

TRADE CORRIDORS IMPROVEMENT FUND
Amended and Restated PROJECT BASELINE AGREEMENT
Port of Los Angeles South Wilmington Grade Separation
(replacing Project Baseline Agreement effective July 1, 2008)

1. PARTIES AND DATE

- 1.1** This Project Baseline Agreement (Agreement) for the West Basin Road Rail Access Improvements, effective on xxxx, 2011, 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 April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the South Wilmington Grade Separation, the parties are entering into this Amended Project Baseline Agreement to document the amended project cost, amended schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the South Wilmington Grade Separation Project Study Report attached hereto as Exhibit B, and the Project Benefits Form attached hereto as 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 (Amended June 2011)

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Benefits

See Project Benefits Form, attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

- 4.4.1 This Amended 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 Amended Project Baseline Agreement shall be interpreted to conflict with such requirements. However, the Board of Harbor Commissioners, in approving this Amended Project Baseline Agreement has expressed its intended commitment to the specific projects covered by this Amended Project Baseline Agreement, subject to Section 4.4.2 herein, 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.
- 4.4.2 The approval of any project by the Board of Harbor Commissioners is subject to the requirements of the California Environmental Quality Act (CEQA) where applicable.
- 4.4.3 If the TCIF funds indicated in the attached schedules are not received in the identified amount and time, the City may amend such schedules to take into account delays caused by the lack of TCIF funding. Despite such amendments and delays, the projects shall remain eligible for future allocations of TCIF funds.

SIGNATURE PAGE
TO
TRADE CORRIDORS IMPROVEMENT FUND
Amended and Restated PROJECT BASELINE AGREEMENT
Port of Los Angeles South Wilmington Grade Separation
(replacing Project Baseline Agreement effective July 1, 2008)

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

Cindy McKim **Date**
Director
California Department of Transportation

Andre Boutros **Date**
Executive Director
California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		Date:	04/19/11
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
07			LA960179		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
LA				City of Los Angeles Harbor Department (Port of Los Angeles)	
				MPO	Element
				SCAG	
Project Mgr/Contact		Phone		E-mail Address	
Guillermo Martinez		310-732-3090		gmartinez@portla.org	
Project Title					
South Wilmington Grade Separation					
Location, Project Limits, Description, Scope of Work, Legislative Description					
This project separates the tracks that connect to the southwest terminus of the Alameda Corridor with key north-south arterial streets serving: a container terminal, Wilmington Waterfront and community center, the Port's maintenance facility and yards, College of Oceanering, and other businesses.					
Component	Implementing Agency				Reimbursements
PA&ED	POLA				
PS&E	POLA				
Right of Way	POLA				
Construction	POLA				
Legislative Districts					
Assembly:	54		Senate:	27	
Congressional:	46				
Purpose and Need					
The project will eliminate excessive delay caused by multiple existing at-grade crossings of a rail line that connects to the Alameda Corridor. When a train is present, it completely blocks access to the South Wilmington area. This project will enable unimpeded vehicular access to the entire South Wilmington area as well as enable the maximum use of an existing and proposed on-dock rail yards, thus resulting in fewer truck trips on the region's streets and highways.					
Project Benefits					
<ul style="list-style-type: none"> Existing and future peak period hour levels of service will improve from an unacceptable F to A. Provide grade separated access so that the movement of trucks and trains do not impede each other. Improve safety by removing potential conflict between rail and vehicles/trucks. Under Year 2030 conditions, total vehicular and truck delay on a daily basis will be reduced by approximately 104 vehicle-hours and 80 truck-hours, respectively. 					
Project Milestone				Existing	Proposed
Project Study Report Approved					NA
Begin Environmental (PA&ED) Phase					06/01/05
Circulate Draft Environmental Document			Document Type	CE	N/A
Draft Project Report					N/A
End Environmental Phase (PA&ED Milestone)					02/13/06
Begin Design (PS&E) Phase					07/01/07
End Design Phase (Ready to List for Advertisement Milestone)					10/30/11
Begin Right of Way Phase					NA
End Right of Way Phase (Right of Way Certification Milestone)					NA
Begin Construction Phase (Contract Award Milestone)					04/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					05/31/14
Begin Closeout Phase					06/01/14
End Closeout Phase (Closeout Report)					05/31/15

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 04/19/11

County	CT District	PPNO	TCRP Project No.	EA
LA	07	0	0	0
Project Title: South Wilmington Grade Separation				

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	POLA
PS&E	4,284	0	0	0	0	0	0	4,284	POLA
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	1,718	2,146	596	500	0	0	4,960	POLA
R/W	0	0	0	0	0	0	0	0	
CON	0	12,172	29,472	22,172	0	0	0	63,816	POLA
TOTAL	4,284	13,890	31,618	22,768	500	0	0	73,060	

Proposed Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	4,428	1,235	0	0	0	0	0	5,663	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	705	4,100	4,100	0	0	8,905	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	29,081	17,243	17,492	0	0	63,816	
TOTAL	4,428	1,235	29,786	21,343	21,592	0	0	78,384	

Fund No. 1:	Existing Funding									Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency	
E&P (PA&ED)									POLA Harbor Revenue Funds	
PS&E	2,784									
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,784	0	0	0	0	0	0	2,784		

Proposed Funding									Notes
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									
PS&E	4,428	1,235						5,663	
R/W SUP (CT)									
CON SUP (CT)			705	4,100	4,100			8,905	
R/W									
CON			3,601	9,000	9,000			21,601	
TOTAL	4,428	1,235	4,306	13,100	13,100	0	0	36,169	

Fund No. 2:	Existing Funding									Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency	
E&P (PA&ED)									MTA CFP- (Prop C)	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,553	8,243	8,492						
TOTAL	0	2,553	8,243	8,492	0	0	0	0		

Proposed Funding									Notes
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			2,553	8,243	8,492			19,288	
TOTAL	0	0	2,553	8,243	8,492	0	0	19,288	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000	7,000	7,000					
TOTAL	0	3,000	7,000	7,000	0	0	0	17,000	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			17,000					17,000	
TOTAL	0	0	17,000	0	0	0	0	17,000	

Fund No. 4:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)								0	Infrastructure Cargo Fee
PS&E	1,500							1,500	
R/W SUP (CT)								0	
CON SUP (CT)		1,718	2,146	596	500			4,960	
R/W								0	
CON		6,619	14,229	6,680				27,528	
TOTAL	1,500	8,337	16,375	7,276	500	0	0	33,988	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Existing Funding									
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)								0	STPL - STP Local
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			5,927					5,927	
TOTAL	0	0	5,927	0	0	0	0	5,927	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Complete this page for amendments only

Date: 04/19/11

District	Co	Route	EA	PPNO	TCRP No.
07	LA				

SECTION 1 - All Projects**Project Background**

TCIF project #22; initial baseline agreement executed in 2008; RTL anticipated in March 2012.

Programming Change Requested

Revise total project cost and schedule.

Reason for Proposed Change

Additional time required for utility relocation design, study of alternatives developed during the Value Engineering study and coordination with various projects adjacent to the project. The total cost increased due to refined cost estimate from when the TCIF baseline agreement was executed in 2008.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

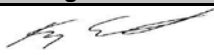
Schedule delays have been encountered due to extended utility coordination, required studies of alternatives developed during the Value Engineering Study and coordination with various other projects adjacent to the project. Design costs have increased due to delays. Additional project costs to be funded by the local/sponsoring agency, the Port of Los Angeles (see attached letter requesting baseline agreement amendment for TCIF project).

Other Significant Information**SECTION 2 - For TCRP Projects Only**

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Kerry Cartwright		Director of Goods Movement	4/19/2011

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 2/10)

Date: 04/19/11

County	CT District	PPNO	TCRP Project No.	EA
LA	07			
Project Title: South Wilmington Grade Separation				

Existing Total Project Cost									Implementing Agency
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	
E&P (PA&ED)									POLA
PS&E	4,284							4,284	POLA
R/W SUP (CT)									
CON SUP (CT)		1,718	2,146	596	500			4,960	POLA
R/W									
CON		12,172	29,472	22,172				63,816	POLA
TOTAL	4,284	13,890	31,618	22,768	500			73,060	
Net Change									
E&P (PA&ED)									
PS&E	144	1,235						1,379	
R/W SUP (CT)									
CON SUP (CT)		-1,718	-1,441	3,504	3,600			3,945	
R/W									
CON		-12,172	-391	-4,929	17,492				
TOTAL	144	-12,655	-1,832	-1,425	21,092			5,324	
Proposed New Result									
E&P (PA&ED)									
PS&E	4,428	1,235						5,663	
R/W SUP (CT)									
CON SUP (CT)			705	4,100	4,100			8,905	
R/W									
CON			29,081	17,243	17,492			63,816	
TOTAL	4,428	1,235	29,786	21,343	21,592			78,384	

Fund No. 1:	Existing Funding								Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									POLA Harbor Revenue Funds
PS&E	2,784							2,784	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,784							2,784	
Change									Notes
E&P (PA&ED)									
PS&E	1,644	1,235						2,879	
R/W SUP (CT)									
CON SUP (CT)			705	4,100	4,100			8,905	
R/W									
CON			3,601	9,000	9,000			21,601	
TOTAL	1,644	1,235	4,306	13,100	13,100			33,385	
Proposed Funding									
E&P (PA&ED)									
PS&E	4,428	1,235						5,663	
R/W SUP (CT)									
CON SUP (CT)			705	4,100	4,100			8,905	
R/W									
CON			3,601	9,000	9,000			21,601	
TOTAL	4,428	1,235	4,306	13,100	13,100			36,169	

Fund No. 2:		Existing Funding							Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									MTA CFP- (Prop C)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,553	8,243	8,492				19,288	
TOTAL		2,553	8,243	8,492				19,288	
Change									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		-2,553	-5,690	-249	8,492				
TOTAL		-2,553	-5,690	-249	8,492				
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,553	8,243	8,492			19,288	
TOTAL			2,553	8,243	8,492			19,288	

Fund No. 3:		Existing Funding							Program Code
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									TCIF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000	7,000	7,000				17,000	
TOTAL		3,000	7,000	7,000				17,000	
Change									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		-3,000	10,000	-7,000					
TOTAL		-3,000	10,000	-7,000					
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			17,000					17,000	
TOTAL			17,000					17,000	

Fund No. 4:									Program Code
		Existing Funding							
Component	Prior	10/11	11/12	12/13	13/14	14/15	15/16+	Total	Funding Agency
E&P (PA&ED)									Infrastructure Cargo Fee
PS&E	1,500							1,500	
R/W SUP (CT)									
CON SUP (CT)		1,718	2,146	596	500			4,960	
R/W									
CON		6,619	14,229	6,680				27,528	
TOTAL	1,500	8,337	16,375	7,276	500			33,988	
		Change							Notes
E&P (PA&ED)									
PS&E	-1,500							-1,500	
R/W SUP (CT)									
CON SUP (CT)		-1,718	-2,146	-596	-500			-4,960	
R/W									
CON		-6,619	-14,229	-6,680				-27,528	
TOTAL	-1,500	-8,337	-16,375	-7,276	-500			-33,988	
		Proposed Funding							
E&P (PA&ED)									Moved funding into Port General Revenue Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
		Existing Funding							
Component	Prior	10/11	11/12	12/13	13/14	14/15		Total	Funding Agency
E&P (PA&ED)									STPL - STP Local
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Change							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,927					5,927	
TOTAL			5,927					5,927	
		Proposed Funding							
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,927					5,927	
TOTAL			5,927					5,927	

PROJECT STUDY REPORT EQUIVALENT



South Wilmington Grade Separation

BETWEEN Neptune Avenue and Lagoon Avenue
AND BETWEEN Harry Bridges Boulevard and Pier A Street

Approved by the Port of Los Angeles

Antonio V. Gioiello
Chief Harbor Engineer

Date

This Project Study Report Equivalent has been prepared under the direction of the following Registered Engineer. The Registered Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data upon which recommendations, conclusions and decisions are based.

Sue L. Lai, P.E.
Registered Civil Engineer

Date

PROJECT STUDY REPORT EQUIVALENT
South Wilmington Grade Separation

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PROJECT STUDY REPORT EQUIVALENT
South Wilmington Grade Separation

2.0 Project Description

The Port of Los Angeles (Port) proposes to construct a grade separation from an increasing unit train service to West Basin Port Terminals. This project will remove existing train and automobile conflicts associated with at-grade crossings and will provide an acceptable level of service for the vehicular and truck traffic. The objective of the improvements is to separate rail from vehicular traffic. The Port of Los Angeles will provide match funds of 60% for construction and will fund all remaining project related costs including design and environmental.

3.0 Need and Purpose

The South Wilmington district of the City of Los Angeles is an important area within the Port of Los Angeles. The proposed grade separation project will provide a reduction in potential accidents, elimination of traffic delays, increased pedestrian safety, improved movement of goods via truck and rail, and unimpeded access for emergency vehicles to the general area. This will provide economic benefits and growth for the five-county region surrounding the West Basin.

The project is required to relieve excessive delay caused by multiple existing at-grade railroad crossings of the West Basin Rail Line that connects to the Alameda Corridor. When a train is present, it completely blocks access to the South Wilmington area which consists of a major container terminal, Wilmington Waterfront, Bannings Landing Community Center, the Port's maintenance facility and yards, College of Oceaneering, and other businesses. This project will enable unimpeded vehicular access to the entire South Wilmington area as well as enable the maximized usage of an existing and proposed on-dock rail yards (cargo is moved by rail directly from the container terminal) thus resulting in fewer truck trips on the region's streets and highways.

4.0 Background and Project History

This project was originally conceived as part of the West Basin Transportation Improvements Program (WBTIP), which indicated that volume of containerized cargo transport through the Port of Los Angeles will more than double by the year 2020. The project is also part of the Port's I-110/SR 47 Connectors Improvement

Program developed to improve congestion and vehicular delays in the West Basin area of the Port. With the increase in cargo volume and improved handling efficiency of the terminal adjacent to the project area, the proposed project will be required to improve an existing poor Level of Service (LOS). In addition, the unit train capacities will increase from 10 to 14 per week (existing) to 17 to 20 per week (2030) with full usage of the rail lines.

This project will construct a grade separation from rail lines running east/west serving the West Basin terminal facilities. This will significantly reduce congestion and delays to the Port's surface transportation system.

5.0 Alternatives

5.1 Existing Land Use

A location map of the project is provided. The project area is in the South Wilmington district of the City of Los Angeles and is bounded by the Wilmington community to the north, Fries Avenue to the east, McDonald Avenue to the west and Pier A street to the south. The project is compatible with current land use, which is a major industrial Port area.

The area presently contains a fully developed container terminal operated by TransPacific Container Service Corporation (TraPac). Other existing facilities in the area include a community center, the College of Oceaneering and various port related businesses. The areas adjacent to the South Wilmington consist of the Yang Ming and China Shipping terminals.

The proposed project is also consistent with the Port of Los Angeles I-110/SR 47 Connectors improvement Program, developed to improve traffic circulation deficiencies and reduce congestion in the West Basin of the Port, and the Wilmington Waterfront Development.

5.2 Future Land Use

The Harry Bridges Boulevard Widening Project and I-110 Freeway/C Street Interchange Improvements will provide an improved roadway system for the South Wilmington and West Basin areas of the port.

Another significant project in the area is the Wilmington Waterfront Development located north of the proposed grade separation. The project

will create open space, parks, promenades and terraces, and connect the community of Wilmington to the waterfront.

Currently, a single unit train (1 mile long) traveling between 5-10 mph takes a minimum of 20 - 30 minutes to clear at-grade crossings in the project area. The proposed grade separation promotes an efficient means of carrying vehicular/truck traffic over railroad tracks to port terminals. Without this grade separation, delays and air emissions will continue to increase considerably.

5.3 Roadway Network

Existing Facility

Harry Bridges Boulevard forms the principal east-west route for vehicles accessing terminals adjacent to the West Basin. At-grade railroad crossings exist at a number of locations including Fries Avenue and Avalon Boulevard, all of which provide roadway access to Port terminals, Wilmington Waterfront, community center, College of Oceaneering and businesses south of Harry Bridges Boulevard. At the westerly project limits of Harry Bridges Boulevard and Figueroa Street, an entrance gate provides access to the TraPac terminal.

Planned Roadway Improvements

The widening of Harry Bridges Boulevard and relocation of the TraPac Terminal gate facility is currently under design. The Wilmington Waterfront Development will be constructed between Harry Bridges Boulevard and C Street and the Wilmington community to reduce noise, keep trucks off of the residential streets of Wilmington and connect the community with the waterfront.

5.4 Current and Forecasted Traffic

The current and forecasted traffic data were obtained from recently conducted traffic counts as well as a Port of Los Angeles/Port of Long Beach traffic model.

Existing Traffic

The existing average daily traffic (ADT) along the intersection of Harry Bridges Boulevard and Fries Avenue north of the existing at-grade rail crossing is approximately 13,440 vehicles per day.

Under current conditions, the at-grade railroad crossing operates at a LOS D during the peak periods when a train is present.

Future Traffic

Future (2030) traffic volumes have been estimated based on anticipated growth in through-traffic and planned/proposed terminal developments in both Ports. By the year 2030, significant increases in traffic on Harry Bridges Boulevard and Fries Avenue will also result in LOS F operating conditions at the at-grade rail crossing. Without a railroad grade separation, unit trains accessing the West Basin would continue to cause significant delays to truck and vehicle traffic ingress/egressing West Basin destinations.

**Table 1: Existing and Forecasted Traffic
At-Grade Railroad Crossing s/o
Harry Bridges Blvd. and Fries Avenue**

Existing (2003) Traffic		
Location	ADT {2003 volumes}	LOS
At-grade railroad crossing (AM)	10,829	B
At-grade railroad crossing (PM)	13,440	E

Existing (2030) Traffic		
Location	ADT {2030 volumes}	LOS
At-grade railroad crossing (AM)	18,854	D
At-grade railroad crossing (PM)	23,399	F

5.5 Alternatives

Rejection of those alternatives that did not meet the project purpose and need, and refinement of the more promising alternatives have resulted in the selection of two Build Alternatives to be carried forward for further consideration, in addition to a No-Build Alternative:

“No Build” Alternative: The No Build Alternative assumes completion of the following project in the vicinity:

- Harry Bridges Boulevard widening project: *Construction pending.*

No other changes to the existing roadway configuration are anticipated for the analysis of this alternative.

Alternative A (“Build” Alternative)

The project location of the project lies within the area bounded by Harry Bridges Boulevard to the north, Pier A Street to the south, Fries Avenue to the west and Marine Avenue to the east. The exact project location options are currently being analyzed; the following two locations are the preferred options:

South Wilmington Grade Separation: Provides a grade separation between Neptune Avenue and Lagoon Avenue on Harry Bridges Boulevard to Pier A Street to facilitate the truck/rail interaction in this area. The proposed typical section of grade separation would consist of an inner twelve-foot lane and an outer fourteen-foot lane in both directions. Beyond the curb an additional 6 feet of right-of-way is provided in both directions (a portion of which could accommodate a sidewalk). A twelve-foot median is also proposed for the length of grade separation. Attachment E depicts the proposed roadway typical section. The proposed profile grade would not exceed 5%. The total right-of-way width is proposed to be 76-feet wide. The approximate length of the whole project is 5200 feet including 2400 feet of bridge structure.

This alternative would involve the construction of cast-in-place port-tension concrete box girder bridge structure spanning over the railroad tracks leading to Fries Avenue and Avalon Avenue. The elevated bridge structure will be designed for a minimum 24.5-foot vertical clearance with the planned railroad tracks.

5.6 Analysis of Proposals

Operations

The “No Build” alternative is inconsistent with the Port of Los Angeles growth increase in the West Basin. If the proposed grade separation is not constructed, the increased commerce created by the Port’s growth will add more vehicular and truck traffic to the already congested facilities.

Utility Impacts

Major disruptions to utilities or services are not anticipated, however construction activities would require the relocation and/or extension of some utility lines, sewer and storm drains.

Right of Way

The proposed grade separation lies within the Port of Los Angeles. A 76-foot wide right-of-way is proposed along the length of the project.

Project Costs

The total project costs for the Build Alternative is summarized below. Detailed estimates are included in Attachment D.

Table 2: Project Cost Summary

Description	Alternative A
Construction	\$63,816,000
Construction Engineering	\$4,477,000
PS & E	\$5,663,000
Right-of-Way	\$0
Utility Items	\$0
TOTAL PROJECT COST	\$73,956,000

6.0 System Planning

This project is a result of the “West Basin Transportation Improvements Program” (WBTIP) designed to support the substantial increase in terminal and rail traffic. The project is also a major element of the Port’s I-110/SR 47 Connectors Improvement Program developed to reduce congestion and delays in the West Basin. This project will help accommodate the growth of ocean trade through the port by facilitating the increased movement of intermodal freight cargo.

The construction and completion of the proposed Harry Bridges Boulevard widening project will provide an access route for trucks within the Port area and away from residential streets. This project, in addition to the proposed grade separation project, will assist in significantly reducing congestion and delays through the Port’s surface transportation system. Thus, the more efficient traffic movements will create an overall improvement in air quality.

In addition to complying with the WBTIP, this project fulfills the objectives of a number of local, regional, and state planning efforts. These include the City of Los Angeles – POLA Master Plan, the City of Los Angeles – Wilmington-Harbor City District Plan, the City of Los Angeles – Air Quality Element of the General Plan, the South Coast Air Basin - Air Quality Management Plan, the Congestion Management Plan, Southern California Association of Governments – Regional Improvements Program (RTIP) and the State Implementation Plan (SIP) for Air Quality.

7.0 Hazardous Material/Waste

The project area is used primarily for industrial operations, primarily port related. The Los Angeles Department of Water & Power (LADWP) owns and operates two large oil tanks as well as a large back-up power generating station within and in close proximity to project area. Underground storage tanks (USTs) are suspected in the immediate vicinity of the project. The area also contains several oil wells and associated underground product lines. Materials that are historically transported through these pipelines include crude and fuel oils, petroleum products, heavy fuels, and water. Those properties are registered as having hazardous waste products.

8.0 Environmental Documentation

The proposed project is intended to alleviate existing and future congestion within and around the Ports as a result of anticipated and projected increases in cargo throughput over the next five to twenty years. The project is part of the I-110/SR 47 Transportation Improvement Program and Wilmington Waterfront Development. The project is intended to improve the circulation of vehicular/truck traffic in the South Wilmington District and the West Basin of the Port of Los Angeles.

The project involves construction of a grade separation. For compliance with the MTA PSRE Guidelines, an inventory of environmental resources for the identification of potential environmental issues is required to assess the type and level of CEQA/NEPA review needed. The grade separation project is currently under design and necessary CEQA/NEPA clearance compliance has been obtained via a Categorical Exemption approved on February 13, 2006 by the Port's Board of Harbor Commissioners. Under the approved Categorical Exemption the project will eliminate an existing grade crossing, thus eliminating congestion. The project will not result in expansion of use or significant environmental impacts.

Geology

N/A

Groundwater, Soils and Sediment

N/A

Meteorology and Air Quality

N/A

Hydrology, Water Quality and Oceanography

N/A

Biota and Habitats

N/A

Transportation and Circulation

N/A

Noise

N/A

Public Health and Safety

N/A

Land Use

N/A

Visual

N/A

Cultural Resources

N/A

9.0 Funding/Schedule

The Port of Los Angeles will provide match funds of 60% for construction and will fund all remaining project-related costs.

Tentative project schedule milestones include:

Final Environmental Document	February 2006
Complete PS&E	August 2011
Right of Way Certification	October 2011
Bid and Award Contract	March 2012
Begin Construction	April 2012
Complete Construction	May 2014

10.0 Federal Involvement

The Port of Los Angeles is the lead agency for project development and construction of the project.

11.0 Attachments

Project Location Map

Project Location Map

HARRY BRIDGES BLVD.

NEPTUNE AVENUE

LAGOON AVENUE

FRIES AVENUE

A STREET

TRAPAC

DWP

CITY OF LA
PORT OF LA

HARRY BRIDGES BLVD.

WATER STREET

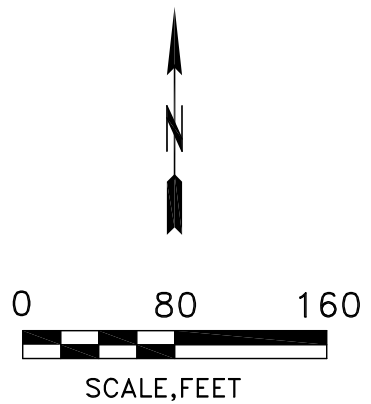
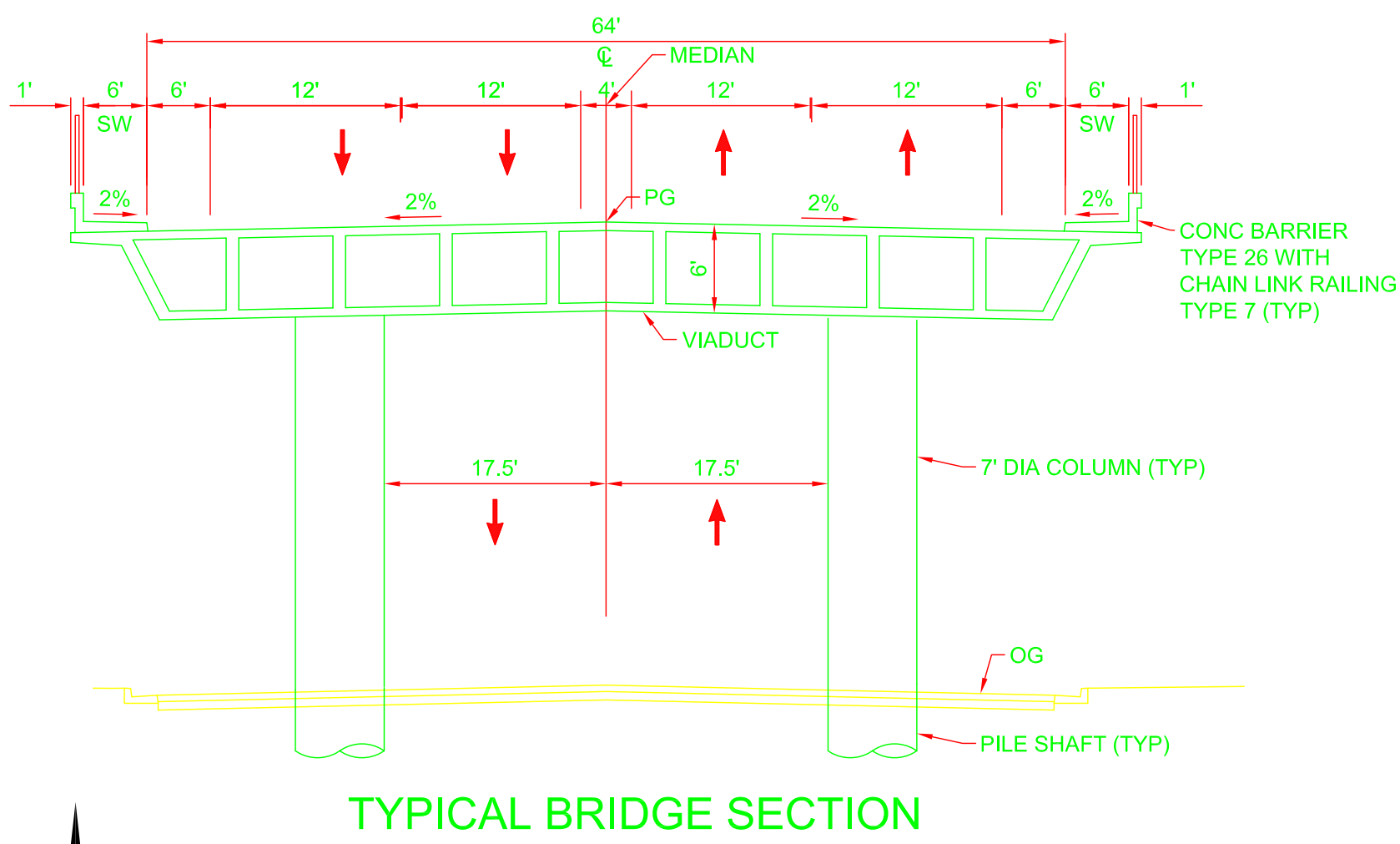
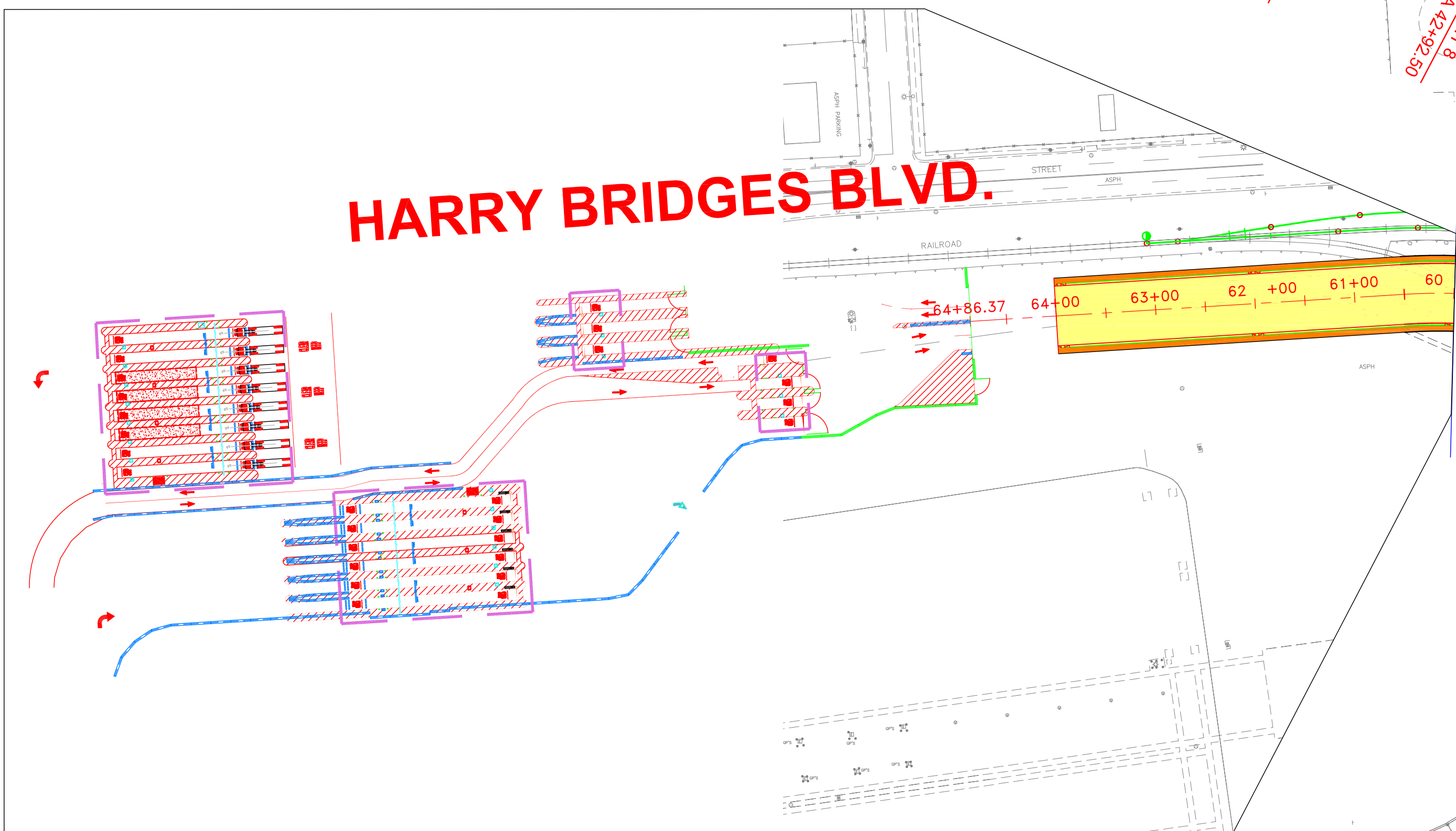
WATER STREET

AVE.

FRIES

POLA CONSTRUCTION
AND MAINTENANCE
FACILITY

PIER A ST.



PLAN

LEGEND

- ROADWAY
- ELEVATED STRUCTURE
- SLOPE AREA
- NEW SIDEWALK

SOUTH WILMINGTON GRADE SEPARATION

SITE PLAN



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

DRAWING NUMBER

URS
915 WILSHIRE BOULEVARD
SUITE 700
LOS ANGELES, CA 90017
TEL: (213) 996-2200
FAX: (213) 996-2290
URS PROJECT NO: 204534050

C:\CHAMBERS\work\veve\ENGINEERING DIVISION\Transportation\US-Staff\Gullerino\Comp Back up\Fries Ave - 03\Piers\Lagoon\Concept - Drive\SW - Grade Sep Exhibit_031610.dwg Apr 12, 2010 9:20am - MATTINZIG

South Wilmington Grade Separation Project Benefits

- Existing and future peak period hour levels of service will improve from an unacceptable F to A.
- Provide grade separated access so that the movement of trucks and trains do not impede each other.
- Improve safety by removing potential conflict between rail and vehicles/trucks.
- Under Year 2030 conditions, total vehicular and truck delay on a daily basis will be reduced by approximately 104 vehicle-hours and 80 truck-hours, respectively.
- The emissions benefit of the project in 2030 is calculated to be 25 tons per year of a combined PM₁₀, ROG, and NO_x.