

TRADE CORRIDORS IMPROVEMENT FUND (TCIF) AGREEMENT  
 TraPac Terminal Automation – Automated Shuttle Carrier Maintenance & Repair Facility  
 Agreement Number 75A0xxx  
 Page 1 of 9

UNIT	PROJECT ID	PHASE	PROGRAM CODE	OBJECT	PROJECT NUMBER	ENCUMBRANCE DOCUMENT NO.
3811	0015000179	S4	30.20.723.000	049	TCIF-102	
STATUTES	CHAPTER	BUDGET YEAR	ITEM	TASK SUBTASK	FUND SOURCE	AMOUNT
2013	20	2013-2014	2660-304-6056	1210 0000	TCIF-1B	\$2,841,000
I hereby certify upon my own personal knowledge that budgeted funds are available for this encumbrance. FUNDS CERTIFIED BY: MARY RODRIGUEZ, 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 **January 22, 2015**, and will terminate on **January 21, 2018**, 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, (**Attachment I**) thereby extending the savings utilization deadline for allocation to June 2016 and project must be under construction by December 2016; and

WHEREAS, the CTC approved Resolution No. TCIF-P-1314-13 on March 20, 2014 (**Attachment II**), thereby amending the TCIF Program of Projects to add the **TraPac Terminal Automation – Automated Shuttle Carrier Maintenance & Repair Facility** hereinafter referred to as **Project**; and

WHEREAS, on August 20, 2014 **Public Agency** entered into a Project Baseline Agreement, hereinafter **Baseline Agreement**, for the construction of the **Project**, and the CTC approved on August 20, 2014 under Resolution No. TCIF-P-1415-02B (**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 **\$2,841,000** under Resolution No. TCIF-A-1415-07 on January 22, 2015 (**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 **\$2,841,000**, 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,**

**CITY OF LOS ANGELES, a**

**DEPARTMENT OF  
TRANSPORTATION**

**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-1314-12 (March 20, 2014)
- II. TCIF Program Amendment, CTC Res. No. TCIF-P-1314-13 (March 20, 2014)
- III. Project Baseline Agreement, CTC Res. No. TCIF-P-1415-02B (August 20, 2014)
- IV. Project Allocation, CTC Res. No. TCIF-A-1415-07 (January 22, 2015)
- V. Detailed Project scope of work, schedule and budget
- VI. Local Agency Resolution

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

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.

# Memorandum

**Tab 23**

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 20, 2014

Reference No.: 4.20  
Action

From: ANDRE BOUTROS  
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND - PROGRAM AMENDMENT**  
**RESOLUTION TCIF-P-1314-13**

## **ISSUE:**

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Program to reflect the following actions?

### Northern California Corridor

- Add *Natoma Overhead Widening and Ramp Metering Project* to the TCIF Program as TCIF Project 98 at a cost of \$8 million in TCIF/SHOPP funds.
- Add *SR 99 Ramp Metering Project* to the TCIF Program as TCIF Project 101 at a cost of \$2.4 million in TCIF/SHOPP funds.

### Los Angeles/Inland Corridor

- Add *Tippecanoe Interchange Improvement Project-Phase II* to the TCIF Program as TCIF Project 100 at a cost of \$10.669 million in TCIF funds.
- Add *TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair Facility* to the TCIF Program as TCIF Project 102 at a cost of \$2.841 million in TCIF funds.

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program projects 98, 100, 101 and 102: *Natoma Overhead Widening and Ramp Metering Project*, *Tippecanoe Interchange Improvement Project-Phase II*, *SR 99 Ramp Metering Project*, and *TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair Facility*.

## **BACKGROUND:**

### **Project 98**

The Northern California Trade Corridor Coalition (NCTCC) and the Department of Transportation (Caltrans) propose to amend the TCIF program by including the *Natoma Overhead Widening and Ramp Metering Project* as Project 98 in the Northern California Corridor element of the TCIF Program and program \$8 million of TCIF/SHOPP funds to the project.

The Natoma Overhead Widening and Ramp Metering Project will widen the US 50 Natoma Overhead structure to accommodate the standard weave distance of the eastbound loop on-ramp. The loop on-ramp will also be widened to the inside curve to match the structure's new footprint. The project is located on US 50 at Folsom Boulevard in Sacramento County. The project will improve goods movement and air quality by decreasing existing truck idle and delays caused by recurrent eastbound traffic congestion. Since additional award savings in TCIF/SHOPP funds have been realized in the Northern California Corridor Region, the NCTCC and Caltrans propose to program \$8 million in TCIF/SHOPP funds to this project (see attached letters).

### **Project 100**

The Southern California Consensus Group (SCCG) and the San Bernardino Associated Governments (SANBAG) propose to amend the TCIF program by including the Tippecanoe Interchange Improvement Project-Phase II in the Los Angeles/Inland Corridor element of the TCIF Program and program \$10.669 million of TCIF funds to the project.

The Tippecanoe Interchange Improvement Project-Phase II includes modification of the westbound I-10 ramps, widening of the Tippecanoe Avenue undercrossing, widening of Tippecanoe Avenue/Anderson Street between Lee Street and Court Street, widening of Redlands Boulevard through its intersection with Anderson Street, construction of a new local street between Laurelwood Drive and Coulston Street, sound wall construction, drainage improvements, signing, striping, and traffic signals along the westbound ramps of the I-10 Tippecanoe Avenue Interchange. The improvements will provide adequate queuing capacity and reduce the potential for queue spillover onto the freeway while improving the access to local businesses and major facilities served by the interchange.

Since SANBAG has achieved award savings from five of their projects in the TCIF program, SCCG and SANBAG proposed to place these TCIF savings on the Tippecanoe Interchange Improvement Project-Phase II (see attached letters). The total cost of the project is estimated at \$59.789 million.

### **Project 101**

The NCTCC, San Joaquin Council of Governments (SJCOG) and Caltrans propose to amend the TCIF program by including the SR99 Ramp Metering Project as Project 101 in the Northern California Corridor element of the TCIF Program and program \$2.4 million of TCIF/SHOPP funds to the project.

The SR99 Ramp Metering Project will install ramp meters at five ramp locations from Hammer Lane to Austin Road in San Joaquin County. The ramp metering will improve traffic flow and reduce congestion on SR 99 which is considered the main transportation route for agricultural products in the Central Valley. Since additional award savings in TCIF/SHOPP funds have been realized in the Northern California Corridor Region, the NCTCC, SJCOG and Caltrans propose to program \$2.4 million in TCIF/SHOPP funds to this project (see attached letters).

**Project 102**

The SCCG and the Port of Los Angeles (POLA) propose to amend the TCIF program by including the TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair Facility in the Los Angeles/Inland Corridor element of the TCIF program and program \$2.841 million of TCIF funds to the project.

The TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair Facility will provide a facility for the maintenance of automated shuttle carriers. This project is related and completes two other projects in the TCIF Program, the Alameda Corridor West Terminus Intermodal Railyard Project, Project 86 and the POLA Cargo Transportation Improvement Emission Reduction Program, Project 87. Since award savings have been realized in the Los Angeles/Inland Corridor, SCCG and POLA propose to place TCIF savings on the TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair Facility (see attached letters). The total cost of the project is estimated at \$5.681 million.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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WEB www.mtc.ca.gov

*Amy Rein Worth, Chair*  
Cities of Contra Costa County

November 20, 2013

*Dave Cortese, Vice Chair*  
Santa Clara County

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azunbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Butes*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
San Jose Mayor's Appointee

*Mark Luce*  
Association of Bay Area Governments

*Jake Mackenzie*  
Sonoma County and Cities

*Joe Pirzynski*  
Cities of Santa Clara County

*Jean Quan*  
Oakland Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

Mr. Andre Boutros, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Dear Mr. Boutros:

The Northern California Trade Corridors Coalition (Coalition) is in support of Caltrans's Trade Corridor Improvement Fund (TCIF) baseline agreement for the US-50 Natoma Overhead Widening and On-Ramp Improvements project in Sacramento County.

**US-50 Natoma Overhead Widening & On-Ramp Improvements Project ("Project"):**  
Caltrans requests programming a new TCIF project using \$8 million in SHOPP funds. The Project proposes to improve traffic congestion on US-50 in Sacramento County by widening the Natoma Overhead to accommodate increased weave lengths and a future auxiliary lane, and adding ramp metering and a HOV bypass lane on the on-ramp. The total construction cost is \$8 million, and the Project will be Ready to List in June 2014. Caltrans expects to advertise the project in mid-2014, with project award in December 2014.

The Coalition met on September 4, 2013 and supports the proposed baseline agreement to program the new interchange project with \$8 million in TCIF-SHOPP funds. This amount will come from the Coalition's unprogrammed balance of SHOPP funds. We recommend that the CTC consider the programming of the Project at its January 2014 meeting, with allocation on the June 2014 CTC meeting agenda.

Should you have any questions or comments, please contact Kenneth Kao of my staff at (510) 817-5768 or [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov).

Sincerely,

Alix A. Bockelman  
Director, Programming and Allocations

cc: Northern California Coalition agencies  
Stephen Maller, CTC  
Dawn Cheser, Caltrans HQ

AAB:KK

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3  
703 B STREET  
MARYSVILLE, CA 95901  
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February 27, 2014

Mr. Andre Boutros  
Executive Director  
California Transportation Commission  
1120 N Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Mr. Boutros,

The District is requesting that the Natoma Overhead Structure Widening and Ramp Metering Project, 03-4F070, be included in the Trade Corridor Improvement Funds (TCIF) program. Enclosed are the Supplemental Information Report and the Project Programming Request for the amount of \$8 million.

This project will improve goods movement and air quality between Sunrise and Folsom Boulevards in Sacramento County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Brannon".

TOM BRANNON  
District 3 Single Focal Point Program Project Management

Enclosures:

- (1) Project Programming Request
- (2) Supplemental Project Information

c: Teresa Favila, California Transportation Commission  
Dawn Cheser, Caltrans HQ TCIF Program Lead  
Jody Jones, District 3 Director  
Marlon Flournoy, Deputy District 3 Director, Planning and Local Assistance  
John Holder, District 3 Project Manager



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*Amy Rein Worth, Chair*  
Cities of Contra Costa County

January 17, 2014

*Dave Cortese, Vice Chair*  
Santa Clara County

Mr. Andre Boutros, Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

Dear Mr. <sup>Andre</sup>Boutros:

*David Campos*  
City and County of San Francisco

The Northern California Trade Corridors Coalition (Coalition) is in support of Caltrans's Trade Corridor Improvement Fund (TCIF) baseline agreement for the SR-99 Ramp Metering project in San Joaquin County.

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

**SR-99 Ramp Metering ("Project"):**

*Federal D. Glover*  
Contra Costa County

*Scott Haggerty*  
Alameda County

*Anne W. Halsted*  
San Francisco Bay Conservation  
and Development Commission

Caltrans requests programming a new TCIF project using \$2.4 million in SHOPP funds. The Project proposes to improve traffic congestion on SR-99 in San Joaquin County by installing ramp meters on SR-99 at five locations from Hammer Lane to Austin Road. Ramp meters are a proven low-cost improvement that improve traffic flow and reduce congestion on the main line highway. The total construction cost is \$2.4 million, and the Project will be Ready to List (RTL) in May 2014. Caltrans expects to advertise the project after RTL, with project award in Summer 2014.

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
San Jose Mayor's Appointee

The Coalition met on November 13, 2013 and supports the proposed baseline agreement to program the new interchange project with \$2.4 million in TCIF-SHOPP funds. This amount will come from the Coalition's unprogrammed balance of SHOPP funds. We recommend that the CTC consider the programming of the Project at its March 2014 meeting, with allocation to be considered at the May 2014 CTC meeting.

*Mark Luce*  
Association of Bay Area Governments

*Jake Mackenzie*  
Sonoma County and Cities

*Joe Pirzynski*  
Cities of Santa Clara County

Should you have any questions or comments, please contact Kenneth Kao of my staff at (510) 817-5768 or [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov).

*Jean Quan*  
Oakland Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

Sincerely,

*James P. Spering*  
Solano County and Cities

Alix A. Bockelman  
Director, Programming and Allocations

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

cc: Northern California Coalition agencies  
Stephen Maller, CTC  
Dawn Cheser, Caltrans HQ

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

AAB:KK



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

[www.sjog.org](http://www.sjog.org)

March 3, 2014

*Jeff Laugero*  
CHAIR

*Steve Dresser*  
VICE CHAIR

*Andrew T. Chesley*  
EXECUTIVE DIRECTOR

*Member Agencies*

CITIES OF  
ESCALON,  
LATHROP,  
LODI,  
MANTECA,  
RIPON,  
STOCKTON,  
TRACY,  
AND  
THE COUNTY OF  
SAN JOAQUIN

Mr. Andre Boutros  
Executive Director  
California Transportation Commission  
1120 N. Street, Room 2233, MS-52  
Sacramento, CA 95814-5605

Dear Mr. Boutros,

On behalf of the San Joaquin Council of Governments (SJCOG) I am nominating the project known as the State Route 99 Ramp Metering Project for inclusion in the Proposition 1B Trade Corridors Improvement Fund (TCIF) Bond Program. This project is located in San Joaquin County on State Route 99 between the Hammer Lane interchange in the City of Stockton and the Austin Road interchange in the City of Manteca. The project will specifically install ramp meters at five interchange locations including Hammer Lane, Cherokee Road, Waterloo Road (SR 88), Fremont Street, and Austin Road. Within the project limits there are four State Route connectors (SR 4, SR 26, SR 88, SR 120) to State Route 99 that serve as the primary goods movement corridors to the rural mountain counties, San Joaquin Valley counties, and the San Francisco Bay Area. The installation of ramp meters at the locations identified in the TCIF SHOPP application would continue to ease congestion, maintain level of service, and improve air quality along the State Route 99 Corridor that supports a high percentage of truck traffic delivering goods with state, national, and international destinations.

The TCIF application has been developed in partnership with the Northern California Trade Corridor Coalition (NCTCC) and the California Department of Transportation. The Department will serve as the implementing agency for this project. The State Route 99 Ramp Metering Project has been included and endorsed as a Tier I Project for TCIF SHOPP funding by the participating agencies in the NCTCC.

As always we stand ready to meet with you and Commission staff to further review the project and answer any questions you may have at your earliest convenience. Please feel free to contact me if you require additional information or wish to meet. Thank you again for the opportunity to submit this project for consideration as part of the Proposition 1B TCIF Program

Sincerely,

  
ANDREW T. CHESLEY  
Executive Director

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 10  
P.O. Box 2048, STOCKTON, CA 95201  
(1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)  
PHONE (209) 948-7943  
FAX (209) 948-3670  
TTY 711



*Flex your power!  
Be energy efficient!*

March 3, 2014

Andrew T. Chesley,  
Executive Director  
San Joaquin Council of Governments  
555 East Weber Avenue  
Stockton, CA 95202-2804

**Proposed Trade Corridors Improvement Fund (TCIF) Proposition 1B Projects in the County of San Joaquin**


Dear Mr. Chesley:

The California Department of Transportation's District 10 (District) Executive Management has reviewed the information contained within the application for the State Route 99 Ramp Metering Project (project) that the San Joaquin Council of Governments (SJCOG) will be submitting for funding through the TCIF program.

The project proposes to reduce traffic congestion by installing ramp meters to close the gaps at interchanges that were not improved as part of other Proposition 1B inside widening projects. The segment of SR 99 within the project area is one of the most heavily used in the San Joaquin Valley both by total Annual Average Daily Traffic (AADT) and total number of trucks. The specific benefits of the project to goods movement include improving / preserving mainline travel speed and minimizing merging conflicts at on-ramps for overall system reliability. The installation of ramp meters within the project area is expected to reduce congestion by up to 10 percent and truck-only accidents by 4 percent. Furthermore, the project will serve to complete the ability to implement ramp metering along SR 99 within San Joaquin County.

The project has been included and endorsed as a Tier I Project for Trade Corridor Improvement Fund – State Highway Operations Protection Program (TCIF – SHOPP) funding by the participating agencies in the Northern California Trade Coalition. District concurs with the scope, cost and schedule as proposed in SJCOG's TCIF – SHOPP application package that includes the Supplemental Project Report. Furthermore, the Department is prepared to work closely with SJCOG on all fronts to meet the delivery commitments of the project if programmed.

Sincerely,

  
AMARJEET S. BENIPAL  
Acting District 10 Director

Ms. Andrew Chesley  
March 3, 2014  
Page 2

- c: Rachel Falsetti, Division Chief, Transportation Programming
- Kurt Scherzinger, STIP / Bond Program Manager
- Dinah Bortner, Deputy District Director, Program Project Management
- Diane Nguyen, Deputy Director, SJCOG
- Kevin Sheridan, Project Manager, SJCOG
- C. Scott Guidi, Project Manager, District 10



**Metro**

March 3, 2014

Mr. Andre Boutros  
Executive Director  
California Transportation Commission  
1120 "N" Street, Mail Stop: 52  
Sacramento, CA 95814

Dear Mr. Boutros:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the San Bernardino Associated Governments (SANBAG) is requesting to allocate \$10,669,955 to the: I-10 Tippecanoe Interchange Improvement Project Phase II.

Please see the attached letter detailing the requested changes. Please direct any questions or comments regarding this issue to me at (213) 922-3061.  
We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Shahrzad Amiri  
Deputy Executive Officer

cc: Southern California Consensus Group  
Stephen Maller



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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority  
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

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February 12, 2014

Mr. Andre Boutros  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Mr. Boutros

**Subject: REVISED- Trade Corridor Improvement Fund Program Nomination - I-10  
Tippecanoe Interchange Improvement Project (Phase II)**

The San Bernardino Associated Governments (SANBAG) is pleased to nominate the I-10 Tippecanoe Interchange Improvement Project (Phase II) in the City of San Bernardino to receive funds from the Trade Corridor Improvement Fund (TCIF) program. SANBAG is requesting a total of \$10,669,000 of TCIF be programmed to Phase II of this important project. Enclosed for your consideration is the TCIF nomination package including the Project Fact Sheet and Project Programming Request Form.

Phase II of the I-10 Tippecanoe Interchange Improvement project includes modification of the westbound I-10 ramps (proposed realignment of the existing off-ramp, proposed new loop on ramp from northbound Tippecanoe Avenue, and modification of the existing on ramp from southbound Tippecanoe), widening of the Tippecanoe Avenue Undercrossing (54-0598); widening of Tippecanoe Avenue/Anderson Street between Lee Street and Court Street, widening of Redlands Boulevard through its intersection with Anderson Street, construction of a new local street between Laurelwood Drive and Coulston Street, sound wall construction, drainage improvements, signing, striping, traffic signal improvements along Tippecanoe Avenue/Anderson Street and landscaping along the westbound ramps of the I-10 Tippecanoe Avenue interchange.

The improvements will provide adequate queuing capacity and reduce the potential for queue spillover onto the freeway while improving the access to local businesses, residences, and major facilities served by the interchange, including emergency vehicle access to Loma Linda University Medical Center and the Jerry Pettis Veterans Administration Hospital. The project is scheduled to be construction ready in early 2014.

Mr. Andre Boutros  
January 16, 2014  
Page 2

In addition to the TCIF being requested, the project is funded through a combination Measure I, federal funding and developer impact fees from the City of Loma Linda, City of San Bernardino and the Inland Valley Development Agency (IVDA). Please refer to the enclosed Project Programming Request form for a detailed funding plan and project milestone schedule.

The \$10.674 million of TCIF is derived from various SANBAG TCIF project construction bid savings including: Project 64 - Lenwood Road Grade Separation, Project 63 - Palm Avenue Grade Separation, Project 84 - Laurel Street Grade Separation, Project 61 - South Milliken Avenue Grade Separation and Project 83- Colton Crossing Grade Separation (see table below).

<b>TCIF Project</b>	<b>TCIF Savings</b>
Palm Ave Grade Separation	\$1,275,557
Laurel St Grade Separation	\$1,130,337
Lenwood Rd. Grade Separation	\$579,600
South Milliken Ave. Grade Separation	\$6,367,207
Colton Crossing (SANBAG Share)	\$1,317,214
<b>TOTAL TCIF SAVINGS</b>	<b>\$10,669,000 (rounded)</b>

Should you have any questions regarding this application, please feel free to contact Philip Chu, Transportation Programming Analyst, at (909) 884-8276.

Sincerely,



Andrea Zureick  
Director of Fund Administration & Programming

Enclosure

Cc: Teresa Favila, California Transportation Commission  
Dawn Cheser, Caltrans HQ TCIF Program Lead  
Anthony Liao, Caltrans District 8 Programming



**Metro**

March 3, 2014

Mr. Andre Boutros  
Executive Director  
California Transportation Commission  
1120 "N" Street, Mail Stop: 52  
Sacramento, CA 95814

Dear ~~Mr.~~ *Andre* Boutros:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Port of Los Angeles (POLA) is requesting to allocate \$2,840,500 to a new project - TraPac Terminal Automation – automated shuttle carrier maintenance & repair (M&R) facility.

Please see the attached letter from POLA detailing the requested changes. Please direct any questions or comments regarding this issue to me at (213) 922-3061. We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

*Shahzad Amiri*  
Shahzad Amiri  
Deputy 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 | David Arian | Patricia Castellanos | Anthony Pirozzi, Jr. | Edward R. Renwick  
Gary Lee Moore, P.E. | *Interim Executive Director* | *President* | *Vice President*

February 27, 2014

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

Dear Andre:

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

The City of Los Angeles Harbor Department (Port of Los Angeles) requests the programming of a new State Proposition 1B Trade Corridors Improvement Fund (TCIF) project, in the amount of \$2,840,500. The Southern California (CA) Trade Corridor agencies currently have surplus TCIF funds for this new Port of Los Angeles (POLA) project. This surplus amount accounts for the following: the elimination of the entire Southern CA Corridor over-programming; the requested programming of the METROLINK Vincent Siding project (proposed new TCIF project, \$6.5 million); and savings from corridor projects, including the Colton Crossing. The POLA requests the programming for the following project:

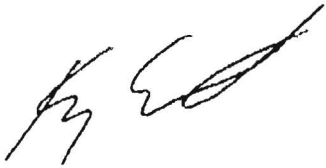
Project	Total Cost	TCIF Request
TraPac Terminal Automation - automated shuttle carrier maintenance & repair (M&R) facility	\$5,681,000	\$2,840,500

This project is in the final design phase, with construction advertising and construction contract award expected in June and December 2014, respectively. The environmental document/clearance for the this project was accepted by the CTC in June 2011 via the Final Environmental Impact Report (FEIR), Findings of Fact, and Statement of Overriding Considerations for the TraPac Container Terminal Project, which was also used for "approval for future consideration of funding" for the West Basin Railyard project (TCIF #32).

The POLA is fully committed to this project. Harbor Department funds are contained in our current FY13-14 and planned FY14-15 budgets, as well as our approved five-year capital improvement plan. The Southern California Consensus Group supports this programming request.

We greatly appreciate all the support and efforts by the CTC since the inception of the TCIF program, and your consideration of the specific request.

Sincerely,

A handwritten signature in black ink, appearing to read "Kerry Cartwright". The signature is stylized and cursive.

Kerry Cartwright, P.E.  
Director of Goods Movement

KC:dd

# Memorandum

# Tab 26

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 20, 2014

Reference No.: 4.11  
Action

From: ANDRE BOUTROS  
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM (TCIF) PROJECT BASELINE AGREEMENTS – RESOLUTION TCIF-P-1415-02**

## **ISSUE:**

Should the California Transportation Commission (Commission) approve the project Baseline Agreements for the following TCIF Projects?

- Project 102, TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair
- Project 103, Fairfield/Vacaville Intermodal Station
- Project 104, SR905/SR125 Connector
- Project 105, Sanborn Road/US101 Interchange and Elvee Drive Improvements

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the TCIF Project Baseline Agreements and establish these agreements as the basis for project delivery and monitoring.

## **BACKGROUND:**

In accordance with the Commission's TCIF Guidelines, the project's sponsoring agencies have provided executed Project Baseline Agreements. Commission staff reviewed the Project Baseline Agreements and determined that these agreements set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; are consistent with the Commission's TCIF Guidelines; and include the required signatures.

# Memorandum

## Tab 62

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 22, 2015

Reference No.: 2.5g.(5d)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND RAIL PROJECT RESOLUTION TCIF-A-1415-07**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$2,841,000 for the locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Project 102 – TraPac Terminal Automation – Automated Shuttle Carrier Maintenance & Repair (M&R) Facility (PPNO TC102) project, in Los Angeles County.

### **ISSUE:**

The attached vote list describes one locally administered Proposition 1B TCIF Rail project totaling \$2,841,000, plus \$2,841,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$2,841,000 be allocated from the Budget Act of 2013, Budget Act Item 2660-304-6056 for the locally administered Proposition 1B Trade Corridor Improvement Fund Rail Program project described in the attached vote box.

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.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5g.(5d) Proposition 1B – Locally Administered TCIF Rail Projects</b>		<b>Resolution TCIF-A-1415-07</b>		
1 \$2,841,000  City of Los Angeles Harbor Department <u>SCAG</u> 75-Los Angeles	<b>TraPac Terminal Automation – Automated Shuttle Carrier Maintenance &amp; Repair (M&amp;R) Facility.</b> The project is located, entirely within Port of Los Angeles property, at Berth 142 backland, within the TraPac container terminal, west of Pier A Street and Water Street in the city of Wilmington. The project consists of a 5,000 square foot building with a roof height of approximately 60 feet for maintenance of 45-foot high automated shuttle carriers. (TCIF Project 102)  (Future Consideration of Funding approved under Resolution E-11-41; June 2012.)  (The TCIF allocation is for \$450,000 construction engineering and \$2,391,000 construction capital)  (Contributions from other sources: \$2,841,000.)  <u>Outcome/Output:</u> The building will provide a facility for maintenance of automated shuttle carriers, automated operation allows for increased efficiency, and will improve safety by controlling interaction between manned and automated operations.	75-TC102 TCIF/14-15 CONST \$2,841,000 0015000179 S4 RA60BA	2013-14 304-6056 TCIF 30.20.723.000	\$2,841,000

**Overall Project Schedule**

Major Project Milestones		Begin Work Month/Year	Completion Month/Year
Environmental Documentation & Clearance	CEQA	Oct-2003	Dec-2007
	NEPA	Oct-2003	Dec-2007
Preliminary Engineering		Jan-2012	Jan-2015
Acquisition of Right of Way or Other Access Rights		N/A	N/A
Advertise and Award Construction Contract		Feb-2015	Aug-2015
Construction/Rehabilitation		Oct-2015	Aug-2017
Construction Contract Closeout		Sept-2017	Sept-2018
Funding Agreement Closeout with DRMT		Sept-2017	Sept-2018

**Overall Construction Budget**

Fund Source	Amount
Trade Corridors Improvement Fund (TCIF)	\$2,841,000
Other Source(s): City of Los Angeles Harbor Department	\$4,240,821.45
Total	\$7,081,821.45

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

This improvement is part of the overall state-of-the-art automated container terminal development to increase efficiencies. The Berth 142 Crane Maintenance Building will provide a facility for the maintenance and repair of automated shuttle carriers, the equipment operating within the automated backland development.

The project is located at Berth 142 backland, within the TraPac container terminal, west of Pier A Street and Water Street in the city of Wilmington. The project consists of constructing a 5,000 square foot building with a roof height of approximately 65 feet. The project also includes civil work within a 50 foot perimeter for grading, paving, water, sewer, gas, electrical, lighting, communications, striping and fencing.

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

The schedule below assumes the Construction Contract will be awarded by the Local Agency by January, 22 2016. 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	August 2015	August 2015	-

Notice to Proceed Issued to Construction Contractor	October 2015	October 2015	\$ 50,000
Construction Phase I – Substructure Exploration	November 2015	February 2016	\$ 2,400,000
Construction Phase II – Construction of Building & Site Work	March 2016	May 2017	\$4,400,000
Construction Phase III – Coordination of Crane Installation	June 2017	August 2017	\$181,821.45
Construction Contract Closeout	September 2017	September 2018	\$ 50,000
<b>Total</b>			<b>\$7,081,821.45</b>

\* Note: The format of the table above can be separated into a list of tasks/deliverables and a separate detailed budget if necessary.