TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT
Alameda Corridor West Terminus Intermodal Railyard (Trapac Terminal On-Dock Railyard

1. PARTIES AND DATE

1.1 This Project Baseline Agreement (Agreement) for the ***Alameda Corridor West Terminus Intermodal Railyard (Trapac Terminal On-Dock Railyard),*** effective on, August 23, 2012 is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the City of Los Angeles ("City"), acting through its Board of Harbor Commissioners (Project Sponsor), sometimes collectively referred to as the "Parties".

2. RECITAL

2.1 Whereas at its February 22, 2012 Meeting the California Transportation Commission programmed ***Alameda Corridor West Terminus Intermodal Railyard - (Trapac Terminal On-Dock Railyard)*** in the Trade Corridors Improvement Fund the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto (see Exhibit A), the Project Study Report Equivalent attached hereto as Exhibit A, and the Project Benefits Form attached hereto (see Exhibit A), as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).

3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.

3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.

3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.

3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.

3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.

3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.

3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits with be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form (see Exhibit A, Attachment 1)

4.2 Project Scope

See Project Study Report Equivalent (PSRE), attached as Exhibit A.

4.3 Project Benefits

See Project Benefits Form (see PSRE)

4.4 Other Project Specific Provisions and Conditions

4.4.1 This Project Baseline Agreement is subject to the provisions of the Los Angeles City Charter which, among other things, precludes the City from making any expenditure of funds or incurring any liability, including contractual commitments, in excess of the amount currently appropriated. Nothing in this Project Baseline Agreement shall be interpreted to conflict with such requirements. However, the Board of Harbor Commissioners, in approving this Project Baseline Agreement, has expressed its intended commitment to the specific projects covered by this Project Baseline Agreement, and the identified sources of funds and expects such funds to be available and to appropriate such funds in the fiscal years they are to be expended.

SIGNATURE PAGE
TO
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT
Alameda Corridor West Terminus Intermodal Railyard (Trapac Terminal On-Dock Railyard

_____

Geraldine Knatz, Ph.D. **Date**
Executive Director
The City of Los Angeles,
acting through its Board of Harbor Commissioners

_____

Malcolm Dougherty **Date**
Director
California Department of Transportation

_____

Bimla Rhinehart **Date**
Executive Director
California Transportation Commission

EXHIBIT A

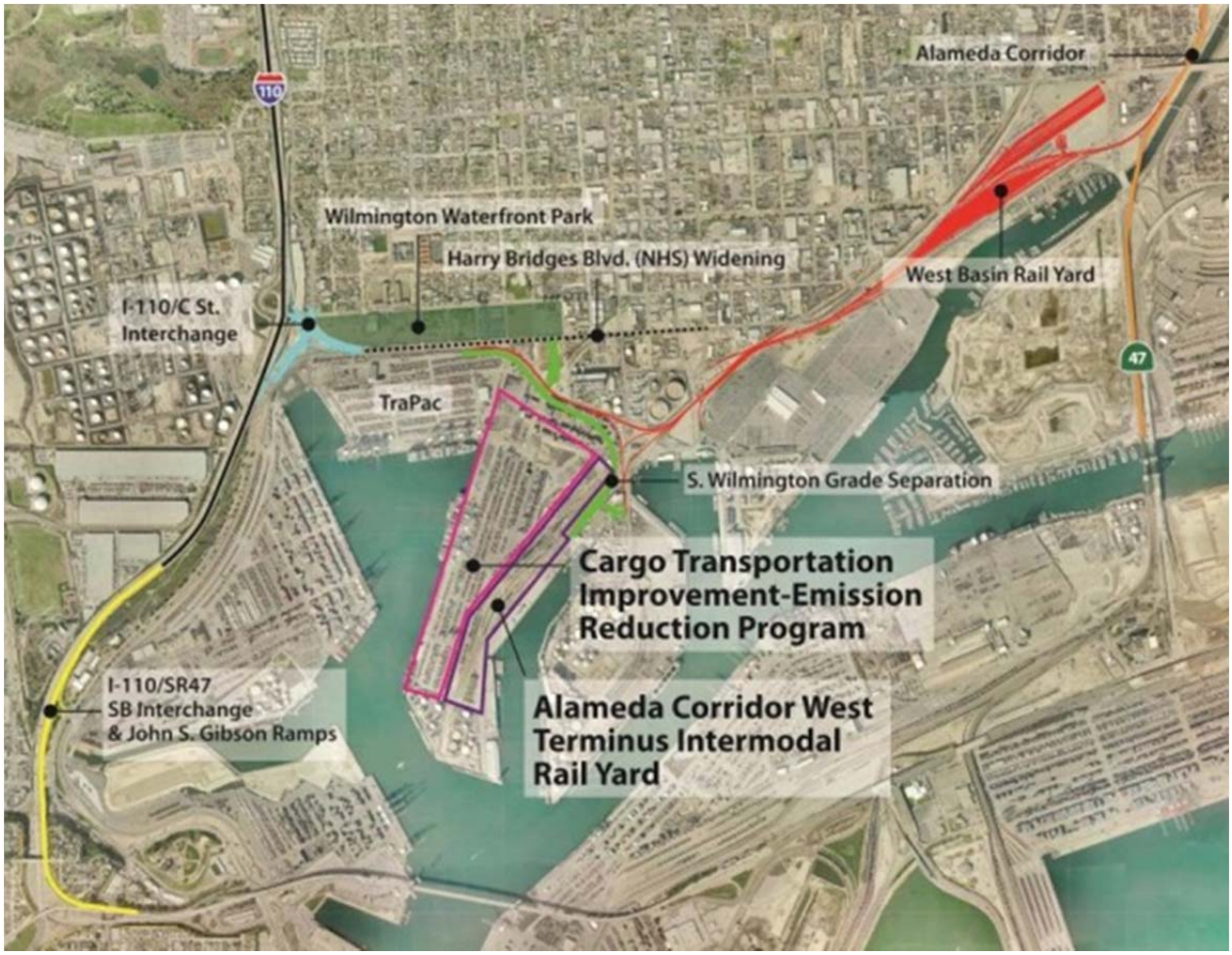
PSRE

PROJECT STUDY REPORT EQUIVALENT

THE PORT OF LOS ANGELES

ALAMEDA CORRIDOR WEST TERMINUS INTERMODAL RAILYARD (TRAPAC ON-DOCK RAILYARD)

CARGO TRANSPORTATION IMPROVEMENT-EMISSION REDUCTION PROGRAM (TRAPAC TERMINAL AUTOMATED TERMINAL COMPONENT)



Approved by the Port of Los Angeles:

June 25, 2012

Agency Chief Executive (i.e. Mayor, City Manager, CEO, CAO, PW Dir, City Eng., Gen. Mgr., or equivalent)

DATE

This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing below attests to and certifies the technical information contained herein and the engineering data upon which the recommendations, conclusions, and decisions are based.

authorized staff	June 25, 2012 *DATE*	C039199 *If applicable California PE Stamp and Lic #*
authorized staff	June 25, 2012 *DATE*	TR 1858 *If applicable California PE Stamp and Lic #*

Table of Contents

INTRODUCTION

The Port of Los Angeles' (POLA) Alameda Corridor West Terminus Intermodal Railyard (TraPac Terminal on-dock railyard) and Cargo Transportation Improvement-Emission Reduction Program (TraPac Terminal automated terminal component) are located in the West Basin district of the POLA. The TraPac Terminal will be accessed via Harry Bridges Boulevard, which is the southern boundary of the Wilmington community. Alameda Street/Harry Bridges Boulevard is also a federally designated National Highway System Intermodal Connector Route. Figures 1-3 illustrate the projects locations, as they relate to the national, regional, and subregional intermodal transportation system.

Figure1 - Project National Context

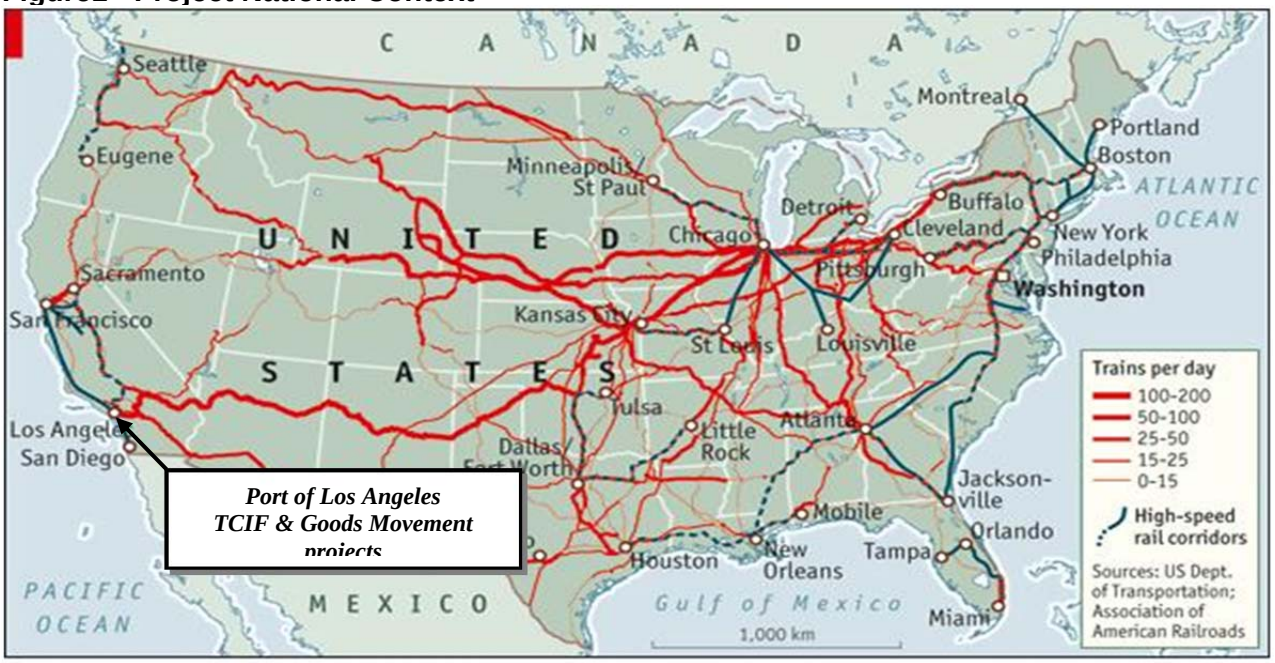


Figure 2 - Project Regional Context

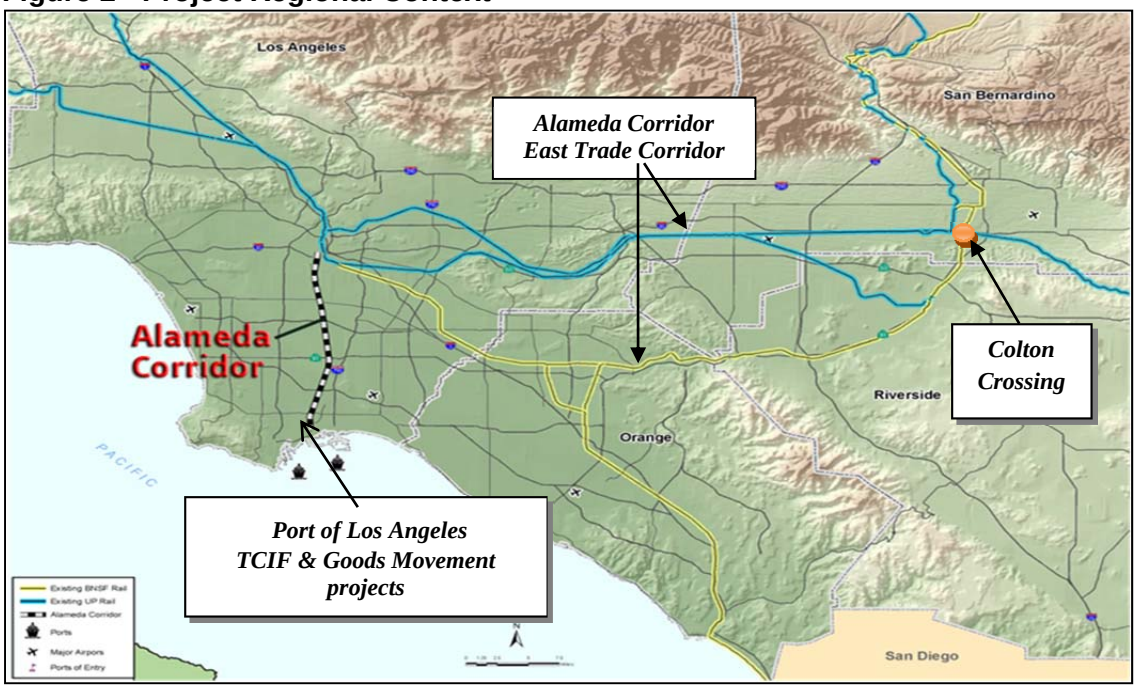
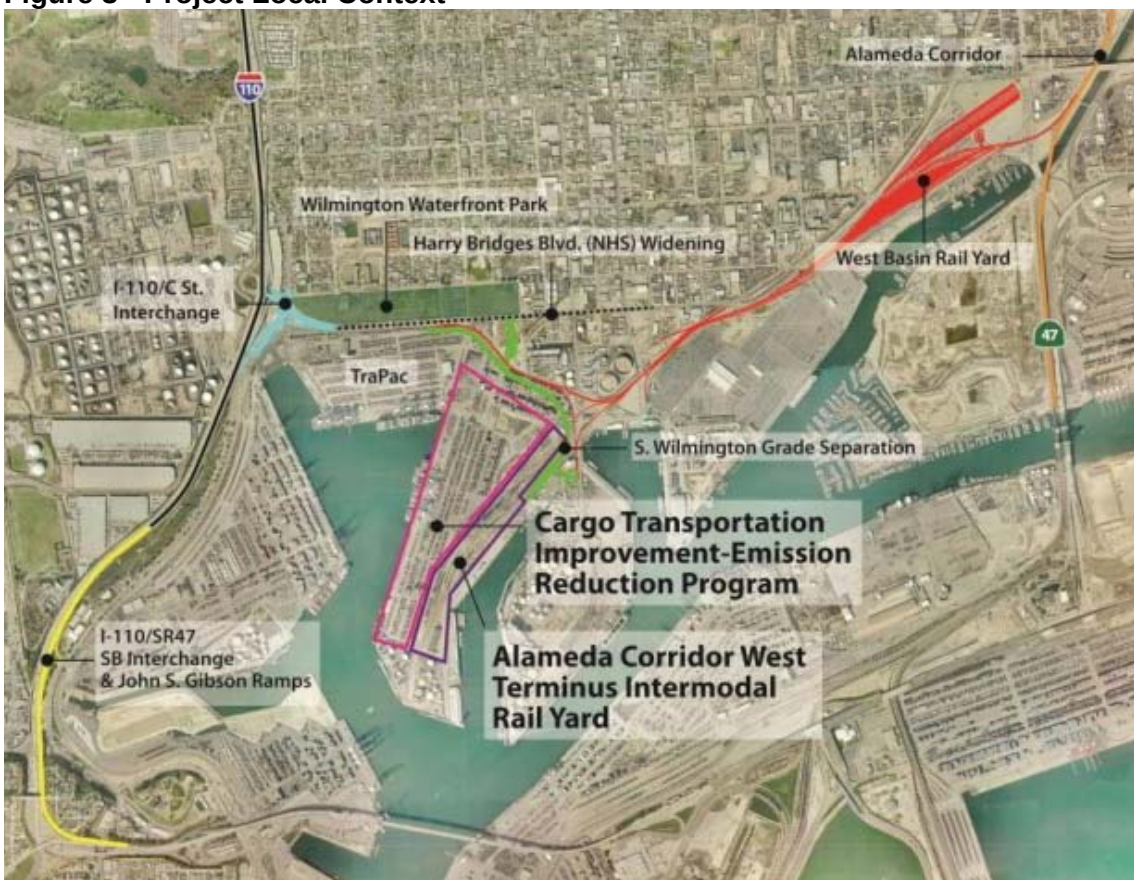


Figure 3 - Project Local Context



The projects consist of the following:

- Alameda Corridor West Terminus Intermodal Railyard-West Basin Railyard (TCIF #32) Extension: This is a key component of the POLA/POLB Rail System Program. The project entails construction of an intermodal railyard for loading/unloading containers. The project is a direct extension of the West Basin Railyard (TCIF #32), which both function as critical links between the POLA and the Alameda Corridor (*which carries about 15% of all waterborne containers entering/exiting the entire United States*). This project is also integral to the CTIER Program (described below) and part of the TraPac terminal project. This railyard will have automated/electric RMG cranes. This project is currently at the 30% final design stage.

POLA Cargo Transportation Improvement-Emission Reduction Program: The POLA is the first port in North America to embark upon implementing automation/electrification of a container terminal and on-dock intermodal yard. The POLA is in the midst of completing final design on the expansion and retrofitting of the existing TraPac container terminal to provide for the following elements: automated/electric "mini" straddle-carriers that move containers to/from the wharf, the Alameda Corridor West Terminus Intermodal Railyard (see above), and the container yard (CY); automated/electric RMG cranes in the CY rows/stacks; automated movement of these containers from the CY RMG cranes to the trucks in the loading stalls at the end of the CY stacks; and fully automated truck gates. This project has two phases,

with phase 1 and phase 2 at the 60% and 20% final design stage, respectively (as of June 25, 2012).

These projects are part of an overall cargo transportation improvement and emission reduction program at the POLA. As the POLA/POLB comprises the largest port complex in the western hemisphere, these projects are part of a comprehensive intermodal goods movement system serving the State and nation. Combined with the existing four POLA TCIF and other adjacent projects described below, the POLA will expend $723,312,000 over the next four years alone, and just in this subarea, adjacent to the City of Los Angeles Wilmington community. The environmental document/clearance for both projects was accepted by the CTC in June 2011 via the FEIR, Findings of Fact, and Statement of Overriding Considerations for the TraPac Container Terminal Project.

TRANSPORTATION CHALLENGES/PROJECT NEED

The POLA/POLB handled 14 million twenty-foot equivalent units (TEUs) in 2011. By 2035, the Ports are projected to handle about 40 million TEUs. The rail system serving the POLA/POLB is instrumental in enabling the efficient transportation of cargo, as rail service is both economically and environmentally beneficial. At the POLA/POLB, about 40-45% of all containers are loaded onto trains via on-dock and off-dock railyards. Of this 40%, about 24% is loaded via on-dock railyards. It is the policy of the Ports to maximize the movement of containers via on-dock rail, and thus providing sufficient infrastructure. To accommodate the growth in rail traffic, which is estimated to increase from about 95 to 315 trains/per day between now and 2035, the POLA/POLB has developed a comprehensive Rail System Program estimated to cost about **$2 billion** over the next 10-15 years. The Alameda Corridor West Terminus Intermodal Railyard-West Basin Railyard Extension is an integral element of the Rail System Program.

Many intersections, roadways, freeways within the Ports' area, and I-710 Corridor currently operate at unacceptable levels of service. The poor operating conditions are expected to deteriorate within the next 20 years as determined in numerous recent studies, including technical studies prepared for the soon to be released I-710 Corridor Draft Environmental Impact Report/Environmental Impact Statement. Given the expected cost of the proposed I-710 Corridor improvements, the scarcity of public funds, and the lengthy timeframe required for development/implementation, other types of transportation improvements, such as on-dock/near-dock intermodal railyards, are crucial to ensure the overall economic vitality of Southern California, the State, and the nation. On-dock/near-dock intermodal facilities reduce truck trips for a marine container terminal by about 35-50%.

The project provides for the loading/unloading of containers directly onto trains, and thereby maximizes the number of containers moved directly via rail (which is a goal in the draft *United States Department of Transportation Strategic Plan)*. The project thus reduces truck trips on streets and freeways within the Southern California Association of Governments (SCAG) area, including I-710, I-110, SR 47/103, and Alameda Street.

KEY PROJECT BENEFITS

Throughout/Velocity/Reliability/Congestion Reduction

- Automation increases capacity, which is needed to accommodate expected increases in container volumes over the next 20 years;
- Automation significantly reduces: handling times of containers inside the terminal, operating hours of terminal equipment, and truck turn-time/idling time inside terminals
- The Alameda Corridor West Terminus Intermodal Railyard Reduces 3,000 truck trips per day (in addition to the estimated amount attributable to TCIF project #32), and 53,000 truck-miles travelled per day

- Combined with other POLA/POLB Rail System projects, both projects help to reduce train delays by around 50 train-hours/day, which also reduces locomotive emissions
- The reduction in truck trips on adjacent roadways/freeways, including the I-710, will result in improved safety. The I-710 between Ocean Boulevard in Long Beach and the I-5 has higher accident and fatal accident rates compared to the State average. The high truck volumes, combined with auto volumes, contribute to the severity of accidents occurring along the I-710. Truck-related accidents account for about 31% of accidents. In a three-year period from October 2004 - September 2007, there were 38 fatal accidents along the I-710 (including interchange ramps).

Eligibility/Benefits	Alameda Corridor West Terminus Intermodal Railyard (West Basin Railyard Extension)	POLA Cargo Transportation Improvement-Emission Reduction Program
▪ Highway and freight capacity improvements (POLA project reduces truck trips, and thus creates capacity for other vehicles),	✓	✓
▪ Freight rail system improvements (POLA project provides on-dock railyard capacity)	✓	✓
▪ Truck corridor improvements (POLA project reduces truck trips along key corridors including I-710, I-110, and SR 47)	✓	✓
▪ Port capacity and efficiency projects (Both POLA projects' automation provides faster movement of cargo).	✓	✓
▪ State Goods Movement Action Plan Technology Element (both projects): – Faster turnaround times for calling vessels – Shorter dwell times for containers and cargo – Optimal use of port resources such as yard space and cranes – Safe handling of cargo (particularly hazardous cargo) – Enhanced facilities and services for users – Effective management of large volumes of information – Improved ability to mitigate public health and environmental impacts in adjacent communities – Improved energy efficiency of goods movement	✓	✓

Environmental Sustainability/Emission Reduction

The two projects will significantly reduce terminal and truck emissions, which will improve air quality for workers and the adjacent Wilmington community. It should be noted that the emission benefits are understated as the findings do not account for decreased rail locomotive operating hours as a result of the improved rail system infrastructure. The POLA Cargo Transportation Improvement-Emission Reduction Program will eliminate all landside equipment emissions, including 2,550 metric tons/year of greenhouse gases by the year 2038. The Alameda Corridor West Terminus Intermodal Railyard will reduce criteria pollutants as follows:

Emission Reductions (tons; over 20 years, 2013-2033)					
CO	CO_2	NO_X	PM_{10}	SO_X	ROG
1,848	772,569	2,908	124	8	346

Economic

Construction Jobs: 5,300 in an Economically Distressed Area with 13% unemployment

CONSTRUCTION ELEMENTS

Alameda Corridor West Terminus Intermodal Railyard (30 acres)

- 27,500 feet of trackage to be operated on 5,000 feet of automated/electric rail-mounted gantry crane rail (the cranes themselves are not part of this grant)
- Buildings: 500 sf guard house, 200 sf Customs & Border Protection bldg.,160 sf maintenance trailer, and 770 sf compressed air bldg.
- The railyard will have an ultimate handling capacity of approximately 615,000 TEU/year
- 30 acres of new pavement; mix of Portland cement (PCC) and asphalt cement concrete (ACC)
- LED light fixtures

Cargo Transportation Improvement-Emission Reduction Program-Phase 1 (21 acres)

- Four automated stacking container crane (ASC) rows, totaling 10,000 feet; the cranes themselves are not part of this grant
- automated truck loading bays at the end of each row
- 21 acres of new pavement; mix of Portland Cement (PCC) and asphalt cement concrete (ACC)
- LED light fixtures

Cargo Transportation Improvement-Emission Reduction Program-Phase 2 (61 acres)

- Twelve ASC rows, totaling 32,000 feet; the cranes themselves are not part of this grant
- Buildings: 5,000 sf crane maintenance bldg.
- automated truck loading bays at the end of each row
- 61 acres of new pavement; mix of Portland Cement (PCC) and asphalt cement concrete (ACC)
- LED light fixtures

SCHEDULE/COST ESTIMATE/FUNDING

The two projects are currently in the Plans, Specifications, and Estimates (PS&E) phase (see below for the details). Matching funds have been secured. The following summarizes the schedule:

Alameda Corridor West Terminus Intermodal Railyard

Task	Start	Finish
1. Final Design (PS&E)	8/2011	06/2013
2. Construction Bid and Award	06/2013	10/2013
3. Construction	10/2013	04/2015

Cargo Transportation Improvement-Emission Reduction Program-Phase 1

Task	Start	Finish
4. Final Design (PS&E)	10/2011	10/2012
5. Construction Bid and Award	10/2012	01/2013
6. Construction	01/2013	05/2014

Cargo Transportation Improvement-Emission Reduction Program-Phase 2

Task	Start	Finish
7. Final Design (PS&E)	10/2011	06/2013
8. Construction Bid and Award	06/2013	11/2013
9. Construction	11/2013	11/2016

PROGRAMMING DATA (see attached PPR forms)

ALTERNATIVES

As documented in the EIR/EIS (http://www.portoflosangeles.org/EIR/TraPac/FEIR/feir_trapac.asp) and addendum (http://www.portoflosangeles.org/EIR/TraPac/FEIR/Final_Addendum_with_Attachments_6-2012.pdf), several alternatives were analyzed for the projects.

SYSTEM PLANNING

State/Regional Significance

The POLA/POLB is vital component of the State's economy. Between September 2007 and September 2008, the POLA/POLB handled approximately 43% and 27% of the nation's total import and export containers, respectively. The $287 billion in containerized trade moving through the POLA/POLB annually supports more than 886,000 direct and indirect jobs throughout California, and generates nearly $7.17 billion in State and local tax revenues. Timely construction of these two newly nominated and current POLA TCIF projects are important to prevent diversion of intermodal containers to other ports in North America, including the US Gulf/East coast ports via the Panama Canal. A third set of locks in the Panama Canal will open in 2014, which will accommodate some of the largest vessels with a capacity to carry 12,500 Twenty-Foot Equivalent Units (TEU) of containerized cargo. Gulf/East coast ports and the railroads are working feverishly to improve their facilities in anticipation of what they hope will be a significant diversion of cargo from west coast ports. Over $30 billion in port investments have been made at these competitor ports to attract cargo through the Panama Canal. The Panama Canal Authority has signed cooperative agreements with 25 Gulf/East coast ports. Gulf/East coast jurisdictions have also adopted various policies including tax credits and incentives to lure customers away from the California ports.

These two new POLA projects are also endorsed by the SCCG, a coalition of all the transportation agencies in Southern California and comprised of the following agencies (including the POLA):

- Southern California Association of Governments (SCAG)
- Five regional transportation planning/programming agencies (RTPA) in the SCAG region:
    - Los Angeles County Metropolitan Transportation Authority (METRO)
    - Orange County Transportation Authority
    - Riverside County Transportation Commission
    - San Bernardino Associated Governments
    - Ventura County Transportation Commission
- Alameda Corridor-East Construction Authority
- Alameda Corridor Transportation Authority
- Southern California Regional Rail Authority (Metrolink)
- Ports of Long Beach and Hueneme

For the past several years, the SCCG agencies have collaborated to identify more than $50 billion in multi-modal transportation projects to address mobility, safety, environmental, and quality of life impacts of goods movements. This project is also supported by industry, labor, and environmental organizations, and elected officials. In addition to the aforementioned endorsements, the projects are part of the following programs/plans:

- State Goods Movement Action Plan
- Federally required SCAG Regional Transportation Plan (RTP)

- Multi-County Goods Movement Action Plan (for the Southern California region) that serves as input to the RTP

National Significance

The West Basin Railyard (TCIF #32) is endorsed by the United States Department of Transportation, via an award of TIGER II funds. The Alameda Corridor West Terminus Intermodal Railyard functions as a critical link between the POLA (TraPac automated/electric terminal) and the Alameda Corridor, via the West Basin Railyard. Given that the POLA comprises the largest container seaport in North America (and approximately 18% of all U.S. waterborne containers move through the POLA), these projects are vital components of the nation's intermodal transportation system and trade network. The projects serve about 3.3% of the entire nation's containers (with a value of $52.7 billion). As such, the national significance and benefits of the projects are compatible and consistent with both President Obama's export initiative (which is underscored by the fact that the POLA moves more export containers than any other port in North America), and the draft *United States Department of Transportation Strategic Plan (FY2010-2015).* Figure 1 illustrates the location and significance of the projects in relationship and interdependence to this national system.

National Economic Competitiveness. The $287 billion in containerized trade moving through the POLA/POLB annually generates 3.4 million jobs and $30 billion in income/tax revenue, nationwide. Both nominated POLA projects promote the economic competitiveness of the United States, the State of California, Los Angeles County, and the City of Los Angeles. Both projects, in conjunction with the West Basin Railyard, are important to the efficient movement of intermodal containers to/from the POLA/POLB and inland destinations east of the Rockies, which also entails maximizing use of the Alameda Corridor. *Without these projects, about $9.1 billion/annum ($16.7 billion in the Year 2035) in trade will be disrupted; i.e., these containers would be delayed as result of being trucked to off-dock railyards, as opposed to be loaded via on-dock railyards*. The containerized imports moving through the Alameda Corridor West Terminus Intermodal Railyard include not only final consumer goods, but also intermediate goods that go into products manufactured in the United States (e.g., computers). This project expands and improves the POLA/POLB rail infrastructure which is critical to accommodating intermodal containers that could otherwise divert to other ports outside of the United States. Failure to implement improvements in the United States rail network will make routes through the Canadian Pacific Northwest and through Mexico's west coast more attractive for international intermodal traffic. The United States seaports are losing cargo to Canada and, to a lesser extent, Mexico. If this trend continues, it will have seriously detrimental effects on American jobs not only at seaports, but throughout the transportation chain including the trucking, rail, and warehouse/distribution sectors. Investing in our nation's seaports is a vital component to jumpstarting the economy and creating jobs in California and throughout the nation.

Additionally, the Alameda Corridor West Terminus Intermodal Railyard eliminates the drayage of containers to/from off-dock railyards via the highly congested I-710, and thus improves the velocity and reliability of cargo transportation for shippers, which in turn reduces the costs of goods by reducing transportation and inventory carrying costs. These truck trip reductions lessen congestion on freeways/roads in the region, which also improves velocity and reliability of domestic and regionally consumed international goods. For exporters in particular, lower transport costs will improve the competitiveness of U.S. products in world markets. Moreover, reductions in logistics costs have been found in numerous studies to generate significant increases in industrial output, improvements in industry productivity, and reductions in production costs. Such increases in industrial output and productivity lead to both increased hiring of workers as well as higher worker wages. These trip reductions will also improve mobility for commuters (ergo workers), and combined with proposed improvements on the I-710, will help to retain and attract new businesses to the area.

The Alameda Corridor West Terminus Intermodal Railyard and other elements of the POLA/POLB Rail System leverage other key capacity investments outside the POLA/POLB. Significant investments have been made in double-tracking the UP Sunset and the BNSF Transcon routes. Further, the federal government and others have made (and are making) significant investments in the Alameda Corridor East Trade Corridor. To realize the full extent of benefits possible from these other investments, the Alameda Corridor West Terminus Intermodal Railyard is needed.

List of Attachments

1. Financial Plan (Caltrans Project Programming Request Forms)
2. Site Plan
3. TraPac Final EIR NOD

ATTACHMENT 1

Project Programming Request Forms

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10) *General Instructions*

☐ New Project ☑ Amendment (Existing Project)				**Date:**	06/14/12
Caltrans District	**EA**	**PPNO**	**MPO ID**		**TCRP No.**
07			LA0G864		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA				City of Los Angeles Harbor Department (Port of Los Angeles)	
				MPO	**Element**
				SCAG	

Project Mgr/Contact	**Phone**	**E-mail Address**
Adrienne Fedrick	310-732-3642	afedrick@portla.org

Project Title

POLA Cargo Transportation Improvements - Emission Reduction Program - Phase 1 (TraPac automation)

Location, Project Limits, Description, Scope of Work, Legislative Description

The project is located at Berths 144-145 backland, within the TRAPAC container terminal, west of Pier A Street and south of Water Street in the city of Wilmington. The project consists of 21 acres of backland improvements, grading, paving, storm drain and susmp, rail, reefer racks, tele-communication system, electrical and lighting system, fire protection system, utility relocations, fencing and gates, and striping. The proejct also includes four

Component	**Implementing Agency**	**Reimbursements**
PA&ED	POLA	
PS&E	POLA	
Right of Way	POLA	
Construction	POLA	

Legislative Districts

Assembly:	54	**Senate:**	27
Congressional:	46		

Purpose and Need

The POLA/POLB is vital component of the State's economy. Between September 2007 and September 2008, the POLA/POLB handled approximately 43% and 27% of the nation's total import and export containers, respectively. The $287 billion in containerized trade moving through the POLA/POLB annually supports more than 886,000 direct and indirect jobs throughout California, and generates nearly $7.17 billion in State and local tax revenues. Timely construction of these two newly nominated and current POLA TCIF projects are important to prevent diversion of intermodal containers to other ports in North America, including the US Gulf/East coast ports via the Panama Canal. A third set of locks in the Panama Canal will open in 2014, which will

Project Benefits

• ASCs (automatic stacking cranes) will be electric powered, resulting in zero emissions when in operation (including a reduction of 2,550 metric tons/year of greenhouse gases by the Year 2038)
• Automated operation allows for increased efficiency
• Improves safety by controlling interaction between manned and automated operations

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				**NA**
Begin Environmental (PA&ED) Phase				Oct 2003
Circulate Draft Environmental Document	**Document Type**	EIR/EIS		Jun 2007
Draft Project Report				N/A
End Environmental Phase (PA&ED Milestone)				Dec 2007
Begin Design (PS&E) Phase				Oct 2011
End Design Phase (Ready to List for Advertisement Milestone)				Oct 2012
Begin Right of Way Phase				May 2012
End Right of Way Phase (Right of Way Certification Milestone)				Sep 2012
Begin Construction Phase (Contract Award Milestone)				Jan 2013
End Construction Phase (Construction Contract Acceptance Milestone)				May 2014
Begin Closeout Phase				May 2014
End Closeout Phase (Closeout Report)				May 2015

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 06/18/12

County	CT District	PPNO	TCRP Project No.	EA
LA	07	0	0	0

Project Title: POLA Cargo Transportation Improvements - Emission Reduction Program - Phase 1 (TraPac automation)

Existing Total Project Cost									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	POLA
PS&E	0	254,800	1,030,155	0	0	0	0	1,284,955	POLA
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	2,240,000	70,046	0	0	2,310,046	POLA
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	22,400,000	700,454	0	0	23,100,454	POLA
TOTAL	0	254,800	1,030,155	24,640,000	770,500	0	0	26,695,455	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 1:									**Program Code**
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Funding Agency**
E&P (PA&ED)								0	POLA Harbor Revenue Funds
PS&E		254,800	1,030,155					1,284,955	
R/W SUP (CT)								0	
CON SUP (CT)				1,120,000	35,023			1,155,023	
R/W								0	
CON				11,200,000	350,227			11,550,227	
TOTAL	0	254,800	1,030,155	12,320,000	385,250	0	0	13,990,205	
Proposed Funding									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 2:									**Program Code**
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Funding Agency**
E&P (PA&ED)								0	TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)				1,120,000	35,023			1,155,023	
R/W								0	
CON				11,200,000	350,227			11,550,227	
TOTAL	0	0	0	12,320,000	385,250	0	0	12,705,250	
Proposed Funding									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No.4:									Program Code
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10) *General Instructions*

☐ New Project ☑ Amendment (Existing Project)					**Date:** 06/18/12
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No.**	
07			LA0G865		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA				City of Los Angeles Harbor Department (Port of Los Angeles)	
				MPO	**Element**
				SCAG	

Project Mgr/Contact	**Phone**	**E-mail Address**
Adrienne Fedrick	310-732-3642	afedrick@portla.org

Project Title

POLA Cargo Transportation Improvements - Emission Reduction Program - Phase 2 (TraPac automation)

Location, Project Limits, Description, Scope of Work, Legislative Description

The project is located at Berths 142-143 backland, within the TRAPAC container terminal, west of Pier A Street and south of Water Street in the city of Wilmington. The project consists of 61 acres of backland improvements, grading, paving, storm drain and susmp, rail,reefer racks, tele-communication system, electrical and lighting system, fire protection system, utility relocations, fencing and gates, and striping. The project also includes:

Component	**Implementing Agency**	**Reimbursements**
PA&ED	POLA	
PS&E	POLA	
Right of Way	POLA	
Construction	POLA	

Legislative Districts

Assembly:	54	**Senate:**	27
Congressional:	46		

Purpose and Need

The POLA/POLB is vital component of the State's economy. Between September 2007 and September 2008, the POLA/POLB handled approximately 43% and 27% of the nation's total import and export containers, respectively. The $287 billion in containerized trade moving through the POLA/POLB annually supports more than 886,000 direct and indirect jobs throughout California, and generates nearly $7.17 billion in State and local tax revenues. Timely construction of these two newly nominated and current POLA TCIF projects are important to prevent diversion of intermodal containers to other ports in North America, including the US Gulf/East coast ports via the Panama Canal. A third set of locks in the Panama Canal will open in 2014, which will

Project Benefits

• ASCs (automatic stacking cranes) will be electric powered, resulting in zero emissions when in operation ((including a reduction of 2,550 metric tons/year of greenhouse gases by the Year 2038)
• Automated operation allows for increased efficiency
• Improves safety by controlling interaction between manned and automated operations

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				**NA**
Begin Environmental (PA&ED) Phase				Oct 2003
Circulate Draft Environmental Document	**Document Type**	EIR/EIS		Jun 2007
Draft Project Report				N/A
End Environmental Phase (PA&ED Milestone)				Dec 2007
Begin Design (PS&E) Phase				Oct. 2011
End Design Phase (Ready to List for Advertisement Milestone)				Jun 2013
Begin Right of Way Phase				Dec 2012
End Right of Way Phase (Right of Way Certification Milestone)				June 2013
Begin Construction Phase (Contract Award Milestone)				Nov. 2013
End Construction Phase (Construction Contract Acceptance Milestone)				Nov 2016
Begin Closeout Phase				Nov 2016
End Closeout Phase (Closeout Report)				Nov 2017

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 06/18/12

County	CT District	PPNO	TCRP Project No.	EA
LA	07	0	0	0
Project Title:	POLA Cargo Transportation Improvements - Emission Reduction Program - Phase 2 (TraPac automation)			

Existing Total Project Cost									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Implementing Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	POLA
PS&E	1,713,337	431,554	4,000,000	2,324,805	0	0	0	8,469,696	POLA
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	3,943,641	1,000,000	0	4,943,641	POLA
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	62,600,000	10,000,000	0	72,600,000	POLA
TOTAL	1,713,337	431,554	4,000,000	2,324,805	66,543,641	11,000,000	0	86,013,337	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 1:									**Program Code**
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Funding Agency**
E&P (PA&ED)								0	POLA Harbor Revenue Funds
PS&E	1,713,337	431,554	4,000,000	2,324,805				8,469,696	
R/W SUP (CT)								0	
CON SUP (CT)					3,943,641	1,000,000		4,943,641	
R/W								0	
CON					39,436,407	10,000,000		49,436,407	
TOTAL	1,713,337	431,554	4,000,000	2,324,805	43,380,048	11,000,000	0	62,849,744	
Proposed Funding									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 2:									**Program Code**
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Funding Agency**
E&P (PA&ED)								0	TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					23,163,593			23,163,593	
TOTAL	0	0	0	0	23,163,593	0	0	23,163,593	
Proposed Funding									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No.4:									Program Code
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10) *General Instructions*

☐ New Project ☑ Amendment (Existing Project)					Date: 06/18/12
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No.**	
07			LA0G866		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA				City of Los Angeles Harbor Department (Port of Los Angeles)	
				MPO	**Element**
				SCAG	

Project Mgr/Contact	**Phone**	**E-mail Address**
Daniel Samaro	310-732-7673	dsamaro@portla.org

Project Title

Alameda Corridor West Terminus Intermodal Railyard (Trapac Terminal on-dock railyard)

Location, Project Limits, Description, Scope of Work, Legislative Description

The project is located at Berths 142-147 backland, within the TRAPAC container terminal, west of Pier A Street and south of Water Street in the city of Wilmington. The project consists of a stub-ended rail yard with 8 working tracks, a 123 foot gauge RMG (rail mounted gantry) crane infrastructure, an access roadway, grading, paving, storm drain and susmp, rail, tele-communication system, electrical and lighting system, fire protection system,

Component	**Implementing Agency**	**Reimbursements**
PA&ED	POLA	
PS&E	POLA	
Right of Way	POLA	
Construction	POLA	

Legislative Districts

Assembly:	54	**Senate:**	27
Congressional:	46		

Purpose and Need

The POLA/POLB handled 14 million twenty-foot equivalent units (TEUs) in 2011. By 2035, the Ports are projected to handle about 40 million TEUs. The rail system serving the POLA/POLB is instrumental in enabling the efficient transportation of cargo, as rail service is both economically and environmentally beneficial. At the POLA/POLB, about 40-45% of all containers are loaded onto trains via on-dock and off-dock railyards. Of this 40%, about 24% is loaded via on-dock railyards. It is the policy of the Ports to maximize the movement of containers via on-dock rail, and thus providing sufficient infrastructure. To accommodate the growth in rail traffic, which is estimated to increase from about 95 to 315 trains/per day between now and 2035, the

Project Benefits

• The Alameda Corridor West Terminus Intermodal Railyard Reduces 3,000 truck trips per day (in addition to the estimated amount attributable to TCIF project #32), and 53,000 truck-miles travelled per day
• Combined with other POLA/POLB Rail System projects, both projects help to reduce train delays by around 50 train-hours/day, which also reduces locomotive emissions
• The reduction in truck trips on adjacent roadways/freeways, including the I-710, will result in improved safety.

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				**NA**
Begin Environmental (PA&ED) Phase				Oct 2003
Circulate Draft Environmental Document	**Document Type**	EIR/EIS		Jun 2007
Draft Project Report				N/A
End Environmental Phase (PA&ED Milestone)				Dec 2007
Begin Design (PS&E) Phase				Aug. 2011
End Design Phase (Ready to List for Advertisement Milestone)				Jun 2013
Begin Right of Way Phase				Jan 2013
End Right of Way Phase (Right of Way Certification Milestone)				Jun. 2013
Begin Construction Phase (Contract Award Milestone)				Oct 2013
End Construction Phase (Construction Contract Acceptance Milestone)				Apr 2015
Begin Closeout Phase				Apr 2015
End Closeout Phase (Closeout Report)				Apr 2016

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 06/18/12

County	CT District	PPNO	TCRP Project No.	EA
LA	07	0	0	0

Project Title: Alameda Corridor West Terminus Intermodal Railyard (Trapac Terminal on-dock railyard)

Existing Total Project Cost									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Implementing Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	0	POLA
PS&E	47,876	150,865	2,093,289	0	0	0	0	2,292,030	POLA
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	400,000	3,200,000	165,846	0	3,765,846	POLA
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	4,000,000	32,000,000	1,658,468	0	37,658,468	POLA
TOTAL	47,876	150,865	2,093,289	4,400,000	35,200,000	1,824,314	0	43,716,344	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 1:									**Program Code**
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Funding Agency**
E&P (PA&ED)								0	POLA Harbor Revenue Funds
PS&E	47,876	150,865	2,093,289					2,292,030	
R/W SUP (CT)								0	
CON SUP (CT)				200,000	1,600,000	82,923		1,882,923	
R/W								0	
CON				2,000,000	16,000,000	829,234		18,829,234	
TOTAL	47,876	150,865	2,093,289	2,200,000	17,600,000	912,157	0	23,004,187	
Proposed Funding									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

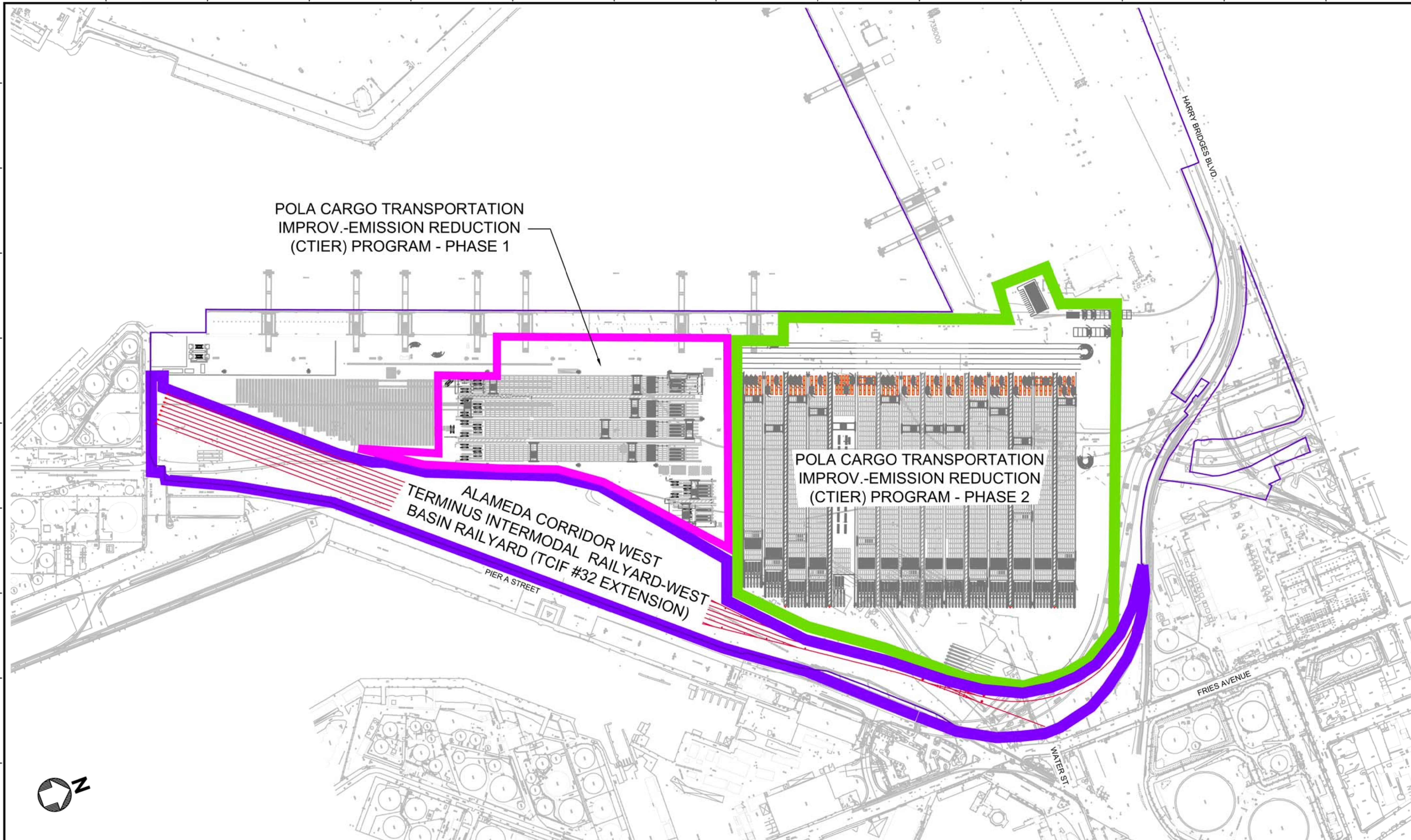
Fund No. 2:									**Program Code**
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	**Funding Agency**
E&P (PA&ED)								0	TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)				200,000	1,600,000	82,923		1,882,923	
R/W								0	
CON				2,000,000	16,000,000	829,234		18,829,234	
TOTAL	0	0	0	2,200,000	17,600,000	912,157	0	20,712,157	
Proposed Funding									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

Fund No.4:									Program Code
Existing Funding									
Component	Prior	11/12	12/13	13/14	14/15	15/16+	16/17+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	0	0	0	0	0	0	0	0	

ATTACHMENT 2

Site Plan



DWG: N:\cadd\project\Trapac Expansion\xref\TraPac CTC Funding.dwg USER: sarc
DATE: Jun 19, 2012 4:17pm XREFS:TraPac topo 2011 1-2668 PH02 PHASE 1B 1-2412 RR00 2668 R00 IMAGES

NO.	DATE	DRAWN	REVISIONS -	CHK'D	APP'D	NO.	DATE	DRAWN	REVISIONS -	CHK'D	APP'D

SCALE: 1" = 200' — DATE:
DRAWN: C. SAR — 6/2012
CHECKED:
DESIGNED:
ENGINEER / ARCHITECT / PROJECT MANAGER:

CHIEF OF DESIGN
ASSISTANT CHIEF HARBOR ENGINEER
CHIEF HARBOR ENGINEER — DATE

B142-147 TRAPAC BACKLAND IMPROVEMENTS

TCIF FUNDED PROJECTS

THE PORT OF LOS ANGELES
ENGINEERING DIVISION
425 S. PALOS VERDES STREET SAN PEDRO CA 90731-3309

DRAWING NUMBER — SHEET NUMBER

ATTACHMENT 3

CEQA Notice of Determination

Notice of Determination

Form C

To: ☐ *Office of Planning and Research*
PO Box 3044, 1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

☑ County Clerk
County of Los Angeles

ORIGINAL FILED

DEC 07 2007

LOS ANGELES, COUNTY CLERK

From: (Public Agency) City of Los Angeles,
Harbor Department, 425 S. Palos Verdes St
San Pedro CA, 90731
(Address)

Subject:
Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Berth 136-147 Container Terminal Project
Project Title

2003104005	Ralph Appy, Ph.D	310/732-3675
State Clearinghouse Number (If submitted to Clearinghouse)	Lead Agency Contact Person	Area Code/Telephone/Extension

Berth 136-147, Port of Los Angeles, Wilmington CA
Project Location (include county)

Project Description:

The Project involves 4 elements: 1) Upgrading and expanding an existing marine container terminal at the Port of Los Angeles, 2) Constructing a new on-dock rail yard on the terminal, 3)Relocating the PHL rail yard to Berth 200B to accommodate the new on-dock rail yard, and 4) constructing a buffer between the terminal and the Wilmington community.

This is to advise that the Los Angeles Harbor Department has approved the above described project on
☑ Lead Agency ☐ Responsible Agency

December 6, 2007 and has made the following determinations regarding the above described project:
(Date)

1. The project [☑will ☐will not] have a significant effect on the environment.
2. ☑ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☑were ☐were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations [☑was ☐was not] adopted for this project.
5. Findings [☑were ☐were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval is available to the General Public at:
Port of Los Angeles, Env. Mgmt. Div., 425 S. Palos Verdes St., San Pedro, CA 90731

Signature (Public Agency)	12/06/07 *Date*	EXECUTIVE DIRECTOR *Title*
Date received for filing at OPR:	12/06/07	DIRECTOR OF ENV. MGMT.

January 2004

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

326197

Lead Agency: City of LA Harbor Dept. Date: 12-7-07

County/State Agency of Filing: L.A. C.C. Document No.:

Project Title: Berth 136-147 Container Terminal Project 2003104005

Project Applicant Name: Ralph Appy, PHD.

Project Applicant Address: 425 S. palos Verdes ST.

City San Pedro State CA Zip Code 90731 Phone Number: (310)732-3675

Project Applicant (check appropriate box):

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

Check Applicable Fees:

☒	Environmental Impact Report	$2500.00	$ 2500.—
☐	Negative Declaration	$1800.00	$
☐	Application Fee Water Diversion (State Water Resources Control Board Only)	$850.00	$
☐	Projects Subject to Certified Regulatory Programs	$850.00	$
☒	County Administrative Fee	$50.00	$ 50.—
☐	Project that is exempt from fees		
☐	Notice of Exemption		
☐	DFG No Effect Determination (Form Attached)		

TOTAL RECEIVED $ 2550.—

Signature and title of person receiving payment: Li Chen

WHITE-PROJECT APPLICANT YELLOW-DFG/ASB PINK-LEAD AGENCY GOLDENROD-COUNTY CLERK

DFG 753.5a (Rev. 1/07)