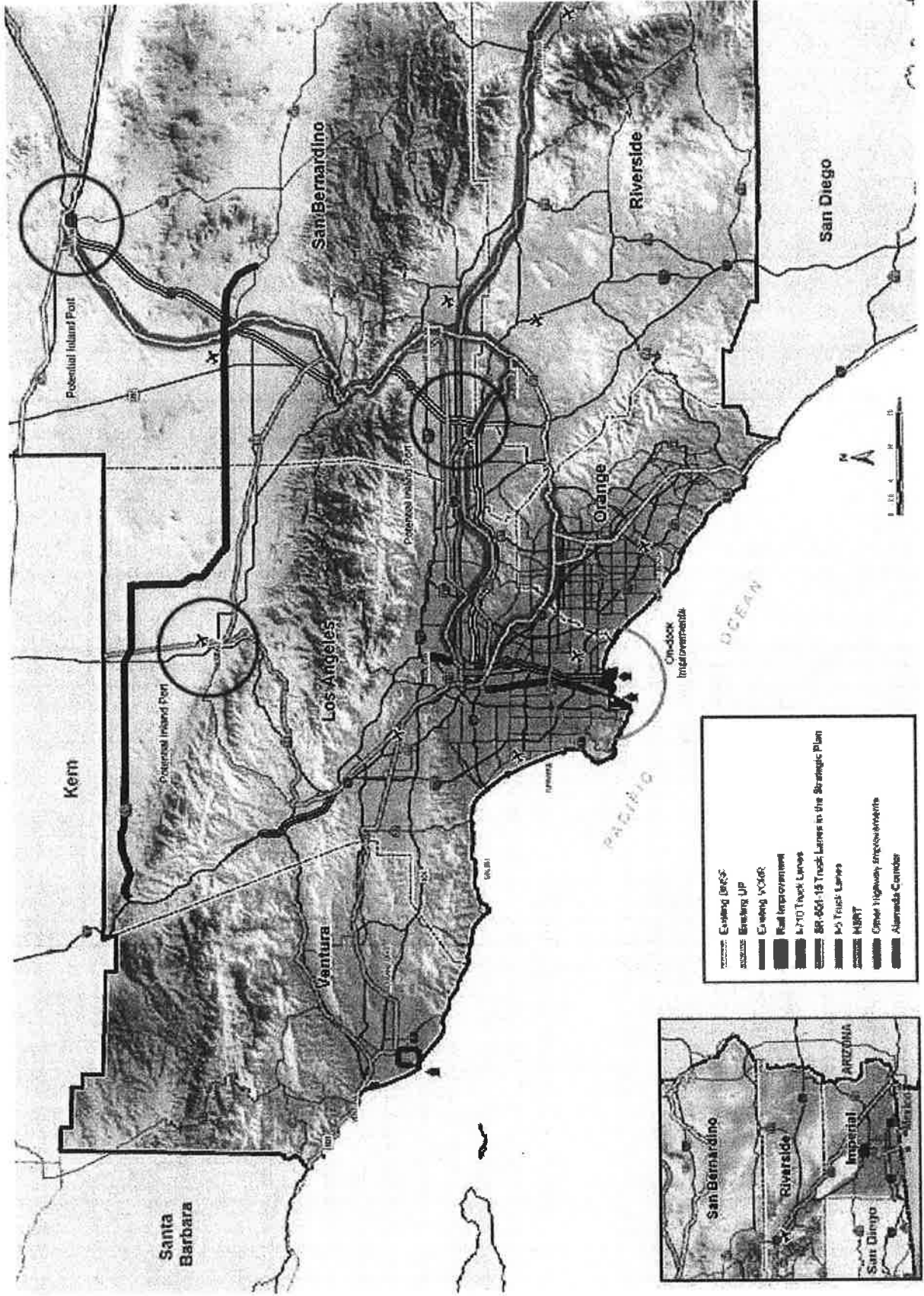
The primary agencies with responsibility for port security at the federal level include the Department of Homeland Security, United States Coast Guard, the Bureau of Customs and Border Protection (CBP), Transportation Security Administration (TSA), and the United States Maritime Administration (MARAD).

Within the port facilities themselves, security is maintained by a combination of agencies, including the U.S. Coast Guard, Customs and Border Protection, Los Angeles Port Police at the Port of Los Angeles, and the Long Beach Police Department at the Port of Long Beach who coordinate to ensure the security of the port. While all of these agencies have the authority to access all areas of the port, maintaining security inside the individual port terminals is the responsibility of the terminal operators, who are required to comply with the Maritime Transportation Security Act of 2002. This act requires terminal facilities to establish restricted areas, security patrols, access control measures, personnel identification procedures, and develop plans to address identified vulnerabilities.

In addition, the Ports of Los Angeles and Long Beach partner and coordinate their security planning with other local law enforcement agencies, such as the Los Angeles Police Department, Los Angeles County Sheriff's Department, and California Highway Patrol.

For detailed information on transportation safety and security, please see the Safety and Security reports.

EXHIBIT 7 2035 PLANNED GOODS MOVEMENT SYSTEM



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

SCAG's Regional Strategies

Exhibit 7 illustrates planned goods movement system.

REGIONAL TRUCK STRATEGIES

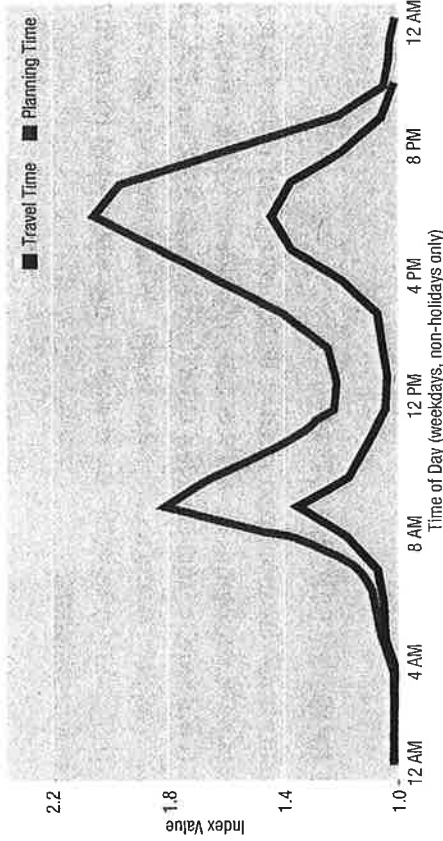
While a variety of modes of transportation are used for the movement of goods, on-road trucks perform the majority of goods movement activities in the SCAG region. Trucks utilizing the current system of local arterial streets, state highways, and interstate freeways carry approximately 80% of the total value of U.S. freight shipments. Approximately 75% of all port related freight movements are made by truck for at least one trip segment. Consequently, trucks have contributed to rising concerns about traffic congestion and public health impacts. Trucks consume upwards of 40% of total highway capacity while representing only 15% of the total number of vehicles. Forecasted growth in freight traffic has placed a greater emphasis on the need for regional efforts in addressing road congestion, air quality, and infrastructure capacity.

DEDICATED LANES FOR CLEAN TECHNOLOGY TRUCKS

Truck-related delay impacts the efficiency of goods movement in the region and ultimately increases prices paid by consumers for goods and services. Additionally, the unreliability of the highway system also increases costs of transportation as shippers build buffer times into their estimated travel times to account for the possibility of severe traffic in the region. Estimated buffer times in Southern California are twice as long as average nationwide delay for the trucking industry.

Figure 4 illustrates the variances of buffer times throughout the day in Southern California. Free-flow traffic is assigned a value of 1. For example, if the travel time index is roughly 1.3, travel time is roughly 30 % higher than free flow time. Given necessary buffer times, significant costs are incurred by trucking companies in Southern California to provide on-time service to their customers.

FIGURE 4 AVERAGE TRAVEL TIME AND BUFFER TIME VARIATIONS IN SOUTHERN CALIFORNIA



Source: SCAG

SCAG has been exploring dedicated lanes for clean technology trucks and refining the concept of user-supported, dedicated truck facilities to improve the flow of goods within the region. Operationally, these facilities would be aligned to focus on connecting freight-intensive locations such as the Ports, warehousing/distribution center locations, and manufacturing locations. Dedicated lanes would have less ingress/egress points than typical urban freeways and would be physically separated from mixed flow traffic to smooth the flow of trucks on these facilities. A network of dedicated lanes for clean technology trucks would be most advantageous for trucks that are traveling long distances and those traveling between freight-intensive locations. The corridors under consideration for such enhancements are I-710, an east-west corridor parallel to SR-60/I-10/I-210, and I-15.

Such facilities have the potential to relieve many negative truck impacts in the region, including recurrent delay, pavement deterioration, safety, emissions, and reliability. For instance, trucks are responsible for significant roadway damage including pavement deterioration. On average, one fully loaded, 80,000-pound truck causes as much pavement wear as 10,000 automobiles. By separating trucks onto designated truck lanes, pavement dam-

age and maintenance costs could be significantly reduced on the mainline freeway system. Though dedicated truck lanes may generate intensive truck use requiring expensive design and maintenance, the net result would likely be a significant reduction in total maintenance costs for the overall freeway network.

The development of such facilities would also have the potential to significantly improve the regional roadway system by addressing current system deficiencies such as:

- On/off ramps proximity to interchanges;
- Low speed/capacity connections (loop ramps);
- Missing interchanges from major freeway connections;
- Close proximity of merging ramps to interchanges;
- Non-standard weaving distances;
- Narrow or Non-Existent Shoulders; and
- Narrow Lane Widths

Despite high capital costs and the need for further analyses on environmental impacts and equity issues, the magnitude of truck volumes on regional freight corridors requires urgent mitigation. Dedicated lanes for clean trucks along I-710 could address numerous adverse impacts associated with existing truck volumes, ensuring reliable system operation and reducing adverse environmental impacts. SCAG recommends including dedicated lanes for clean trucks on I-710, creating two lanes in each direction along existing alignments extending from the Ports to SR-60. This represents an investment of over \$5 billion in nominal dollars. At the same time, SCAG recognizes the need for a comprehensive system that addresses regional truck-related issues, and considers the I-710 portion the first segment of a comprehensive regional system. Other corridors, such as an east-west corridor parallel to SR-60/I-10/I-210, and I-15, which complement the comprehensive system, are in the Strategic Plan for further analyses.

TRUCK CLIMBING LANES

Truck climbing lanes are additional lanes located outside mixed-flow lanes, which permit slower-moving trucks to operate at their own pace. This enables other vehicles to move at a faster pace, thereby reducing congestion. These lanes are typically placed where slow-moving trucks would cause an obstruction to other vehicles, such as hillside or other areas with significant grade increases. Inclusion of these lanes would add capacity to existing roadways and help reduce truck emissions by reducing delay. However, this strategy is limited to areas with significant grade increases and may only have minimum benefits on the regional transportation system. Corridors identified suitable for truck climbing lanes are I-5, I-10, I-15, I-215, SR-57 and SR-60.

HIGH DESERT CORRIDOR

In an effort to avoid the congested metropolitan area, many trucks traverse SR-138, the east-west corridor linking the Antelope and Victor Valleys. However, SR-138 currently lacks adequate infrastructure to handle heavy truck volumes. The proposed High Desert Corridor between I-15 and I-5 will accommodate an expected three- to six-fold increase in traffic, providing a new level of accessibility and carry trucks and other through traffic safely around existing communities.

TRUCK EMISSION CONTROL STRATEGIES

Heavy-duty trucks are usually powered by diesel, which contributes to regional NOX and PM emissions. New EPA emission standards taking effect in 2007 and 2010 will require strict emission reductions in both NOX and PM. Truck emission reduction strategies are listed below. While these strategies do not address congestion or capacity issues, they do provide support for the mitigation of freight emissions.

- **Truck Replacement:** This strategy assumes that truck owners replace older model trucks with newer trucks, with proof of disposal to prohibit resale within the SCAG region.

- **Engine Repowering:** This strategy is generally feasible for pre-1994 trucks and can be obtained at lower capital costs than replacing the entire truck. This strategy replaces older diesel truck engines with cleaner diesel or alternative fuel engines. Similar to the truck replacement strategy, proof of disposal is required to ensure that the engine is not resold into the region.
- **Exhaust Treatment Device Retrofit:** Diesel particulate filters (DPFs), flow-through filters (FTFs), and diesel oxidation catalysts (DOCs) are easily retrofitted to existing trucks with only minor modifications to the existing system. While CARB has not certified emission reduction amounts, DPFs, FTFs and DOCs are expected to reduce PM emissions by at least 50% and 25% respectively.
- **Alternative Fuels:** There are a variety of alternative fuels that can reduce truck emissions such as emulsified diesel, bio-diesel, natural gas, propane, and new hybrid-electric technologies.

Due to the costs associated with truck emission control strategies, monetary incentives may be necessary for implementation purposes. Various agencies are finalizing their incentive programs to support similar truck emission reduction programs. These incentive programs include:

- The Clean Air Action Plan – Technology Advancement Program by the SPB ports;
- The Port of Los Angeles' Port Air Quality Mitigation Incentive (PAQMIP); and
- The Carl Moyer Program by South Coast air Quality management District (SCAQMD).

REGIONAL RAIL STRATEGIES

Given its superior connections to inland locations, freight rail is key to the region's economy. Over the next 25 years, at least half of the containers coming through the Ports will be transported via rail. Table 13 illustrates this growth. Over the same period, commuter rail needs will also double. To address these

issues, SCAG is proposing rail system capacity enhancements, rail grade separations, and alternative strategies to reduce rail emissions.

TABLE 13 SAN PEDRO BAY PORTS CARGO GROWTH FORECASTS* (TEUS IN MILLIONS)

	2005 (Actual)	2010	2015	2020	2030
Total Port Container Throughput	14.2	20.3	27.1	36.2	42.5
Regional Truck Demand	6.8	9.7	13.0	17.4	20.4
Long Haul Truck Demand	0.1	0.2	0.3	0.4	0.4
Total Rail Demand**	7.2	10.3	13.8	18.5	21.7
Rail Share of Total Throughput	50.7%	50.7%	50.9%	51.1%	51.1%

* Total San Pedro Bay projections are based on Mercer Management forecast as adjusted by Port of Los Angeles and Port of Long Beach

** Includes transload to rail

Source: The San Pedro Bay Ports

RAIL MAINLINE CAPACITY IMPROVEMENTS

As a system, rail transports goods more efficiently, and emits three times less pollutants than trucks. While the current system manages both passenger rail and freight rail, current projections indicate severe system shortfalls in near the future. To ensure sound operations, existing system infrastructure must be expanded and grade separations at critical crossings must be completed. Exhibit 8 identifies planned projects for regional rail capacity enhancements. Critical mainline track capacity improvements in the region are associated with UP and BNSF lines. BNSF's Transcon track capacity improvements include:

- Additional 3rd and 4th mainline tracks between Hobart/Commerce and Fullerton;
- Additional 3rd mainline tracks for Fullerton - Placentia, Placentia - Yorba Linda, Prado Dam - Riverside, and Highgrove - M.P. 2.9 segments; and
- Additional 4th mainline track between Riverside and Colton.

UP's mainline capacity improvements include:

- Additional 2nd main track for West Riverside - Riverside, Riverside - Pedley, and Bon view - Ontario segments; and
- Additional 2nd main track for Pomona - Montclair, and Alhambra - Walnut.

Colton Crossing is also a highly important capacity enhancement project which involves both BNSF and UP lines. Improvements would provide significant public and private sector benefits to the region including:

- Improved operational efficiency resulting from increased speed through the crossing;
- Increased rail network capacity resulting in increased train throughput;
- Economic benefits resulting from increased employment associated with increased throughput through the crossing;
- Environmental benefits due to emissions reductions resulting from elimination of train idling, and enhanced train speeds through the crossing; and
- Environmental benefits associated with commuter VMT reduction resulting from increased commuter rail service.

RAIL GRADE SEPARATIONS

Vehicle delay at grade crossings is expected to triple between 2000 and 2025. Allowing two intersecting axes of traffic to move concurrently, grade crossings eliminate vehicle delay and decrease associated emissions by reducing vehicle idling times. This also means that longer trains may be formed, thus increasing operating efficiencies by permitting the transport of larger volumes of goods per trip.

The projected growth in freight and passenger train volumes make it critical to separate grade crossings in order to ensure an efficient goods movement system, to reduce traffic congestion and delays, and to meet regional air qual-

ity conformity requirements. Grade separations also address other rail crossing related concerns such as noise and safety.

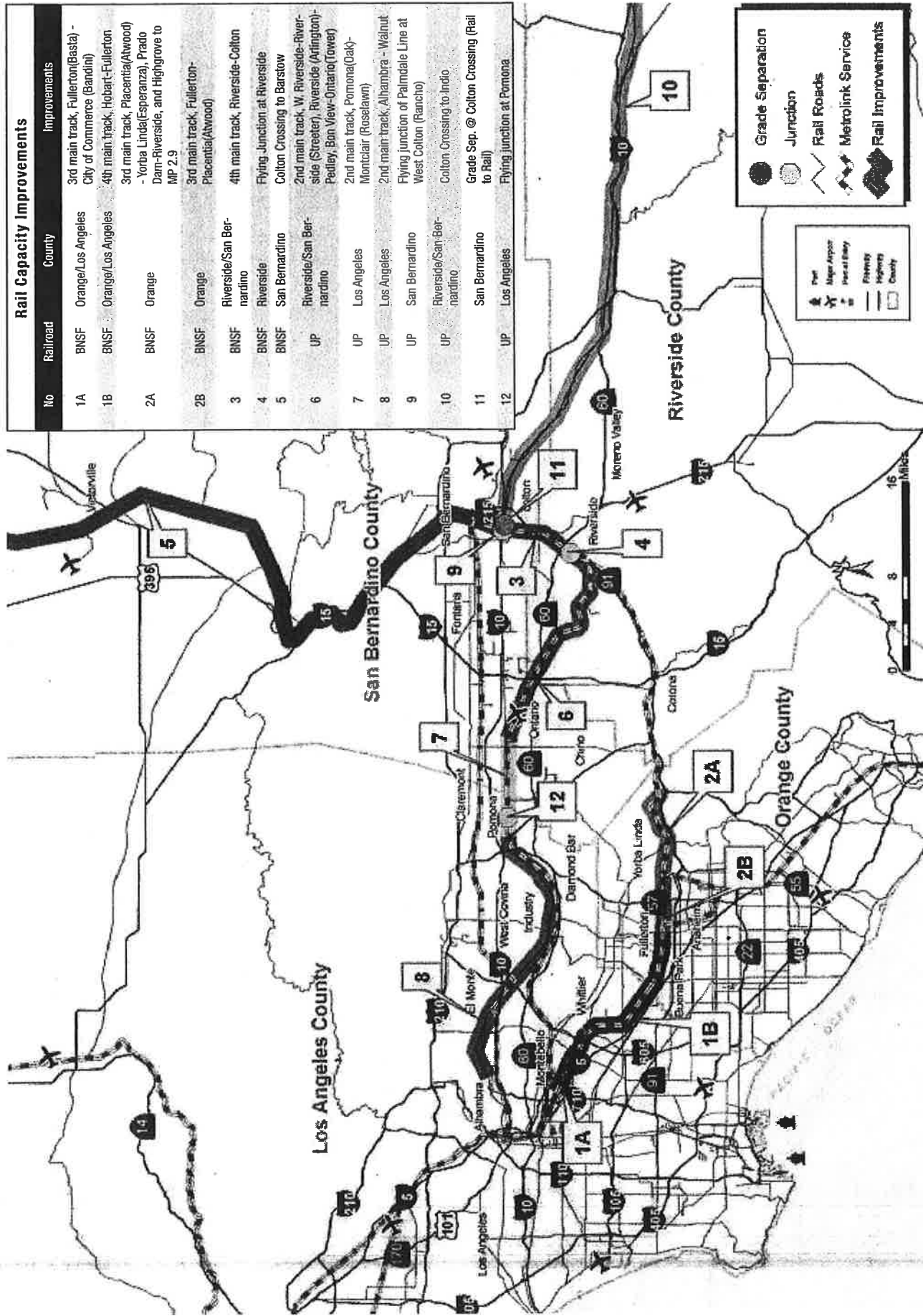
Throughout the SCAG region, 131 grade crossings requiring grade separations were identified by the Alameda Corridor-East Trade Corridor Plan. These grade separation projects would cost an estimated \$5.99 billion to implement.

Exhibits 9, 10, 11, and 12 show proposed grade separation projects planned in the region by county.

LOCOMOTIVE ENGINE UPGRADES

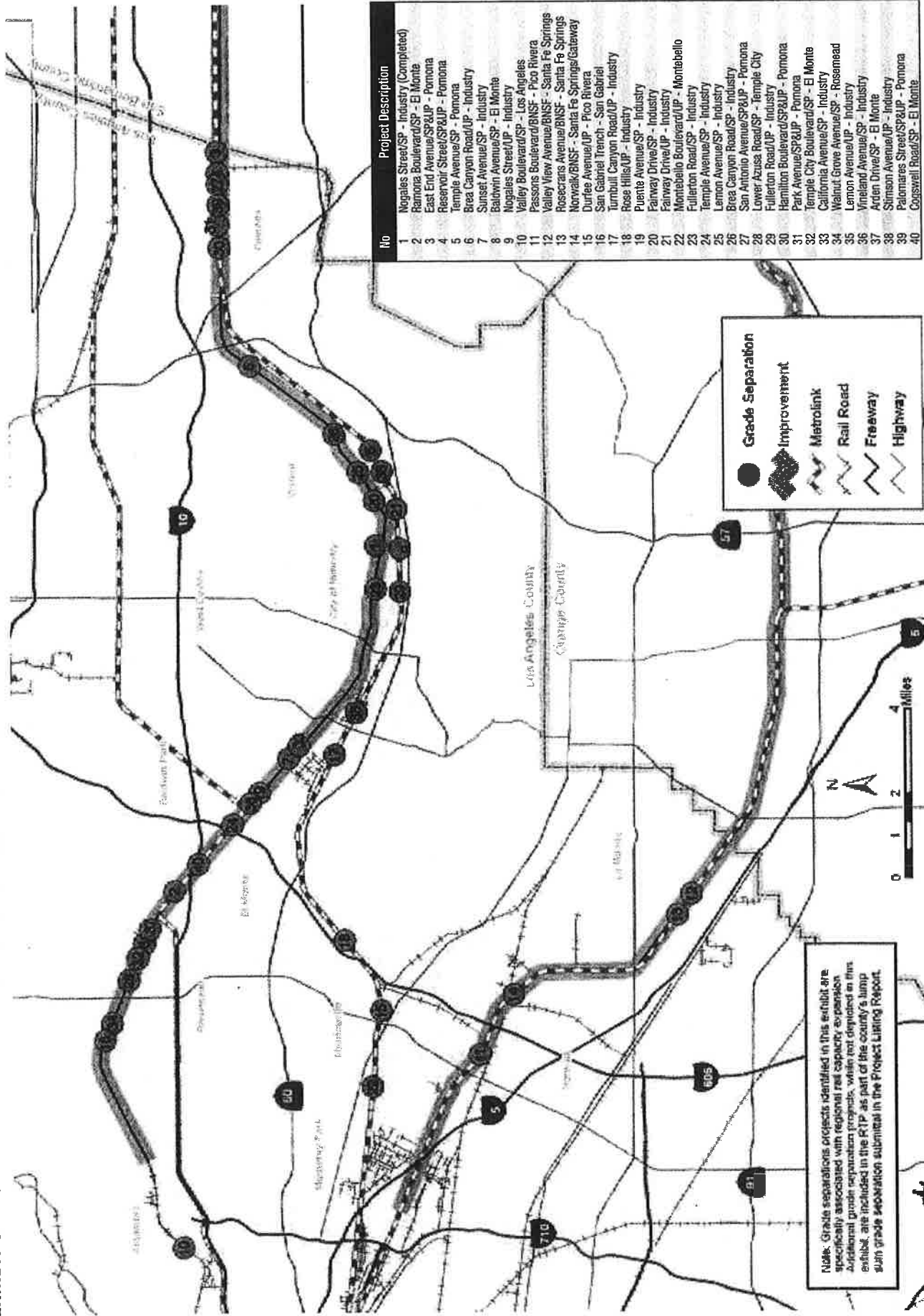
Upgrading locomotives to cleaner engines is another strategy to reduce diesel emissions. In March 2007, the EPA proposed new Tier 3 and Tier 4 engine standards to reduce emissions from diesel locomotives. Tier 3 standards are near-term engine-out emission reduction standards for PM and NOX. Tier 4 standards are longer-term standards for newly-built engines. These standards will be phased in over time, and would be based on the application of high-efficiency catalytic aftertreatment technologies which would be enabled by the availability of ultra low sulfur diesel fuel. Tier 3 engines are expected to be available in 2009, and Tier 4 engines are expected to be available in 2015. While these technologies may reduce emissions significantly, Tier 3 engines will not reduce emissions by the amount required to meet the EPA's attainment deadline for PM2.5, and Tier 4 engines will not be available to meet the 2014 deadline. However, these strategies can be implemented at substantially lower capital costs than other alternatives such as system electrification. SCAG is exploring methods to accelerate implementation of this strategy through measures such as financial incentives to engine manufacturers and railroads.

EXHIBIT 8 PLANNED PROJECTS FOR REGIONAL RAIL CAPACITY ENHANCEMENT



Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

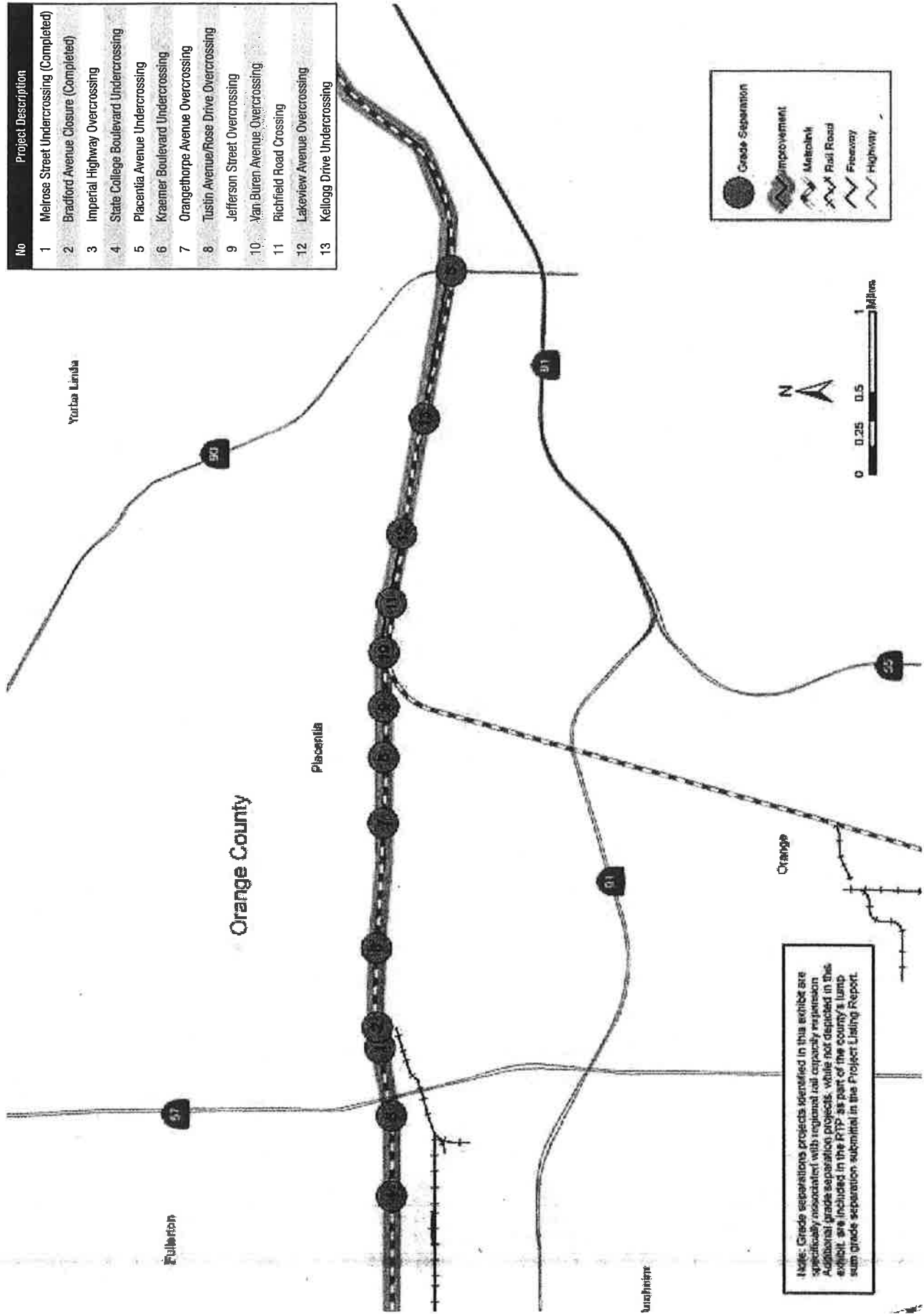
EXHIBIT 9 GRADE SEPARATION PROJECTS IN LOS ANGELES COUNTY



No	Project Description
1	Nogales Street/SP - Industry (Completed)
2	Ramona Boulevard/SP - El Monte
3	East End Avenue/SP&UP - Pomona
4	Reservoir Street/SP&UP - Pomona
5	Temple Avenue/SP - Pomona
6	Brea Canyon Road/UP - Industry
7	Sunset Avenue/SP - Industry
8	Baldwin Avenue/SP - El Monte
9	Nogales Street/UP - Industry
10	Valley Boulevard/SP - Los Angeles
11	Passons Boulevard/BNSF - Pico Rivera
12	Valley View Avenue/BNSF - Santa Fe Springs
13	Rosecrans Avenue/BNSF - Santa Fe Springs/Gateway
14	Norwalk/BNSF - Santa Fe Springs
15	Durfee Avenue/UP - Pico Rivera
16	San Gabriel Trench - San Gabriel
17	Turnbull Canyon Road/UP - Industry
18	Rose Hills/UP - Industry
19	Puente Avenue/SP - Industry
20	Fairway Drive/SP - Industry
21	Fairway Drive/UP - Industry
22	Montebello Boulevard/UP - Montebello
23	Fullerton Road/SP - Industry
24	Temple Avenue/SP - Industry
25	Lemon Avenue/SP - Industry
26	Brea Canyon Road/SP - Industry
27	San Antonio Avenue/SP&UP - Pomona
28	Lower Azusa Road/SP - Temple City
29	Fullerton Road/UP - Industry
30	Hamilton Boulevard/SP&UP - Pomona
31	Park Avenue/SP&UP - Pomona
32	Temple City Boulevard/SP - El Monte
33	California Avenue/SP - Industry
34	Walnut Grove Avenue/SP - Rosemead
35	Lemon Avenue/UP - Industry
36	Vineland Avenue/SP - Industry
37	Arden Drive/SP - El Monte
38	Palomares Street/SP&UP - Industry
39	Palomares Street/SP&UP - Pomona
40	Coppswell Road/SP - El Monte

Note: Grade separations identified in this exhibit are specifically associated with regional rail capacity expansion jurisdictional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump sum grade separation submittal in the Project Listing Report.

EXHIBIT 10 GRADE SEPARATION PROJECTS IN ORANGE COUNTY

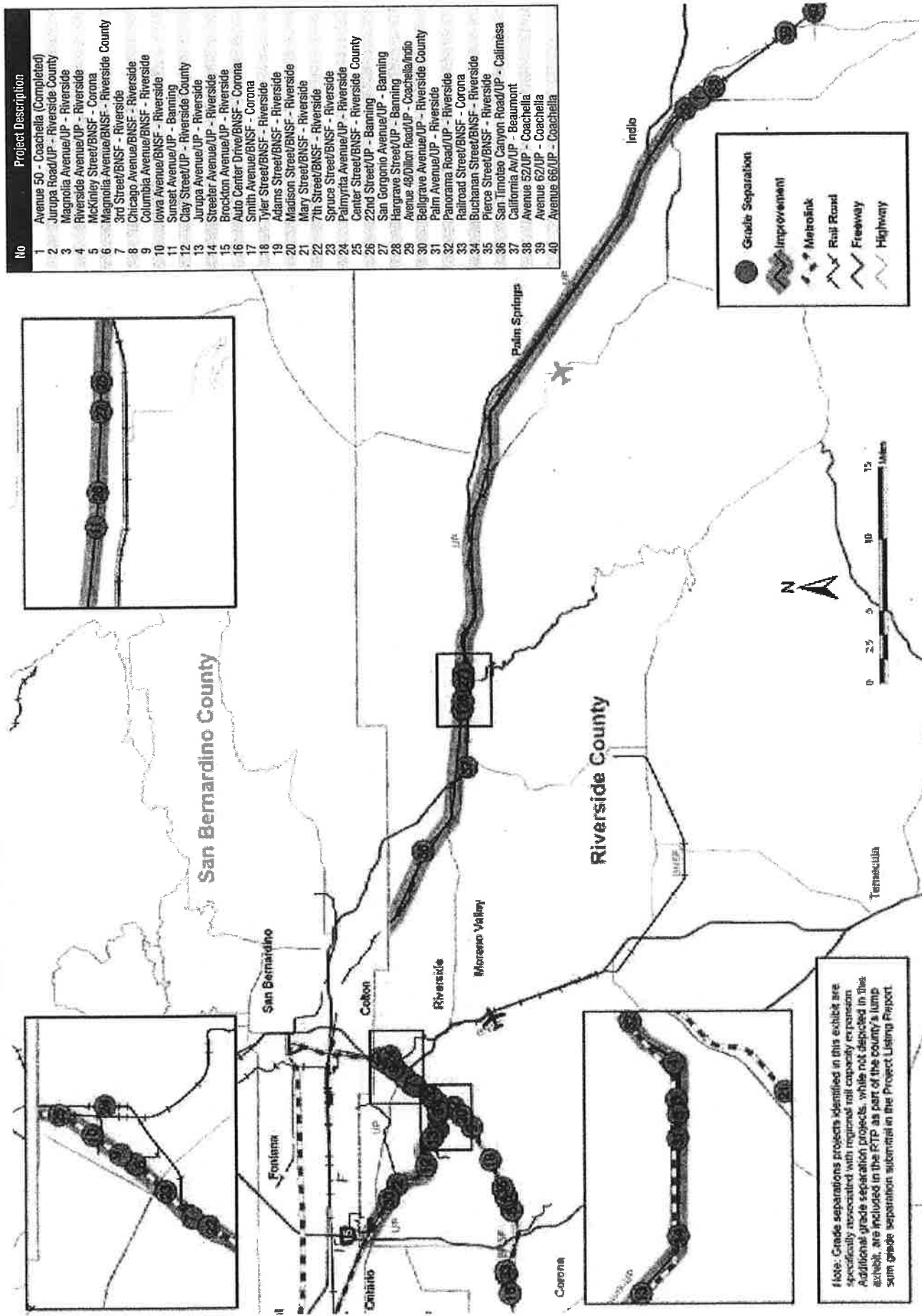


No	Project Description
1	Melrose Street Undercrossing (Completed)
2	Bradford Avenue Closure (Completed)
3	Imperial Highway Overcrossing
4	State College Boulevard Undercrossing
5	Placentia Avenue Undercrossing
6	Kraemer Boulevard Undercrossing
7	Orangethorpe Avenue Overcrossing
8	Tustin Avenue/Rose Drive Overcrossing
9	Jefferson Street Overcrossing
10	Van Buren Avenue Overcrossing
11	Richfield Road Crossing
12	Lakeview Avenue Overcrossing
13	Kellogg Drive Undercrossing

Note: Grade separations projects identified in this exhibit are specifically associated with regional rail capacity expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump sum grade separation submittal in the Project Listing Report.

Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

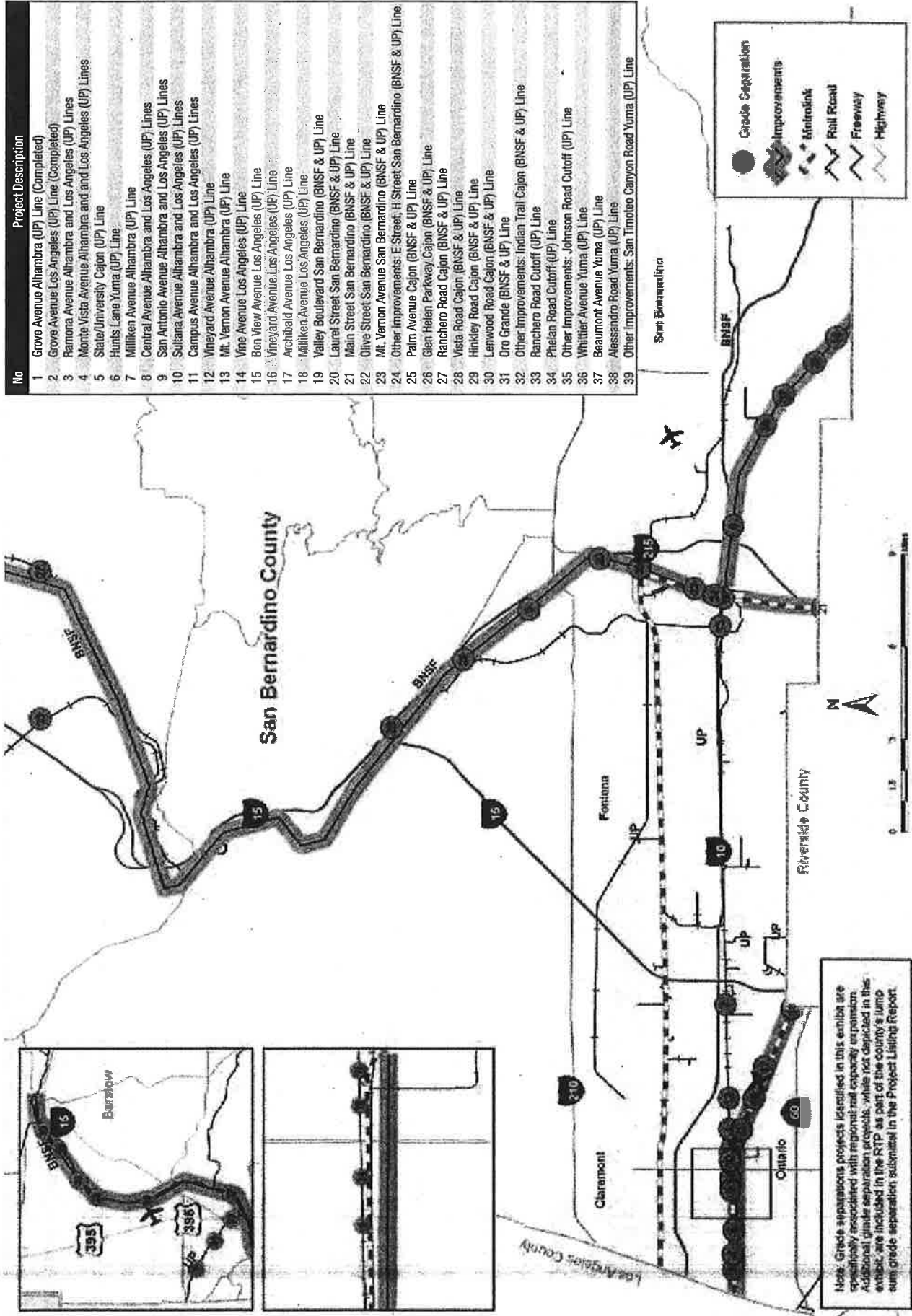
EXHIBIT 11 GRADE SEPARATION PROJECTS IN RIVERSIDE COUNTY



Note: Grade separations projects identified in this exhibit are specifically associated with regional rail capacity expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump sum grade separation submittal in the Project Listing Report.

Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

EXHIBIT 12 GRADE SEPARATION PROJECTS IN SAN BERNARDINO COUNTY



No	Project Description
1	Grove Avenue Alhambra (UP) Line (Completed)
2	Grove Avenue Los Angeles (UP) Line (Completed)
3	Ramona Avenue Alhambra and Los Angeles (UP) Lines
4	Monte Vista Avenue Alhambra and Los Angeles (UP) Lines
5	State/University Cajon (UP) Line
6	Hunts Lane Yuma (UP) Line
7	Milliken Avenue Alhambra (UP) Line
8	Central Avenue Alhambra and Los Angeles (UP) Lines
9	San Antonio Avenue Alhambra and Los Angeles (UP) Lines
10	Sullana Avenue Alhambra and Los Angeles (UP) Lines
11	Campus Avenue Alhambra and Los Angeles (UP) Lines
12	Vineyard Avenue Alhambra (UP) Line
13	Mt. Vernon Avenue Alhambra (UP) Line
14	Vine Avenue Los Angeles (UP) Line
15	Bon View Avenue Los Angeles (UP) Line
16	Vineyard Avenue Los Angeles (UP) Line
17	Archibald Avenue Los Angeles (UP) Line
18	Milliken Avenue Los Angeles (UP) Line
19	Valley Boulevard San Bernardino (BNSF & UP) Line
20	Laurel Street San Bernardino (BNSF & UP) Line
21	Main Street San Bernardino (BNSF & UP) Line
22	Olive Street San Bernardino (BNSF & UP) Line
23	Mt. Vernon Avenue San Bernardino (BNSF & UP) Line
24	Other Improvements: E Street, H Street San Bernardino (BNSF & UP) Line
25	Palm Avenue Cajon (BNSF & UP) Line
26	Glen Helen Parkway Cajon (BNSF & UP) Line
27	Ranchero Road Cajon (BNSF & UP) Line
28	Vista Road Cajon (BNSF & UP) Line
29	Hinkley Road Cajon (BNSF & UP) Line
30	Lenwood Road Cajon (BNSF & UP) Line
31	Oro Grande (BNSF & UP) Line
32	Other Improvements: Indian Trail Cajon (BNSF & UP) Line
33	Ranchero Road Cutoff (UP) Line
34	Phelan Road Cutoff (UP) Line
35	Other Improvements: Johnson Road Cutoff (UP) Line
36	Whittier Avenue Yuma (UP) Line
37	Beaumont Avenue Yuma (UP) Line
38	Alessandro Road Yuma (UP) Line
39	Other Improvements: San Timoteo Canyon Road Yuma (UP) Line

Note: Grade separations projects identified in this exhibit are specifically associated with regional rail company expansion. Additional grade separation projects, while not depicted in this exhibit, are included in the RTP as part of the county's lump sum grade separation submittal in the Project Listing Report.

Source: Southern California Association of Governments, ESRI StreetMap USA, TeleAtlas

TABLE 14 SBD CAPACITY SHARED GUIDEWAY WITH PASSENGER SERVICE - 9.2M TEU

	Operating Period				Potential Capacity					
	Hr/Day		Trains/Hr/Direction		Trains/Day/Direction		Per Day and Direction		Per Year and Direction (24/7 Operation)	
	Passenger	Freight	Passenger	Freight	Passenger	Freight	Passenger	Freight		
Peak	8	6	6	6	48	48	20 ft	40 ft	TEU	
Off-Peak	10	3	9	9	30	90	96	1,824	3,744	
Night	2	0	12	12	0	24	180	3,420	7,020	
Maintenance	4	0	0	0	0	0	48	912	1,872	
Total	24	9	27	27	78	162	324	6,156	12,636	
Total Passengers/Freight in Both Directions							648	12,312	25,272	9,224,280

Source: IBI Group

GOODS MOVEMENT HIGH SPEED RAIL TRANSPORT (HSRT) FOR FREIGHT

The region is also exploring new HSRT systems that may provide greater throughput and reliability with near zero emissions. A recent analysis carried out by the IBI Group considered the application of a HSRT system for the movement of containers (logistics and systems technology) to and from the SPB ports. The HSRT container movement system would provide a high capacity, fast, efficient, and environmentally sensitive method of moving containerized cargo from the Ports to inland port facilities in San Bernardino. The HSRT system capitalizes on the inherent savings of multiple uses on a single infrastructure by operating on shared alignments with a HSRT passenger system. The technology permits operation of HSRT freight vehicles on a shared guideway with passenger vehicles even during peak hour service. Freight vehicle trips can be interspersed with passenger trips while still meeting required passenger vehicle headways. Additionally, full utilization of the freight line can be achieved during the passenger system's off-peak hours.

The freight component of the HSRT system would begin at the Ports and connect to the Initial Operating Segment (IOS) at a point just east of Los Angeles Union Passenger Terminal. The assumed alignment would run north-south

and follow a route parallel to the I-710/Alameda Corridor. After connecting to the IOS and other segments, the freight-only service would be interspersed with passenger service.

Table 14 shows current estimates, which indicate that a HSRT container movement system is capable of moving over 25,272 containers per day or over 9.2 million TEUs annually. The total freight component is estimated to cost nearly \$18 billion in nominal dollars.

INLAND PORT STRATEGY

The region is confronting serious long-term freight mobility issues. Straight-forward capacity increases that worked in the past - more highways, larger ports - are not enough for the future and may endanger the environment, tax the budget, and impact communities. Inland ports and related initiatives have been proposed as solutions to freight mobility issues. An inland port would be located further away from the Ports with transportation systems other than existing freight corridors moving goods between the Ports and the inland port. The broad potential benefits of an inland port include facilitating goods movement, encouraging economic development, reducing traffic congestion, and promoting regional objectives. The development of

inland ports is also critical to the HSRT system. Based on studies conducted by SCAG, development of inland ports served by rail shuttle trains would reduce net truck VMT, lower net emissions, and encourage efficient patterns of industrial development and land use. Establishment of inland port facilities would require ongoing operating subsidies along with significant capital investment. Implementation of an inland port/rail shuttle facility would require identification of a target market, securing of sites, improvements in the existing port rail network, and cooperation with railroads. The Inland Empire area has been recognized as the most promising location for an inland port facility to address existing goods movement needs due to current demand and infrastructure. However, land availability in the area for an inland port facility is rapidly decreasing. This suggests that more suitable candidates for a future inland port facility may be found in areas where land scarcity is not a pressing concern—areas such as Barstow, Victorville, and North Los Angeles County. However, inland port facilities and associated costs need to be further evaluated.

Next Steps

SCAG strives to ensure quality of life beyond the 2008 RTP as reflected by its ongoing efforts to identify innovative solutions for the region's goods movement system. Several projects have been included in the RTP's Strategic Plan for feasibility analyses and to promote a long-term policy dialogue regarding potential solutions to the region's goods movement challenges.

These strategic projects include an extensive network of dedicated lanes for clean technology trucks, an extension of planned HSRT, establishment of inland port facilities at strategic locations, and freight rail electrification. In addition to these efforts, SCAG is currently preparing two regionally significant studies. One study would be a careful evaluation of regional goods movement system and potential implementation strategies. The other focuses on pricing mechanisms and identification of reliable financing sources for the entire system, including goods movement projects of regional significance.

Finding solutions to many of the problems faced by the region will require the involvement of stakeholders from both the public and private sectors. Private entities have recognized the challenges related to goods movement in the region and are increasingly embarking upon efforts to improve system efficiency. One example has been UP's plan to modernize ICTF, which would double this facility's capacity while at the same time improving operational efficiency and environmental standards. The BNSF has also proposed developing a privately funded near-dock facility called SCIG, which is projected to accommodate increasing trade volumes while also reducing truck traffic on the I-710.

Goods movement is a vital component of the region's transportation system as well as the economy. Based upon trends identified in this RTP, it is evident that growth in this sector will continue to have lasting impacts upon the region, its transportation systems, and the environment. By pursuing best suited solutions and collaborating with stakeholders, SCAG will continue working to develop a better future for goods movement systems in the region.

Appendix A: Comparison of Port Truck Volumes to Total Daily Truck Volumes on Regional Roadways, Year 2003

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-110	PCH to Sepulveda	148,000	9,900	7,810	6.7%	78.9%
	Sepulveda to I-405	226,000	11,900	7,335	5.3%	61.6%
	I-405 to SR-91	266,000	23,900	6,015	9.0%	25.2%
	SR-91 to I-105	247,000	17,800	4,680	7.2%	26.3%
	I-105 to I-10	324,000	15,900	2,485	4.9%	15.6%
I-710	PCH to Willow	146,000	25,400	23,900	17.4%	94.1%
	Willow to I-405	161,000	27,100	23,235	16.8%	85.7%
	I-405 to SR-91	186,000	31,400	20,045	16.9%	63.8%
	SR-91 to I-105	227,000	38,300	15,315	16.9%	40.0%
	I-105 to I-5	237,000	34,600	11,685	14.6%	33.8%
I-405	I-5 to SR-60	199,000	24,200	1,025	12.2%	4.2%
	SR-60 to I-10	132,000	11,300	845	8.6%	7.5%
	I-605 to I-710	289,000	15,700	1,875	5.4%	11.9%
	I-710 to I-110	283,000	15,400	2,965	5.4%	19.3%
	I-110 to SR-91	270,000	14,600	1,960	5.4%	13.4%
SR-91	SR-91 to I-105	294,000	12,100	1,810	4.1%	15.0%
	I-105 to I-10	310,000	12,800	1,590	4.1%	12.4%
	SR-57 to I-5	250,000	21,800	1,135	8.7%	5.2%
	I-5 to I-605	283,000	39,900	1,470	14.1%	3.7%
	I-605 to I-710	263,000	37,100	2,870	14.1%	7.7%
I-105	I-710 to I-110	212,000	13,700	1,385	6.5%	10.1%
	I-110 to I-405	67,000	1,500	195	2.2%	13.0%
	I-605 to I-710	212,000	18,800	2,800	8.9%	14.9%
	I-710 to I-110	231,000	14,700	1,605	6.4%	10.9%
	I-110 to I-405	243,000	13,800	390	5.7%	2.8%

Highways	Segments	Total Daily Vehicle Volume	Total Daily Truck Volume	Daily Port Truck Volume	Total Trucks as % of Total Vehicle Volume	Port Trucks as % of Total Truck Volume
I-5	SR-57 to SR-91	223,000	21,400	225	9.6%	1.1%
	SR-91 to I-605	199,000	18,600	160	9.3%	0.9%
	I-605 to I-710	249,000	23,200	195	9.3%	0.8%
SR-60	I-710 to SR-60	267,000	20,600	1,800	7.7%	8.7%
	SR-60 to I-10	247,000	20,400	710	8.3%	3.5%
I-105	SR-57 to I-605	265,000	23,200	1,560	8.8%	6.7%
	SR-57 to I-605	259,000	18,100	1,775	7.0%	9.8%
	I-605 to I-710	234,000	14,200	585	6.1%	4.1%
I-605	I-710 to I-5	254,000	9,000	190	3.5%	2.1%
	SR-60 to I-110	284,000	21,600	300	7.6%	1.4%
	I-405 to SR-91	245,000	11,300	20	4.6%	0.2%
SR-57	I-105 to I-5	297,000	41,900	4,100	14.1%	9.8%
	I-5 to SR-60	265,000	37,400	3,825	14.1%	10.2%
	SR-60 to I-10	224,000	26,800	1,815	12.0%	6.8%
SR-60 to I-10	I-5 to SR-91	276,000	18,800	10	6.8%	0.1%
	SR-91 to SR-60	296,000	23,400	135	7.9%	0.6%
		139,000	9,100	40	5.8%	0.5%

Source: "Baseline Transportation Study", Port of Los Angeles, 2004; Caltrans Truck Volumes 2004 (Year 2003 data).

Appendix B: Truck-involved Traffic Collisions in Southern California

This section summarizes key findings of truck-involved traffic collisions in Southern California by using the Statewide Integrated Traffic Records System (SWITRS) data. The results include historical trends analysis (1996 – 2005) and characteristics of collisions involving trucks in 2005.

TABLE B1 TRUCK-INVOLVED FATAL COLLISIONS (1996 – 2005)

County/Region/State	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Imperial	4	5	8	5	8	9	3	6	8	3
Los Angeles	65	70	54	48	63	72	55	56	60	50
Orange	10	16	10	15	9	14	12	14	15	15
Riverside	21	25	28	27	25	20	21	28	30	22
San Bernardino	29	36	32	36	34	27	28	29	36	34
Ventura	6	7	6	3	4	5	7	9	6	2
SCAG Region	135	159	138	134	143	147	126	142	155	126
Percent of CA	36%	44%	40%	40%	39%	41%	37%	42%	45%	37%
California, excluding SCAG region	238	205	205	200	223	215	219	197	187	217
California	373	364	343	334	366	362	345	339	342	343

TABLE B2 TRUCK-INVOLVED INJURY COLLISIONS (1996 - 2005)

County/Region/State	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Imperial	61	63	71	57	43	55	42	54	50	46
Los Angeles	2,520	2,375	2,307	2,428	2,446	2,511	2,344	2,338	2,087	2,210
Orange	524	544	563	537	560	487	449	461	497	524
Riverside	337	370	404	412	429	441	455	544	562	558
San Bernardino	614	614	626	693	633	692	679	755	781	703
Ventura	134	166	141	136	143	155	166	151	124	133
SCAG Region	4,190	4,132	4,112	4,263	4,254	4,341	4,135	4,303	4,101	4,174
Percent of CA	50%	49%	49%	49%	49%	50%	50%	52%	52%	53%
California, excluding SCAG region	4,158	4,289	4,335	4,360	4,441	4,388	4,095	3,938	3,848	3,636
California	8,348	8,421	8,447	8,623	8,695	8,729	8,230	8,241	7,949	7,810

TABLE B3 PERCENTAGE OF TRUCK-INVOLVED COLLISIONS, 2005

County/Region/State	Fatal	Injury	Property-Damage-Only	Total
Imperial	7.7%	7.0%	11.7%	9.8%
Los Angeles	7.2%	3.8%	7.6%	6.2%
Orange	7.9%	3.3%	6.1%	5.1%
Riverside	7.3%	5.4%	8.4%	7.3%
San Bernardino	9.4%	6.5%	9.3%	8.4%
Ventura	3.2%	3.1%	5.0%	4.3%
SCAG Region	7.6%	4.2%	7.6%	6.3%
California, excluding SCAG region	10.0%	3.7%	6.5%	5.5%
California	9.0%	3.9%	7.0%	5.9%

TABLE B4 TYPES OF TRUCK-INVOLVED COLLISIONS, 2005

County/Region/State	Fatal	Injury	Property-Damage-Only	Total
	Collisions	Collisions	Collisions	Collisions
	Percent	Percent	Percent	Percent
Imperial	3	47	114	164
Los Angeles	50	2,229	7,077	9,356
Orange	15	531	1,608	2,155
Riverside	22	571	1,495	2,088
San Bernardino	34	721	2,065	2,820
Ventura	2	134	366	502
SCAG Region	126	4,233	12,726	17,085
California, excluding SCAG region	217	3,577	10,537	14,331
California	343	7,810	23,263	31,416

TABLE B5 TOP TWENTY HIGHWAYS WITH MOST TRUCK-INVOLVED COLLISIONS, 2005

Rank	Primary Road	Collisions	Percent
1	RT 10	1,571	9.2%
2	RT 5	1,548	9.1%
3	RT 15	946	5.5%
4	RT 60	938	5.5%
5	RT 405	725	4.2%
6	RT 91	725	4.2%
7	RT 101	549	3.2%
8	RT 710	545	3.2%
9	RT 215	432	2.5%
10	RT 210	420	2.5%
11	RT 605	418	2.4%
12	RT 57	305	1.8%
13	RT 110	262	1.5%
14	RT 118	145	0.8%
15	RT 14	142	0.8%
16	RT 105	127	0.7%
17	RT 40	106	0.6%
18	RT 55	95	0.6%
19	RT 22	91	0.5%
20	RT 134	85	0.5%
Top 20 Routes Total		10,175	60%
Grand Total		17,085	100%

TABLE B6 TYPE OF TRUCK-INVOLVED COLLISIONS, 2005

Type of Collision	Collisions	Percent
Sidewipe	7,314	43%
Rear End	5,175	30%
Hit Object	1,747	10%
Broadside	1,706	10%
Overtuned	365	2%
Head-On	265	2%
Vehicle/Pedestrian	60	0.4%
Other	453	3%
Total	17,085	100%

TABLE B7 CONTRIBUTING FACTORS OF TRUCK-INVOLVED COLLISIONS

Violation Category	Collisions	Percent
Unsafe Speed	4,417	25.9%
Unsafe Lane Change	4,186	24.5%
Improper Turning	3,305	19.3%
Other Than Driver (or Pedestrian)	821	4.8%
Automobile Right of Way	740	4.3%
Improper Passing	477	2.8%
Driving Under the Influence of Alcohol or Drug	459	2.7%
Other Hazardous Violation	443	2.6%
Other Equipment	348	2.0%
Traffic Signals and Signs	335	2.0%
Following too Closely	235	1.5%
Wrong Side of Road	228	1.3%
Other Improper Driving	122	0.7%
Brakes	94	60.0%
Pedestrian Violation	32	20.0%
Hazardous Parking	27	20.0%
Impeding Traffic	20	10.0%
Lights	15	10.0%
Pedestrian Right of Way	8	0.05%
Fell Asleep	5	0.03%
Not Stated	228	1.3%
Unknown	522	3.1%
Total	17,085	100.0%

FIGURE B1 PERCENT OF TRUCK-INVOLVED AND PASSENGER-CAR-ONLY COLLISIONS BY HOUR

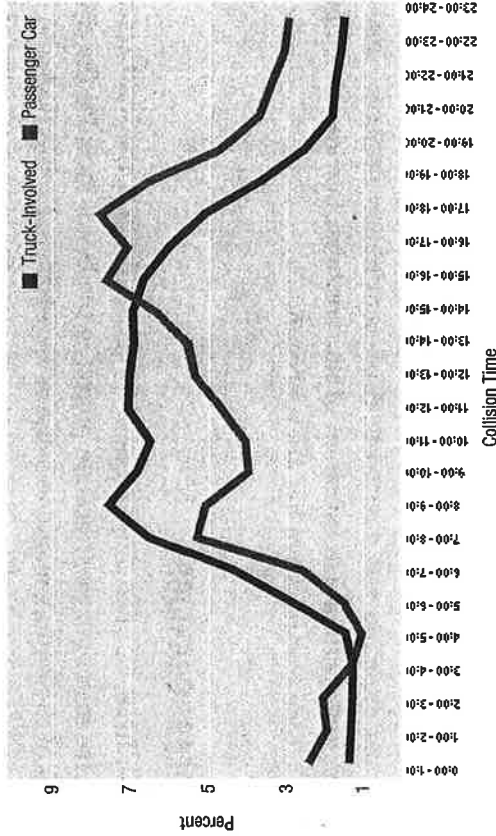
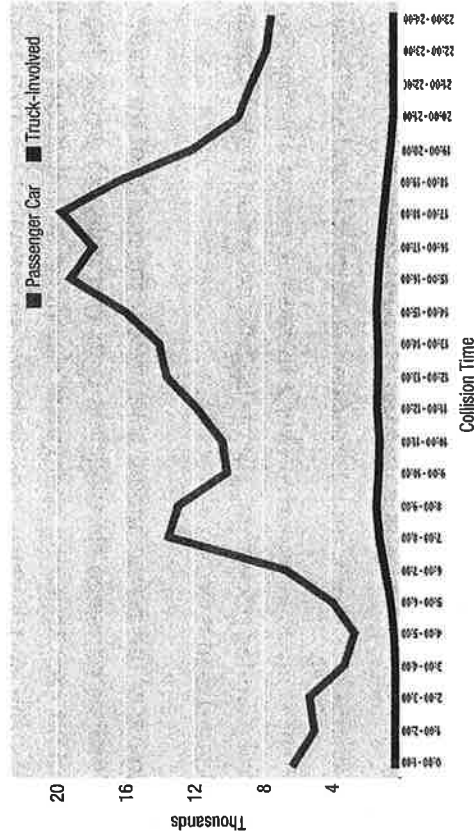


FIGURE B2 TRUCK-INVOLVED AND PASSENGER-CAR-ONLY COLLISIONS BY HOUR



Appendix C: Freight Rail Electrification Report of Findings

Memorandum

From: Cambridge Systematics

Date: August 24, 2007

As part of an effort to target clean technology investments and reduce emissions from freight rail movements in the Los Angeles Basin, the Southern California Association of Governments (SCAG) performed a preliminary evaluation of alternative scenarios for freight rail electrification and locomotive upgrades. The findings were included in the Freight Rail Emission Reduction Discussion Paper, an internal draft document dated July 17, 2007. Three of the scenarios involve rail electrification alone; the remaining two scenarios involve upgrades to lower emission diesel locomotives to reduce emissions.

Following the issuance of the discussion paper, SCAG commissioned System Metrics Group, Inc. and its subcontractor Cambridge Systematics, Inc. to conduct a study to:

- Obtain updated electrification infrastructure and electric locomotive costs vis-à-vis the Southern California Accelerated Rail Electrification Study (1992) prepared for the Southern California Regional Rail Authority (SCRRRA), from which costs were derived for the 2007 discussion paper;
- Estimate electrification implementation time, including what can be accomplished by 2014; and
- Estimate electric power consumption, in order to determine emissions from incremental power generation (a separate study).

These objectives are intended to support SCAG's overall goal of assessing the feasibility of implementing freight rail electrification to contribute to significant regional emission reductions by 2014.

Three electrification scenarios for the Los Angeles Basin described in the SCRRRA 1992 study are the focus of the current feasibility assessment. The scenarios are as follows:

1. Scenario 1 – Primary East/West Freight Line Electrification from the Ports of Los Angeles and Long Beach to Colton and San Bernardino;
2. Scenario 2 – Electrification Extension to Barstow and Indio; and
3. Scenario 3 – Electrification Extension to Chatsworth and San Fernando.

The current study was conducted over a three-week period and represents a high level planning assessment. The findings do not reflect engineering analysis or detailed field reviews.

The purpose of this memorandum is to present the results of the study. The results include estimated electrification costs (per mile, per electric locomotive, and for each scenario), appropriate electrification milestones and their durations, and electric power consumption associated with electrified rail.

ELECTRIFICATION COSTS

The initial object of investigation was the cost of electrifying existing rail line per mile. The unit electrification infrastructure cost and the cost of an electric locomotive (described later) allow us to estimate the scenario costs. At the outset, our attention was directed to two electrification projects: Northeast Corridor and Caltrain. Electrification of the Northeast Corridor is complete, while Caltrain electrification has not yet begun.

NORTHEAST CORRIDOR

The Northeast Corridor Improvement Project (NECIP) is the most recently completed major rail electrification project in the U.S. It included the electrification of the Amtrak mainline between New Haven, Connecticut and Boston, a distance of 157 miles. The project extended the electrified railroad that already existed between Washington, DC and New Haven, where previously electric locomotives were switched for diesel-powered locomotives for the trip

to Boston. Electrification began in July 1996 and was completed in July 2000 (the date commonly given for completion, but see the next paragraph), about three years later than scheduled. The NEC provides primarily passenger services, with freight service provided through trackage rights.

The cost of electrifying the New Haven – Boston line is variously reported, ranging from \$680 million in 2000 to \$727 million in 2003, exclusive of electric locomotives acquired for the electrified operations. In 2000 most of the electrification work had been completed, but several work elements remained. Hence, between 2000 and 2003 costs to electrify the line were still accruing. Overall, the estimated cost of electrification increased from \$300 million in 1992 to \$727 million in 2003.

Electrification costs for the New Haven – Boston line included only the installation of an electrical system between the two points, covering construction work, such as the overhead catenary system and electrical substations and facilities, related to electrifying the line. The catenary system delivers 25kV AC electrical power to the locomotive for traction (movement).

Generally, what constitutes electrification costs will vary depending on how costs are tracked and reported. Variables include trackage, signal systems, grade separations, and construction of terminals, yards, bridges, and tunnels, in addition to the electrical system itself. As stated, for the NECIP, only the electrical system was included in the costs of electrification.

The New Haven – Boston electrification project was fraught with difficulties that caused both delays and cost overruns, including changed electrification contractors in 1995 when the original contractor went out of business, unanticipated and difficult working conditions in the Boston area due to the Central Artery Project (“Big Dig”), and various contractor problems. Amtrak reportedly documented numerous instances in which the contractor did not have the necessary equipment, personnel, and/or supplies in place to conduct work in a timely fashion, causing relocation of electrification work and unanticipated need for safety protection measures.

CALTRAIN

Caltrain plans to electrify its commuter rail line between San Francisco and San Jose (Tamien station), a distance of 52 miles, at a cost of \$471 million. Electric rolling stock will be acquired at an additional cost. Two options are being considered: electric locomotives combined with new or overhauled, non-powered passenger cars, or electric multiple units (commonly called EMUs), self-propelled passenger power cars. Electrification is scheduled for completion in 2012.

Electrification components of the San Francisco – San Jose line include an electrical system that will provide 25kV AC electrical power through an overhead catenary system and infrastructure modifications for compatibility with the electrical system. (Recall that for the Northeast Corridor such infrastructure modifications were not counted in the costs of electrification.)

- **Electrical system.** This includes electrical facilities (electric power supply substations and switching stations), overhead catenary system to distribute power to the trains, and supervisory control of the electrical facilities and wayside switches.
- **Infrastructure modifications.** Some infrastructure modifications are necessary to facilitate the construction of and compatibility with the electrification system. These include modifications to signals, communications, track, and grade crossings. For example, tracks may need to be shifted or lowered to allow foundations for poles supporting the overhead catenary system to be installed or for the overhead wires to be run under bridges; grade crossing warning devices may need to be upgraded; and signal changes may be required to the wayside signals and track circuit.

The line between San Francisco and San Jose is primarily two tracks, similar to the Northeast Corridor, and like the latter, will deliver 25kV AC electrical power through overhead wires. In the U.S., 12.5kV and 25kV are commonly used, with 25kV considered to be the preferred system for high speed and long distance operations. The 25kV AC configuration is considered to be the “mod-

ern" way of electrifying a railroad line, and is used in the United Kingdom, France, Taiwan, and other countries.

Caltrain is implementing a number of capital improvement projects deemed necessary to facilitate the transition to electrified rail operations and to enable increased service levels. The projects and estimated costs (in 2006 dollars) are shown in the table below.

Capital Improvement	Electric Locomotives Option
State of Good Repair Projects (a)	\$425 M
Rolling Stock Replacement	\$296 M
Platform Modifications - Level Boarding	\$190 M
Enhancement Projects (b)	\$854 M
Electrification	\$471 M
Positive Train Control (c)	\$30 M
Fleet Expansion and Infrastructure	\$598 M
Total of Capital Improvement Costs	\$2,864 M

M - Millions

Source: Peninsula Corridor Joint Powers Board, Project 2025, November 30, 2006, page 30.

(a) Replacement and rehabilitation of equipment and infrastructure that have reached the end of their "useful" life or require rehabilitation.

(b) Construction of new terminals, yards and maintenance or storage facilities, and grade separations.

(c) Signal system that among other functions determines and displays the location of all trains within a specific area. The new level of performance will maximize the capacity potential of electrification.

As stated earlier, Caltrain electrification costs per se include the installation of the electrical system and implementation of necessary associated infrastructure modifications. Other improvements (as shown in the table), however related to electrification, are included under different cost categories.

INFRASTRUCTURE

Of primary interest was the calculation of the unit cost of the electrification infrastructure (as opposed to rolling stock), in the form of cost per route mile. The table below lists the derived costs (in millions of dollars) for the electrified

New Haven - Boston (Northeast Corridor) line and the San Francisco - San Jose (Caltrain) line that is yet to be electrified.

Rail Line	Cost/Route Mile (Year)	Cost/Route Mile in 2007 Base on Consumer Price Index	Cost/Route Mile in 2007 Based on 6% Increase per Year
New Haven - Boston, NEC	\$4.63 M (2003)	\$5.24 M	\$5.85 M
San Francisco - San Jose, Caltrain	\$9.06 M (2007)	\$9.06 M	\$9.06 M

M - Millions

Unit costs in 2007 dollars are considerably different between the Northeast Corridor and Caltrain. Possible reasons for the difference include the following:

- Caltrain costs include infrastructure modifications directly related to electrification as well as the electrical system. NEC costs pertain to the electrical system only, and it was not possible within the scope of this study to ascertain the additional amount that could be attributed to comparable infrastructure modifications.
- Caltrain electrification will require considerable night and weekend work because of the large number of trains that run daily (almost 100), whereas fewer trains (26 trains at the outset) were running when Amtrak electrified the New Haven - Boston line.
- Raw materials (copper, steel, and concrete in particular) costs have experienced "steep" increases in recent years.
- Given the much longer NEC line, economies of scale could have lowered total NEC costs.
- Caltrain costs are estimated expenditures; NEC costs are already expended.

A review of the literature revealed no other concrete electrification projects in the U.S. from which to derive comparative projected costs.

It is recommended that the Caltrain cost of \$9.06 million per mile be used to produce estimated costs for the Los Angeles Basin railroad electrification

scenarios (identified on pages 1-2). Many similar infrastructure modifications would be required for Southern California as for Caltrain.

In fact, electrification costs in the SCRRRA 1992 study included at least some, if not all, of the infrastructure modifications included in Caltrain electrification costs. The lower NEC unit cost would certainly be higher (although to what degree is unknown) if some infrastructure modifications were included as in the Caltrain cost. Moreover, using the Caltrain cost incorporates regional cost assumptions (e.g., labor costs) that are applicable to the Southern California scenarios, in comparison to the NEC experience that began a decade ago.

The larger Caltrain unit cost is offered as the better high level planning tool.

ELECTRIC LOCOMOTIVE

Capital costs of electrification also include electric locomotives which propel trains of nonpowered trailer cars. The electric locomotive is powered by electricity from an external source such as an overhead line. If Caltrain selects the electric locomotive option (as opposed to EMUs, as described earlier), the Bombardier ALP 46 electric locomotive will be deployed. The ALP 46 is the newer of the two major electric locomotives in use in the U.S. It is used by New Jersey Transit on the Northeast Corridor.

Cost of the ALP 46 electric locomotive is approximately \$5.5 million. In comparison, a diesel freight locomotive is reported by the Electro-Motive Division (EMD) of General Motors to cost \$2.2 million (SD-70M-2 DC locomotive).

LOS ANGELES BASIN SCENARIOS

Electrification and electric locomotive costs were produced for the three scenarios using the unit infrastructure cost of \$9.06 million per mile and locomotive cost of \$5.5 million. The results are shown in the table below.

Scenario	Mileage	Cost of Electrification	Number of Electric Locomotives	Cost of Electric Locomotives	Total cost
1 - Primary East/West Freight Line - Ports to Colton & San Bernardino	250 Miles	\$2.27 B	360	\$1.98 B	4.25 B
2 - Extension to Barstow & Indio	170 Miles	\$1.54 B	360	\$1.98 Billion	\$3.52 B
3 - Extension to Chatsworth and San Fernando	40 Miles	\$0.36 B	55	\$0.36 B	\$0.66 B
Total, All Scenarios	460 Miles	\$4.17 B	775	\$4.26 B	\$8.43 B

B - Billions

The total cost of the three scenarios based on the new unit and locomotive costs is 31 percent greater than the total cost proposed in SCAG's 2007 discussion paper (\$6.43 billion), due in large part to the much higher number used for the electric locomotive (\$5.5 million compared to \$2.0 million).

In contrast, the figure used by SCAG for the cost of electrification was a derived cost of \$10.6 million per mile (based on the unit cost estimated in the SCRRRA 1992 study adjusted for six percent increase per year to 2007), which being higher than the \$9.06 million per mile used to produce the requirements shown in the table above, served to temper the increased locomotive costs.

ELECTRIFICATION MILESTONES AND DURATIONS

Implementation time for the scenarios also was a study objective, centered on what can be accomplished by 2014. The three scenarios are incremental. Therefore, implementation of Scenario 1 was the focus.

Caltrain sources provided the best information on applicable milestones and approximate durations that was accessible during this study. Information from the SCRRRA 1992 study was used to validate milestones and their durations that were identified from information provided by the Caltrain electrification project.

Electrification of the New Haven – Boston line (157 miles) required four years assuming 2000 is used as the completion date, yielding .31 month per mile, an arguably quick pace. Characteristics of the NEC electrification do not make it a realistic benchmark for extrapolating construction time. First, during construction relatively few trains were running and this minimized construction delays brought about by train operations. Second, the electrification timeline did not include infrastructure modifications, which were performed separately from the electrification per se. Caltrain electrification, on the other hand, will take place amidst almost 100 trains a day, and infrastructure modifications are a part of the electrification timeline. These characteristics contribute to a more realistic model for estimating construction time in the Los Angeles Basin.

As a result, a construction rate derived from the Caltrain projections will be used to estimate the construction time for Scenario 1. The rate equates to .69 month per mile based on the projected electrification of the 52-mile San Francisco – San Jose line in a three-year timeframe.

Scenario 1 comprises two railroads with three parallel lines. In order to accelerate the project schedule, work could be conducted concurrently on all three lines, instead of being conducted on each line sequentially, and time requirements would be drastically reduced. This is the premise behind the construction timeframe depicted in the table

below. The table shows milestones, rough estimates of durations of these milestones, and applicable years for the implementation of Scenario 1.

Scenario 1		
Milestone	Duration	Years
Preliminary Engineering and Institutional Processes (a)	3.0	2007-2009
Environmental Approvals (b)	1.5	2010-2011
Final Design	1.0	2011-2012
Procurement and Contract	0.5	2012
Construction (c)	5.2	2013-2017
Electrification Interface Testing: Locomotives	1.0	2018
Commissioning and Test		
Total	12.2	2007-2018

(a) Includes project definition, conceptual design, railroad and utility agreements, access rights, regulatory approvals, and full funding plan. Duration may potentially be reduced if consensus building can be accelerated.

(b) Includes a Request for Proposals (RFP) for environmental studies and environmental documentation. Duration may potentially be reduced if consensus building can be accelerated.

(c) Based on a construction rate of .69 month per mile as derived from Caltrain, San Francisco – San Jose projections (.69 months to electrify 52 miles), applied to the 90-mile Burlington Northern Santa Fe (BNSF) line in Scenario 1. Electrification of the two shorter Union Pacific (UP) lines will occur at the same time as the BNSF line. Construction includes overhead catenary system poles and wires, traction power substations, switching stations and paralleling stations; pantograph inspection platforms; associated infrastructure modifications; etc.

(d) Procurement and manufacture of locomotives occurs during construction.

Construction time of slightly over five years as shown in the table is an optimistic estimate. It requires the deployment of three full construction crews, one devoted to each of the parallel lines. The five-year estimate is based on the time needed to complete the longest line (90 miles).

It is more reasonable to assume that additional time will be needed. The railroads run freight trains 24 hours a day, seven days a week. Work has to be halted when the trains pass. In the Caltrain case, however, night work is productive because the passenger trains do not run 24 hours (making this an assumption of the Caltrain construction rate). Clearly, density and frequency

of train operations will help determine how much work can be accomplished during a 24-hour period.

How much time is associated with productivity, and any other, issues cannot be determined with any certainty. Seven years construction time may be a good, realistic estimate. This would push the completion of construction to about the end of 2019, and completion of testing to about the end of 2020. However, as noted previously, work must proceed on all three lines at the same time, requiring three crews and very possibly additional costs. Diversion of trains also may be necessary to allow work to proceed at an acceptable pace given that trains run 24x7.

ELECTRIC POWER CONSUMPTION

One of the benefits of an electrified system is the reduction of diesel emissions. The final study objective was to estimate electric power consumption per mile to support estimates of total annual power consumption and the associated emissions from the incremental power generation. The objective was limited to identifying unit consumption. Subsequent analysis will be conducted by SCAG or a third party.

According to the American Public Transportation Association (2007), "heavy rail" power consumption equates to 5.83 kilowatt hours per vehicle mile. Heavy rail, as opposed to light rail, is an electric railway that can support a heavy volume of traffic, is capable of high speed and/or rapid acceleration, and is primarily grade-separated.

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Appendix D: San Pedro Bay Port Goods Movement Strategies

The SPB ports are planning and developing specific strategies to increase capacity and enhance operational efficiency. At the same time, these strategies attempt to minimize the impacts of goods movement activities on the environment and public health.

ON-DOCK RAIL CAPACITY ENHANCEMENTS

Table D1 documents the growth in on-dock rail intermodal throughput compared to near-dock and off-dock intermodal throughput.

TABLE D1 EXISTING TRENDS IN SAN PEDRO BAY PORT ON-DOCK RAIL THROUGHPUT, AND COMPARISONS WITH NEAR-DOCK AND OFF-DOCK INTERMODAL THROUGHPUT TRENDS, 2003 TO 2006

TEU	2003	2004	2005	2006
On-Dock	1,885,642	2,369,853	2,934,850	3,801,892
Percent of Port Throughput	15.9%	18.1%	20.7%	24.1%
Near Dock	962,197	936,428	1,081,350	1,271,327
Percent of Port Throughput	8.1%	7.1%	7.6%	8.1%
Off-Dock	1,805,791	1,846,199	1,689,890	1,671,489
Percent of Port Throughput	15.3%	14.1%	11.9%	10.6%
Total Direct Intermodal	4,653,630	5,152,469	5,706,090	6,744,708
Percent of Port Throughput	39.3%	39.3%	40.2%	42.8%
Total Port Throughput	11,837,064	13,101,292	14,194,442	15,759,219

Source: San Pedro Bay Port Rail Study Update, December 2006

Table D2 lists projected on-dock intermodal throughput through 2030 based on planned on-dock rail investments at the Ports.

TABLE D2 PROJECTED SAN PEDRO BAY PORT ON-DOCK RAIL THROUGHPUT

(millions of TEU)	2010	2015	2020	2030
POLB	2.27	4.15	5.49	6.10
Percent of Port Throughput	23%	32%	32%	30%
POLA	2.79	4.33	6.25	6.84
Percent of Port Throughput	27%	31%	33%	31%
Total SPB	5.06	8.47	11.74	12.94
Percent of Port Throughput	25%	31%	32%	30%

Source: San Pedro Bay Port Rail Study Update, December 2006

An on-dock rail capacity enhancement strategy at the Ports will be crucial in addressing critical landside capacity constraints and environmental issues in the region. Key constraints and issues include the following: 1) lack of capacity at off-dock intermodal yards; 2) congestion and safety issues on port access routes; and 3) air quality impacts from port truck traffic.

A report by the California Marine and Intermodal Transportation System Advisory Council (CALMITSAC) observes that recent trends in increased on-dock rail activity at the Ports can be partly attributed to the imposition of quotas by BNSF at the Hobart off-dock intermodal yard. The Hobart yard has eliminated free time, with the imposition of a \$150 per day demurrage fee for containers. It has been estimated that transload and domestic cargo will exceed off-dock rail yard capacity by the 2010-2015 timeframe.

REDUCTION IN TRUCK TRIPS AND TRUCK VMT

The Port Truck Trip Reduction Strategies study analyzed the impact of increased on-dock rail on truck trips on four major access roadways around the Ports (I-710, I-110, SR-103, and Alameda Street). In one approach, baseline scenarios for 2010 and 2030, which already include on-dock rail investment, were compared against revised baseline scenarios for these years, which assumed on-dock rail capacity to be capped at 2005 levels. The study demonstrated reductions in truck traffic on these roadways and total truck VMT attributable to on-dock rail investments. Tables D3 and D4 highlight reductions

in truck traffic for 2010 and 2030 in baseline scenarios compared to alternative baselines (assuming 2005 on-dock capacity). Significant truck traffic and peak hour congestion reductions are shown in Table D4.

TABLE D3 IMPACTS OF ON-DOCK RAIL ON TRUCK TRAFFIC AND VMT (2010)

Time Period	SR 47/ SR 103		HF/ Alameda		I-110
	I-710				
Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2010 Baseline					
AM Peak (6:00 am - 9:00 am)	3,958 -4.8%	980 -5.6%	692 -5.2%	1,470 -6.1%	
Midday (9:00 am - 3:00 pm)	15,134 -4.5%	2,860 -4.5%	4,077 -5.1%	6,248 -5.1%	
PM Peak (3:00 pm - 7:00 pm)	5,339 -4.7%	1,113 -4.6%	1,436 -5.2%	2,254 -7.0%	
Subtotal (Daytime: 6:00 am - 7:00 pm)	24,611 -4.6%	4,953 -4.8%	6,205 -5.1%	9,972 -5.7%	
Night (7:00 pm - 6:00 am)	2,398 -5.3%	600 -4.8%	741 -6.4%	1,511 -5.7%	
Total	27,009 -4.7%	5,553 -4.8%	6,946 -5.2%	11,483 -5.7%	
Total Weekday Container Truck Trips by Port and by Truck Type					
	Bobtails	Chassis	Loads	Empties	Total
POLB	1,161 -3.6%	3,294 -8.3%	9,598 -4.6%	7,400 0.0%	31,453 -3.7%
POLA	18,576 -6.9%	3,617 -19.1%	14,218 -8.4%	11 0.0%	47,184 -7.0%
Total	29,737 -5.7%	6,911 -14.3%	23,816 -6.9%	18,174 0.0%	78,637 -5.7%
Total VMT	1,205,617 -5.7%				

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

TABLE D4 IMPACTS OF ON-DOCK RAIL ON TRUCK TRAFFIC AND VMT (2030)

Time Period	SR47/ SR103		HF/ Alameda		I-110
	I-710				
Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2030 Baseline Capped at 2005 On-Dock Capacity Levels					
AM Peak (6:00 am - 9:00 am)	9,391 -19.0%	2,061 -18.0%	1,468 -18.0%	2,177 -22.0%	
Midday (9:00 am - 3:00 pm)	37,367 -19.0%	6,201 -18.0%	8,703 -19.0%	9,557 -20.0%	
PM Peak (3:00 pm - 7:00 pm)	13,258 -19.0%	2,441 -19.0%	3,066 -20.0%	3,375 -23.0%	
Subtotal (Daytime: 6:00 am - 7:00 pm)	60,015 -19.0%	10,703 -18.0%	13,237 -19.0%	15,109 -22.0%	
Night (7:00 pm - 6:00 am)	5,223 -17.0%	1,147 -16.0%	1,393 -18.0%	2,270 -22.0%	
Total	65,238 -19.0%	11,849 -18.0%	14,630 -19.0%	17,379 -22.0%	
Total Weekday Container Truck Trips by Port and by Truck Type					
	Bobtails	Chassis	Loads	Empties	Total
POLB	32,147 -20.0%	8,570 -41.0%	27,333 -23.0%	22,546 0.0%	90,596 -20.0%
POLA	29,819 -19.0%	6,047 -43.0%	22,445 -23.0%	18,845 0.0%	77,156 -19.0%
Total	61,966 -19.0%	14,617 -42.0%	49,778 -23.0%	41,391 0.0%	167,752 -19.0%
Total VMT	2,571,855 -19.0%				

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

TABLE D5 EMISSION REDUCTION FROM INCREASED ON-DOCK RAIL

Scenarios	Truck VMT Per Day	Change in Truck VMT Per Day	Net Emissions (Tons Per Day)				Percent Reductions from Base			
			ROG	CO	NO _x	PM ₁₀	ROG	CO	NO _x	PM ₁₀
2005 Scenarios										
Increased On-Dock Rail (1 eastbound train per week per terminal)	999,691	-17,807	-0.010	-0.048	-0.2178	-0.0035	-1.33%	-1.61%	-1.13%	-1.03%
2010 Scenarios										
On-Dock Rail Base 2010 Comparison with Revised 2010 Baseline		-72,302	-0.037	-0.120	-0.916	-0.010	-4.75%	-4.59%	-4.95%	-3.81%

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

One on-dock intermodal trains can eliminate approximately 750 truck trips from the local highway networks around the Ports. Given forecasted growth in cargo volumes, and full on-dock capacity available by 2030, on-dock rail is estimated to remove nearly 29,000 daily truck trips.

EMISSION REDUCTION

The Port Truck Trip Reduction Strategies study performed a detailed analysis of emission reduction benefits from increased on-dock rail for the region. Two on-dock rail scenarios were tested in the study to analyze their performance in emission reduction by type of pollutant, which included:

- A 2005 increased on-dock rail scenario involving 1 eastbound train per week per terminal, and
- The 2010 baseline scenario compared to the 2010 alternative baseline that assumed on-dock rail capped at the 2005 level in 2010.

Table D5 presents emission reductions from the above two scenarios in percent reduction of emissions compared to baseline by type of pollutant.

Statistics in Table 5 show that increased on-dock rail has notable emission reduction benefits for each of the four pollutant types.

PRODUCTIVITY BENEFITS

The movement of containerized cargo by on-dock rail has higher efficiency and productivity than near-dock or off-dock intermodal yards. This is because:

- Movement of cargo by on-dock rail involves one-time loading or unloading, whereas near-dock or off-dock rail require trucks to transport cargo between docks and railcars;
- There can be delays in truck loading/unloading at marine terminals due to delays at gates, which can affect productivity;
- Congestion on the highway system can impact reliability and productivity for near-dock and off-dock yards; and
- On-dock yards only involve direct intermodal cargo, whereas transloaded cargo moving through off-dock yards requires transload-

ing/distribution facilities, which increases container lead times and reduces productivity.

PIERPASS OFF-PEAK PROGRAM

The PierPass program was launched in July 2005, to alleviate truck congestion and improve air quality in the region. The OffPeak program provides an incentive for cargo owners and their carriers to move cargo during nighttime periods and weekends to reduce truck traffic during peak day time periods on major highways, and to decrease negative air quality impacts from high peak period truck traffic volumes. The program is based on a market incentive approach where all containers entering or exiting marine terminals at the Ports during the peak day time hours (Monday through Friday, 3:00 am to 6:00 pm) are charged a Traffic Mitigation Fee (TMF). Trucks entering or exiting during the off-peak shift (Monday through Thursday, 3:00 pm to 6:00 am) or anytime between 6:00 pm Friday to 3:00 am Monday, avoid the TMF. This provides an incentive for truck drayage companies to operate during these off-peak time periods. Landside and terminal capacity constraints affecting the implementation of the OffPeak program include peak-period congestion on port access routes, and port terminal gate capacity constraints.

The PierPass program has been successful in shifting truck trips from peak to off-peak periods, reducing peak period congestion, and improving utilization of port terminal gate capacity. On a typical day, more than 10,000 trucks use off-peak shifts, alleviating congestion during peak-day time periods. This translates to approximately 30% - 35% of container throughput from the Ports shifting to the off-peak periods, exceeding the targets of the program. According to the Alameda Corridor Transportation Authority (ACTA), peak hour truck traffic on I-710 was reduced by an estimated 24% due to the Off-Peak program.

The Port Truck Trip Reduction Strategies study looked at the reduction in peak period truck trips due to extended gate hours. The following scenarios were analyzed in the study:

- 68% day and 32% night container moves, with no shift to weekends, in 2010
- 68% day and 32% night container moves, with 20% of weekly gate moves allotted to weekends, in 2010

Tables D6 and D7 present the reduction in truck trips from extended gate hour strategies at the Ports. Statistics show that significant truck trip reductions can be achieved on all the major access routes to the Ports in the A.M. and mid-day time periods in 2010 through extended gate hour strategies, shifting truck trips to the nighttime period and weekends.

TABLE D6 EXTENDED GATE HOURS (68% DAY, 32% NIGHT) WITH NO SHIFT TO WEEKEND (2010)

Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2010 Baseline						
Time Period	I-710	SR 47/ SR 103	HF/ Alameda	I-110		
AM Peak (6:00 am - 9:00 am)	2,211 -44.1%	516 -47.4%	382 -44.9%	776 -47.2%		
Midday (9:00 am - 3:00 pm)	12,209 -20.3%	2,385 -16.6%	3,330 -18.3%	5,380 -13.9%		
PM Peak (3:00 pm - 7:00 pm)	5,674 6.3%	1,208 8.5%	1,560 8.6%	2,426 7.6%		
Subtotal (Daytime: 6:00 am - 7:00 pm)	20,093 -18.4%	4,109 -17.1%	5,272 -15.0%	8,582 -13.9%		
Night (7:00 pm - 6:00 am)	6,688 178.9%	1,302 116.9%	1,827 146.4%	2,935 94.2%		
Total	26,781 -0.8%	5,410 -2.6%	7,099 2.2%	11,517 0.3%		
Total Weekday Container Truck Trips by Port and by Truck Type						
	Bobtails	Chassis	Loads	Empties	Total	
POLB	11,161 0.0%	3,294 0.0%	9,598 0.0%	7,400 0.0%	31,453 0.0%	
POLA	18,576 0.0%	3,617 0.0%	14,218 0.0%	10,774 0.0%	47,184 0.0%	
Total	29,736 0.0%	6,911 0.0%	23,816 0.0%	18,174 0.0%	78,638 0.0%	
Total VMT	1,205,617					
Percent Change	0.0%					

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

TABLE D7 EXTENDED GATE HOURS (68% DAY, 32% NIGHT) WITH 20% WEEKDAY SHIFT TO WEEKEND (2010)

Weekday Port Container Truck Volumes by Period of Day and By Roadway and Percentage Change from 2010 Baseline						
Time Period	I-710	SR 47/SR 103	HF/Alameda	I-110		
AM Peak (6:00 am - 9:00 am)	1,956 -50.6%	457 -53.4%	331 -52.2%	714 -51.4%		
Midday (9:00 am - 3:00 pm)	10,810 -29.4%	2,114 -26.1%	2,914 -28.5%	4,948 -20.8%		
PM Peak (3:00 pm - 7:00 pm)	5,007 -6.2%	1,069 -4.0%	1,366 -4.9%	2,276 1.0%		
Subtotal (Daytime: 6:00 am - 7:00 pm)	17,774 -27.8%	3,640 -26.5%	4,612 -25.7%	7,938 -20.4%		
Night (7:00 pm - 6:00 am)	5,914 146.6%	1,153 92.1%	1,597 115.4%	2,710 79.3%		
Total	23,688 -12.3%	4,793 -13.7%	6,208 -10.6%	10,648 -7.3%		
Total Weekday Container Truck Trips by Port and by Truck Type						
	Bobtails	Chassis	Loads	Empties	Total	
POLB	9,734 -12.8%	2,886 -12.4%	8,372 -12.8%	6,440 -13.0%	27,431 -12.8%	
POLA	16,642 -10.4%	3,256 -10.0%	12,728 -10.5%	9,603 -10.9%	42,229 -10.5%	
Total	26,375 -11.3%	6,141 -11.1%	21,100 -11.4%	16,043 -11.7%	69,660 -11.4%	
Total VMT	1,067,979					
Percent Change	-11.4%					

Source: Port Truck Trip Reduction Strategies, Final Report, December 2005

OTHER BENEFITS

Other potential benefits of the OffPeak program include:

- Improved monitoring of trucks entering and exiting marine terminals as part of the program, may allow for improved regulation of trucks, especially in assessing equipment standards and ensuring that trucks meet air quality requirements;
- Increased truck turn times in harbor trucking due to improved efficiency; and
- Improved ability for harbor trucking companies to assess premiums from shippers for off-peak operations (due to the savings in Traffic Mitigation Fee), which are also ultimately passed on to the drivers providing incentives to work during off-peak periods.

VIRTUAL CONTAINER YARDS

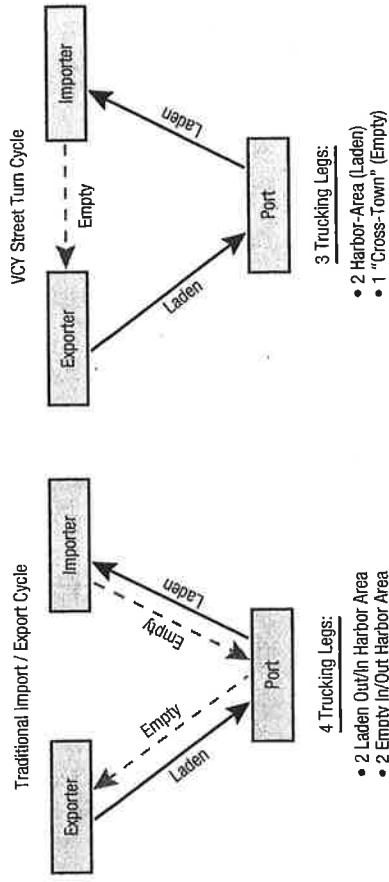
A Virtual Container Yard (VCY) is an innovative empty container management strategy to reduce truck movements of empty containers in and out of port terminal gates. In many cases, after an import container is unloaded by the importer (or a transloader), it is returned to the Ports or an off-site depot for storage until an exporter calls for a container. In the SCAG region, virtually all loaded import containers are trucked back to the Ports empty (after unloading at the importer's location or a transload facility) with only about 2% matched with shippers needing an export container en route to the Ports. In 2000, more than one million empty containers were trucked back to the Ports after unloading, while approximately 500,000 empty containers were trucked to access facilities from the Ports for export loading.

The VCY concept is based on a computerized matching system that tracks the location of empty import containers and matches them with export container requirements prior to returning to the Ports to facilitate "street turn" container interchanges between the importer/transloader and exporter locations. The VCY concept could increase empty container re-use from the current 2%

to almost 10%, which would result in reductions of empty container truck trips around the Ports.

Figure D1 depicts the VCY concept in comparison with the traditional empty container logistics practice.

FIGURE D1 VCY CONCEPT AND TRADITIONAL PORT EMPTY CONTAINER LOGISTICS



Source: Alameda Corridor Transportation Authority

The Empty Ocean Container Logistics Study conducted by The Tioga Group estimated 2000 baseline and forecasted empty container flows for the San Pedro Bay port marine terminals through 2020. These estimates are provided in Table D8. The largest share of empty trips to and from the Ports are associated with local shippers and consignees. The number of empty truck trips from importer/transload facilities to the Ports (westbound flow) is projected to increase from more than 3.5 million TEUs in 2000 to over 14.4 million TEUs in 2020, which is an average annual growth rate of slightly over 7%.

TABLE D8 BASE YEAR AND FORECASTED EMPTY CONTAINER FLOWS

	2000			2010			2015			2020		
	TEU	Units	TEU	TEU	Units	TEU	TEU	Units	TEU	TEU	Units	
Eastbound to Exporters	1,324,476	715,933	2,738,344	1,480,186	3,631,065	1,968,738	5,027,971	2,717,822				
Via Rail	22,169	11,983	80,413	43,467	116,400	62,919	170,494	92,159				
• On-Dock Intermodal	22,169	11,983	80,413	43,467	116,400	62,919	170,494	92,159				
Via Truck	1,302,306	703,949	2,657,931	1,436,719	3,514,665	1,899,819	4,857,476	2,625,663				
• Off-Dock Intermodal	51,728	27,961	187,631	101,422	271,600	146,811	397,820	215,038				
• Local for Export Loading	1,017,137	549,804	2,053,720	1,110,119	2,618,965	1,415,657	3,514,937	1,899,966				
• SSL Off-Hires to Depots	233,441	126,184	416,579	225,178	624,100	337,351	944,719	510,659				
Westbound to the Ports	3,568,312	1,928,817	6,367,713	3,442,007	9,539,815	5,156,657	14,440,698	7,805,783				
Via Rail	278,128	150,339	501,602	271,136	731,291	395,293	1,084,536	586,236				
• On-Dock Intermodal	278,128	150,339	501,602	271,136	731,291	395,293	1,084,536	586,236				
Via Truck	3,290,183	1,778,478	5,866,112	3,170,871	8,808,524	4,761,364	13,356,161	7,219,547				
• Off-Dock Intermodal	564,600	305,189	920,401	497,514	1,491,797	806,377	2,366,438	1,279,156				
• Local form Import Loads	2,084,712	1,126,871	3,842,221	2,076,876	5,661,030	3,060,016	8,483,038	4,585,426				
• Local from WB Domestic Loads	64,897	35,079	105,793	57,186	171,471	92,687	272,004	147,029				
• Repo Off-Hires from Depots	333,487	180,263	595,113	321,683	891,572	481,931	1,349,598	729,512				
• Local Empties from Trans-loads	242,488	131,075	402,583	217,613	592,655	320,354	885,083	478,423				
• Bobtail Trip Change	0	0	0	0	0	0	0	0				
Port Subtotal	4,892,787	2,644,750	9,106,058	4,922,193	13,170,880	7,119,395	19,468,669	10,523,605				
On-Dock Rail	300,297	162,323	582,015	314,603	847,691	458,211	1,255,031	678,395				
• Truck through Terminal Gates	4,592,490	2,482,427	8,524,043	4,607,591	12,323,189	6,661,183	18,213,638	9,845,210				
Cross-Town Truck	149,184	90,640	268,159	144,951	399,506	215,949	602,663	325,764				
Local Off-hires to Depots	80,577	43,555	146,796	79,349	216,030	116,773	323,278	174,745				
3%												
IM Off-Hires to Depots	19,469	10,524	31,738	17,156	51,441	27,806	81,601	44,109				
3%												
Reused empties for exports	49,138	26,561	89,624	48,446	132,035	71,370	197,784	106,910				
2%												
Grand Total	5,041,972	2,725,390	9,374,216	5,067,144	13,570,387	7,335,344	20,071,332	10,849,368				

Source: EmptyOceanContainerLogisticsStudy, TheTogoGroup

Key constraints and issues related to the movement of empty containers in Southern California include:

- Marine terminal yard capacity constraints due to higher terminal space usage by empty containers resulting from permitted longer dwell times;
- Delays at marine terminal gate due to empty container volumes moving through the Ports;
- Truck traffic volume and congestion due to empty container logistics.

The first virtual container yard program has operated at the SPB ports since July 2006. Tables D9 and D10 show potential savings in annual truck trips and VMT that could result from VCY strategies assuming 5% and 10% container reuse through 2020.

TABLE D9 TRUCK TRIP SAVINGS FROM VIRTUAL CONTAINER YARD STRATEGIES

Scenarios	2010	2015	2020
Base Case	3,186,995	4,475,673	6,485,392
VCY (5% Reuse) - Total Trips	3,029,304	4,243,363	6,137,400
VCY (5% Reuse) - Trips Saved	157,691	232,310	347,992
VCY (5% Reuse) - % Reduction	-4.9%	-5.2%	-5.4%
VCY (10% Reuse) - Total Trips	2,766,487	3,856,179	5,557,412
VCY (10% Reuse) - Trips Saved	420,508	619,494	927,980
VCY (10% Reuse) - % Reduction	-13.2%	-13.8%	-14.3%

Source: Empty Ocean Container Logistics Study, The Tioga Group

TABLE D10 EMPTY CONTAINER ANNUAL TRUCK VMT SAVINGS FROM VIRTUAL CONTAINER YARD STRATEGIES

Scenarios	2010	2015	2020
Base Case	64,040,254	92,374,112	136,322,325
VCY (5% Reuse) - Total VMT	61,852,813	89,151,532	131,494,795
VCY (5% Reuse) - VMT Reduction	2,187,441	3,222,580	4,827,530
VCY (5% Reuse) - % Reduction	-3.4%	-3.5%	-3.5%
VCY (10% Reuse) - Total VMT	58,207,077	83,780,567	123,448,912
VCY (10% Reuse) - VMT Reduction	5,833,177	8,593,545	12,873,413
VCY (10% Reuse) - % Reduction	-9.1%	-9.3%	-9.4%

Source: Empty Ocean Container Logistics Study, The Tioga Group

VCY strategies may have significant VMT reduction benefits as some of the trips associated with “street turns” will potentially have lower trip lengths.

Table D11 shows the emission reduction benefits by type of pollutant resulting from VCY strategies through 2020.

TABLE D11 EMISSION REDUCTIONS FROM VCY STRATEGIES

Scenario & Emissions Type	2010		2015		2020	
	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons
Base Case						
Carbon Monoxide	925	3.98	1,335	5.75	1,970	8.48
Total Organic Gases	211	0.91	304	1.31	449	1.93
Reactive Organic Gases	206	0.89	297	1.28	438	1.89
Oxides of Nitrogen	783	3.37	1,129	4.85	1,666	7.17
Exhaust Particulates	73	0.31	105	0.45	155	0.67
Tier I - 5% Reuse						
Carbon Monoxide	894	3.95	1,288	5.55	1,900	8.18
Reduction	32	0.14	47	0.20	70	0.30
Total Organic Gases	204	0.88	294	1.26	433	1.86
Reduction	7	0.03	11	0.05	16	0.07
Reactive Organic Gases	199	0.86	287	1.23	423	1.82
Reduction	7	0.03	10	0.04	16	0.07
Oxides of Nitrogen	756	3.26	1,090	4.69	1,607	6.92
Reduction	27	0.12	39	0.17	59	0.25
Exhaust Particulates	70	0.30	101	0.44	149	0.64
Reduction	2	0.01	4	0.02	5	0.02
Tier II - 10% Reuse						
Carbon Monoxide	841	3.62	1,211	5.21	1,784	7.68
Reduction	84	0.36	124	0.53	186	0.80
Total Organic Gases	192	0.83	276	1.19	407	1.75
Reduction	19	0.08	28	0.12	42	0.18
Reactive Organic Gases	187	0.81	269	1.16	397	1.71
Reduction	19	0.08	28	0.12	41	0.18
Oxides of Nitrogen	712	3.06	1,024	4.41	1,617	6.96
Reduction	71	0.31	105	0.45	50	0.21

Source: Empty Ocean Container Logistics Study, The Toga Group

PORT CLEAN AIR ACTION PLAN PROJECTS

The San Pedro Bay Port Clean Air Action Plan (CAAP) is a five-year action plan developed by the Ports to establish goals and standards for air quality in the region and identify specific projects, programs, control measures, and technologies to meet those air quality goals/standards through multi-party collaboration for successful project funding and implementation. The five-year plan is a blueprint for the Ports to significantly reduce the health risks posed by air pollution from port-related ships, trains, trucks, terminal equipment, and harbor craft. The Plan will be reviewed and updated on an annual basis to assess and evaluate the effectiveness of current strategies to meet air quality goals, test new strategies and control measures, and jointly develop a revised and improved CAAP annually. The Ports have committed a total of \$417.9 million, of which \$166.0 million is allocated as truck engine replacement/retrofit incentives. The broad categories for the performance standards based on the type of sources are:

- Engine standards for Heavy Duty Trucks to meet EPA 2007 on-road PM emission standards (0.01 g/bhp-hr)
- Heavy duty truck engine replacement/retrofit
- Vessel Speed Reduction (VSR) for OGVs
- Low Sulfur Marine Gas Oil (MGO) fuel in auxiliary and main engines of OGVs
- Shore power (cold ironing) at marine terminals

Scenario & Emissions Type	2010		2015		2020	
	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons	Annual Tons	Peak Day Tons
Exhaust Particulates	66	0.28	95	0.41	140	0.60
Reduction	7	0.03	10	0.04	15	0.06

Diesel Particulate Matter (DPM) and NOx emission control devices for auxiliary and main engines of OGVs

Engine standards to meet EPA 2007 on-road PM emission standards (0.01 g/bhp-hr) for cargo handling equipments (CHE), or alternative use of Verified Diesel Emissions Controls (VDECs) on engines not meeting EPA's PM emission standards

EPA 2007 on-road or Tier 4 engine standards for yard tractors, top picks, forklifts, reach stackers, rubber tired gantries, and straddle carriers.

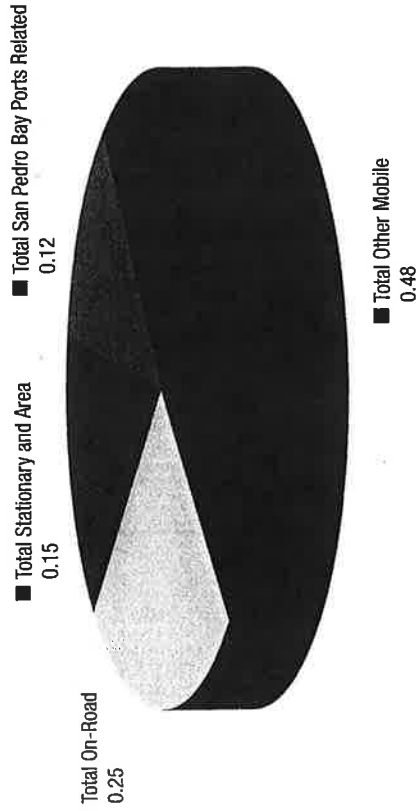
EPA engine standards and NOx/PM emission reduction technologies for harbor craft

EPA engine standards, idling-limiting devices, and alternative diesel fuels for switcher, helper and long-haul locomotives

ENVIRONMENTAL AND PUBLIC HEALTH ISSUES

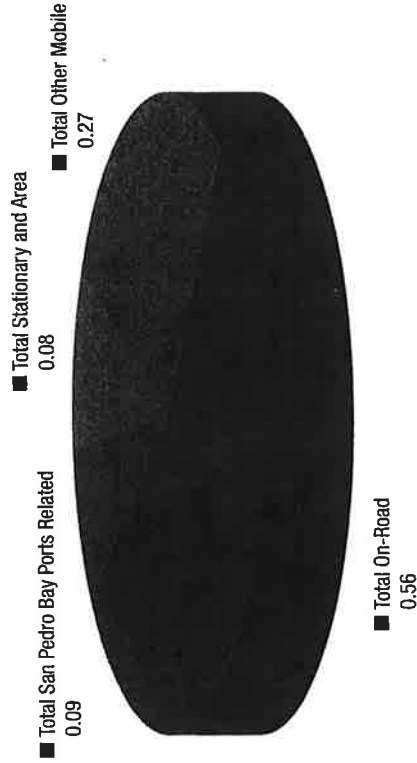
The Multiple Air Toxics Exposure Study (MATES) by the South Coast Air Quality Management District (SCAQMD) identified emissions from port-related sources as a major concern for public health in the region. A large share of pollutant emissions in the South Coast Air Basin come from the SPB ports as Figures D2, D3, and D4 illustrate.

FIGURE D2 DIESEL PARTICULATE MATTER (DPM) EMISSIONS BY SOURCE IN SCAB



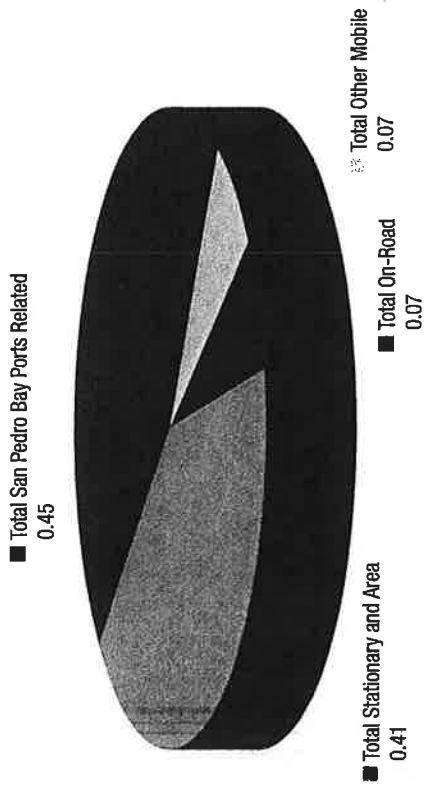
Source: San Pedro Bay Ports Clean Air Action Plan

FIGURE D3 NOX EMISSIONS BY SOURCE IN SCAB



Source: San Pedro Bay Ports Clean Air Action Plan

FIGURE D4 SOX EMISSIONS BY SOURCE IN SCAB



Source: San Pedro Bay Ports Clean Air Action Plan

EMISSION REDUCTIONS FROM CAAP MEASURES

The initial development and implementation of CAAP control measures and strategies for emissions reduction from port-related sources focuses on emissions from heavy-duty trucks, cargo handling equipment, and ocean going vessels. A quantitative assessment of the benefits of the CAAP control measures estimates emission reductions of 47% for Diesel Particulate Matter (DPM), 45% for NOX, and 52% for SOX by 2011.

Market Report

INDUSTRIAL | FIRST QUARTER | 2010

Total Vacancy Rate Decreases For First Time In Almost 2 Years

MARKET OVERVIEW

The total vacancy rate in the West Inland Empire has declined by 10 basis points from 10.0% at the beginning of the year to now stand at 9.9%¹. The total availability rate has also decreased over the previous quarter, down 40 basis points from 13.7% last quarter to currently stand at 13.3% this quarter. Sales and leasing activity totaled 6,176,800 SF, a very strong number boosted by several large sale and lease deals.

This represents the highest level of quarterly activity since 2006. Due to the large amount of activity that took place this quarter, absorption totaled positive 185,300 SF.

This is the first positive absorption recorded in the West Inland Empire industrial market since the recession that began in late 2007.

As market fundamentals have begun to stabilize, the downward pressure on rents and sales prices have begun to lessen.

Asking lease rates have held steady for the quarter at \$0.34 NNN PSF and average sales prices have decreased by \$2 PSF to currently stand at \$81 PSF.

All these post-recession record breaking events suggest that the West Inland Empire industrial market may have turned a corner or at least reached a temporary break in the clouds.

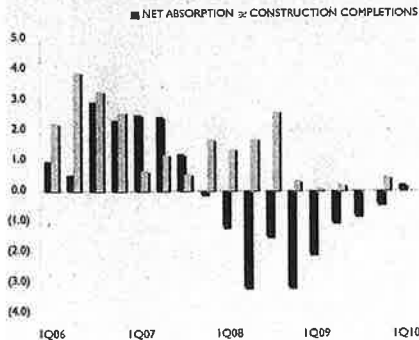
¹ Colliers International continuously refines its database. As a result, data reflected in this report may not be consistent with data reported in previous quarters.



MARKET INDICATORS

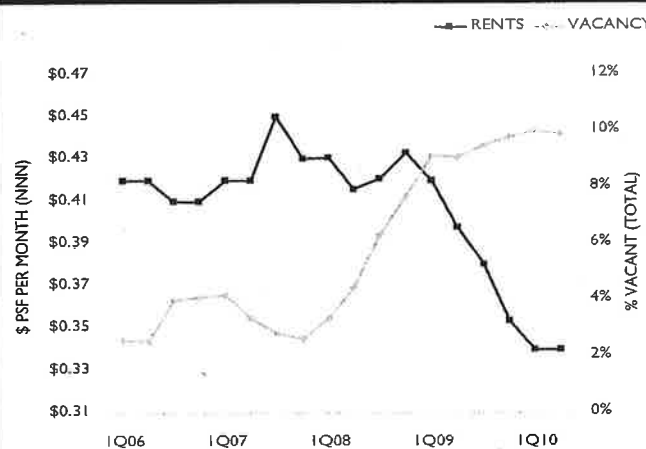
	IQ10	2Q10(p)
VACANCY	↓	↓
NET ABSORPTION	↓	↑
CONSTRUCTION	→	→
RENTAL RATE	→	→

HISTORICAL NET ABSORPTION & CONSTRUCTION COMPLETIONS Q1 2006 - Q1 2010



HISTORICAL VACANCY VS RENTS

West Inland Empire Industrial Market
Q1 2006 - Q1 2010

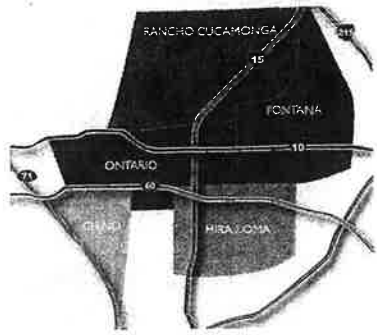


MARKET TRENDS

TOTAL VACANCY RATE AT 9.9%

TOTAL AVAILABILITY RATE ENDS AT 13.3%

SALES & LEASING ACTIVITY AT 6.1 MILLION SF



DEMAND

For the quarter sales and leasing activity totaled 6,176,800 SF, a sharp rise over the 5.3 million SF that was sold and leased last quarter and is significantly higher than the 3.8 million SF that was reported in the first quarter of 2009. The largest leases of the quarter include Service Connection taking 572,200 SF in Ontario and Sharp Electronics moving into 468,700 SF in Rancho Cucamonga. The largest sale of the quarter was Yihua Timber Industry purchasing 175,300 SF in Rancho Cucamonga.

Due to these large amounts of sales and leasing activity, industrial absorption eked out a positive number, 185,300 SF. For the first time in over two years more space was leased or sold than was brought back to the market vacant. The ratio of net absorption to gross absorption is low, signaling that plenty of industrial space was brought back to the market vacant in the first quarter of this year. Further evidence is necessary before a market bottom can be called.

User and investor activity has increased in recent quarters as sales prices and lease rates have continued to remain at the lowest levels seen in almost a decade. Many industrial users remember the recent rental rate run-up and are looking into securing today's low rates or even purchasing the industrial assets outright from cash-strapped landlords.

Data on the economy shows high unemployment but a gradually improving situation. The unemployment rate in the Inland Empire settled at 14.7 percent in February as the region shed 59,600 jobs². Trade, transportation and utilities reported the greatest year-over-year decline, down 13,500 jobs. Construction lost 13,000 jobs and manufacturing lost 8,500. These sectors of the economy are heavy users of industrial space and employment is a leading indicator for industrial space demand. Positive jobs gains need to be made in these sectors for any hopes of an industrial recovery.

CONSTRUCTION

This quarter, ProLogis continued construction of a 667,000 SF industrial build-to-suit for Home Depot. The project will be a specialized rapid deployment center unlike anything currently on the market and will be located on a 55 acre parcel. This represents the first new large construction project to take place in the West Inland Empire in over a year and is a hopeful signal that the area is not completely overbuilt.

Planned projects have remained constant for the quarter at 12.3 million SF. Until lease rates and sales prices increase, this pipeline of fully entitled planned projects will not move forward on a speculative basis as it would be economically infeasible to develop while industrial demand remains weak. Many of these projects will exist as build-to-suit opportunities.

INLAND EMPIRE DEMOGRAPHICS

- **POPULATION:**
4,170,800 (2008 Estimate)
4,800,500 (2013 Projection)
15.1% (Growth 2008-2013)

- **HOUSEHOLD INCOME:**
\$68,900 (Average)
\$53,800 (Median)

- **JOB GROWTH:**
-5.1% (past 12 months)

- **UNEMPLOYMENT RATE:**
14.7% (as of February 2009)

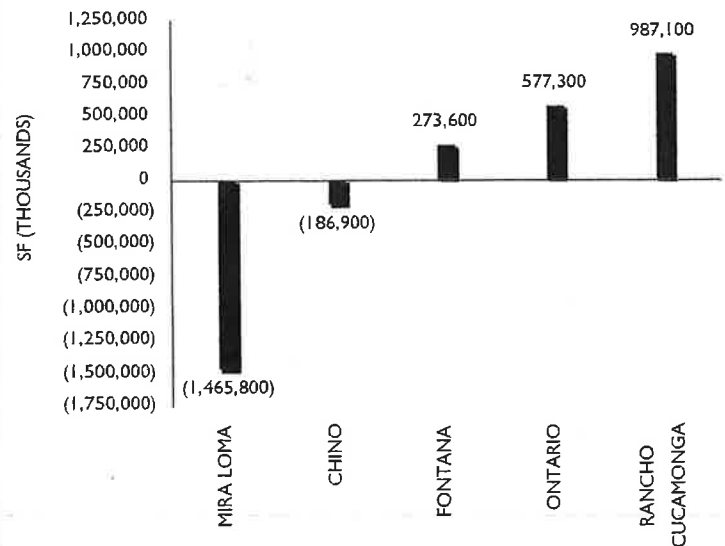
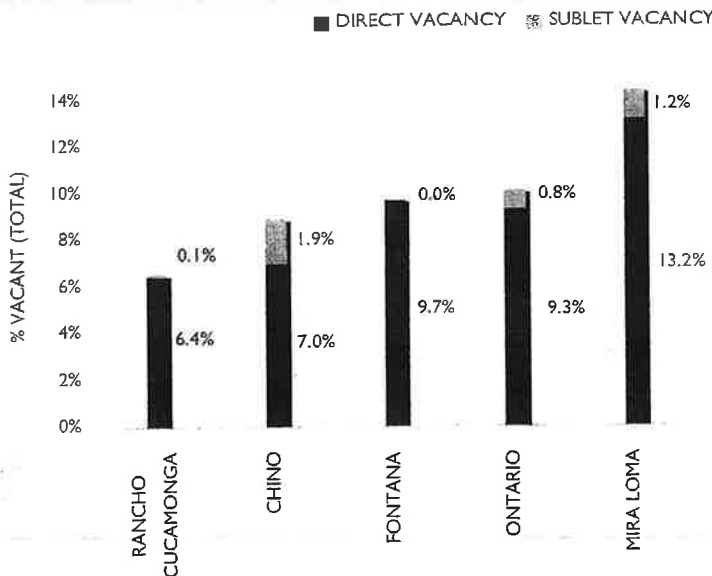
² California State Economic Development Department: Preliminary employment data through February 2010.

VACANCY

West Inland Empire Industrial Market
Q1 2010

NET ABSORPTION

West Inland Empire Industrial Market
Q1 2010

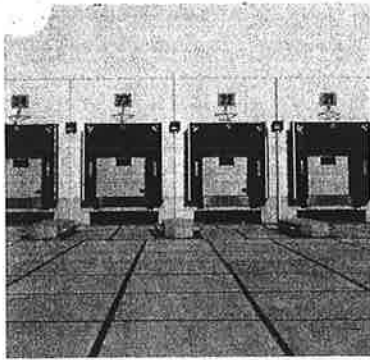


INDUSTRIAL OVERVIEW

West Inland Empire Industrial Market
Q1 2010

Submarket/ Building Size	EXISTING PROPERTIES					YACANCY		AVAILABILITY		ACTIVITY		ABSORPTION		CONSTRUCTION			RENTS		PRICES
	Total Inventory SF	Direct Vacancy Rate	Sublease Vacancy Rate	Total Vacancy Rate	Total Vacancy Rate Prior Qtr	Total Available Rate	Sales & Leasing Activity SF	Net Absorption Current Qtr SF	Net Absorption YTD SF	Completions Current Qtr SF	Under Construction/Renovation SF	Planned SF	Weighted Avg Asking Lease Rate	Average Sale Price					
INDIANO																			
0,000 - 19,999	3,368,100	4.3%	0.0%	4.3%	4.9%	7.7%	113,100	20,800	20,800	0	0	0	\$0.42	\$92					
0,000 - 39,999	3,290,000	6.5%	0.0%	6.5%	9.3%	7.8%	148,500	92,200	92,200	0	0	35,000	\$0.46	\$96					
0,000 - 69,999	3,235,100	9.8%	1.2%	11.1%	9.5%	17.3%	59,000	(52,500)	(52,500)	0	0	55,000	\$0.45	\$87					
0,000 - 99,999	1,810,800	11.2%	5.2%	16.3%	12.5%	16.3%	0	(70,000)	(70,000)	0	0	0	\$0.34	\$75					
0,000+	23,851,400	6.7%	2.3%	9.0%	8.3%	13.5%	532,900	(177,400)	(177,400)	0	0	1,393,100	\$0.39	\$85					
ibtotal	35,555,400	7.0%	1.9%	8.9%	8.4%	12.9%	853,500	(186,900)	(186,900)	0	0	1,483,100	\$0.39	\$87					
MONTANA																			
0,000 - 19,999	2,802,900	5.2%	0.0%	5.2%	6.9%	6.2%	65,600	49,100	49,100	0	0	0	\$0.61	\$104					
0,000 - 39,999	1,735,700	9.6%	0.0%	9.6%	6.8%	11.0%	70,400	(48,500)	(48,500)	0	0	0	\$0.50	\$64					
0,000 - 69,999	1,501,300	9.1%	1.3%	10.4%	6.9%	10.4%	0	(53,000)	(53,000)	0	0	100,000	\$0.45	\$75					
0,000 - 99,999	1,489,100	21.7%	0.0%	21.7%	16.2%	21.7%	34,500	(81,500)	(81,500)	0	0	0	\$0.39	\$50					
0,000+	39,927,800	9.6%	0.0%	9.6%	10.6%	12.0%	473,100	407,500	407,500	0	0	6,610,400	\$0.32	\$48					
ibtotal	47,456,800	9.7%	0.0%	9.7%	10.3%	11.9%	643,600	273,600	273,600	0	0	6,710,400	\$0.32	\$68					
IRA LOMA																			
0,000 - 19,999	542,700	12.7%	0.0%	12.7%	10.4%	12.7%	26,400	(12,100)	(12,100)	0	0	0	\$0.55	\$103					
0,000 - 39,999	822,000	14.6%	0.0%	14.6%	9.4%	17.4%	35,000	(43,000)	(43,000)	0	0	61,300	\$0.47	\$46					
0,000 - 69,999	2,444,000	20.4%	2.4%	22.8%	13.2%	22.8%	25,100	(232,800)	(232,800)	0	0	172,500	\$0.46	\$96					
0,000 - 99,999	928,800	30.3%	0.0%	30.3%	18.0%	39.8%	0	(114,400)	(114,400)	0	0	0	\$0.38	\$86					
0,000+	27,291,100	12.0%	1.2%	13.2%	9.3%	19.2%	0	(1,063,500)	(1,063,500)	0	0	980,700	\$0.36	\$59					
ibtotal	32,028,600	13.2%	1.2%	14.4%	9.9%	19.9%	86,500	(1,465,800)	(1,465,800)	0	0	1,214,500	\$0.37	\$78					
ONTARIO																			
0,000 - 19,999	4,864,400	10.0%	0.4%	10.3%	11.4%	11.7%	152,300	53,400	53,400	0	0	0	\$0.56	\$91					
0,000 - 39,999	7,566,600	9.6%	0.3%	9.9%	10.3%	14.8%	193,300	31,500	31,500	0	0	29,000	\$0.42	\$87					
0,000 - 69,999	7,599,500	13.1%	0.6%	13.6%	14.7%	18.5%	310,900	81,000	81,000	0	0	47,200	\$0.46	\$84					
0,000 - 99,999	6,460,900	8.1%	0.0%	8.1%	6.6%	10.9%	17,400	(97,400)	(97,400)	0	0	70,000	\$0.39	\$85					
0,000+	62,791,300	8.9%	1.1%	10.0%	10.8%	14.1%	2,425,500	508,800	508,800	0	667,000	2,439,300	\$0.32	\$56					
ibtotal	89,282,700	9.3%	0.8%	10.2%	10.8%	14.1%	3,099,400	577,300	577,300	0	667,000	2,585,500	\$0.33	\$80					
RANCHO CUCAMONGA																			
0,000 - 19,999	3,296,800	5.0%	0.0%	5.0%	5.3%	7.6%	57,000	8,400	8,400	0	0	32,000	\$0.47	\$94					
0,000 - 39,999	3,935,400	2.8%	0.0%	2.8%	3.9%	3.3%	104,000	46,400	46,400	0	0	47,900	\$0.52	\$76					
0,000 - 69,999	4,197,600	9.2%	0.8%	10.1%	15.0%	14.0%	290,000	206,600	206,600	0	0	104,600	\$0.46	\$120					
0,000 - 99,999	2,251,500	21.7%	0.0%	21.7%	22.6%	21.7%	19,200	19,200	19,200	0	0	0	\$0.44	\$92					
0,000+	23,570,900	5.3%	0.0%	5.3%	8.3%	6.2%	1,023,600	706,500	706,500	0	0	124,500	\$0.37	\$85					
ibtotal	37,252,200	6.4%	0.1%	6.5%	9.2%	7.8%	1,493,800	987,100	987,100	0	0	309,000	\$0.38	\$94					
MARKET TOTAL																			
0,000 - 19,999	14,874,900	6.8%	0.1%	6.9%	7.7%	8.9%	414,400	119,600	119,600	0	0	32,000	\$0.52	\$97					
0,000 - 39,999	17,349,700	7.7%	0.1%	7.8%	8.3%	10.6%	551,200	78,600	78,600	0	0	173,200	\$0.44	\$74					
0,000 - 69,999	18,977,500	12.3%	1.0%	13.3%	13.1%	17.2%	685,000	(50,700)	(50,700)	0	0	479,300	\$0.44	\$92					
0,000 - 99,999	12,941,100	14.0%	0.7%	14.8%	12.1%	16.9%	71,100	(344,100)	(344,100)	0	0	70,000	\$0.40	\$78					
0,000+	177,432,500	8.8%	0.9%	9.6%	9.9%	13.3%	4,455,100	381,900	381,900	0	667,000	11,548,000	\$0.33	\$67					
ibtotal	241,575,700	9.1%	0.8%	9.9%	10.0%	13.3%	6,176,800	185,300	185,300	0	667,000	12,302,500	\$0.34	\$81					
QUARTERLY COMPARISON AND TOTALS																			
Q1 2010	241,575,700	9.1%	0.8%	9.9%	10.0%	13.3%	6,176,800	185,300	185,300	0	667,000	12,302,500	\$0.34	\$81					
Q4 2009	241,575,700	8.5%	1.5%	10.0%	9.8%	13.7%	5,303,100	(438,900)	(4,344,000)	445,900	667,000	12,302,500	\$0.34	\$83					
Q3 2009	241,129,800	8.4%	1.4%	9.8%	9.5%	13.2%	5,901,800	(822,800)	(3,905,100)	0	445,900	12,302,500	\$0.35	\$86					
Q2 2009	241,129,800	8.0%	1.5%	9.5%	9.1%	13.0%	3,993,600	(1,015,200)	(3,082,300)	169,600	740,100	12,222,600	\$0.38	\$94					
Q1 2009	240,960,200	7.5%	1.6%	9.1%	8.2%	11.7%	3,833,700	(2,067,100)	(2,067,100)	68,000	531,900	15,772,700	\$0.40	\$104					

Existing space that is vacant and immediately available for direct lease or for purchase. ²Existing space that is vacant and immediately available for direct lease, sublease or for purchase. ³All space that is being marketed - occupancy, this may include space that is under construction or that is currently occupied. ⁴Calculations based on total vacancy. ⁵SF completed via new construction plus return-to-market of renovated space, less space demolished or taken off-market. ⁶All announced space (even projects without entitlements or funding). Not all this space will necessarily be built. ⁷Weighted by vacant direct lease SF. Per SF per Month. Triple Net (NNN). Straight average based on actual sales transactions. Per SF.



VACANCY RATES ARE BEGINNING TO MODERATE AS THE WEST INLAND EMPIRE IS ATTRACTING LARGE INDUSTRIAL USERS FROM INFILL MARKETS

RENTAL RATES REMAIN LOW, HOWEVER, LANDLORDS ARE BEGINNING TO REALIZE ECONOMIC CONDITIONS ARE IMPROVING.

VACANCY

The total vacancy rate ended the quarter at 9.9%, down 0.1% from the previous quarter. The vacancy rate has started to stabilize and the market correction that started in late 2007 continues. The total availability rate decreased 40 basis points to end at 13.3%. This decrease in the total availability rate signals that vacancy rates are likely to decrease in future quarters.

The vacancy rate has varied greatly by submarket. Rancho Cucamonga had the lowest vacancy rate of the region at 6.5%, down considerably from 9.2% in the previous quarter. The Mira Loma submarket has reported the highest vacancy rate at 14.4%, up significantly from 9.9% last quarter.

RENTAL RATES & SALE PRICES

The weighted average asking rental rate held steady over the quarter at \$0.34 PSF NNN. Over the past 12 months, average asking rental rates have decreased \$0.06 PSF from \$0.40 PSF NNN in the first quarter of 2009. The rate of decline in the average asking rate has slowed over this time period, and moderating vacancy rates give landlords a little more breathing room in further slashing asking rental rates.

The West Inland Empire is heavily weighted towards larger buildings. Asking rental rates for the largest space have also held steady over the previous quarter, at \$0.33 PSF NNN.

Landlords are still eager to sign early renewals with their tenants and the total amount of renewal activity that has occurred in the market is above historic averages as tenant retention remains a high priority for

landlords. The long-term deals that have been signed have very modest rental escalations and generous TI allowances, meaning that landlords expect market conditions to remain weak for some time.

Sales prices declines have also begun to moderate, decreasing \$2 PSF from \$83 PSF last quarter to end at \$81 PSF currently.

BEYOND THE NUMBERS

Port activity at Los Angeles and Long Beach has risen considerably in the past three months. Year-over-year volume for the combined ports was 28.2% higher in February 2010 over the numbers that were reported in 2009 with both imports and exports showing strong gains. While port activity is still far below the levels reported in 2007, the height of the industrial real estate market, any improvement in port activity is felt immediately in increased industrial absorption in the West and East Inland Empire.

While port activity has shown robust growth over the past few months there is doubt over the sustainability of the recent increase. While import activity is up 32.3% over the previous year, retail sales of goods and services have increased only 3.9 percent for this same time period.

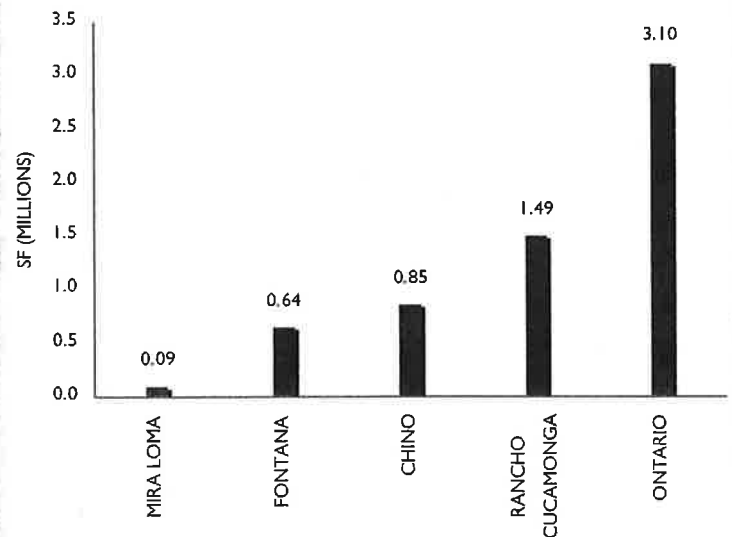
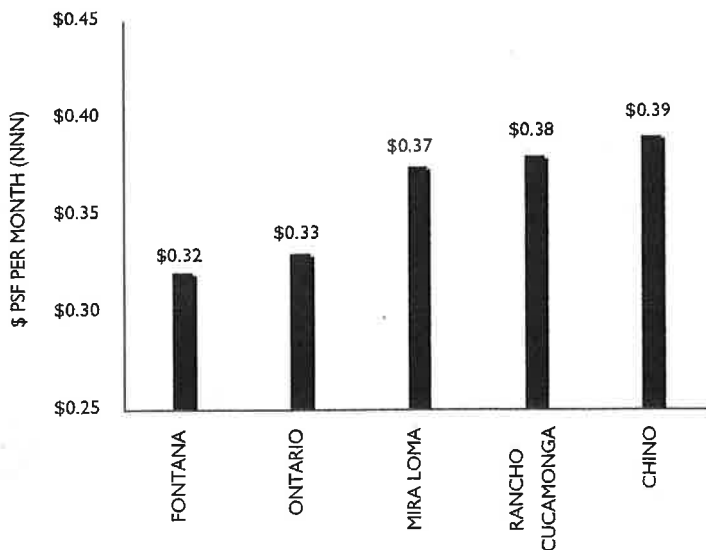
This leads to the conclusion that the recent spike in port activity, especially imports, was more of a short term increase due to retailers restocking their shelves rather than an increase in same store sales.

WEIGHTED AVERAGE ASKING LEASE RATES

West Inland Empire Industrial Market
Q1 2010

SALES & LEASING ACTIVITY

West Inland Empire Industrial Market
Q1 2010



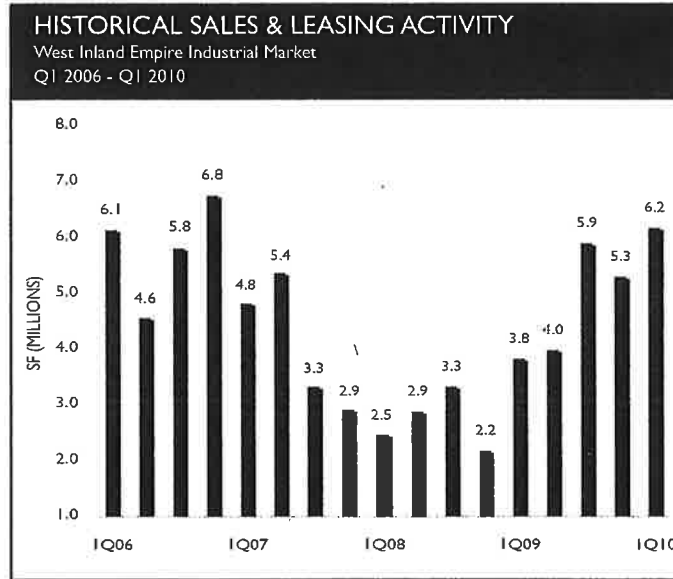
**MAJOR INDUSTRIAL USERS
IN WEST INLAND EMPIRE**

- Coca-Cola
- Home Depot
- LG Electronics
- Natures Best
- Procter & Gamble
- Quiksilver
- Target
- Toyota
- Toyo Tire Corporation
- Trader Joe's
- Wal-Mart

This is known as inventory replenishment and accounted for the majority of GDP growth in the fourth quarter of 2009. This is a temporary increase and unless it is met with personal consumption, gains made in port activity will be fleeting. Personal consumption cannot occur until unemployment subsides or housing wealth is restored. Until these conditions are met we can expect industrial demand to remain subdued.

MARKET DESCRIPTION

The West Inland Empire is comprised of 241.5 million SF, it represents 18% of the total industrial space in the Los Angeles Basin for buildings 10,000 SF and greater. Considered the premier big-box market in Southern California, approximately 73% of the space in this market is contained in buildings 100,000 SF and greater. The vast majority (88%) of its space was built in the past 20 years. The West Inland Empire continues to attract large distributors, warehouse and logistics firms seeking to consolidate their operations into large, state-of-the-art facilities..



RECENT TRANSACTIONS & MAJOR DEVELOPMENTS

West Inland Empire Industrial Market
Q1 2010

SALES ACTIVITY

PROPERTY ADDRESS	SIZE SF	SALE PRICE	PRICE PSF	BUYER	SELLER
10808 6th St. Rancho Cucamonga	175,300 SF	\$12.5 Million	\$72 PSF	Yihua Timber Industry	Hua Qing Enterprises LLC
4651 Schaefer, Chino	130,900 SF	\$6.9 Million	\$53 PSF	J Kuo Investments LLC	Peer Properties
5695 E. Francis, Ontario	68,000 SF	\$5.1 Million	\$75 PSF	JSUN LLC	Chase Chablis LLC
4861 E. Airport, Ontario	39,400 SF	\$2.7 Million	\$68 PSF	Joinford International LLC	Biomet Sports Medicine

LEASING ACTIVITY

PROPERTY ADDRESS	LEASED SF	LEASETYPE	BLDGTYPE	LESSEE	LESSOR
1015 S.Vintage, Ontario	572,200 SF	New	Distribution	Service Connection	MDS Realty
9050 Hermosa, Rancho Cucamonga	468,700 SF	New	Distribution	Sharp Electronics	TIAA-CREF
5431 E. Philadelphia, Ontario	432,300 SF	New	Distribution	Saddlecreek	ProLogis
9333 Hermosa, Rancho Cucamonga	276,600 SF	New	Distribution	Kuehne + Nagel	TIAA-CREF

MAJOR DEVELOPMENTS

PROJECT	DEVELOPER	SIZE SF	SUBMARKET	STATUS	ESTIMATED COMPLETION
Crossroads Business Park, Ontario	Prologis	667,000 SF	Ontario	Under Construction	TBD
West Valley Logistics Center	Hillwood Development	3.2 Million SF	Fontana	Planned	TBD
Jurupa Business Park	CBRE Investors	1.2 Million SF	Fontana	Planned	TBD

DEFINITIONS OF KEY TERMS USED IN THIS REPORT

Total Rentable Square Feet:

Industrial space in buildings with 10,000 SF or more of industrial space. Includes speculative as well as owner-occupied buildings. Excludes Research & Development (R&D) buildings (industrial buildings with at least 30% office build-out, 3/1000 parking ratio and a high level of finish). Excludes space that is under-construction or renovation.

Direct Vacancy:

Space in existing buildings that is vacant and immediately available during the quarter for direct lease or for sale, plus space that is vacant but not available for direct lease or sublease (for example, that is being held for a future commitment).

Total Vacancy:

Space in existing buildings that is vacant and immediately available during the quarter for direct lease, for sublease or for sale, plus space that is vacant but not available for direct lease or sublease.

Space Available:

Space that is being currently marketed for occupancy, includes space which may be currently occupied or which may be under construction or renovation.

Net Absorption:

Net change in occupied square feet from one period to the next (includes the impact of change in vacant space available for sublease).

Sales and Leasing Activity:

Square feet sold or leased for all known transactions completed during the quarter. Includes lease renewals. Excludes investment sale transactions.

Weighted Average Asking Rental Rates:

Weighted by square feet available for direct lease. Data is based on Triple Net rents, and excludes expenses such as taxes, insurance, maintenance, janitorial service and utilities. Reported on a monthly, per SF basis.

Average Sales Price:

Calculated using a straight average of actual sales transactions.

SF Added (Net):

Total square feet added during the quarter via construction completions, including renovated space returned to market, less total square feet taken off-market due to demolitions or conversions.

Under-Construction/Renovation:

Includes buildings that are in some phase of construction, beginning with foundation work and ending with the issuance of a Certificate of Occupancy. Also includes buildings that are under going substantial renovation.

Technical Note

Colliers International is continuously refining its database. The data shown in the historical tables and graphics in this report have been adjusted to take into account these changes in the database.

This report has been prepared by Colliers International for general information only. Information contained herein has been obtained from sources deemed reliable and no representation is made as to the accuracy thereof. Colliers International does not guarantee, warrant or represent that the information contained in this document is correct. Any interested party should undertake their own inquiries as to the accuracy of the information. Colliers International excludes unequivocally all inferred or implied terms, conditions and warranties arising out of this document and excludes all liability for loss and damages arising there from. This report and other research materials may be found on our website at www.colliers.com/losangeles.

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294 OFFICES IN 61 COUNTRIES ON
6 CONTINENTS

USA 94
Canada 22
Latin America 17
Asia Pacific 64
EMEA 97

\$1.6 billion in global revenue
1.1 billion square feet under management
12,700 Professionals

WEST INLAND EMPIRE OFFICE
LICENSE #00000008
3401 Centrelake Drive, Suite 150
Ontario, CA 91761
Tel: 909-605-9400
Fax: 909-937-6330

CONTACT INFORMATION

ARMENDARIZ, BARBARA Associate	KIM, WILLIAM H. Associate Vice President
BELLITTI, JEFFREY T. Associate Vice President	NUNEZ, RICK R. Senior Associate
BELLITTI, STEVEN J. Executive Vice President	PHU, TONY T. Senior Vice President
DEVRIES, IAN Senior Vice President	PUPIL, MARTIN Executive Vice President Senior Managing Director Greater Los Angeles
ESCOBOSA, RUBEN Senior Vice President	RENWICK, WILLIAM B. Senior Vice President
GALVIN, THOMAS R. Regional Analyst, Research Services	SUN LORRAINE Research Associate, Research Services
GILFILLAN, WHIT C. Associate	TAYLOR, THOMAS E. Executive Vice President
HAYES, JOSH Vice President	THYS, JON H. Vice President
HORTON, GREG Associate	
KIM, JEFFERY Associate	

**COLLIERS
INTERNATIONAL**

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Planning Department
Ron Goldman · Planning Director

APPLICATION FOR APPEAL

DATE SUBMITTED: October 28, 2010

Appeal of application case No(s): Resolution No.2010-006;EIR No.450;Plot Plan Nos 16979,17788,18875,18876,18877,18879
List all concurrent applications

Name of Advisory Agency: Planning Director

Date of the decision or action: October 18, 2010

Appellant's Name: Center for Community Action & Environmental Justice E-Mail: esqaicp@wildblue.net

Mailing Address: c/o Johnson & Sedlack 26785 Camino Seco
Temecula Street 92590
CA
City State ZIP

Daytime Phone No: (951) 506-9925 Fax No: (951) 506-9725

ADVISORY AGENCY WHOSE ACTION IS BEING APPEALED	HEARING BODY TO WHICH APPEAL IS BEING MADE	APPEAL TO BE FILED WITH
Planning Director	<ul style="list-style-type: none"> • Board of Supervisors for: Temporary Outdoor Events, Substantial Conformance Determination for WECS, Variances, and Fast Track Plot Plans. • Planning Commission for: all other decisions. 	<ul style="list-style-type: none"> • Clerk of The Board for: Appeals before the Board of Supervisors. • Planning Department for: Appeals before the Planning Commission.
Planning Commission	Board of Supervisors	Clerk of the Board of Supervisors

TYPE OF CASES BEING APPEALED	FILING DEADLINE
<ul style="list-style-type: none"> • Change of Zone denied by the Planning Commission • Commercial WECS Permit • Conditional Use Permit • Hazardous Waste Facility Siting Permit • Public Use Permit • Variance • Specific Plan denied by the Planning Commission • Substantial Conformance Determination for WECS • Surface Mining and Reclamation Permit 	Within 10 days after the notice of decision appears on the Board of Supervisors Agenda.

APPLICATION FOR APPEAL

<ul style="list-style-type: none"> • Land Division (Tentative Tract Map or Tentative Parcel Map) • Revised Tentative Map • Minor Change to Tentative Map • Extension of Time for Land Division (not vesting map) 	Within 10 days after the notice of decision appears on the Board of Supervisor's Agenda.
<ul style="list-style-type: none"> • Extension of Time for Vesting Tentative Map 	Within 15 days after the notice of decision appears on the Board of Supervisor's agenda.
<ul style="list-style-type: none"> • General Plan or Specific Plan Consistency Determination • Temporary Outdoor Event 	Within 10 days after date of mailing or hand delivery of decision of the Planning Director.
<ul style="list-style-type: none"> • Environmental Impact Report 	Within 10 days of receipt of project sponsor or Planning Director determination, or within 7 days after notice of decision by Planning Commission appears on the Board's agenda.
<ul style="list-style-type: none"> • Plot Plan • Second Unit Permit • Temporary Use Permits • Accessory WECS 	Within 10 calendar days after the date of mailing of the decision.
<ul style="list-style-type: none"> • Letter of Substantial Conformance for Specific Plan 	Within 7 days after the notice of decision appears on the Board of Supervisor's agenda.
<ul style="list-style-type: none"> • Revised Permit 	Same appeal deadline as for original permit.
<ul style="list-style-type: none"> • Certificate of Compliance • Tree Removal Permit 	Within 10 days after the date of the decision by the Planning Director.
<ul style="list-style-type: none"> • Revocation of Variances and Permits 	Within 10 days following the mailing of the notice of revocation by the Director of Building and Safety, or within 10-days after the notice of decision of the Planning Commission appears on the Board of Supervisor's agenda.

PLEASE STATE THE REASONS FOR APPEAL.

Please state the basis for the appeal and include any supporting evidence if applicable. If appealing one or more specific conditions of approval, indicate the number of the specific condition(s) being protested. In addition, please include all actions on related cases, which might be affected if the appeal is granted. This will allow all changes to be advertised and modified at the same time. AN APPEAL OF ONE OR MORE CONDITIONS OF APPROVAL SHALL BE DEEMED AS AN APPEAL OF THE ACTION AS A WHOLE, AND THE APPEAL BODY MAY APPROVE OR DENY THE ENTIRE MATTER, AND CHANGE ANY OR ALL OF THE CONDITIONS OF APPROVAL.

APPLICATION FOR APPEAL

This is an appeal of the Planning Director's adoption of Resolution No. 2010-006; certification of Environmental Impact Report No. 450; approval of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877, 18879 and all associated environmental documents and approvals. The project site APNs are 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041. The EIR for this project is inadequate as it fails to comply with CEQA. The EIR fails to adequately analyze impacts pertaining to air quality, greenhouse gas emissions, and traffic; fails to analyze and adopt all feasible mitigation measures; fails to comply with the County of Riverside General Plan; and fails to consider adequate project alternatives.

Use additional sheets if necessary.

Ctr. for Community Action & Env. Justice
PRINTED NAME OF APPELLANT

[Signature]
SIGNATURE OF APPELLANT

10-28-2010
DATE

THE APPEAL FILING PACKAGE MUST CONSIST OF THE FOLLOWING:

1. One completed and signed application form.
2. Public Hearing Notice Label Requirements mailing address labels for notification of the appeal hearing.
3. All appropriate filing fees (the base fee, plus other fees specifically for the Department of Building and Safety, Fire Department, Flood Control District and/or Transportation Department conditions, if applicable).

PLEASE NOTE: Obtain surrounding property owners label package/instructions (Form 295-1051) from a County Public Information Services Center or download it from the Planning Department web page.

PUBLIC HEARING NOTICE LABEL REQUIREMENTS

PUBLIC HEARING NOTICE LABELS CERTIFICATION FORM

I, Penny Newman, certify that on October 28, 2010,
Print name *Date*

the attached property owner's list was prepared by:

Center for Community Action & Environmental Justice for the following project, Resolution No.2010-006, EIR No. 450, Plot Plan Nos 16979,17788,18875,18876,18877,18879
Print Company Name and/or Individual's Name *Project case number(s)*

using a radius distance of 600 feet, pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the project applicant, the applicant's engineer/representative, if any, the owner(s) of the subject property, the school district or districts within whose boundary the subject project is located, every City within one mile of the subject property or within whose sphere of influence the subject property is located, if any, and, all other property owners within a 600 foot radius around the subject property, and all contiguously owned properties, if any, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the property is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all the property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information field is true and correct to the best of my knowledge.

Name: Penny Newman 

Title/Registration: _____

Address: c/o Johnson & Sedlack

Address: 26785 Camino Seco

City: Temecula State: CA Zip: 92590

Telephone No.: (951) 506-9925 Fax No.: (951) 506-9725

E-Mail: esqaicp@wildblue.net

Case No.: Resolution No.2010-006, EIR No. 450, Plot Plan Nos 16979,17788,18875,18876,18877,18879



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY



Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence AICP
Director of Planning

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER PP 16979
EA 38240

A. APPLICATION INFORMATION

1. Applicant's Name: Ernst & Adda Educational Trust c/o Investment Building Group
 Mailing Address: 4100 Newport Place, Suite 750 Attn: Marc Berg
STREET
Newport Beach CA 92660
CITY STATE ZIP
 Telephone No.: (949) 263-1111 (8am - 5pm)

2. Owner's Name: Obayashi Corporation
 Mailing Address: 420 E. Third Street, Suite 600
STREET
Los Angeles CA 90013
CITY STATE ZIP
 Telephone No. (213) 857-9700 (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: Roger Volkert c/o William Simpson Associates
 Mailing Address: 2222 Newport Boulevard, Newport Beach, CA 92660
 Telephone No. (949) 675-6110 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. 6/22/00)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3200 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: *M. King* Date 3-1-01

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am the owner of record and consent to the proposed application for this property. I further certify that the information contained in this application is true and complete.

*

SIGNATURE OF PROPERTY OWNER(S): *Abulid Kohnus*
(All owners must sign) (Note: Written authority may be attached)

(Note: Written authority may be attached)

PROPERTY INFORMATION:

1. Assessor's Parcel Number(s): 156-360-032
2. Section: _____ Township: T2SR6W Range: SEC 4
3. Approximate Gross Acreage: 11.01
4. General Location (street address, cross streets): North of: SR 60
Southern Cal Edison
South of: Transmission Lines East of: De Forest Circle West of: San Sevaime Chanel
5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.

SEE ATTACHED

PROJECT INFORMATION:

1. Proposal (Describe Project): Proposed Concrete Tilt-up Industrial Building
2. Related cases filed in conjunction with this request: N/A
3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: _____ (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): N/A
4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles
5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 16 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards TBD Amount of fill = cubic yards TBD

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? TBD truck loads.

10. What is the source/destination of the import/export? TBD

11. What is the square footage of the usable pad area? (Area excluding all slopes) 205,000 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: N/A

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?

Yes No

If yes, do you intend to dedicate land or pay fees, or a combination of both?

Dedicate Land Pay Fees Combination of Both

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

* Owner/
Representative (1) *Robert Kohner* Date 2/27/01

Owner/
Representative (2) _____ Date _____

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: *David M. Eyr* Date 3-16-02

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN: ✓ Sr. VP of Const.
I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. Use additional sheets as necessary.

SIGNATURE OF PROPERTY OWNER(S): *[Signature]* *[Signature]*
(All owners must sign) *(Note: Written authority may be attached)*
[Signature]
(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-014
- 2. Section: 4 Township: 2S Range: 6 WEST
- 3. Approximate Gross Acreage: 20.47 ACRES
- 4. General Location: (street address, cross streets) North of: HWY 60
South of: PHILADELPHIA East of: DULLES DR. West of: CHARDONEY WAY

5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder). Current owner's grant deed will suffice.

BEING PARCELS 8,9 AND 10 OF PARCEL MAP 26365, PARCEL MAP BOOK 172, PAGES 36 - 41, RECORDS OF RIVERSIDE COUNTY, CA. (CERTIFICATE OF LOT LINE ADJUSTMENT NO. 3757, RECORDS 10-05-94 INSTRUMENT NO. 386182)

PROJECT INFORMATION:

- 1. Proposal (Describe Project): 426,212 S.F. INDUSTRIAL REFRIGERATION WAREHOUSE ON A 20.47 ACRE SITE.
- 2. Related cases filed in conjunction with this request: NONE
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: 15767 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): 37526 E.L.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.
- 5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards _____ Amount of fill = cubic yards _____

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 892,109 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output:
Total rated power output: N/A

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No N/A

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer

a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1) *Madene A. Nel Ross-Risher* Date *4/2/02*
Planning-Project Manager, KCT Consultants, Inc.

Owner/
Representative (2) _____ Date _____



COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY



PARCEL 35

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- CHANGE OF ZONE CONDITIONAL USE PERMIT VARIANCE
 PLOT PLAN PUBLIC USE PERMIT COMMERCIAL WECS PERMIT
 REVISED PERMIT TEMPORARY USE PERMIT SECOND UNIT PERMIT

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP 18875

A. APPLICATION INFORMATION

EA 39221

1. Applicant's Name: OBAYASHI CORPORATION
- Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
- Telephone No.: (213) 687-9700 (8am - 5pm)
2. Owner's Name: OBAYASHI CORPORATION
- Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
- Telephone No.: (213) 687-9700 (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.
- Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501
- Telephone No.: (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
 4080 Lemon Street
 2nd Floor
 P.O. Box 1409 Riverside
 California 92502-1409
 (909) 955-3200 FAX (909) 955-1806

Murrieta Office
 39493 Los Alamos Road
 Suite A
 Murrieta, CA 92564
 (909) 600-6170
 FAX (909) 600-6145

Indio Office
 82675 Highway 111, 2nd Fl.
 Room 209
 Indio, CA 92201
 (760) 863-8277
 FAX (760) 863-7040

AUTHORITY FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4-1-03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S):
(All owners must sign)

[Signature]

(Note: Written authority may be attached)
SEIICHI AOYAGI

(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-015
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 5 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS STREET East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE

5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): IND WAREHOUSE
- 2. Related cases filed in conjunction with this request: EIR 450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 3,000 Amount of fill = cubic yards 3,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 104,210 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?

Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?

Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?

Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer

a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1)  Date 4-1-03

Owner/
Representative (2) _____ Date _____

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY**



PARCEL 37

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

**APPLICATION FOR LAND USE
AND DEVELOPMENT**

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP18876

A. APPLICATION INFORMATION

1. Applicant's Name: OBUYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 STATE _____ ZIP _____ (8am - 5pm)

2. Owner's Name: OBUYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013

Telephone No.: (213) 687-9700 STATE _____ ZIP _____ (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.

Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501

Telephone No. : (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3700 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4-1-03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) *(Note: Written authority may be attached)*
SEIICHI AOYAGI

(Note: Written authority may be attached)

PROPERTY INFORMATION:

1. Assessor's Parcel Number(s): 156-360-020, AND 021

2. Section: 4 Township: 2S Range: 6W

3. Approximate Gross Acreage: 6.41 ACRES

4. General Location: (street address, cross streets) North of: 60 FREEWAY

South of: HOPKINS AVENUE East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE

5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.

PLEASE SEE ATTACHED

PROJECT INFORMATION:

1. Proposal (Describe Project): Industrial Warehouse

2. Related cases filed in conjunction with this request: EIR450

3. Is there a previous application filed on the same site? Yes No

If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)

Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____

4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 3,000 Amount of fill = cubic yards 3,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 136,800 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?

Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?


Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1)  Date 4-1-03

Owner/
Representative (2) _____ Date _____

**NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES)
REQUIREMENTS**

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.



COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY



PARCEL 38-39

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

APPLICATION FOR LAND USE AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- CHANGE OF ZONE CONDITIONAL USE PERMIT VARIANCE
- PLOT PLAN PUBLIC USE PERMIT COMMERCIAL WECS PERMIT
- REVISED PERMIT TEMPORARY USE PERMIT SECOND UNIT PERMIT

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP18877

A. APPLICATION INFORMATION

1. Applicant's Name: OBYASHI CORPORATION
- Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
- Telephone No.: (213) 687-9700 (8am - 5pm)
2. Owner's Name: OBYASHI CORPORATION
- Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
- Telephone No.: (213) 687-9700 (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.
- Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501
- Telephone No.: (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
4080 Lemon Street
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P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3700 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4-1-03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) *(Note: Written authority may be attached)*
SEIICHI AOYAGI
(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-027 AND 028
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 11.41 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS AVENUE East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE.
- 5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): Industrial Warehouse
- 2. Related cases filed in conjunction with this request: EIR450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 6,000 Amount of fill = cubic yards 6,000

8. Does the project need to import or export dirt? Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 231,870 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5, which became effective July 1, 1987, requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites, and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that :

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. These site(s) is (are) as follows: (may be listed on an attached sheet)

Owner/
Representative (1)  Date 4.1.05

Owner/
Representative (2) _____ Date _____

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS

In 1987 Congress amended the Clean Water Act to require the permitting of stormwater discharges from municipal storm drain systems. The Riverside County Board of Supervisors adopted Ordinance No. 754.1 establishing stormwater/urban runoff management and discharge controls to protect and enhance the water quality of Riverside County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act.

Preventing pollution is much easier, and less costly than cleaning up "after the fact". Runoff from construction and grading sites can carry pollutant material into storm drains. Prior to performing any construction or grading activities we encourage you to review "Supplement A" to the Riverside County Drainage Area Management Plans which is available at each of our Regional Offices, or on-line at <http://www.tlma.co.riverside.ca.us/planning/deptguidelines.html> . The Supplement provides "best management practices" (BMP) to be utilized in insuring that erosion, sedimentation, and other stormwater pollution problems are dealt with before they become a problem for the property owner. Noncompliance with Riverside County Ordinance 754.1 may result in the imposition of substantial penalties by the local Regional Water Quality Control Board.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY**



PARCEL 41

Richard K. Lashbrook
Agency Director

Planning Department

Aleta J. Laurence, AICP
Director of Planning

**APPLICATION FOR LAND USE
AND DEVELOPMENT**

CHECK ONE AS APPROPRIATE:

- | | | |
|---|---|---|
| <input type="checkbox"/> CHANGE OF ZONE | <input type="checkbox"/> CONDITIONAL USE PERMIT | <input type="checkbox"/> VARIANCE |
| <input checked="" type="checkbox"/> PLOT PLAN | <input type="checkbox"/> PUBLIC USE PERMIT | <input type="checkbox"/> COMMERCIAL WECS PERMIT |
| <input type="checkbox"/> REVISED PERMIT | <input type="checkbox"/> TEMPORARY USE PERMIT | <input type="checkbox"/> SECOND UNIT PERMIT |

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: PP18879

A. APPLICATION INFORMATION

1. Applicant's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
Telephone No.: (213) 687-9700 (8am - 5pm)

2. Owner's Name: OBAYASHI CORPORATION

Mailing Address: 420 E. 3RD STREET, SUITE 600
STREET
LOS ANGELES, CA 90013
CITY STATE ZIP
Telephone No.: (213) 687-9700 (8am - 5pm)

If the property is owned by more than one person, attach a separate page which lists the names and addresses of all persons having an interest in the property.

3. Eng./Rep. Name: KCT CONSULTANTS, INC.

Mailing Address: 4344 LATHAM STREET, SUITE 200 RIVERSIDE, CA 92501
Telephone No.: (909) 341-8940, EXT. 223 (8am - 5pm)

The Planning Department will primarily direct communications regarding a permit to the person identified above as the Eng./Rep. The representative may be the land owner, applicant or agent. A name, address and phone number must be provided for an application to be acceptable.

FORM 295-1010 (Rev. May 23, 2002)

Main Office
4080 Lemon Street
2nd Floor
P.O. Box 1409 Riverside
California 92502-1409
(909) 955-3200 FAX (909) 955-1806

Murrieta Office
39493 Los Alamos Road
Suite A
Murrieta, CA 92564
(909) 600-6170
FAX (909) 600-6145

Indio Office
82675 Highway 111, 2nd Fl.
Room 209
Indio, CA 92201
(760) 863-8277
FAX (760) 863-7040

AUTHORIZATION FOR CONCURRENT FEE TRANSFER

Your signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and your application will not go to hearing or receive final completion documents until the outstanding balance is paid. Your signature below certifies that you understand this deposit fee process as described above and that there will be NO refund of fees which have been expended for case review or other services, even if you withdraw your application or your application is ultimately denied.

Applicant/Representative Signature: [Signature] Date: 4.1.03

AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:

I certify that I am/we are the owner(s) of record and consent to the proposed application for this property and that the information filed is true and complete, to the best of my/our knowledge. All signatures must be original ["wet-signed"]. Photocopies of signatures are unacceptable. I further certify that the information contained in this application is true and complete, and that pursuant to Government Code Section 65105 that planning agency personnel may enter upon my property and make examinations and surveys, provided that the entry, examination, and survey do not interfere with the use of the land.

SIGNATURE OF PROPERTY OWNER(S): [Signature]
(All owners must sign) *(Note: Written authority may be attached)*
SEIICHI AOYAGI
(Note: Written authority may be attached)

PROPERTY INFORMATION:

- 1. Assessor's Parcel Number(s): 156-360-031 AND 041
- 2. Section: 4 Township: 2S Range: 6W
- 3. Approximate Gross Acreage: 7.99 ACRES
- 4. General Location: (street address, cross streets) North of: 60 FREEWAY
South of: HOPKINS AVENUE East of: ETIWANDA AVENUE West of: DE FOREST CIRCLE
- 5. Legal Description of property (give exact legal description as recorded in the Office of the County Recorder).
Current owner's grant deed will suffice.
PLEASE SEE ATTACHED

PROJECT INFORMATION:

- 1. Proposal (Describe Project): Industrial Warehouse
- 2. Related cases filed in conjunction with this request: EIR450
- 3. Is there a previous application filed on the same site? Yes No
If yes, Case Number: EIR450 (Parcel Map, Zone Change, etc.)
Environmental Assessment (E.A.) No. (If known): _____ E.I.R. No. (If applicable): _____
- 4. Is water service available at the project site? Yes No
If "No", how far must the water line(s) be extended to provide service? _____ No. of feet or miles.

5. Is sewer service available at the site? Yes No
If "No", how far must the sewer line(s) be extended to provide service? _____ # of feet or miles

6. Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet: Yes No

7. How much grading is proposed for the project size?

Amount of cut = cubic yards 5,000 Amount of fill = cubic yards 5,000

8. Does the project need to import or export dirt? - Import Export Neither

9. How many truck loads? N/A truck loads.

10. What is the source/destination of the import/export? N/A

11. What is the square footage of the usable pad area? (Area excluding all slopes) 166,150 square feet.

12. If this is a commercial WECS permit, or involves the generation of electric power, indicate total rated power output: Total rated power output: NOT APPLICABLE

13. If this is a residential parcel or tract map, or other residential project, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services?
 Yes No **NOT APPLICABLE**

If yes, do you intend to dedicate land or pay fees, or a combination of both?
 Dedicate Land Pay Fees Combination of Both **NOT APPLICABLE**

If you intend to dedicate land, provide proof of your agreement with the applicable agency. In accordance with Ordinance No. 460, all tentative Parcel and Tract maps subject to Park and Recreation fees and/or dedications of park land (all residential tracts and condominiums within Park Districts or County Service Areas authorized to collect fees) shall be accompanied by a written statement from the applicant stating whether he intends to dedicate land, pay fees in lieu thereof, or a combination of both. If he states a desire to dedicate land, the subdivider shall first consult with the appropriate County and public agency as to the appropriate area to be dedicated and such areas shall be shown on the tentative map.

14. Does the project exceed more than one acre in area?
 Yes No

If yes, in which of the following watersheds is it located (refer to Riverside County GIS for watershed location)?

Check answer
 a. Santa Ana River c. Santa Margarita River
 b. San Jacinto River d. Colorado River

NOTICE OF PUBLIC HEARING
and
INTENT TO TENTATIVELY CERTIFY AN ENVIRONMENTAL IMPACT REPORT

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use and Subdivision Ordinance Nos. 348 460, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider the project shown below:

APPEAL OF ADOPTION OF PLANNING COMMISSION RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879 – EIR00450 – Applicant: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. and OC Real Estate Management LLC – Engineer/Representative: William Simpson & Assoc., Inc. and KCT Consultants, Inc. – Second Supervisorial District – Prado-Mira Loma Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Location: northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street – 65.05 Gross Acres - Zoning: Manufacturing-Medium (M-M) and Industrial Park (I-P) – **REQUEST:** The appellant requests an appeal of the Planning Director's decision of approval issued on October 18, 2010. The **Environmental Impact Report** analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. **Plot Plan No. 16979** proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 17788** proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18875** proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18876** proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18877** proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18879** proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio). – APN(s): 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041 (Legislative)

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING:	December 1, 2010
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET RIVERSIDE, CA 92501

For further information regarding this project, please contact Matt Straite, Project Planner at 951-955-0972 or e-mail chinojos@rctlma.org, or go to the County Planning Department's Planning Commission agenda web page at www.tlma.co.riverside.ca.us/planning/pc.html

The Riverside County Planning Department has determined that the above-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. Environmental Impact Report No. 453, which identifies all significant environmental effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Commission will consider the proposed project, and the environmental impact report, at the public hearing.

The case file for the proposed project, and the environmental impact report, may be viewed Monday through Thursday, from 8:00 A.M. to 5:00 P.M. at the Planning Department office, located at 4080 Lemon St. 9th Floor, Riverside, CA 92501.

Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that as a result of

public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa, P.O. Box 1409, Riverside, CA 92502-1409

NOTICE OF PUBLIC HEARING
and
INTENT TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT

A **PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY DIRECTOR'S HEARING** to consider the project shown below:

ADOPTION OF PLANNING DIRECTOR'S RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 AND 18879 – Intent to Certify an Environmental Impact Report – Applicant: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. and OC Real Estate Management LLC – Engineer/Representative: William Simpson & Assoc., Inc. and KCT Consultants, Inc. – Second Supervisorial District – Prado-Mira Loma Zoning District – Jurupa Area Plan: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Location: northerly of State Highway 60, southerly of Philadelphia Avenue, easterly of Etiwanda Avenue and westerly of Grapevine Street – 65.05 Gross Acres - Zoning: Manufacturing-Medium (M-M) and Industrial Park (I-P) – **REQUEST:** The **Environmental Impact Report** analyzes the potential environmental impacts of Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 and 18879. **Plot Plan No. 16979** proposes to develop a 200,731 square foot industrial building with 190,731 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 52,810 square feet of landscaping area (11%), 256 parking spaces and 29 loading docks on a 11.01 gross (10.76 net) acre site with a floor area ratio of 0.42 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 17788** proposes to develop a 426,212 square foot industrial building with 418,212 square feet of warehouse space, 8,000 square feet of office space, 106,980 square feet of landscaping area (12%), 257 parking spaces and 51 loading docks on a 20.48 gross (18.73 net) acre site with a floor area ratio of 0.48 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18875** proposes to develop a 104,210 square foot industrial building with 93,350 square feet of warehouse space, 10,860 square feet of office and mezzanine space, 41,699 square feet of landscaping area (16%), 96 parking spaces and 18 loading docks on a 5.99 gross (5.00 net) acre site with a floor area ratio of 0.40 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18876** proposes to develop twelve (12) industrial buildings with a total building area of 97,010 square feet with 83,810 square feet of storage space, 13,200 square feet of office space, 42,948 square feet of landscaping area (15%) and 243 parking spaces on a 6.83 gross (6.42 net) acre site with a floor area ratio of 0.33 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18877** proposes to develop eight (8) industrial buildings with a total building area of 144,594 square feet with 92,094 square feet of storage space, 52,500 square feet of office space, 122,307 square feet of landscaping area (22%) and 444 parking spaces on a 12.75 gross (10.23 net) acre site with a floor area ratio of 0.26 (Light Industrial requires a 0.25-0.60 floor area ratio). **Plot Plan No. 18879** proposes to develop a 155,480 square foot industrial building with 145,480 square feet of warehouse space, 10,000 square feet of office and mezzanine space, 53,941 square feet of landscaping area (16%), 131 parking spaces, 30 trailer parking spaces and 25 loading docks on a 7.99 gross (net) acre site with a floor area ratio of 0.45 (Light Industrial requires a 0.25-0.60 floor area ratio). – APN(s): 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 and 156-360-041 – Related Case: PM26365. (Quasi-Judicial)

TIME OF HEARING:	1:30 p.m. or as soon as possible thereafter.
DATE OF HEARING:	October 4, 2010
PLACE OF HEARING:	RIVERSIDE COUNTY PLANNING DEPARTMENT 4080 LEMON STREET 1 ST FLOOR CONFERENCE ROOM 2A RIVERSIDE, CALIFORNIA 92501

For further information regarding this project, please contact Christian Hinojosa, Project Planner at 951-955-0972 or e-mail chinojos@rctlma.org or go to the County Planning Department's Planning Director's agenda web page at http://www.tlma.co.riverside.ca.us/planning/content/hearings/dh/current_dh.html.

The Riverside County Planning Department has determined that the above-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. Environmental Impact Report No. 517, which identifies all significant environmental effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Director will consider the proposed project, and the final environmental impact report, at the public hearing.

The case file for the proposed project, and the final environmental impact report, may be viewed Monday through Friday, from 8:00 A.M. to 5:00 P.M. at the Planning Department office, located at 4080 Lemon St. 9th Floor, Riverside, CA 92501.

Any person wishing to comment on the proposed project may do so in writing between the date of this notice and the public hearing; or, may appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Director, and the Planning Director will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Director at, or prior to, the public hearing. Be advised that as a result of public hearings and comment, the Planning Director may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa P.O. Box 1409, Riverside, CA 92502-1409

NOTICIA DE UNA REUNION PUBLICA Y INTENTO DE CERTIFICAR REPORTE DE IMPACTO AMBIENTAL

Se ha programado una **REUNION PUBLICA**, conforme al Condado de Riverside Land Use Ordinance No. 348, delante del DIRECTOR DE PLANEACION del **CONDADO DE RIVERSIDE** para considerar los siguientes proyectos:

ADOPTION OF PLANNING DIRECTOR'S RESOLUTION NO. 2010-006, CERTIFICATION OF ENVIRONMENTAL IMPACT REPORT NO. 450, PLOT PLAN NOS. 16979, 17788, 18875, 18876, 18877 Y 18879 – Intento de Certificar Reporte de Impacto Ambiental – Aspirante: Investment Building Group, RGA Office of Architectural Design, Obayashi Corp. y OC Real Estate Management LLC – Ingeniero: William Simpson & Assoc., Inc. y KCT Consultants, Inc. – Segundo Distrito Supervisorial – Distrito Zona Prado-Mira Loma – Plan del Area de Jurupa: Community Development: Light Industrial (CD: LI) (0.25 - 0.60 Floor Area Ratio) – Localización: norte de State Highway 60, sur de Philadelphia Avenue, este de Etiwanda Avenue y oeste de Grapevine Street – 65.05 Acres - Zona: Manufacturing-Medium (M-M) y Industrial Park (I-P) – **PETICIÓN:** El Reporte de Impacto Ambiental (**Environmental Impact Report**) analiza las consecuencias para el medio ambiente potenciales de Plot Plan Nos. 16979, 17788, 18875, 18876, 18877 y 18879. **Plot Plan No. 16979** propone desarrollar 200,731 pies cuadrados para un edificio industrial con 190,731 pies cuadrados de bodega, 10,000 pies cuadrados de oficina y espacio de entresuelo, 52,810 pies cuadrados de área de ajardina (11%), 256 espacios de estacionamiento y 29 embarcaderos en 11.01 acres. **Plot Plan No. 17788** propone desarrollar 426,212 pies cuadrados para un edificio industrial con 418,212 pies cuadrados de bodega, 8,000 pies cuadrados de oficina, 106,980 pies cuadrados de área de ajardina (12%), 257 espacios de estacionamiento y 51 embarcaderos en 20.48 acres. **Plot Plan No. 18875** propone desarrollar 104,210 pies cuadrados para un edificio industrial con 93,350 pies cuadrados de bodega, 10,860 pies cuadrados de oficina y espacio de entresuelo, 41,699 pies cuadrados de área de ajardina (16%), 96 espacios de estacionamiento y 18 embarcaderos en 5.99 acres. **Plot Plan No. 18876** propone desarrollar 12 edificios industriales con un total de 97,010 pies cuadrados con 83,810 pies cuadrados de almacenaje, 13,200 pies cuadrados de oficina, 42,948 pies cuadrados de área de ajardina (15%) y 243 espacios de estacionamiento en 6.83 acres. **Plot Plan No. 18877** propone desarrollar 8 edificios industriales con un total de 144,594 pies cuadrados con 92,094 pies cuadrados de almacenaje, 52,500 pies cuadrados de oficina, 122,307 pies cuadrados de área de ajardina (22%) y 444 espacios de estacionamiento en 12.75 acres. **Plot Plan No. 18879** propone desarrollar 155,480 pies cuadrados para un edificio industrial con 145,480 pies cuadrados de bodega, 10,000 pies cuadrados de oficina y espacio de entresuelo, 53,941 pies cuadrados de área de ajardina (16%), 131 espacios de estacionamiento, 30 espacios de estacionamiento para acoplados y 25 embarcaderos en 7.99 acres. – Números de Parcelas del Asesor: 156-360-014, 156-360-015, 156-360-020, 156-360-021, 156-360-027, 156-360-028, 156-360-031, 156-360-032 y 156-360-041 – Caso Relacionado: PM26365. (Cuasijudicial)

Hora de Reunion: 1:30 p.m. o cuanto antes después de eso.
Fecha de Reunion: Octubre 4, 2010
Lugar de Reunion: RIVERSIDE COUNTY PLANNING DEPARTMENT
4080 LEMON STREET
1st FLOOR CONFERENCE ROOM 2A
RIVERSIDE, CALIFORNIA 92501

PARA MÁS INFORMACIÓN EN RELACIÓN CON ESTE PROYECTO, POR FAVOR DE CONTACTAR AL PLANADOR DEL PROYECTO, Christian Hinojosa, al 951-955-0972 o por email a chinojos@rctlma.org o por correo a: P.O. Box 1409, Riverside, CA 92502-1409.

El Condado de Riverside ha determinado que el proyecto mencionado aqui, tiene el potencial de crear un afecto significativo en el ambiente y ha preparado un Reporte de Impacto Ambiental. "Environmental Impact Report No. 450" (State Clearing House No. 2002121128), identifica cualquier impacto significativo y ha sido preparado para el proyecto propuesto. El Director del Departamento de Planeacion, o un representante del, considerara el proyecto propuesto y tambien el Reporte de Impacto Ambiental, en la Reunion Publica.

Los documentos del caso del proyecto propuesto, y el Reporte de Impacto Ambiental, pueden ser vistos de Lunes a Jueves de 8:00 a.m. a 5:00 p.m. en el Departamento de Planeacion del Condado de Riverside, 4080 Lemon St. Piso 9, Riverside, CA 92501. Para mas informacion o para hacer una sita, por favor comuniquese con el planador del proyecto. Cualquier persona que quisiera someter algun comentario acerca de este proyecto puede hacerlo, por escrito, entre la fecha de esta noticia y de la fecha de la Reunion Publica, o puede presentarse en la fecha y lugar mencionados arriba. Todo comentario recibido antes de la Reunion Publica sera sometido al Director, o su representante, y todo testimonio presentado, seran considerados antes de hacer una decision acerca de este proyecto.

Si usted opone este proyecto en una corte, sera limitado a presentar solo los comentarios que usted, o otra persona, presento en la Reunion Publica que es descrita en esta noticia, o que fueron sometidos por escrito al Departamento de Planeacion antes

de la fecha de la Reunion Publica. Se le advierte que el Director puede decidir que cambios sean hechos al proyecto, en esta Reunion Publica.

Sus comentarios se recibiran en la siguiente direccion:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Christian Hinojosa P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN, certify that on 11/8/2010,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP16979/PP17788/PP18876/PP18877/ For PP18879/EIR00450

Company or Individual's Name Planning Department,

Distance buffered 600'.

Pursuant to application requirements furnished by the Riverside County Planning Department, Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Vinnie Nguyen

Checked by: [Signature]
Exp: 5-8-2011

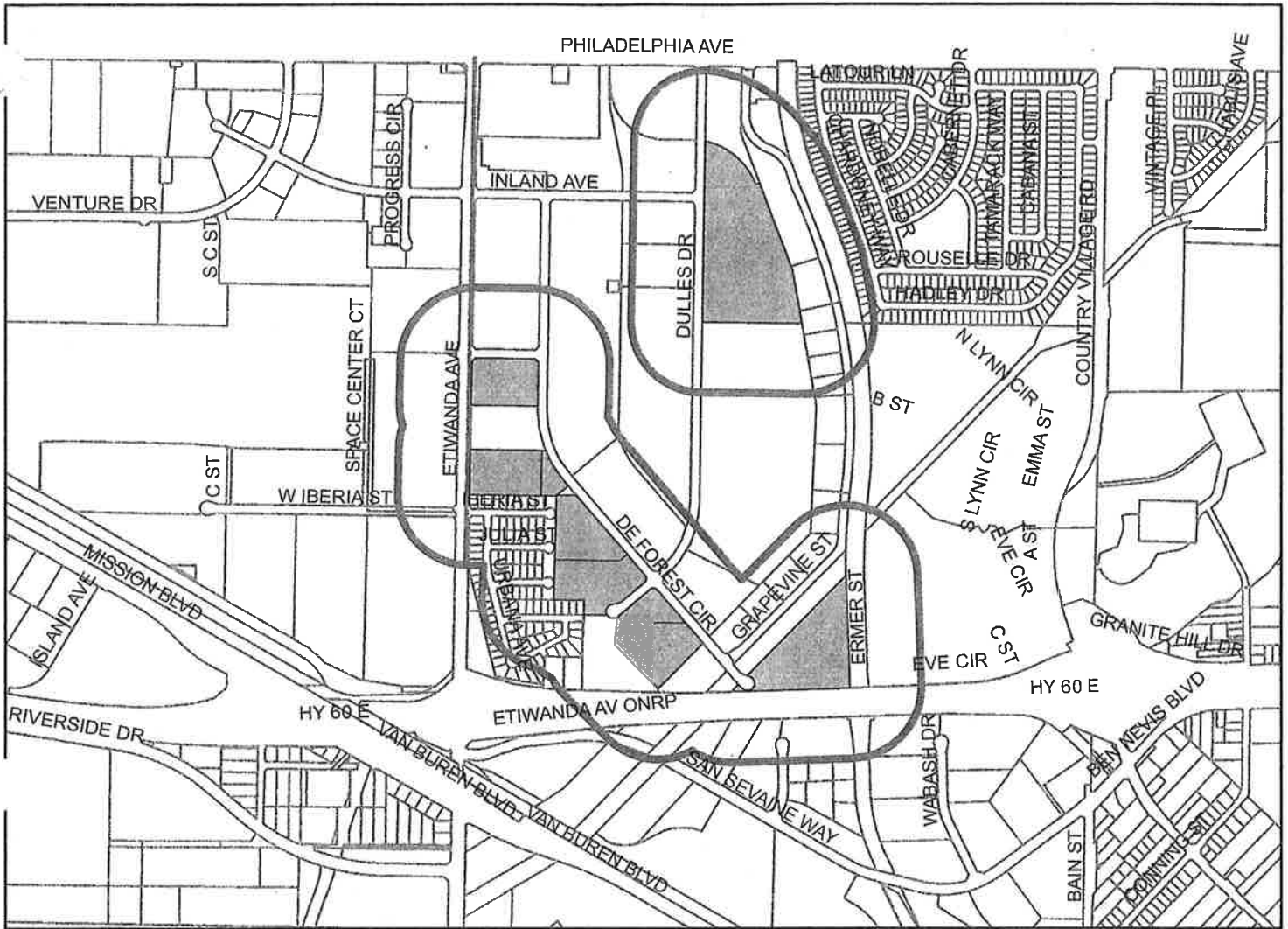
TITLE GIS Analyst

ADDRESS: 4080 Lemon Street 2nd Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

600 feet buffer



Selected Parcels

156-140-054	156-251-018	156-192-006	156-182-002	156-182-003	156-192-013	156-183-004	156-181-011	156-193-003	156-251-020
156-184-004	156-182-010	156-193-004	156-261-015	156-183-010	156-200-020	156-181-009	156-182-008	156-184-013	156-193-021
156-261-021	156-251-010	156-183-003	156-360-069	156-181-004	156-360-024	156-210-024	156-360-062	156-192-005	156-192-010
156-271-044	156-184-015	156-183-002	156-243-001	156-192-012	156-251-014	156-185-003	156-184-008	156-182-009	156-182-017
156-181-008	156-191-004	156-184-006	156-191-008	156-193-005	156-243-006	156-261-035	156-243-004	156-191-005	156-183-007
156-183-001	156-360-070	156-360-074	156-360-075	156-360-068	156-184-010	156-192-011	156-360-067	156-181-002	156-185-002
156-360-032	156-243-005	156-182-006	156-184-001	156-271-040	156-184-009	156-182-012	156-271-038	156-192-002	156-271-042
156-191-010	156-193-013	156-261-031	156-182-004	156-183-012	156-360-063	156-192-001	156-183-005	156-181-005	156-182-011
156-192-007	156-193-008	156-193-022	156-193-016	156-193-015	156-360-039	156-183-013	156-185-005	156-261-033	156-360-023

rst 90 parcels shown



1,700 850 0 1,700 Feet

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

APN: 156140054, ASMT: 156140054
ABLUO
C/O MICHAEL A URBANOS
2501 ROSEGATE
ST PAUL MN 55113

APN: 156181011, ASMT: 156181011
ANTONIO JACOME SANCHEZ
10909 IBERIA ST
MIRA LOMA CA. 91752

APN: 156251018, ASMT: 156251018
ALBERTO CEJA, ETAL
3319 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156193003, ASMT: 156193003
ANTONIO OCHOA, ETAL
3707 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192006, ASMT: 156192006
ALBERTO CEJA LOPEZ, ETAL
10896 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156251020, ASMT: 156251020
ARMANDO DELGADILLO
3325 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156182002, ASMT: 156182002
ANDRES MENDOZA, ETAL
3589 URBANA AVE
MIRA LOMA CA. 91752

APN: 156184004, ASMT: 156184004
ARMANDO ZENDEJAS, ETAL
10930 JULIA ST
MIRA LOMA CA. 91752

APN: 156182003, ASMT: 156182003
ANGEL FAUSTO, ETAL
3597 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182010, ASMT: 156182010
ARNULFO RAMIREZ
3663 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192013, ASMT: 156192013
ANGELINA PEREZ, ETAL
3750 URBANA AVE
MIRA LOMA CA. 91752

APN: 156193004, ASMT: 156193004
ARNULFO SOTO, ETAL
3715 URBANA AVE
MIRA LOMA CA. 91752

APN: 156183004, ASMT: 156183004
ANTHONY G QUERZOLA, ETAL
10930 IBERIA ST
MIRA LOMA CA. 91752

APN: 156261015, ASMT: 156261015
BARRY KOCA
P O BOX 3867
SAN DIMAS CA 91773

APN: 156183010, ASMT: 156183010
BELISARIO MADRIGAL
10925 JULIA ST
MIRA LOMA CA. 91752

APN: 156251010, ASMT: 156251010
CHARLES HARRIS, ETAL
3283 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156200020, ASMT: 156200020
BENNETT FAMILY PARTNERSHIP FOR SAN SE
10775 SAN SEVAINE WAY
MIRA LOMA CA 91752

APN: 156183003, ASMT: 156183003
CHARLES LANATHOUA, ETAL
10940 IBERIA ST
MIRA LOMA CA. 91752

APN: 156181009, ASMT: 156181009
BLANCA TANG
10917 IBERIA ST
MIRA LOMA CA. 91752

APN: 156360069, ASMT: 156360069
CHIANG REALTY
C/O FRED CHIANG
3800 DURBIN ST
BALDWIN PARK CA 91706

APN: 156182008, ASMT: 156182008
BOBBY L PETRAY, ETAL
3645 URBANA AVE
MIRA LOMA CA. 91752

APN: 156181004, ASMT: 156181004
CINDY L DAVIS
10961 IBERIA ST
MIRA LOMA CA. 91752

APN: 156184013, ASMT: 156184013
BOBBY LEE PETRAY, ETAL
3646 URBANA AVE
MIRA LOMA CA. 91752

APN: 156360024, ASMT: 156360024
CLP INDUSTRIAL PROP
C/O THOMSON TAX ACCT DEPT 207
P O BOX 4900
SCOTTSDALE AZ 85261

APN: 156193021, ASMT: 156193021
CESAR ORTEGA, ETAL
17811 SLOVER AVE
BLOOMINGTON CA 92316

APN: 156210024, ASMT: 156210024
CMKM
3815 WABASH DR
MIRA LOMA CA. 91752

APN: 156261021, ASMT: 156261021
CHARLES CLAY BALLARD
4920 ROUNDUP RD
NORCO CA 92860

APN: 156360062, ASMT: 156360062
CURTIS G WALKER, ETAL
C/O DAVID WALKER
20310 VIA LAS VILLAS
YORBA LINDA CA 92887

APN: 156192005, ASMT: 156192005
CYNTHIA J MCDONALD
10906 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156251014, ASMT: 156251014
ENRIQUE LARA, ETAL
3303 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156192010, ASMT: 156192010
DANIEL G ABERLE
10909 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156185003, ASMT: 156185003
FELIPE BENAVIDES
10590 56TH ST
MIRA LOMA CA 91752

APN: 156271044, ASMT: 156271044
DAVID M ANDERSON, ETAL
3125 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156184008, ASMT: 156184008
FELIX MARTINEZ, ETAL
10909 KENMORE ST
MIRA LOMA CA. 91752

APN: 156184015, ASMT: 156184015
DOREEN WHITLOCK
3654 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182009, ASMT: 156182009
FILEMON TORRES, ETAL
3653 URBANA AVE
MIRA LOMA CA. 91752

APN: 156183002, ASMT: 156183002
EARL W BLOOM, ETAL
10952 IBERIA ST
MIRA LOMA CA. 91752

APN: 156182017, ASMT: 156182017
FILOMENO BORRAYO
3581 URBANA AVE
MIRA LOMA CA. 91752

APN: 156243001, ASMT: 156243001
EDUARDO F MEJIA, ETAL
3335 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156181008, ASMT: 156181008
FRANCISCO SANCHEZ, ETAL
10925 IBERIA ST
MIRA LOMA CA. 91752

APN: 156192012, ASMT: 156192012
EDWARD GUTIERREZ, ETAL
3740 URBANA AVE
MIRA LOMA CA. 91752

APN: 156191004, ASMT: 156191004
FRED M ALVAREZ, ETAL
14305 ROCK PL
RIVERSIDE CA 92503

APN: 156184006, ASMT: 156184006
GENARO RICO, ETAL
10916 JULIA ST
MIRA LOMA CA. 91752

APN: 156183007, ASMT: 156183007
GLINN JENNINGS HUNTER, ETAL
10908 IBERIA ST
MIRA LOMA CA. 91752

APN: 156191008, ASMT: 156191008
GENE PROCTOR, ETAL
10881 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156183001, ASMT: 156183001
GLORIA SANDOVAL
10962 IBERIA ST
MIRA LOMA CA. 91752

APN: 156193005, ASMT: 156193005
GERMAN CISNEROS, ETAL
3723 URBANA AVE
MIRA LOMA CA. 91752

APN: 156360070, ASMT: 156360070
GRAPEVINE BUSINESS CENTER
C/O SHAW RIVERSIDE LLC
160 NEWPORT CENTER DR 250
NEWPORT BEACH CA 92660

APN: 156243006, ASMT: 156243006
GIBERTO A MOLINA, ETAL
3395 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156360075, ASMT: 156360075
GRAPEVINE PROP
C/O CHRISTINE HU
660 W LAMBERT RD
BREA CA 92821

APN: 156261035, ASMT: 156261035
GILBERTO VEGA, ETAL
3235 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156360068, ASMT: 156360068
GUM TREE PARTNERS, ETAL
C/O BRIAN HALEY
1391 MORNINGSIDE DR
LAGUNA BEACH CA 92651

APN: 156243004, ASMT: 156243004
GISELA MEDVEC
3371 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156184010, ASMT: 156184010
GWENDOLYNE ZAIZA, ETAL
10925 KENMORE ST
MIRA LOMA CA. 91752

APN: 156191005, ASMT: 156191005
GLAFIRA JARA, ETAL
10909 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156192011, ASMT: 156192011
HAROLD M HIVELY, ETAL
1736 MESA VERDE DR
SAN BERNARDINO CA 92404

APN: 156360067, ASMT: 156360067
HKM INV
22539 RIDGE LINE RD
DIAMOND BAR CA 91765

APN: 156271040, ASMT: 156271040
ISRAEL HERNANDEZ
3105 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156181002, ASMT: 156181002
HORACIO GARCIA
10981 IBERIA ST
MIRA LOMA CA. 91752

APN: 156184009, ASMT: 156184009
JAVIER LOPEZ
10917 KENMORE ST
MIRA LOMA CA. 91752

APN: 156185002, ASMT: 156185002
HUMBERTO ORTEGA, ETAL
10942 KENMORE ST
MIRA LOMA CA. 91752

APN: 156182012, ASMT: 156182012
JESUS E MICHEL, ETAL
3681 URBANA AVE
MIRA LOMA CA. 91752

APN: 156360032, ASMT: 156360032
INVESTMENT BUILDING GROUP
4100 NEWPORT PL STE 750
NEWPORT BEACH CA 92660

APN: 156271038, ASMT: 156271038
JESUS PINA
3095 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156243005, ASMT: 156243005
ISELA CORRAL
3383 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156192002, ASMT: 156192002
JOE J GONZALES, ETAL
3728 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182006, ASMT: 156182006
ISIDRO VIVIAN
3625 URBANA AVE
MIRA LOMA CA. 91752

APN: 156271042, ASMT: 156271042
JOE L GARCIA, ETAL
3115 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156184001, ASMT: 156184001
ISIDRO VIVIAN
10962 JULIA ST
MIRA LOMA CA. 91752

APN: 156191010, ASMT: 156191010
JOE VALENZUELA, ETAL
10863 LANSFORD ST
MIRA LOMA CA. 91752

APN: 156193013, ASMT: 156193013
JOEL MEZA, ETAL
10920 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156181005, ASMT: 156181005
JOSE A NEVAREZ
10951 IBERIA ST
MIRA LOMA CA. 91752

APN: 156261031, ASMT: 156261031
JOHN A MENDOZA, ETAL
3215 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156182011, ASMT: 156182011
JOSE A PENA, ETAL
3671 URBANA AVE
MIRA LOMA CA. 91752

APN: 156182004, ASMT: 156182004
JOHN M PACHECO, ETAL
3607 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192007, ASMT: 156192007
JOSE A RODRIGUEZ, ETAL
10882 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156183012, ASMT: 156183012
JOHN M SALAZAR, ETAL
10941 JULIA ST
MIRA LOMA CA. 91752

APN: 156193008, ASMT: 156193008
JOSE CERVANTES
3749 URBANA AVE
MIRA LOMA CA. 91752

APN: 156360063, ASMT: 156360063
JONATKIM ENTERPRISES
627 S MANCHESTER AVE
ANAHEIM CA 92802

APN: 156193022, ASMT: 156193022
JOSE GARCIA, ETAL
10868 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156192001, ASMT: 156192001
JORGE ALVARADO JUAREZ, ETAL
3718 URBANA AVE
MIRA LOMA CA. 91752

APN: 156193015, ASMT: 156193015
JOSE ISABEL ORTEGA, ETAL
3786 WINDSOR CT
MIRA LOMA CA 91752

APN: 156183005, ASMT: 156183005
JORGE SOLIS, ETAL
10924 IBERIA ST
MIRA LOMA CA. 91752

APN: 156360039, ASMT: 156360039
JOSEPH G LITTLE
P O BOX 1070
MIRA LOMA CA 91752

APN: 156183013, ASMT: 156183013
JUAN FRANCISCO ROSALES
10951 JULIA ST
MIRA LOMA CA. 91752

APN: 156184002, ASMT: 156184002
L G BLACKBURN
25609 HOLLAND RD
MENIFEE CA 92584

APN: 156185005, ASMT: 156185005
JUAN M RODELO
10916 KENMORE ST
MIRA LOMA CA. 91752

APN: 156360071, ASMT: 156360071
LAXMI GUPTA, ETAL
2852 MAINWAY DR
LOS ALAMITOS CA 90720

APN: 156261033, ASMT: 156261033
JUDITH MORAN, ETAL
11432 POLLARD DR
GARDEN GROVE CA 92841

APN: 156360038, ASMT: 156360038
LAYTON DEV INC, ETAL
C/O AXIOM GROUP
3777 DEFOREST CIR
MIRA LOMA CA. 91752

APN: 156200016, ASMT: 156200016
JURUPA COMMUNITY SERVICES DIST
8621 JURUPA RD
RIVERSIDE CA 92509

APN: 156210021, ASMT: 156210021
LESLIE E CARSON, ETAL
405 EAST SIXTH ST
ONTARIO CA 91764

APN: 156360061, ASMT: 156360061
KEVIN G OSBORNE, ETAL
3631 GRAPEVINE ST
MIRA LOMA CA. 91752

APN: 156243007, ASMT: 156243007
LETICIA REYES
3598 HADLEY DR
MIRA LOMA CA. 91752

APN: 156261027, ASMT: 156261027
KEVIN STRAWN, ETAL
3195 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156360007, ASMT: 156360007
LEVECKE LLC
10810 INLAND AVE
MIRA LOMA CA. 91752

APN: 156182013, ASMT: 156182013
KIM A COSLETT
3691 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192004, ASMT: 156192004
LILA M LATHAM
10916 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156361012, ASMT: 156361012
LSH PROP
C/O AL SHANKLE CONST
2248 MERIDIAN BLV NO D
MINDEN NV 89423

APN: 156191006, ASMT: 156191006
MARIO GOMEZ, ETAL
6365 N WALNUT AVE
SAN BERNARDINO CA 92407

APN: 156185006, ASMT: 156185006
LUCIO V CORREA, ETAL
10908 KENMORE ST
MIRA LOMA CA. 91752

APN: 156184012, ASMT: 156184012
MARIO V JUAREZ, ETAL
P O BOX 842
MIRA LOMA CA 91752

APN: 156271034, ASMT: 156271034
LUIS GARCIA
3075 CHARDONEY WAY
RIVERSIDE CA 92509

APN: 156193002, ASMT: 156193002
MARK D HANSON, ETAL
3699 URBANA AVE
MIRA LOMA CA 91752

APN: 156184011, ASMT: 156184011
MANUEL LOMELI, ETAL
10929 KENMORE ST
MIRA LOMA CA. 91752

APN: 156261037, ASMT: 156261037
MARK EDWARD DENNING
3245 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156193007, ASMT: 156193007
MARIA ANDRADE
3741 URBANA AVE
MIRA LOMA CA. 91752

APN: 156193018, ASMT: 156193018
MARTIN LEDEZMA, ETAL
10890 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156193023, ASMT: 156193023
MARIA AZEVEDO
10862 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156191003, ASMT: 156191003
MARTIN MARQUEZ, ETAL
10925 LANDSFORD ST
MIRA LOMA CA. 91752

APN: 156193019, ASMT: 156193019
MARIA L LEDEZMA
10882 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156251008, ASMT: 156251008
MARY JO BRUNS
3273 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156183008, ASMT: 156183008
MARY L BURNS, ETAL
10909 JULIA ST
MIRA LOMA CA. 91752

APN: 156184003, ASMT: 156184003
MIKE ANTIMIE
12862 JOY ST NO J
GARDEN GROVE CA 92840

APN: 156183014, ASMT: 156183014
MATEO SUAREZ, ETAL
10961 JULIA ST
MIRA LOMA CA. 91752

APN: 156360042, ASMT: 156360042
MILLARD REFRIGERATED SERVICE ATLANTA I
4715 S 132ND ST
OMAHA NE 68137

APN: 156261041, ASMT: 156261041
MICHAEL E KIRCHGRABER
3263 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156220001, ASMT: 156220001
MIRA LOMA ASSOCIATES
10250 COUNTRY VILLAGE RD
MIRA LOMA CA. 91752

APN: 156243003, ASMT: 156243003
MICHAEL FLAMENCO, ETAL
3359 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156230001, ASMT: 156230001
MIRA LOMA ASSOCIATES
8247 WHITE OAK AVE
RANCHO CUCAMONGA CA 91730

APN: 156261029, ASMT: 156261029
MICHAEL LAROYCE MARTIN, ETAL
C/O MICHAEL L MARTIN
3205 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156200021, ASMT: 156200021
MIRA LOMA BUSINESS PARK
C/O STEPHEN B WONG
1020 N BATAVIA ST STE B
ORANGE CA 92867

APN: 156183011, ASMT: 156183011
MIGUEL ACOSTA
10929 JULIA ST
MIRA LOMA CA. 91752

APN: 156243002, ASMT: 156243002
MOJDEH AMINI NAZARI, ETAL
466 FOOTHILL BLV NO 116
LA CANADA CA 91011

APN: 156191002, ASMT: 156191002
MIGUEL ANGEL ORTEGA
10935 LANDSFORD ST
MIRA LOMA CA 91752

APN: 156360066, ASMT: 156360066
MUSHEGAIN INDUSTRIAL PROP, ETAL
C/O THOMAS MUSHEGAIN SR
P O BOX 5489
PASADENA CA 91117

APN: 156360020, ASMT: 156360020
OBAYASHI CORP
420 E 3RD ST STE 600
LOS ANGELES CA 90013

APN: 156182007, ASMT: 156182007
PORFIRIO A VIVIAN, ETAL
3635 URBANA AVE
MIRA LOMA CA. 91752

APN: 156193014, ASMT: 156193014
OLGA CANO
10916 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156360017, ASMT: 156360017
PREFCO XVIII LTD, ETAL
C/O TAX DEPT 1C
CHECKERBOARD SQUARE
ST LOUIS MO 63164

APN: 156184007, ASMT: 156184007
OLOF ANENS
3257 MARY ST
RIVERSIDE CA 92506

APN: 156360019, ASMT: 156360019
PREVOST CAR US
LOIS MCDERMOTT
201 SOUTH AVE
S PLAINFIELD NJ 7080

APN: 156184014, ASMT: 156184014
OM YERMO
904 SILVER SPUR RD NO 479
ROLLING HILLS EST CA 90274

APN: 156360009, ASMT: 156360009
PROLOGIS CALIF I
C/O DEBRA A DICKEY
2235 FARADAY AVE STE O
CARLSBAD CA 92008

APN: 156271032, ASMT: 156271032
OSIEL OCAMPO
3065 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156271036, ASMT: 156271036
RAFAEL RAMIREZ
3085 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156181007, ASMT: 156181007
OTILIO RODRIGUEZ, ETAL
10929 IBERIA ST
MIRA LOMA CA. 91752

APN: 156261019, ASMT: 156261019
RAMON PADILLA, ETAL
3155 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156192009, ASMT: 156192009
PEDRO VILLAGRANA
10899 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156193006, ASMT: 156193006
RAQUEL LOPEZ
3733 URBANA AVE
MIRA LOMA CA. 91752

APN: 156184005, ASMT: 156184005
REFUGIO SALAZAR, ETAL
10924 JULIA ST
MIRA LOMA CA. 91752

APN: 156230002, ASMT: 156230002
RIVERSIDE COUNTY FLOOD CONTROL
1995 MARKET ST
RIVERSIDE CA 92501

APN: 156183006, ASMT: 156183006
REYES ORTEGA MADRIGAL
10916 IBERIA ST
MIRA LOMA CA. 91752

APN: 156193017, ASMT: 156193017
RMC GROUP
17811 SLOVER AVE
BLOOMINGTON CA 92316

APN: 156182005, ASMT: 156182005
RICARDO G RAMOS, ETAL
3617 URBANA AVE
MIRA LOMA CA. 91752

APN: 156192008, ASMT: 156192008
ROBERT BARRON FERNANDEZ
10891 WINDSOR PL
MIRA LOMA CA. 91752

APN: 156210048, ASMT: 156210048
RICHARD B NEWTON, ETAL
711 MISSION ST NO A
SOUTH PASADENA CA 91030

APN: 156200019, ASMT: 156200019
ROBERT D LEACH
10795 SAN SEVAINE WAY
MIRA LOMA CA. 91752

APN: 156261023, ASMT: 156261023
RICHARD C PEARSE
3175 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156261025, ASMT: 156261025
ROBERT H CASTEEL, ETAL
3185 CHARDONEY WAY
MIRA LOMA CA 91752

APN: 156360064, ASMT: 156360064
RICHARD DICKMAN, ETAL
12400 VENTURA BLV NO 509
STUDIO CITY CA 91604

APN: 156191011, ASMT: 156191011
ROBERT H VENEGAS
6185 SANDOVAL AVE
RIVERSIDE CA 92509

APN: 156181003, ASMT: 156181003
RICHARD L GONZALEZ, ETAL
10971 IBERIA ST
MIRA LOMA CA. 91752

APN: 156185001, ASMT: 156185001
ROBERT L SWAGER, ETAL
10956 KENMORE ST
MIRA LOMA CA. 91752

APN: 156251016, ASMT: 156251016
ROBERT M LOPEZ, ETAL
3313 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156360004, ASMT: 156360004
SHADOW MOUNTAIN INDUSTRIAL PROP
502 N DIVISION ST
CARSON CITY NV 89703

APN: 156261017, ASMT: 156261017
RONNIE D WILSON, ETAL
3145 CHARDONEY WAY
MIRA LOMA CA. 91752

APN: 156361007, ASMT: 156361007
SHAW RIVERSIDE
160 NEWPORT DR NO 250
NEWPORT BEACH CA 92660

APN: 156181012, ASMT: 156181012
RORY JOHN THOMPSON
10991 IBERIA ST
MIRA LOMA CA. 91752

APN: 156360034, ASMT: 156360034
SOUTHERN CALIF EDISON CO
2131 WALNUT GROVE 2ND FL
ROSEMEAD CA 91770

APN: 156183009, ASMT: 156183009
ROSA M TORRES, ETAL
10917 JULIA ST
MIRA LOMA CA. 91752

APN: 156200037, ASMT: 156200037
SOUTHERN CALIFORNIA EDISON CO
ATTN R/W & LAND DEPT
P O BOX 410
LONG BEACH CA 90801

APN: 156140053, ASMT: 156140053
ROTA
C/O SPACE CENTER MIRA LOMA INC
3401 ETIWANDA AVE 1011-0
MIRA LOMA CA 91752

APN: 156360037, ASMT: 156360037
SOUTHERN CALIFORNIA EDISON CO
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