

# Transmittal 1

TRADE CORRIDORS IMPROVEMENT FUND (TCIF) AGREEMENT  
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program – Phase II  
Agreement Number 75A0xxx  
Page 1 of 9

UNIT	PROJECT ID	PHASE	PROGRAM CODE	OBJECT	PROJECT NUMBER	ENCUMBRANCE DOCUMENT NO.
3811	0016000323	S4	30.20.723.000	049	TCIF-108.2	
STATUTES	CHAPTER	BUDGET YEAR	ITEM	TASK SUBTASK	FUND SOURCE	AMOUNT
2015	10	2015-2016	2660-304-6056	1210 0000	TCIF-1B	\$1,132,000
I hereby certify upon my own personal knowledge that budgeted funds are available for this encumbrance. FUNDS CERTIFIED BY: NANCY YOUNG, Chief Office of Modal Administrative Services						DATE

## AGREEMENT

THIS AGREEMENT, hereinafter referred to as **Agreement**, is made and entered into, by and between the STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, hereinafter referred to as **State**, and the **CITY OF LOS ANGELES**, a municipal corporation acting by and through its Board of Harbor Commissioners, a political subdivision of the State of California which includes Cities, Counties, Port Districts and Joint Powers Authorities, hereinafter referred to as **Public Agency**; and

WHEREAS, reimbursable work under this **Agreement** shall begin no earlier than **June 30, 2016**, and will terminate on **June 29, 2019**, unless there is a formal written amendment extending the period of performance.

## WITNESSETH

WHEREAS, pursuant to the provisions of Sections 8879.23(c)(1) and 8879.50 of the California Government Code, the California Transportation Commission (CTC) adopted the Trade Corridors Improvement Fund (TCIF) Program Guidelines on November 27, 2007 and adopted the TCIF Program of Projects by Resolution No. TCIF-P-0708-01 approved on April 10, 2008; and

WHEREAS, the CTC approved a policy to utilize TCIF Program savings by Resolution No. TCIF-P-1314-03 on August 6, 2013, and subsequently amended this resolution by Resolution No. TCIF-P-1314-12 on March 20, 2014, and again amended this resolution by Resolution No. TCIF-P-1516-09 on March 17, 2016, (**Attachment I**) thereby extending the savings utilization deadline for allocation to June 2019 and project must be under construction by December 2019; and

WHEREAS, the CTC approved Resolution No. TCIF-P-1415-09 on March 26, 2015 (**Attachment II**), thereby amending the TCIF Program of Projects to add the **YTI Terminal Enhancement & Truck Trip Reduction Program – Phase II** hereinafter referred to as **Project**; and

WHEREAS, on March 26, 2015 **Public Agency** entered into a Project Baseline Agreement, hereinafter **Baseline Agreement**, for the construction of the **Project**, and the CTC approved on March 26, 2015 under Resolution No. TCIF-P-1415-10B (**Attachment III**); and

WHEREAS, **Public Agency** has certified and reaffirms herein to **State** that sufficient **Public Agency** funds are available to construct the **Project**, and that all other matters, including regulatory approval and environmental clearance, prerequisite to awarding a construction contract within a period of one (1) year after the allocation have been or will be taken care of within that time; and

WHEREAS, this **Agreement** is to be entered into between **Public Agency** and **State** to provide reimbursement to **Public Agency** in a sum not to exceed the CTC allocation of **\$1,132,000** under Resolution No. **TCIF-A-1516-09 on June 30, 2016 (Attachment IV)** from the TCIF fund; and

WHEREAS, reimbursement is provided subject to the **Public Agency** establishing to the satisfaction of **State** that all sums expended by **Public Agency** for **Project** are reasonable and a necessary part of the **Project** as defined by the Commission Guidelines and the project's Baseline Agreement; and

NOW THEREFORE, in consideration of the premises and mutual undertakings of the parties hereto, as hereinafter set forth, **State** and **Public Agency** agrees as follows:

1. **Public Agency** hereby reaffirms its prior certification that it has sufficient **Public Agency** funds to construct the **Project**.
2. **Public Agency** agrees to comply with all TCIF guidelines as if set forth fully herein and in the **Baseline Agreement** and all subsequent **Baseline Agreement** Amendments.
3. The **Project** scope of work, budget, and delivery schedule are attached hereto as **Attachment V**.
4. **Public Agency** will undertake **Project** using its own documented management, project delivery procedures and practices.
5. The costs attributable to **Project** are limited to the following:

The funds will be limited to the costs of **construction** work. **Public Agency** agrees that the 48 CFR, Chapter 1 Part 31 et seq., Contract Cost Principles and Procedures, Federal Acquisition Regulations System, shall be used to determine the allowable individual items of indirect cost. **Public Agency** agrees to comply with the applicable Federal procedures in accordance with Office of Management and Budget Circular A-87, Cost Principles for State and Local Governments and CFR 49, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments.

6. **Public Agency** agrees to submit quarterly reports on the activities and progress made toward implementation of the **Project**, including **Project** development prior to receipt of a TCIF allocation, to the California Transportation Commission and to the California Department of Transportation.
7. As promptly as possible, and in any event within one (1) year after the TCIF allocation, **Public Agency** shall award a contract for construction of **Project** pursuant to the laws governing the **Public Agency** in the advertising and award of public construction contracts, and in conformance with plans and specifications prepared by or on behalf of **Public Agency**. Construction shall be under the control of **Public Agency**.
8. As the work progresses, and upon receipt of a valid invoice, **State** will promptly reimburse **Public Agency** all allowable construction costs authorized, not to exceed **\$1,132,000**, the amount approved for allocation under the TCIF Program. The **Public Agency** shall submit invoices in accordance with Chapter 5 of the Department of Transportation's Local Assistance Procedures Manual. The final invoice shall include a detailed statement of all costs, both reimbursable and matching, as required under the TCIF Program Guidelines. Should the total construction costs for the project, as described, be less than or equal to the original projects cost, those cost savings are to be returned to the **State** as immediately due and payable.
9. Within six (6) months after the **Project** becoming operable, the **Public Agency** will provide a final delivery/close out report to program manager. Final reports will be posted on the bond accountability web site and made available to the California Transportation Commission and the **State**. The report shall include a comparison between the **Project** application and the final **Project** detailing differences in the scope of the completed **Project**, its final costs compared to the approved **Project** budget, actual construction schedule compared to the initial **Project** schedule, and performance compared to anticipated benefits.

10. **Public Agency** will also provide a Final Bill to supplement the final delivery report at the completion of the **Project**. The **Final Bill** is to reflect final **Project** expenditures at the conclusion of all **Project** activities. The **Final Bill** will consist of a detailed statement of the cost of the **Project**, which will be furnished to the **State**. Upon approval of the “**Final Bill**” **State** will pay **Public Agency** the balance not already reimbursed, if any, of “**State’s** share of said costs. If upon final accounting it develops that **State** previously paid more than its share of said participating portion of **Project** cost, computed in said manner, **Public Agency** will refund to bond fund the difference between **State’s** share of the participating portion of **Project** cost, and the amount paid by **State**.
11. **Public Agency** agrees that the **State**, the California Department of General Services, the California Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. **Public Agency** agrees to maintain such records for possible audit for a minimum of four (4) years after final payment, unless a longer period of records retention is stipulated. **Public Agency** agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Contractor agrees to include a similar right of the **State** to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et seq., CCR Title 2, Section 1896).
12. Any obligation by **State** for payment of moneys contained herein is subject to and contingent upon the **Public Agency** establishing to the satisfaction of **State** that all sums expended by **Public Agency** for **Project**, for which **Public Agency** requests partial reimbursement from **State**, are reasonable and are a necessary part of **Project**.
13. Payment of invoiced **State** funds to **Public Agency** for **State’s** share of the **Project**, must be made within four years after the date of project allocation, otherwise the un-disbursed balance shall revert to **State**.
14. Any progress payments made by **State** pursuant to Section 9 herein are not an admission by **State** that such expenditures were reasonable and a necessary part of the **Project**, and if **State** finds later that such expenditures were not reasonable and a necessary part of the **Project**, **Public Agency** will reimburse **State** for such advance funds.
15. Two (2) copies of each invoice shall be submitted to the **State**.
16. All invoices and all written correspondence from **Public Agency** to **State** will reference this Agreement Number **75A0xxx**.

17. All **Public Agency** invoices for payments are to be submitted to the following address:

California Department of Transportation  
Division of Rail  
P.O. Box 942874-MS 74  
Sacramento, CA 94274-001  
Attn: Shannon Montano

18. No amendment or variation of the terms of this Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or Agreement not incorporated in the Agreement is binding on any of the parties.

19. ASSIGNMENT: This Agreement is not assignable in whole or in part, without the consent of the **State** in the form of a formal written amendment.

20. INDEMNIFICATION: **Public Agency** agrees to indemnify, defend and save harmless the **State**, its officers, agents and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by Contractor in the performance of this Agreement.

21. GOVERNING LAW: This contract is governed by and shall be interpreted in accordance with the laws of the **State** of California.

22. UNENFORCEABLE PROVISION: In the event that any provision of this Agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions of this Agreement have force and effect and shall not be affected thereby.

23. RESOLUTION: A County, City, District, or other local public body must provide the **State** with a copy of a resolution, order, motion, or ordinance of the local governing body which by law has authority to enter into an agreement, and authorizing execution of the agreement.

24. AIR OR WATER POLLUTION VIOLATION: Under the **State** laws, the **Public Agency** shall not be: (1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; (2) subject to a cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.

25. DISPUTES

- a) Any dispute concerning a question of fact arising under this Agreement that is not disposed of by agreement shall be decided by the Department's Contract Officer, who may consider any written or verbal evidence submitted by the contractor. The decision of the Contract Officer, issued in writing, shall be the final decision of the Department.
- b) Neither the pendency of a dispute nor its consideration by the Contract Officer will excuse the **Public Agency** from full and timely performance in accordance with the terms of the Agreement.
- c) **Public Agency** shall continue with its responsibilities under this Agreement during any dispute.
- d) The final decision by the Department's Contract Officer does not preclude subsequent litigation of the dispute in a court of competent jurisdiction.

26. TERMINATION

- a) The Department of Transportation reserves the right to terminate this Agreement without cause upon thirty (30) days written notice to the **Public Agency** or immediately in the event of material breach by the **Public Agency**.
- b) In the event that the total contract amount is expended prior to the expiration date, the **State** may, at its discretion, terminate this contract with thirty (30) days notice to **Public Agency**.

27. LAWS TO BE OBSERVED: The **Public Agency** shall keep fully informed of all existing and future state and federal laws and county and municipal ordinances and regulations, which in any manner affect those engaged or employed in the work, the materials used in the work, or which in any way affect the conduct of the work, and of all such orders and decrees of bodies or tribunals having any jurisdiction or authority over the same. **Public Agency** shall at all times observe and comply with, and shall cause all agents and employees to observe and comply with, all such existing and future laws, ordinances, regulations, orders, and decrees of bodies or tribunals having any jurisdiction or authority over the work. The **Public Agency** shall protect and indemnify the **State** of California and all officers and employees thereof connected with the work against any claim, injury, or liability arising from or based on the violation of any such law, ordinance, regulation, order, or decree, whether by the contractor, a subcontractor, or an employee. If any discrepancy or inconsistency is discovered in the plans, drawings,

specifications, or Agreement for the work in relation to any such law, ordinance, regulation, order, or decree, the **Public Agency** shall immediately report the same to the Contract Manager in writing.

28. SPECIFIC STATUTORY REFERENCE: Any reference to certain statutes in this Agreement shall not relieve the **Public Agency** from the responsibility of complying with all other statutes applicable to the service, work, or rental to be furnished hereunder.

29. LIABILITY INSURANCE PROVISIONS

- a) **Public Agency** is responsible for any deductible or self-insured retention contained within the insurance program.
- b) The insurance policy shall contain a provision that states that coverage will not be cancelled without thirty (30) days prior written notice to the **State**.
- c) Coverage must be in force for the complete term of this Agreement. If insurance expires during the term of this Agreement, a new certificate must be received by the **State** at least ten (10) days prior to the expiration of this insurance. This new insurance must still meet the terms of this Agreement.
- d) In the event **Public Agency** fails to keep in effect at all times the specified insurance coverage, the **State** may, in addition to any other remedies it may have, terminate this Agreement upon the occurrence of such event, subject to the provisions of the Agreement.
- e) Any insurance required to be carried shall be primary, and not excess, to any other insurance carried by the **State**.
- f) The **State** will not be responsible for any premiums or assessments on the policy.

1. Commercial General Liability

- i. **Public Agency** shall maintain general liability with limits of not less than **\$1,000,000** per occurrence for bodily injury and property damage liability combined. The policy shall include coverage for liabilities arising out of premises, operations, independent contractors, products and completed operations, personal and advertising injury, and liability assumed under an insured Agreement. This insurance shall apply separately to each insured against whom claim is made or suit is brought subject to the contractor's limit of liability.
- ii. The State of California, its officers, agents, employees, and servants shall be included as additional insured, but only with respect to work performed

for the State of California under this Agreement. The insurance carrier should provide an endorsement for the additional insured statement.

2. Workers' Compensation/Employer's Liability: **Public Agency** shall maintain statutory workers' compensation and employer's liability coverage for all its employees who will be engaged in the performance of the Agreement, including special coverage extensions where applicable. Employer's liability limits of \$1,000,000 per incident shall be required.
  
30. LABOR CODE COMPLIANCE: PREVAILING WAGES: If the work performed on this **Project** is done under contract and falls within the Labor Code section 1720(a)(1) definition of a "public work" in that it is construction, alteration, demolition, installation, repair or maintenance **Public Agency** must conform to the provisions of Labor Code sections 1720 through 1815 and all applicable regulations and coverage determinations issued by the Director of Industrial Relations. **Public Agency** agrees to include prevailing wage requirements in its contracts for public work. Work performed by **Public Agency's** own forces is exempt from the Labor Code's prevailing wage requirements.
  
31. PREVAILING WAGE REQUIREMENTS IN SUBCONTRACTS: **Public Agency** shall require its contractors to include prevailing wage requirements in all subcontracts funded by this Agreement when the work to be performed by the subcontractor is a public work as defined in Labor Code section 1720(a)(1). Subcontracts shall include all prevailing wage requirements set forth in **Public Agency's** contracts.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by their duly authorized officers.

**STATE OF CALIFORNIA,  
DEPARTMENT OF  
TRANSPORTATION**

**CITY OF LOS ANGELES, a  
municipal corporation acting by and  
through its Board of Harbor  
Commissioners**

BY

BY

\_\_\_\_\_  
BRUCE ROBERTS, P.E.,                      Date  
Chief  
Division of Rail and Mass Transportation

\_\_\_\_\_  
EUGENE D. SEROKA                      Date  
Executive Director

BY

\_\_\_\_\_  
DEBRA ANDERSON                      Date  
Contract Officer  
Division of Procurement and Contracts

ATTACHMENTS:

- I. TCIF Policy to Utilize Program Savings, CTC Res. No. TCIF-P-1516-09 (March 17, 2016)
- II. TCIF Program Amendment, CTC Res. No. TCIF-P-1415-09 (March 26, 2015)
- III. Project Baseline Agreement, CTC Res. No. TCIF-P-1415-10B (March 26, 2015)
- IV. Project Allocation, CTC Res. No. TCIF-A-1415-08 (June 30, 2016)
- V. Detailed Project scope of work, schedule and budget
- VI. Local Agency Resolution

# Memorandum

TAB 59

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

PASSED BY

Reference No.: 4.15  
Action

From: WILL KEMPTON  
Executive Director

*Will Kempton*  
**CTC**

MAR 16 2016  
CALIFORNIA  
TRANSPORTATION COMMISSION

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM – UPDATE THE POLICY TO UTILIZE PROGRAM SAVINGS RESOLUTION TCIF-P-1516-09, AMENDING RESOLUTION TCIF-P-1314-12**

## **ISSUE:**

Should the California Transportation Commission (Commission) update the Trade Corridors Improvement Fund (TCIF) Program savings policy to extend the savings utilization deadline by three years and allow for the use of savings on new TCIF projects?

## **RECOMMENDATION:**

Commission staff recommends the Commission update the TCIF savings policy by extending the savings utilization deadline for allocation from June 2016 to June 2019 and the deadline to begin construction from December 2016 to December 2019 on new TCIF projects.

## **BACKGROUND:**

At the August 2013 meeting the Commission approved a program savings policy to extend the allocation deadline by one year from June 2013 to June 2014 and the deadline to begin construction from December 2013 to December 2014.

At the March 2014 meeting, the Commission approved a second extension of the savings policy to allow allocations through June of 2016 after learning the short timeframe specified in the first extension created challenges in bringing forward projects. Sponsor Agencies indicated more time was needed to develop new projects, environmental documents, and plans specifications and estimates (PS&E).

Sponsor Agencies are in need of additional time to develop new projects and the program continues to recognize savings at the time of project award and closeout. Extending the deadline by three years will allow time to develop valuable new goods movement projects.

## **RESOLUTION TCIF-P-1516-09**

Be it Resolved, that the California Transportation Commission does hereby amend the TCIF Program savings policy to extend the allocation deadline from June 2016 to June 2019 and the deadline to begin construction from December 2016 to December 2019 for new TCIF projects.

# Memorandum

TAB 22

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

PASSED BY

Reference No.: 4.19  
Action



From: ANDRE BOUTROS  
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM – UPDATE THE POLICY TO UTILIZE PROGRAM SAVINGS**  
**RESOLUTION TCIF-P-1314-12, AMENDING RESOLUTION TCIF-P-1314-03**

## **ISSUE:**

Should the California Transportation Commission (Commission) update the Trade Corridors Improvement Fund (TCIF) Program savings policy to extend the savings utilization deadline by two years?

## **RECOMMENDATION:**

Commission staff recommends that the Commission update the TCIF savings policy by extending the savings utilization deadline for allocation from June 2014 to June 2016.

## **BACKGROUND:**

At its August 2013 meeting the Commission approved a policy to utilize program savings in the TCIF Program. The policy specified that all projects that remain in the program or new projects added to the program must begin construction by December 2014 and receive an allocation by June 2014. After visiting project sponsors and discussions with the coalitions, it became apparent that the short timeframe specified in the savings policy created a challenge in bringing forward new projects. All shelf-ready projects have been programmed with prior savings and project sponsors need time to develop new projects, environmental documents and plans specifications and estimates (PS&E). Extending the deadline by two additional years will allow for time to develop valuable new goods movement projects.

**California Transportation Commission**  
**Speaker Slip**

Tab/Item Number: 22  
Reference Number: H.19 Action  
Date: 3/20/14

Name: PAUL HUBLER  
Representing: ALAMEDA CORRIDOR - EAST CONSTRUCTION AUTHORITY  
Address: 4900 RIVERGRADE RD IRVINDALE CA

*Do you desire to be heard at this meeting?*

Yes  No

*If yes: Do you have a prepared statement?*

Yes  No

*Do you have 18 copies for the Commission?*

Yes  No

Remarks: SUPPORT STAFF RECOMMENDATION  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# Memorandum

TAB 50

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 6, 2013

From:   
ANDRE BOUTROS  
Executive Director



Reference No.: 4.10  
Action

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM – POLICY TO UTILIZE PROGRAM SAVINGS RESOLUTION TCIF-P-1314-03**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve a policy that extends the Trade Corridors Improvement Fund (TCIF) Program by one year and allows for the use of program savings on new TCIF projects?

## **RECOMMENDATION:**

Commission staff recommends that the Commission extend the current TCIF program by one year and allow programming of new TCIF projects utilizing cost savings with coalition support.

## **POLICY:**

Projects that have not received an allocation by the August 2013 Commission meeting can remain in the program at the request of their respective coalition.

New projects can be nominated with the support of their respective coalition.

All new projects will be evaluated based on the criteria set forth in the TCIF guidelines adopted by the Commission in November 2007.

All projects that remain in the program or new projects that are added to the program must begin construction by December 2014 and receive an allocation by June 2014.

No project will be considered for an allocation unless it is ready to be advertised.

All other provisions of the TCIF program Guidelines and Accountability Guidelines remain in effect.

## **BACKGROUND:**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, passed by the voters in November 2006, included \$2.0 billion for the Proposition 1B TCIF Program. The Commission recognized that needs far exceeded the amount authorized in the Proposition 1B TCIF

program and increased the TCIF funding by approximately \$500 million from the State Highway Account. The Commission adopted guidelines that established programming targets, which included an additional over programming for each corridor and a requirement to award contracts no later than December 31, 2013.

The Commission adopted the initial TCIF Program at its April 2008 meeting. The initial program included 79 projects valued at \$3.088 billion spread amongst the four corridors: the San Francisco/Central Valley Corridor (aka Northern California Corridor), the Los Angeles/Inland Empire Corridor, the San Diego Border Region Corridor and the Other Corridor. Since then, the corridors have eliminated their over programming by utilizing award savings and by removing projects that had delivery challenges.

Through June 2013, 67 projects remain in the TCIF program. Out of the 67 projects, six did not receive an allocation by the June 2013 deadline. The Commission at its June 2013 meeting extended the allocation deadline to the August meeting. If not allocated at the August meeting, the six projects can remain in the program with the submittal of a coalition support letter, a revised schedule, an updated funding plan and an updated baseline agreement signature page. This will establish a new timeline for project delivery.

All materials should be addressed or delivered to:

Andre Boutros, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2222  
1120 N Street  
Sacramento, CA 95814

Attachment: Trade Corridors Improvement Fund Guidelines, November 27, 2007

# CALIFORNIA TRANSPORTATION COMMISSION

## Trade Corridors Improvement Fund (TCIF) Program Guidelines

Adopted November 27, 2007

### General Program Policy

1. Authority and purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided for \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement. The funds are available, upon appropriation by the Legislature, for allocation by the California Transportation Commission.

The TCIF program is subject to the provisions of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Section 8879.50, as enacted through implementing legislation in 2007 (SB 88 and AB 193). The implementing legislation designated the Commission as the administrative agency responsible for programming TCIF and the agency authorized to adopt guidelines for the program.

The purpose of these guidelines is to identify the Commission's policy and expectations for the TCIF program and thus to provide guidance to the Department of Transportation (Caltrans), regional agencies, and project applicants and proponents in carrying out their responsibilities under the program. These guidelines are not intended to preclude any project nomination or any project selection that is consistent with the Bond Act.

2. Statutory program eligibility. Proposition 1B calls for the Commission to determine corridor and project eligibility, consulting:
  - the goods movement action plan (GMAP) submitted to the Commission by the Secretary of the Business, Transportation and Housing Agency and the Secretary for Environmental Protection;
  - trade infrastructure and goods movement plans adopted by regional transportation planning agencies;
  - adopted regional transportation plans required by state and federal law; and
  - the statewide port master plans prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC).

Under Proposition 1B, eligible projects may include, but are not limited to:

- highway capacity improvements,
- freight rail system improvements,
- port capacity and efficiency projects,
- truck corridor improvements,
- improvements that maximize state access to federal border infrastructure funds, and
- airport ground access improvements.

3. Statutory programming mandates. Proposition 1B mandates that the Commission program and allocate TCIF in a manner that:
- addresses the state's most urgent needs,
  - balances the demands of various ports,
  - provides reasonable geographic balance between regions, and
  - places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions.

The Commission is also mandated to consider the following factors:

- Velocity: the speed by which large cargo would travel from the port through the distribution system.
  - Throughput: the volume of cargo that would move from the port through the distribution system.
  - Reliability: a reasonably consistent and predictable cargo travel time between points on any given day or time.
  - Congestion reduction: the reduction in recurrent daily hours of delay to be achieved.
4. Statutory mandate for supplemental funding. Proposition 1B mandates that the Commission allocate TCIF to projects that have identified and committed supplemental funding from appropriate local, federal, or private sources. The Commission is to determine the appropriate amount of supplemental funding for each project based on a project-by-project review and an assessment of the project's benefit to the state and the program. Except for border access improvements receiving federal border infrastructure funding, the supplemental funding shall be at least equal to the TCIF contribution, and the Commission may give funding priority to projects with higher levels of committed supplemental funding.
5. Program Schedule. The Commission intends to implement the TCIF program on the following schedule:

CTC adopts TCIF guidelines	November 27, 2007
TCIF project nominations due	January 17, 2008
Hearings	Week of February 18, 2008
CTC issues staff recommendations	March 13, 2008
CTC adopts the initial TCIF program of projects	April 10, 2008

#### Project Nominations

6. Eligible applicants and projects. The Commission will accept project nominations from Caltrans, regional agencies, and other public agencies, including counties, cities, and port authorities. Project proposals from railroads or other private entities should be submitted by a public agency sponsor. A nomination may identify an entity other than the nominating agency to be the project implementing agency. The implementing agency is the agency responsible for carrying out the work and completing the project.

After consulting the GMAP, Cal-MITSAC and regional transportation plans, the Commission has determined that the following corridors have a high volume of freight movement and are eligible for funding under this program:

- Bay Area Corridor
- Central Valley Corridor
- Los Angeles/Inland Empire Corridor
- San Diego/Border Corridor

The Commission acknowledges that other regions of the state may have goods movement infrastructure needs along corridors that have a high volume of freight movement that would be eligible for funding through the TCIF. The Commission would anticipate those regions would nominate their projects for consideration.

Under statute, the applicant agency must provide a project funding plan through construction that demonstrates that the supplemental funding in the plan (local, federal or private sources) is reasonably expected to be available and sufficient to complete the project. The Commission expects that TCIF project funding will be limited to the costs of construction.

The investment of public funding must be tied to public benefit as demonstrated through a public/private benefit assessment. TCIF should not supplant revenues otherwise available through existing private sector revenue streams.

The useful life of a TCIF project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section generally requires that projects have an expected useful life of 15 years or more.

7. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's TCIF program of projects. Each project nomination should include:

- A cover letter with signature authorizing and approving the nomination.
- A programming request form (Appendix A) together with a map of the project location that describes the project scope, useful life, cost, funding plan, delivery milestones, and major project benefits. Cost estimates should be escalated to the year of proposed implementation. The project delivery milestones should include the start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout.
- A brief narrative that provides:
  - Project background and a purpose and need statement.
  - A concise description of the project scope and anticipated benefits (outcomes and outputs) proposed for TCIF funding.

- A specific description of non-TCIF funding (source and amount) to be applied to the project and the basis for concluding that the non-TCIF funding is expected to be available.
  - A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and a description of the response plan for the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, and funding commitments.
  - A description of the transportation corridor and the function of the proposed project within the corridor.
  - A description and quantification of improvements in trade corridor mobility, including measures of velocity, throughput, reliability and congestion reduction for freight movement in the corridor.
  - A description and quantification of the local and corridor effects of the project on diesel particulate and other pollutant emissions.
  - A description of the corridor plan or other coordinated management strategy being implemented by the applicant agency and other jurisdictions within the corridor to preserve corridor mobility.
- Documentation supporting the benefits and cost estimates cited in the nomination. This should be no more than 10 pages in length, citing or excerpting, as appropriate, the project study report, environmental document, regional transportation plan, and other studies that provide quantitative measures of the project's costs and benefits, including both trade corridor mobility benefits and emission reduction benefits. Where investment of TCIF is proposed to improve private infrastructure, this documentation should include an assessment of public and private benefits to show that the share of public benefit is commensurate with the share of public funding.
  - Documentation for rail investments that acknowledges and describes how the private railroads, regional agencies and appropriate state agencies will come to agreement on public and private investment levels and resulting benefits.
  - Documentation supporting the availability of supplemental funding identified as part of the project funding plan. Local, federal or private funds to be expended after the adoption of the project into the TCIF program may be used for the 1:1 funding match, with the exception of Grade Separation projects where non-state funds expended since the approval of Proposition 1B may be counted for the match. The project funding plan may include other state funds but those funds may not be counted for the match. For these purposes SHOPP, STIP and TCRP are state funds which are not eligible for match, local gas tax subvention funds, and user fees will be treated as local funds, and Section 190 Grade Separation Fund revenues, RSTP and CMAQ are regarded as federal funds.

8. Submittal of project nominations. For the initial TCIF program of projects, the Commission will consider only projects for which a nomination and supporting documentation are received in the Commission office by (date to be determined), in hard copy. A nomination from a regional agency or port authority will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. A nomination from a city, county, or other public agency will include the signature from an officer authorized by the city council, board of supervisors, or other agency board. Where the project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, and the narrative description, together with two copies of all supporting documentation. All nomination materials should be addressed or delivered to:

John Barna, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2222  
1120 N Street  
Sacramento, CA 95814

#### Project Selection and Programming

9. Program of projects based on nominations. The Commission will develop its TCIF program of projects primarily on the basis of the nominations received by the nomination due date.
10. Project nomination scoring. The Commission staff will screen and evaluate project nominations according to the following screening and evaluation criteria. The Commission will take into consideration the methods by which the corridor agencies have determined the relative priority of their nominations.

<b>Screening Criteria:</b> Screening criteria determine whether the nomination is evaluated further.
<b>1. Eligibility:</b>
<ul style="list-style-type: none"><li>o Project is included in GMAP, Cal-MITSAC, trade infrastructure and goods movement plans adopted by regional transportation planning agencies, or an adopted regional transportation plan</li></ul>
<ul style="list-style-type: none"><li>o Project can demonstrate a 1:1 funding match (local, federal or private funds)</li></ul>

2. <b>Deliverability:</b> Project will begin construction by December 31, 2013.
3. <b>Air Quality:</b> Project contributes to corridor or air basin emission reduction of particulates and other pollutants
4. <b>Economic/Jobs Growth:</b> Project will stimulate economic activity, enhance trade value, and preserve/create jobs

<b>Evaluation Criteria:</b> Evaluation criteria are outcome oriented and customizable to each corridor. Evaluation criteria are grouped into three categories. The Commission may give priority to projects with higher levels of committed supplemental funding.
<b>1. Freight System (Goods Movement) Factors:</b>
<ul style="list-style-type: none"> <li>◦ <b>Throughput:</b> Project provides for increased volume of freight traffic through capacity expansion or operational efficiency</li> <li>◦ <b>Velocity:</b> Project increases the speed of freight traffic moving through the distribution system</li> <li>◦ <b>Reliability:</b> Project reduces the variability and unpredictability of travel time</li> </ul>
<b>2. Transportation System (Priorities) Factors:</b>
<ul style="list-style-type: none"> <li>◦ <b>Safety:</b> Project increases the safety of the public, industry workers, and traffic</li> <li>◦ <b>Congestion Reduction/Mitigation:</b> Project reduces daily hours of delay on the system and improves access to freight facilities</li> <li>◦ <b>Key Transportation Bottleneck Relief:</b> Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand</li> <li>◦ <b>Multi-modal Strategy:</b> Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT)</li> <li>◦ <b>Interregional Benefits:</b> Project links regions/corridors to serve statewide or national trade corridor needs</li> </ul>
<b>3. Community Impact Factors:</b>
<ul style="list-style-type: none"> <li>◦ <b>Air Quality Impact:</b> Project reduces local and regional emissions of diesel particulate, CO<sub>2</sub>, NO<sub>x</sub>, and other pollutants.</li> <li>◦ <b>Community Impact Mitigation:</b> Project reduces negative impacts on communities (noise, localized congestions, safety, etc.)</li> <li>◦ <b>Economic/Jobs Growth:</b> Project stimulates local economic activity, enhances trade value, and preserves/creates jobs</li> </ul>

Where a project is proposed to improve private infrastructure, the Commission's evaluation will examine the public/private benefit assessment of the project.

11. Program adoption. The Commission recognizes that statewide goods movement needs far exceed the amount that Proposition 1B authorizes for the TCIF program, that other sources of funding may and should be explored for meeting those needs, and that delivery challenges may limit the funding of identified projects by December 2013. The Commission also supports the funding strategy proposed by Caltrans and the corridor agencies to increase TCIF funding by approximately \$500 million from the State Highway Account (SHA) to fund state-level priorities that are critical to goods movement. Additionally, the Commission anticipates that it will initially program about 20% more than the resulting \$2.5 billion available from the TCIF and the SHA. This overprogramming assumes that new revenue sources (additional federal funding, user fees, tolls, etc.) will become available and will be dedicated to funding the adopted program. The Commission anticipates reviewing the programming and delivery status of all projects in 2010 on a schedule coordinated with development of the 2010 STIP. The Commission may also adopt amendments to the program to recognize the availability of other funds or changes in project delivery. The Commission may, if it finds it necessary or appropriate, advise potential applicants to submit new or revised nominations.
  
12. Corridor-based programming targets. The Commission supports a corridor-based programming approach to the TCIF, which recognizes and complements the goods movement planning work already done within the major trade corridors. The Commission also recognizes and supports the key role that the state has to play in project identification and supports integrating statewide goods movement priorities into the corridor approach.

To promote this corridor-based approach, the Commission has developed the following geographic programming ranges, in consultation with the Department and corridor regional agencies. The targets are neither minimums nor maximums. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.

<b>TCIF Corridor Programming Ranges</b> (Range, in \$ millions)		
	Low	High
Los Angeles/Inland Empire Corridor	\$1,500	\$1,700
San Diego/International Border Corridor	250	400
San Francisco Bay/Central Valley Corridor	640	840
Other Corridors	60	80
Administration Fees	40	40
<b>Total</b>	<b>\$2,490</b>	<b>\$3,060</b>

Project Delivery

13. Project baseline agreements. Within three months after the adoption of a project into the TCIF program of projects, the Commission, Caltrans and the implementing agency, together with the regional agency and any entity committed to providing supplemental funding for the project, will execute a project baseline agreement, which will set forth the project scope, benefits, delivery schedule, and the project budget and funding plan. The funding plan will identify the source of supplemental funding. For investments in rail projects, the Commission expects a memorandum of understanding to be in place by the time of execution of the project baseline agreements between the private railroads, appropriate regional agencies, and appropriate state agencies that details how and when public and private funding would be made available. In addition, the Commission expects the memorandum of understanding would stipulate what public benefits (i.e., additional passenger rail capacity and investments in grade separations) would accrue to the affected regions and by when those benefits would be realized. The Commission may delete a project for which no project baseline agreement is executed, and the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement.

14. Quarterly delivery reports: As a part of the project baseline agreement, the Commission will require the implementing agency to submit quarterly reports on the activities and progress made toward implementation of the project, including those project development activities taking place prior to a TCIF allocation and including the commitment status of supplemental funding identified in the project baseline agreement.

As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semiannual basis, to the Department of Finance. The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency will provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan. Where a project allocation has not yet been made, the Commission may amend the program of projects to delete the project.

15. Amendments to program of projects. The Commission may approve an amendment of the TCIF program in conjunction with its review of a project corrective plan as described in Section 14. The implementing agency may also request and the Commission may approve an amendment of the program at any time. An amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.
16. Allocations from the TCIF. The Commission will consider the allocation of funds from the TCIF for a project or project component when it receives an allocation request and

recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination of the availability of appropriated TCIF and the availability of all identified and committed supplemental funding. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted TCIF program, and the project has the required environmental clearance.

17. Final delivery report. Within six months of the project becoming operable, the implementing agency will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The implementing agency will also provide a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities. For the purpose of this section, a project becomes operable at the end of the construction phase when the construction contract is accepted. Project completion occurs at the conclusion of all remaining project activities, after acceptance of the construction contract.

18. Audit of project expenditures and outcomes. The Department of Transportation will ensure that project expenditures and outcomes are audited. For each TCIF project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report, and a final audit report within 6 months after the final delivery report supplement. The Commission may also require interim audits at any time during the performance of the project.

Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

- Whether project costs incurred and reimbursed are in compliance with the executed project baseline agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
- Whether project deliverables and outcomes are consistent with the project scope, schedule and benefits described in the executed project baseline agreement or approved amendments thereof.

# REGISTRATION

California Transportation Commission

Tab/Item Number 50

Reference Number \_\_\_\_\_

Date AUGUST 6, 2013

Name RACHEL KORKOS

Address 4900 Rivergrade Road, Suite A120, Irwindale, CA 91706

Representing Alameda Corridor-East Construction Authority

Address \_\_\_\_\_

*Do you desire to be heard at this meeting?*  Yes  No

**If yes:** *Do you have a prepared statement?*  Yes  No

*Do you have sufficient copies for members of this Commission (15)?*  Yes  No

Remarks \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# REGISTRATION

## California Transportation Commission

Tab/Item Number 50

Reference Number 4.10

Date 8/6/13

Name Marcella Rensi

Address 3331 N. 3rd St., San Jose

Representing VTA

Address same

*Do you desire to be heard at this meeting?*

Yes  No

*If yes: Do you have a prepared statement?*

Yes  No

*Do you have sufficient copies for members of this Commission (15)?*

Yes  No

Remarks \_\_\_\_\_



**REGISTRATION**

**California Transportation Commission**

Tab/Item Number 50

Reference Number 4.10

Date 8/6/13

Name BILL GRAY

Address 1876 N. CALIF. BLVD #400, WALNUT CREEK, CA

Representing VTA 94596

Address SAN JOSE

*Do you desire to be heard at this meeting?*

Yes  No

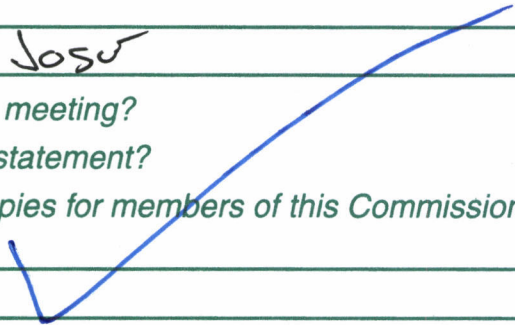
**If yes:** *Do you have a prepared statement?*

Yes  No

*Do you have sufficient copies for members of this Commission (15)?*

Yes  No

Remarks \_\_\_\_\_



# Memorandum

TAB 72

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 26, 2015

PASSED BY

Reference No.: 4.8  
Action

From: WILL KEMPTON  
Executive Director

CTC

MAR 26 2015  
CALIFORNIA  
TRANSPORTATION COMMISSION

Subject: TRADE CORRIDORS IMPROVEMENT FUND PROGRAM AMENDMENT  
RESOLUTION TCIF-P-1415-09

## ISSUE:

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Program to add the *YTI Terminal Enhancement & Truck Trip Reduction Program* in the Port of Los Angeles as TCIF Project 108 at a cost of \$9.533 million in TCIF funds?

## RECOMMENDATION:

Commission staff recommends the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program project 108, the *YTI Terminal Enhancement & Truck Trip Reduction Program* in the Port of Los Angeles.

## BACKGROUND:

### **Project 108**

The Southern California Consensus Group (SCCG) and the Port of Los Angeles (POLA) propose to amend the TCIF Program by including the YTI Terminal Enhancement & Truck Trip Reduction Program as Project 108 in the Los Angeles/Inland Corridor element of the TCIF Program and program \$9.533 million of TCIF funds to the project.

The proposed \$9.533 million in TCIF funds includes the construction of an additional berth and the expansion of the on-dock railyard in the existing container terminal. The additional berth and dredging is needed to accommodate larger vessels to enable more efficient movement of containers through POLA. The larger vessels produce fewer emissions than the current vessels. They also aid in maximizing the use of the on-dock railyard by providing higher concentration of rail containers for each vessel. The project will be delivered in two phases. Phase one constructs Bert/Wharf improvements for \$8.401 million in TCIF funds. Phase 2 constructs on-dock rail yard improvements for \$1.132 million in TCIF funds. Since award savings in TCIF funds were realized in the Los Angeles/Inland Corridor, the SCCG and POLA proposed to place TCIF savings on this project (see attached letters). The total cost of the project is estimated at \$51.198 million.

### Attachments

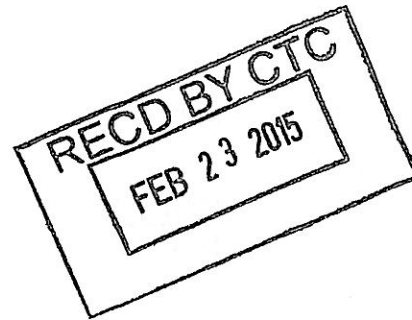
- Letters of Support



# Metro

February 12, 2015

Mr. Will Kempton  
Executive Director  
California Transportation Commission  
1120 "N" Street, Mail Stop: 52  
Sacramento, CA 94273-0001



Dear Mr. Kempton:

The Southern California Consensus Group has discussed and is in agreement with the TCIF programming requested by our partner agencies. It is our understanding that the Port of Los Angeles (POLA) is requesting to seek funding of \$9,533,500 in Trade Corridor Improvement Funds (TCIF) for a new project; the construction of the YTI Terminal Efficiency Enhancement and Truck Trip Reduction Program. This total includes \$4.971 million in TCIF cost savings previously realized in the Southern California region as well as an anticipated \$4.389 million in future TCIF cost savings from existing POLA TCIF projects. Additionally, the Southern California Regional Rail Authority (SCRRA) is requesting to seek funding of \$7,407,500 in TCIF for three new projects; the construction of the Ramona Blvd. and Citrus Ave. Grade Crossing Improvement, the construction of the Control Point Soledad Speed Increase Project, and the construction of the Hellman Ave. Grade Crossing Improvement.

Please see the attached letters detailing the individual programming requests. We understand both POLA and SCRRA intend to submit formal applications to the CTC in February 2015 for action in March 2015. Please direct any questions or comments regarding this issue to me at (213) 922-2887.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Wil Ridder  
Executive Officer

cc: Southern California Consensus Group  
Stephen Maller



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Eric Garcetti *Mayor, City of Los Angeles*

Board of Harbor  
Commissioners

Ambassador Vilma S. Martinez  
*President*

David Arion  
*Vice President*

Patricia Castellanos

Anthony Pirozzi, Jr.

Edward R. Renwick

Eugene D. Seroka *Executive Director*

February 10, 2015

Will Kempton  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221, Mail Stop 52  
Sacramento, CA 95814

Dear Will:

**SUBJECT: PROPOSITION 1B TRADE CORRIDORS IMPROVEMENT FUND (TCIF) – REQUEST FOR PROGRAMMING AND BASELINE AGREEMENT (revised)**

For the March 2015 CTC meeting, the Port of Los Angeles (POLA) respectfully requests the following for a proposed new POLA TCIF project:

1. De-allocation of expected savings from four POLA TCIF projects currently under construction
  - The de-allocation requests have been made separately to the respective Caltrans TCIF project managers (see attached letter).
  - As allowed by the CTC and Caltrans, the POLA is excluding construction support from the de-allocation computation for project #19.
  - As approved by the CTC and Caltrans on February 4, 2015, for TCIF #22 and #32.2 that are "off system" projects," although the vote box for construction support was not checked, the POLA is eligible to obtain reimbursement for construction support costs.
2. Reprogramming of these particular savings along with \$4.552 million in available Southern California Trade Corridor (SCTC) TCIF to the new POLA project:
  - This project entails two primary components: container terminal yard/wharf improvements, and an existing on-dock railyard expansion. For TCIF allocation purposes, we are requesting two phases for these two components, with the on-dock railyard component allocation request to be delayed until October/November 2015 at the latest, for the following reasons:
    - Railyard final design is lagging slightly behind that of the wharf/container yard component
    - For the railyard, we have recently elected to pursue additional funds from the Los Angeles County Metropolitan Transportation Authority (METRO), via their 2015 "Call For Projects" program. METRO will not be announcing project awards until June or July. Also, the awarded funds may be federal CMAQ or RSTP funds. Hence, we would need to delay advertising for this element, even though we expect to be ready in April/May. The railyard constitutes a very small portion of the overall project, \$6.08 million or 12% of total project cost.
  - For container yard/wharf component, we anticipate advertising for construction in late February 2015. As this is an off-system project, we are of the understanding that we can advertise slightly in advance of the expected allocation approval at the March 2015 CTC meeting, at our own risk of course, acknowledging that we will award the contract after the allocation.

# Memorandum

TAB 73

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 26, 2015

PASSED BY Reference No.: 4.9  
Action

From: WILL KEMPTON  
Executive Director



Subject: TRADE CORRIDORS IMPROVEMENT FUND PROGRAM (TCIF) PROJECT BASELINE AGREEMENT – RESOLUTION TCIF-P-1415-10B

## ISSUE:

Should the California Transportation Commission (Commission) approve the project Baseline Agreement for TCIF Project 108, the YTI Terminal Enhancement & Truck Trip Reduction Program in Los Angeles County?

## RECOMMENDATION:

Commission staff recommends that the Commission approve the TCIF Project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

## BACKGROUND:

In accordance with the Commission's TCIF Guidelines, the project's Sponsor Agency, the Port of Los Angeles, has provided an executed Project Baseline Agreement. Commission staff reviewed the Project Baseline Agreement and determined that the agreement sets forth the proposed project scope, measurable expected performance benefits, delivery schedule, project budget and funding plan, is consistent with the Commission's TCIF Guidelines, and includes the required signatures.

**TRADE CORRIDORS IMPROVEMENT FUND  
PROJECT BASELINE AGREEMENT**

TCIF #

*Port of Los Angeles (POLA)*

*YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program  
(On-Dock Railyard and Berth/Wharf Improvements Project)*

**1. PARTIES AND DATE**

- 1.1** This Project Baseline Agreement (Agreement) for the *Port of Los Angeles (POLA), YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program (On-Dock Railyard and Berth/Wharf Improvements Project)* effective on 3/26/15, 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 3/26/15 Meeting the California Transportation Commission programmed *Port of Los Angeles (POLA), YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program (On-Dock Railyard and Berth/Wharf Improvements Project)* 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 as (see Exhibit A), the Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto (see Exhibit C), 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 will 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, attached as Exhibit A.

##### **4.2 Project Scope**

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

##### **4.3 Project Benefits**

See Project Benefits Form, attached as Exhibit C.

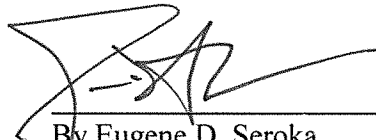
4.4 **Other Project Specific Provisions and Conditions**

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

*Port of Los Angeles (POLA) YTI Container Terminal Efficiency Enhancement Program  
(On-Dock Railyard and Berth/Wharf Improvements Project)*

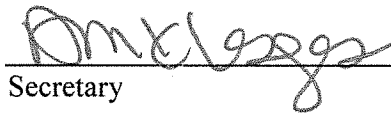
The City of Los Angeles,  
acting through its Board of Harbor Commissioners



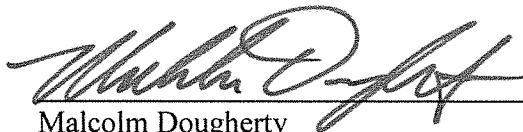
By Eugene D. Seroka  
Executive Director

12/18/14  
Date

Attest:




Secretary



Malcolm Dougherty  
~~Executive~~ Director

California Department of Transportation

3/17/15  
Date



~~Andre Boutros~~ Will Kempston  
Executive Director

California Transportation Commission

4.3.15  
Date

**TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AGREEMENT  
YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

---

**EXHIBIT A**

**Project Programming Request Form**

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	2/10/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07			105A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Ed Han		310-732-3095		ehan@portla.org		
<b>Project Title</b>						
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program-Phase 1(Berth/Wharf Improvements)						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
The project is located at 701 N. Dock Street, San Pedro CA. The project includes the deepening of Berths 214-216 to a -53' depth, and Berths 217-220 to a -47' depth, which includes dredging and underwater bulkhead installation; landside crane rail extension at Berths 217-220 to accommodate existing 100' gauge cranes; construction of four AMP boxes at Berths 217-220; pavement resurfacing, construction of concrete runways, and striping. Please see attached Exhibit No. 1 for project limits.						
<input type="checkbox"/> Includes ADA Improvements			<input type="checkbox"/> Includes Bike/Ped Improvements			
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED						
PS&E						
Right of Way						
Construction						
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The project is needed to accommodate larger vessels at Berths 214-220. This will allow the tenant to increase their throughput capacity. The terminal is currently a two berth facility. Upon project completion, the terminal will be a three berth facility.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
Benefits of the project include: 1) allowing the tenant the ability to berth larger ships, 2) increasing throughput capacity, 3) adding four AMP boxes, which will help reduce emissions.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input type="checkbox"/> Reduces Greenhouse Gas Emissions			
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						12/18/12
Begin Environmental (PA&ED) Phase						02/06/13
Circulate Draft Environmental Document				Document Type	EIR	05/02/14
Draft Project Report						05/02/14
End Environmental Phase (PA&ED Milestone)						11/07/14
Begin Design (PS&E) Phase						04/15/13
End Design Phase (Ready to List for Advertisement Milestone)						03/27/15
Begin Right of Way Phase						na
End Right of Way Phase (Right of Way Certification Milestone)						na
Begin Construction Phase (Contract Award Milestone)						07/14/15
End Construction Phase (Construction Contract Acceptance Milestone)						05/12/17
Begin Closeout Phase						05/15/17
End Closeout Phase (Closeout Report)						05/31/18

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 2/10/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program- Phase 1 (Berth/Wharf Improvements Project)						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	1,563	1,037						2,600	
PS&E	985	1,564						2,549	
R/W SUP (CT)									
CON SUP (CT)			3,647					3,647	
R/W									
CON			36,319					36,319	
<b>TOTAL</b>	<b>2,548</b>	<b>2,601</b>	<b>39,966</b>					<b>45,115</b>	

Fund No. 1:	TCIF								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CTC/Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)			767					767	
R/W									
CON			7,634					7,634	
<b>TOTAL</b>			<b>8,401</b>					<b>8,401</b>	

Fund No. 2:	POLA								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	1,563	1,037						2,600	Port of LA
PS&E	985	1,564						2,549	
R/W SUP (CT)									
CON SUP (CT)			2,880					2,880	
R/W									
CON			28,685					28,685	
<b>TOTAL</b>	<b>2,548</b>	<b>2,601</b>	<b>31,565</b>					<b>36,714</b>	

Fund No. 3:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	2/11/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07			108B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Ed Han		310-732-3095		ehan@portla.org		
<b>Project Title</b>						
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program-Phase 2 (On-Dock Railyard)						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
The project is located at 701 N. Dock Street, San Pedro CA. The project includes ICTF expansion consisting of one new loading track, utility modifications and pavement resurfacing. Please see attached Exhibit No. 1 for project limits.						
<input type="checkbox"/> Includes ADA Improvements			<input type="checkbox"/> Includes Bike/Ped Improvements			
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED						
PS&E						
Right of Way						
Construction						
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The project provides a vital link in the movement of goods by rail between the Port of Los Angeles and the national rail system. The project will result in truck trips being eliminated from the National Highway system.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
Benefits of the project include: 1) reducing truck volumes and traffic, 2) reducing emissions, and 3) increased cargo movement by rail will result in cost savings of time and money to roadway and highway users.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input type="checkbox"/> Reduces Greenhouse Gas Emissions			
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						12/18/12
Begin Environmental (PA&ED) Phase						02/06/13
Circulate Draft Environmental Document				Document Type	EIR	05/02/14
Draft Project Report						05/02/14
End Environmental Phase (PA&ED Milestone)						11/07/14
Begin Design (PS&E) Phase						04/15/13
End Design Phase (Ready to List for Advertisement Milestone)						10/01/15
Begin Right of Way Phase						na
End Right of Way Phase (Right of Way Certification Milestone)						na
Begin Construction Phase (Contract Award Milestone)						03/01/16
End Construction Phase (Construction Contract Acceptance Milestone)						11/30/16
Begin Closeout Phase						12/01/16
End Closeout Phase (Closeout Report)						12/31/17

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 2/11/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program-Phase 2 (On-Dock Railyard)						

Proposed Total Project Cost (\$1,000s)								Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E	357							357
R/W SUP (CT)								
CON SUP (CT)			857					857
R/W								
CON			4,869					4,869
<b>TOTAL</b>	<b>357</b>		<b>5,726</b>					<b>6,083</b>

<b>Fund No. 1:</b>	TCIF								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CTC/Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)			169					169	
R/W									
CON			963					963	
<b>TOTAL</b>			<b>1,132</b>					<b>1,132</b>	

<b>Fund No. 2:</b>	POLA								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									POLA
PS&E	357							357	
R/W SUP (CT)									
CON SUP (CT)			688					688	
R/W									
CON			3,906					3,906	
<b>TOTAL</b>	<b>357</b>		<b>4,594</b>					<b>4,951</b>	

<b>Fund No. 3:</b>									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AGREEMENT  
YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

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**EXHIBIT B**

**Project Study Report Equivalent (PSRE)**

**PROJECT STUDY REPORT EQUIVALENT (PSRE)**



**YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM  
(On-Dock Railyard and Berth/Wharf Improvements Project)**

**PSRE  
YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

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Approved by the Port of Los Angeles:

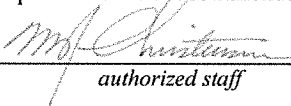


November 21, 2014

*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.



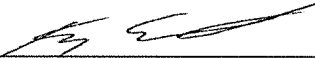
*authorized staff*

November 21, 2014

*DATE*

C039199

*If applicable California PE Stamp and Lic #*



*authorized staff*

November 21, 2014

*DATE*

TR 1858

*If applicable California PE Stamp and Lic #*

**PSRE  
YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

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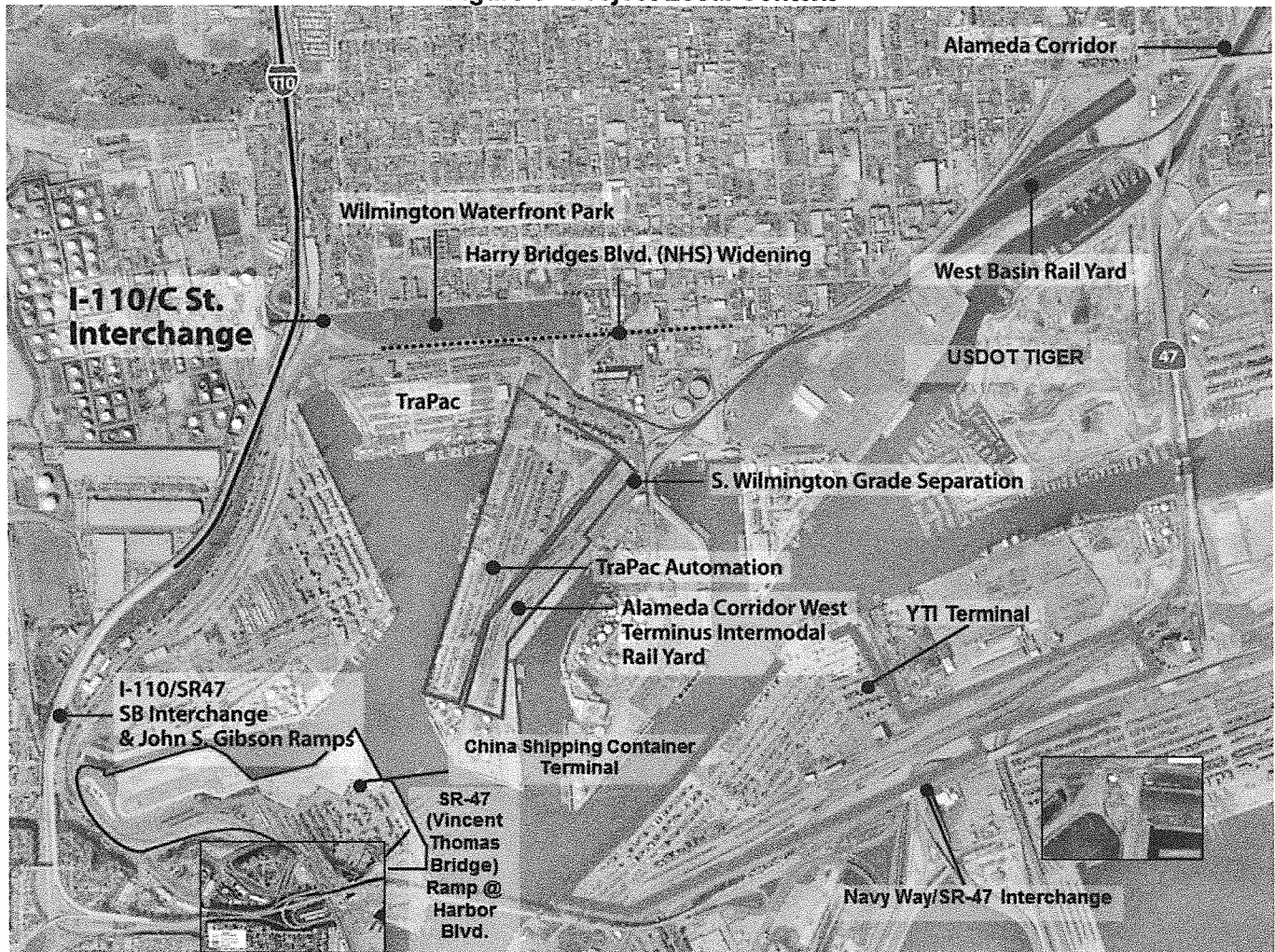
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**INTRODUCTION ..... 1**  
**TRANSPORTATION CHALLENGES/PROJECT NEED ..... 3**  
**PROJECT BENEFITS .....4**  
**SCHEDULE/COST ESTIMATE/FUNDING..... 5**  
**PROGRAMMING DATA (SEE ATTACHED PPR FORMS) ..... 6**  
**ALTERNATIVES ..... 6**  
**SYSTEM PLANNING ..... 6**  
**LIST OF ATTACHMENTS**



**PSRE  
YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

**Figure 3 - Project Local Context**



The YTI terminal program project includes the addition of a berth and the expansion of the on-dock railyard, in the existing container terminal. The additional berth and dredging is needed to accommodate larger vessels, to thus enable more efficient movement of containers through the Port. The larger vessels also produce less emissions/container moved on average than current vessels, and they also aid in maximizing the use of the on-dock railyard by providing a higher concentration of rail containers for each vessel call. The program consists of the following specific components (also see Figures 4):

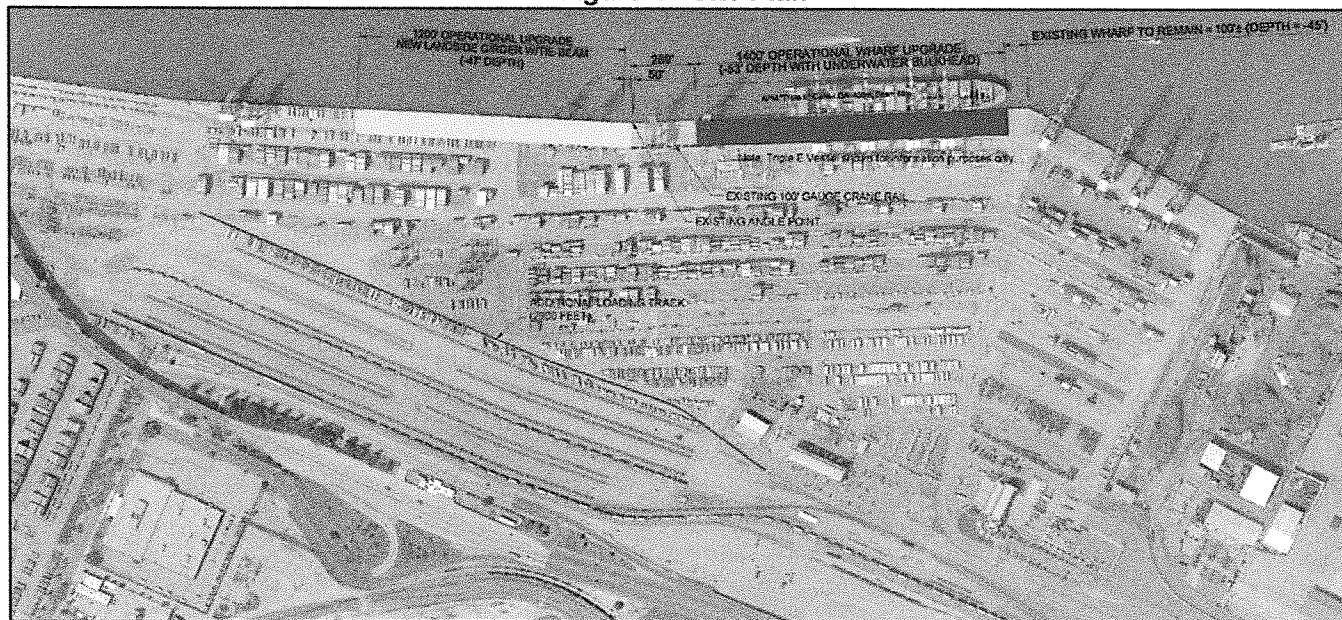
- Berths 217–220 Expansion: deepening from -45' to -47' (with 1' over-depth), extending 100-foot gauge crane rail, increases capacity to accommodate more (from two to three at one time), and larger vessels
- Berths 214–216: deepening from -45' to 53' (with 2' over-depth), installation of sheet piles;
- Backland surface improvements

**PSRE**

**YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

- Terminal Island Container Transfer Facility (TICTF) Expansion (YTI on-dock railyard expansion): The existing TICTF on-dock railyard is planned to be expanded to add 2,900 linear feet of loading track to serve the YTI terminal portion of the railyard (see Figure 5). The expansion will also include two new turnouts and reconstruction of a portion of the container terminal backlands to accommodate the rail expansion. The construction work will entail: grading, paving, drainage, utility relocation/modifications, striping, relocation of an existing fence, and third-party utility modifications, relocations, or removals, as needed

**Figure 4 - Site Plan**



It should also be noted that complementing this project, is the successful San Pedro Bay Ports Clean Air Action Plan (CAAP)/Clean Truck Program, which entails the following: all trucks now serving the Ports meet 2007 or cleaner emission standards; the vessels at berth will be powered with shore-side electricity; and the railroads are required to operate the cleanest available technology for switcher, helper, and long-haul locomotives, utilize idling shut-off devices, exhaust hoods, ultra-low sulfur diesel, or alternative fuels.

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. The project is in the final design phase, with construction advertising and construction contract award expected in 2015. The environmental document/clearance for this project was approved by the POLA Board of Harbor Commissioners on November 7, 2014.

**TRANSPORTATION CHALLENGES/PROJECT NEED**

The POLA/POLB handled 14.6 million twenty-foot equivalent units (TEUs) in 2013. By 2035, the Ports are projected to handle about 36 million TEUs. The rail system serving the POLA is instrumental in enabling the efficient transportation of cargo, as rail service is both economically and environmentally beneficial. At the POLA/POLB, about 35% of all containers are loaded onto trains via on-dock and off-dock railyards. Of this 35%, about 25% 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

## PSRE

### YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM

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POLA/POLB has developed a comprehensive Rail System Program estimated to cost about **\$2 billion** over the next 10-15 years.

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. 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 increases 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.

## PROJECT BENEFITS

### Throughout/Velocity/Reliability/Congestion Reduction

- On a daily basis, the project reduces: 260 truck trips, 2960 truck-miles travelled, and 63 truck-hours travelled
- 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).

**PSRE**

**YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

Eligibility/Benefits	
▪ 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): <ul style="list-style-type: none"> <li>- Faster turnaround times for calling vessels</li> <li>- Shorter dwell times for containers and cargo</li> <li>- Optimal use of port resources such as yard space and cranes</li> <li>- Safe handling of cargo (particularly hazardous cargo)</li> <li>- Enhanced facilities and services for users</li> <li>- Effective management of large volumes of information</li> <li>- Improved ability to mitigate public health and environmental impacts in adjacent communities</li> <li>- Improved energy efficiency of goods movement</li> </ul>	✓

**Environmental Sustainability/Emission Reduction**

The on-dock railyard expansion will reduce truck emissions as follows:

Annual Emission Reductions (tons; @ Year 2026 Conditions)					
CO	CO <sub>2</sub>	NO <sub>x</sub>	PM <sub>10</sub>	SO <sub>x</sub>	ROG
5.16	2,158.82	8.13	0.35	0.02	0.97

**Economic**

- Net new construction jobs (one year/full-time equivalent) in an “Economically Distressed Area” with 13% unemployment: 750 direct & indirect combined
- Net new permanent jobs (by the year 2026; full-time equivalent): 2,250 direct & indirect combined

**SCHEDULE/COST ESTIMATE/FUNDING**

The project is 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:

Task	Start	Finish
1. Final Design (PS&E)	04/2013	03/2015
2. Construction Bid and Award	03/2015	07/2015
3. Construction	07/2015	05/2017

## PSRE

### YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM

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#### PROGRAMMING DATA (see attached PPR forms)

#### ALTERNATIVES

As documented in the EIR/EIS, [HTTP://WWW.PORTOFLOSANGELES.ORG/EIR/YTI/FEIR/FEIR\\_YTI.ASP](http://www.portoflosangeles.org/eir/yti/feir/feir_yti.asp), several alternatives were analyzed for the project.

#### SYSTEM PLANNING

##### State/Regional Significance

The POLA/POLB is vital component of the State's economy. The Ports of Los Angeles/Long Beach is the largest port complex in the western hemisphere. About 35% (40% imports) of all containers move via the POLA/POLB. In 2013, the POLA/POLB handled 14.6 million TEU, with a cargo value of over \$300 billion, which supports more close to 900,000 direct and indirect jobs throughout California, and generates over \$8 billion in State and local tax revenues. Timely construction of this 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.

This new POLA project is also endorsed by the Southern CA Consensus Group (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, this project is part of the following programs/plans:

- California Freight Mobility Plan
- Federally required SCAG Regional Transportation Plan (RTP)

## PSRE

### YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM

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- CTC Statewide Needs Assessment

#### National Significance

This project is a vital element of the POLA's capital improvement program to accommodate containerized cargo efficiently as possible. Given that the POLA comprises the largest container seaport in North America (and approximately 19% of all U.S. waterborne containers move through the POLA), this project is an important component of the nation's intermodal transportation system and trade network. The container terminal where this project is located serves about 2.8% of the entire nation's containers (with an estimated value of \$24 billion). As such, the national significance and benefits of the project is 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 this project in relationship and interdependence to this national system.

National Economic Competitiveness. Over \$300 billion in containerized trade moving through the POLA/POLB annually generates about 3 million jobs and over \$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. This project, in conjunction with the POLA's West Basin area TCIF projects, is 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. The containerized imports moving through these two POLA terminals include not only final consumer goods, but also intermediate goods that go into products manufactured in the United States (e.g., computers and automobiles). This project expands and improves the POLA/POLB port 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 port and intermodal transportation systems 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.

This on-dock 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.

**TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AGREEMENT  
YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM**

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**EXHIBIT C**

**Project Benefits Form**

**Project Type:** Port on-dock intermodal railyard & wharf/berth

**Outputs:** Berth deepening, extending 100-foot gauge crane rail & 2,900' on-dock rail

**Outcomes:** Performance Measures

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).

Safety

reduction in truck trips on the I-710 and other roadways/highways will help to improve speeds on these facilities  
direct on-dock loading increases velocity of containers via use of Alameda Corridor

Throughput

on-dock railyard expansion allows for the direct loading of 67,375 additional TEU/year; reducing drayage of these containers; improved berths increases terminal capacity

Reliability

direct on-dock loading increases velocity of containers via use of Alameda Corridor, which improves reliability  
reduction in truck trips on the I-710 and other roadways/highways will help to improve reliability for all other traffic  
increased berth capacity to accommodate larger vessels yields increased cargo movement efficiency and reliability

Congestion Reduction

Reduction of 260 daily truck trips (due to mode shift from off-dock to on-dock rail)  
Reduction of 2,962 Truck Miles Traveled (due to mode shift from off-dock to on-dock rail)  
Reduction of 63 daily Truck Hours Traveled (due to mode shift from off-dock to on-dock rail)

Emissions Reduction

Annual Emission Reductions (tons: @ Year 2026 Conditions)					
CO <sub>2</sub>	CO	NO <sub>x</sub>	PM <sub>10</sub>	SO <sub>x</sub>	ROG
5.16	2,185.62	8.13	0.35	0.02	0.97

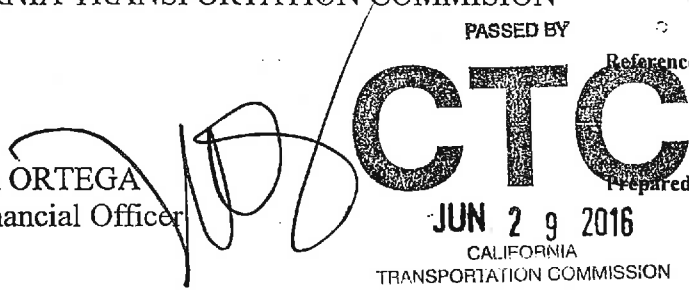
**Memorandum**

**TAB 86**

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

From: NORMA ORTEGA  
Chief Financial Officer



Reference No.: 2.5g.(5a) - 2.5g.(5f)  
Action Item

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY – ADMINISTERED PROPOSITION 1B  
TRADE CORRIDOR IMPROVEMENT FUND (TCIF) RAIL PROJECTS**

**RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve \$13,540,000 in Proposition 1B Trade Corridor Improvement Fund (TCIF) funding for the following six Rail projects listed below:

Reference Number	Project	PPNO	County	Resolution	Allocation Request
2.5g.(5a)	Project 115 - Cool Port Oakland	2008E	Alameda	TCIF-A-1516-03	\$5,000,000
2.5g.(5b)	Project 111 - Citrus Avenue Grade Crossing Improvements	TC111	Los Angeles	TCIF-A-1516-04	\$1,455,000
2.5g.(5c)	Project 112 - Ramona Boulevard Crossing Improvements	TC112	Los Angeles	TCIF-A-1516-05	\$1,455,000
2.5g.(5d)	Project 113 - Control Point Soledad Speed Increase Project	TC113	Los Angeles	TCIF-A-1516-06	\$2,708,000
2.5g.(5e)	Project 110 - Hellman Avenue Crossing Improvements	TC110	San Bernardino	TCIF-A-1516-07	\$1,790,000
2.5g.(5f)	Project 108.2 - YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program – Phase 2	TC108B	Los Angeles	TCIF-A-1516-09	\$1,132,000
<b>Total Number of Projects</b>		<b>6</b>	<b>Total Requested for Allocation</b>		<b>\$13,540,000</b>

**ISSUE:**

The attached vote boxes describe the six Proposition 1B TCIF Rail projects totaling \$13,540,000, plus \$95,788,000 from other sources. Each local agency is ready to proceed with their respective project and is requesting an allocation at this time.

**FINANCIAL RESOLUTION:**

Resolved, that \$13,540,000 be allocated from the Budget Acts of 2014 and 2015, Budget Act Item 2660-304-6056 for the six locally administered Proposition 1B TCIF Rail project described in the attachments. The allocation is contingent on the approval of a budget revision by the Department of Finance.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachments

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	
Allocation Amount	Location	Phase	Item #	
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
RTPA/CTC		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
<b>2.5g.(5a)</b>	<b>Proposition 1B - Locally Administered TCIF Rail Project</b>			<b>Resolution TCIF-A-1516-03</b>
1	<b>Cool Port Oakland - Combined Project (Segment 1 and Segment 2). At Port of Oakland in Oakland. Construct a at-grade railroad crossing, 11,200 linear feet of new rail track (Segment 1) and a 364,000 square foot state-of-the art temperature-controlled transload facility (Segment 2). TCIF Project 115</b>	04-2008E	2015-16	
\$5,000,000		TCIF/15-16	304-6056	\$5,000,000
Port of Oakland		CONST	TCIF	
MTC		\$5,000,000	30.20.723.000	
04-Alameda		0016000321		
		S4		
		RA70BA		
	(CEQA - NOE, October 2015) (NEPA - CE, October 2015)			
	(Contribution from other sources: \$84,800,000)			
	The programmed TCIF funds are to be split: \$0 for construction engineering and \$5,000,000 for construction capital.			
	<u>Outcome/Output:</u> Rail improvements connect Port's new lead track to the UPRR Mainline and provide rail car switching for better access for delivery and pick up.			
	<b><u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u></b>			

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
<b>2.5g.(5b)</b>	<b>Proposition 1B - Locally Administered TCIF Rail Project</b>		<b>Resolution TCIF-A-1516-04</b>	
1	<b>Citrus Avenue Grade Crossing Improvements.</b>	75-TC111	2014-15	
\$1,455,000	Along Citrus Avenue in Covina, located on the San Gabriel Subdivision in the County of Los Angeles.	TCIF/14/15	304-6056	\$1,455,000
	Construct grade crossing improvements.	CONST	TCIF	
Southern California	(TCIF Project 111)	\$1,455,000	30.20.723.000	
Regional Rail Authority		0016000325		
<u>LACMTA</u>		S4		
75-Los Angeles	(CEQA - CE, 12/9/2015.)	RA72BA		
	(Contribution from other sources: \$2,030,000.)			
	(The programmed TCIF funds are to be split: \$291,000 for construction engineering and \$1,164,000 for construction capital.)			
	<u>Outcome/Output:</u> Sidewalk widening, pedestrian ramps, warning devices with gate arms and cantilevered flashing signals, traffic signal modifications, additional pedestrian safety improvements, and concrete track panels. Signal work includes software configuration to comply with Positive Train Control (PTC). Improved reliability, throughput, and velocity of freight traffic. Congestion and emissions reduction.			
	<b><u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u></b>			

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
RTPA/CTC		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
<b>2.5g.(5c)</b>	<b>Proposition 1B - Locally Administered TCIF Rail Project</b>		<b>Resolution TCIF-A-1516-05</b>	
1	<b>Ramona Boulevard Crossing Improvements. Along</b>	75-TC112	2014-15	
\$1,455,000	<b>Ramona Boulevard in Baldwin Park, located on the</b>	TCIF/14/15	304-6056	\$1,455,000
	<b>San Gabriel Subdivision in the County of Los Angeles.</b>	CONST	TCIF	
Southern California	<b>Construct grade crossing improvements.</b>	\$1,455,000	30.20.723.000	
Regional Rail Authority	<b>(TCIF Project 112)</b>	0016000328		
<u>LACMTA</u>	<b>(CEQA - CE, 12/9/2015.)</b>	S4		
75-Los Angeles		RA75BA		
	<b>(Contribution from other sources: \$2,030,000.)</b>			
	<b>(The programmed TCIF funds are to be split: \$291,000</b>			
	<b>for construction engineering and \$1,164,000 for</b>			
	<b>construction capital.)</b>			
	<b><u>Outcome/Output:</u> Sidewalk widening, pedestrian</b>			
	<b>ramps, warning devices with gate arms and</b>			
	<b>cantilevered flashing signals, traffic signal</b>			
	<b>modifications, additional pedestrian safety</b>			
	<b>improvements, and concrete track panels. Signal work</b>			
	<b>includes software configuration to comply with Positive</b>			
	<b>Train Control (PTC). Improved reliability, throughput,</b>			
	<b>and velocity of freight traffic. Congestion and emissions</b>			
	<b>reduction.</b>			
	<b><u>ALLOCATION IS CONTINGENT UPON APPROVAL</u></b>			
	<b><u>OF A BUDGET REVISION BY THE DEPARTMENT</u></b>			
	<b><u>OF FINANCE.</u></b>			

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Program Code
RTPA/CTC		Prgm'd Amount	Program Code	Amount by
District-County		Project ID		Fund Type
		Adv. Phase		
<b>Resolution TCIF-A-1516-06</b>				
<b>2.5g.(5d)</b>	<b>Proposition 1B - Locally Administered TCIF Rail Project</b>			
1	<b>Control Point Soledad Speed Increase Project .</b>	75-TC113	2014-15	
\$2,708,000	Near Control Point Soledad along the Antelope Valley rail line in Los Angeles county. Construct track, signal, and communication improvements.	TCIF/14/15	304-6056	\$2,708,000
	(TCIF Project 113)	CONST	TCIF	
		\$2,708,000	30.20.723.000	
Southern California Regional Rail Authority		0016000326		
LACMTA		S4		
75-Los Angeles	(CEQA - CE, 8/1/2015.)	RA73BA		
	(Contribution from other sources: \$2,940,000.)			
	(The programmed TCIF funds are to be split: \$541,000 for construction engineering and \$2,167,000 for construction capital.)			
	<u>Outcome/Output:</u> Increase speeds from 20 mph to 35 mph			
	<b><u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u></b>			

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Program Code
<u>RTPA/CTC</u>		Project ID		
District-County		Adv. Phase	Program Code	Fund Type
<b>2.5g.(5e)</b>	<b>Proposition 1B - Locally Administered TCIF Rail Project</b>		<b>Resolution TCIF-A-1516-07</b>	
1	<b>Hellman Avenue Crossing Improvements. On</b>	75-TC110	2014-15	
\$1,790,000	Metrolink's San Gabriel Subdivision in the City of	TCIF/14/15	304-6056	\$1,790,000
	Rancho Cucamonga, in San Bernardino County.	CONST	TCIF	
Southern California	Construct grade crossing improvements.	\$1,790,000	30.20.723.000	
Regional Rail Authority	(TCIF Project 110)	0016000327		
<u>SANBAG</u>	(CEQA - CE, 4/11/2011.)	S4		
75-San Bernardino	(NEPA - CE, 6/8/2015.)	RA74BA		
	(Contribution from other sources: \$1,790,000.)			
	(The programmed TCIF funds are to be split: \$358,000			
	for construction engineering and \$1,432,000 for			
	construction capital.)			
	<u>Outcome/Output:</u> Safety improvements to pedestrian			
	and vehicle facilities. Will improve flow of traffic for			
	trains and vehicles, reducing emissions.			
	<u>ALLOCATION IS CONTINGENT UPON APPROVAL</u>			
	<u>OF A BUDGET REVISION BY THE DEPARTMENT</u>			
	<u>OF FINANCE.</u>			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5g.(5f)</b>	<b>Proposition 1B - Locally Administered TCIF Rail Project</b>			<b>Resolution TCIF-A-1516-09</b>
1 \$1,132,000 City of Los Angeles Harbor Department <u>LACMTA</u> 75-Los Angeles	YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program - Phase 2 (On-Dock Railyard). Located at 701 N. Dock Street, San Pedro CA. The project includes ICTF expansion consisting of one new loading track, utility modifications and pavement resurfacing. (TCIF Project 108.2)  (CEQA - EIR/EIS, 11/6/2014.)  (Future Consideration of Funding approved under Resolution E-15-07; January 2015.)  (The programmed TCIF funds are to be split: \$169,000 for construction engineering and \$963,000 for construction capital.)  (Contribution from other sources: \$2,198,000.)  <u>Outcome/Output:</u> Benefits of the project include: 1) reducing truck volumes and traffic, 2) reducing emissions, and 3) increased cargo movement by rail will result in cost savings of time and move to roadway and highway users.  <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	75-TC108B TCIF/15-16 CONST \$1,132,000 0016000323 S4 RA71BA	2015-16 304-6056 TCIF 30.20.723.000	\$1,132,000

**Overall Project Schedule**

Major Project Milestones		Begin Work Month/Year	Completion Month/Year
Environmental Documentation & Clearance (Environmental Impact Report)	CEQA	Mar-13	Nov-14
	NEPA	Mar-13	Nov-14
Preliminary Engineering		Apr-13	Sept-16
Acquisition of Right of Way or Other Access Rights		N/A	N/A
Advertise and Award Construction Contract		Oct-16	Feb-17
Construction/Rehabilitation		Mar-17	Dec-17
Construction Contract Closeout		Dec-17	Dec-18
Funding Agreement Closeout with DRMT		Dec-18	Jul-19

**Overall Construction Budget**

Fund Source	Amount
Trade Corridors Improvement Fund (TCIF)	\$1,132,000
Other Source(s): Congestion Mitigation and Air Quality (CMAQ)	\$1,992,000
Total	\$3,124,000

**Detailed Scope of Contract No. 75AXXX**

The project is located, entirely within Port of Los Angeles right-of-way, at Berths 212-224 within the Yunsen Terminal, Inc.(YTI) railyard, west of Pier S Avenue and north of Seaside Avenue. The project is an expansion of the terminal’s existing railyard. The project includes the construction of one new loading track, utility protection/modification and pavement resurfacing. The new loading track will reduce truck volumes and provide a vital link in the movement of goods by rail between the Port of Los Angeles and the national rail system.

**Detailed Schedule and Budget for Contract No. 75AXXX**

The schedule below assumes the Construction Contract will be awarded by the Local Agency by February 1, 2017. Only costs that occur after the Construction Contract has been awarded are eligible for reimbursement under this contract. If the schedule and/or budget change during the course of the project, Local Agency shall submit the updated schedule and/or budget to DRMT for approval.

Tasks/Deliverables	Begin Work	Completion	Budget
Construction Contract Award		Feb-17	N/A
Construction support services	Mar-17	Dec-17	\$300,000

Notice to Proceed Issued to Construction Contractor	Mar-17	Dec-17	N/A
Construction	Mar-17	Dec-17	\$2,824,000
Project Open for Operations	Dec-17	Dec-17	N/A
Construction Contract Closeout/Acceptance	Dec-17	Dec-18	N/A
Contract Closeout with DRMT	Dec-18	Jul-19	N/A
		<b>Total</b>	\$3,124,000