

**TRADE CORRIDORS IMPROVEMENT FUND  
PROJECT BASELINE AGREEMENT**

TCIF #

*Port of Los Angeles (POLA)*

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

**1. PARTIES AND DATE**

- 1.1 This Project Baseline Agreement (Agreement) for the *Port of Los Angeles (POLA), YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program (On-Dock Railyard and Berth/Wharf Improvements Project)* effective on \_\_\_\_\_, 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 \_\_\_\_\_ Meeting the California Transportation Commission programmed *Port of Los Angeles (POLA), YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program (On-Dock Railyard and Berth/Wharf Improvements Project)* in the Trade Corridors Improvement Fund, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as (see Exhibit A), the Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto (see Exhibit C), as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

**3. GENERAL PROVISIONS**

- The Project Sponsor and Caltrans agree to abide by the following provisions:
- 3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.

- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.
- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

#### **4. SPECIFIC PROVISIONS AND CONDITIONS**

##### **4.1 Project Schedule and Cost**

See Project Programming Request Form, attached as Exhibit A.

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

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

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

See Project Benefits Form, attached as Exhibit C.

**4.4 Other Project Specific Provisions and Conditions**

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



**EXHIBIT A**

**Project Programming Request Form**

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	11/24/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Ed Han		310-732-3095		<a href="mailto:ehan@portla.org">ehan@portla.org</a>		
<b>Project Title</b>						
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
The project is located at 701 N. Dock Street, San Pedro CA. The project includes the deepening of Berths 214-216 to a -53' depth, and Berths 217-220 to a -47' depth, which includes dredging and underwater bulkhead installation; landside crane rail extension at Berths 217-220 to accommodate existing 100' gauge cranes; construction of four AMP boxes at Berths 217-220; pavement resurfacing, construction of concrete runways, and striping; ICTF expansion consisting of one new loading track, utility modifications and pavement resurfacing. Please see attached Exhibit No. 1 for project limits.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED						
PS&E						
Right of Way						
Construction						
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The project is needed to accommodate larger vessels at Berths 214-220. This will allow the tenant to increase their throughput capacity. The terminal is currently a two berth facility. Upon project completion, the terminal will be a three berth facility. Additional loading track will help reduce truck volumes.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
Benefits of the project include: 1) allowing the tenant the ability to berth larger ships, 2) increasing throughput capacity, 3) adding four AMP boxes, which will help reduce emissions, and 4) ICTF expansion reduces truck volumes.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						12/18/12
Begin Environmental (PA&ED) Phase						02/06/13
Circulate Draft Environmental Document				Document Type	EIR	05/02/14
Draft Project Report						05/02/14
End Environmental Phase (PA&ED Milestone)						11/07/14
Begin Design (PS&E) Phase						04/15/13
End Design Phase (Ready to List for Advertisement Milestone)						03/27/15
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						07/14/15
End Construction Phase (Construction Contract Acceptance Milestone)						05/12/17
Begin Closeout Phase						05/15/17
End Closeout Phase (Closeout Report)						05/31/18

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 11/24/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	1,563	1,037						2,600	
PS&E	985	1,878						2,863	
R/W SUP (CT)									
CON SUP (CT)			5,331					5,331	
R/W									
CON			40,759					40,759	
<b>TOTAL</b>	<b>2,548</b>	<b>2,915</b>	<b>46,090</b>					<b>51,553</b>	

Fund No. 1:	TCIF								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CTC/Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,480					1,480	
R/W									
CON			11,316					11,316	
<b>TOTAL</b>			<b>12,796</b>					<b>12,796</b>	

Fund No. 2:	POLA								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)	1,563	1,037						2,600	Port of LA
PS&E	985	1,878						2,863	
R/W SUP (CT)									
CON SUP (CT)			3,851					3,851	
R/W									
CON			29,443					29,443	
<b>TOTAL</b>	<b>2,548</b>	<b>2,915</b>	<b>33,294</b>					<b>38,757</b>	

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 11/24/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						

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

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	<b>Funding Agency</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 11/24/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						

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

<b>Fund No. 9:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 10:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**EXHIBIT B**

**Project Study Report Equivalent (PSRE)**

# PROJECT STUDY REPORT EQUIVALENT (PSRE)



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

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

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Approved by the Port of Los Angeles:

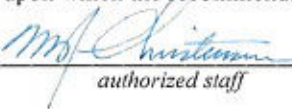


November 21, 2014

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

*DATE*

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

  
\_\_\_\_\_  
*authorized staff*

November 21, 2014  
*DATE*

C039199  
*If applicable California PE Stamp and Lic #*

  
\_\_\_\_\_  
*authorized staff*

November 21, 2014  
*DATE*

TR 1858  
*If applicable California PE Stamp and Lic #*

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

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INTRODUCTION

The YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM (On-dock Railyard & Berth/Wharf Expansions) is located on Terminal Island in the Port of Los Angeles (POLA). The existing TICTF serves the YTI and Evergreen container terminals in the POLA. Figures 1-3 illustrate the projects locations, as they relate to the national, regional, and subregional intermodal transportation system. Figure 3 also illustrates the POLA's other Prop 1B Trade Corridors Improvement Fund (TCIF) projects.

Figure1 - Project National Context

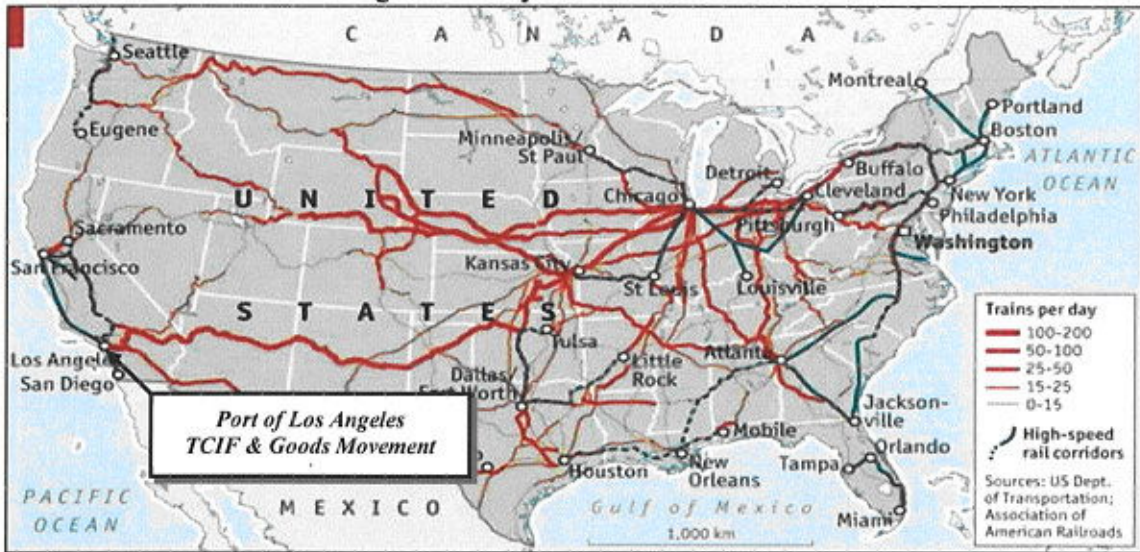


Figure 2 - Project Regional Context

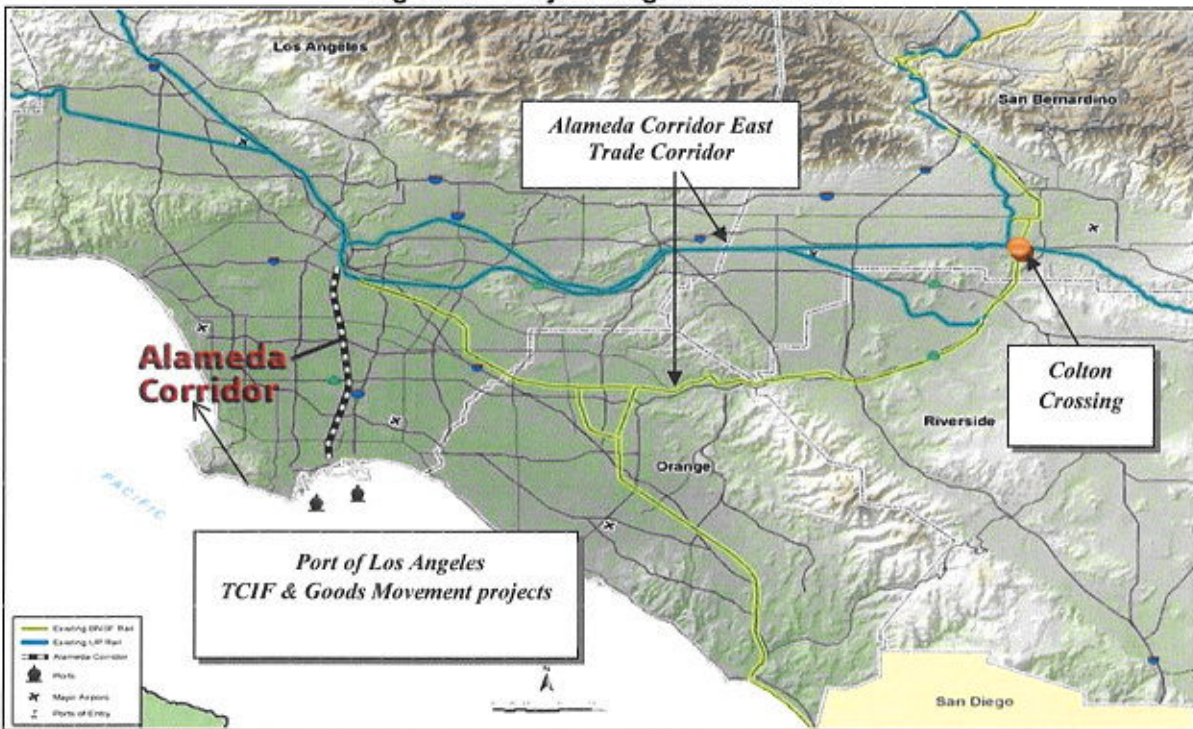
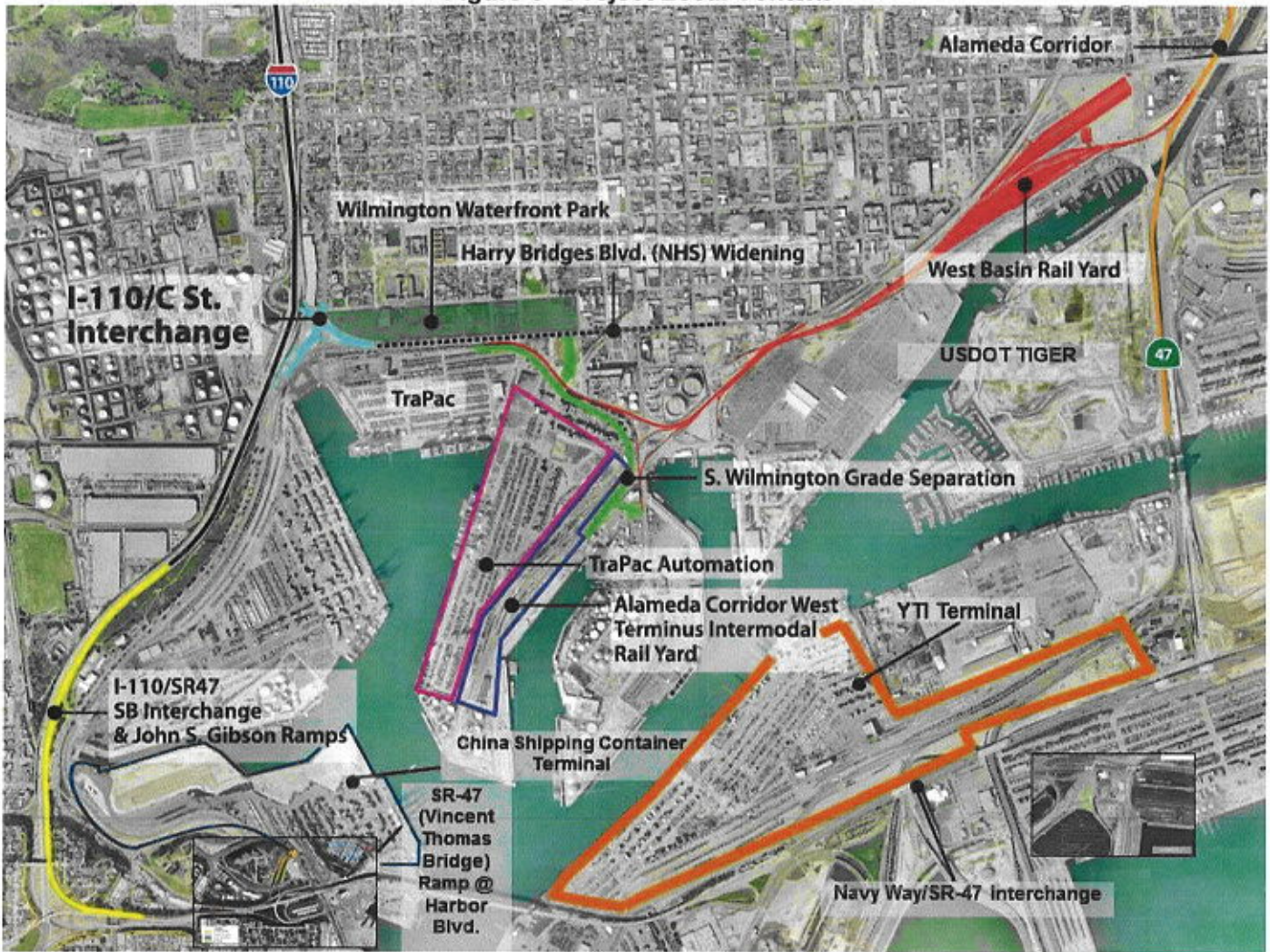


Figure 3 - Project Local Context



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

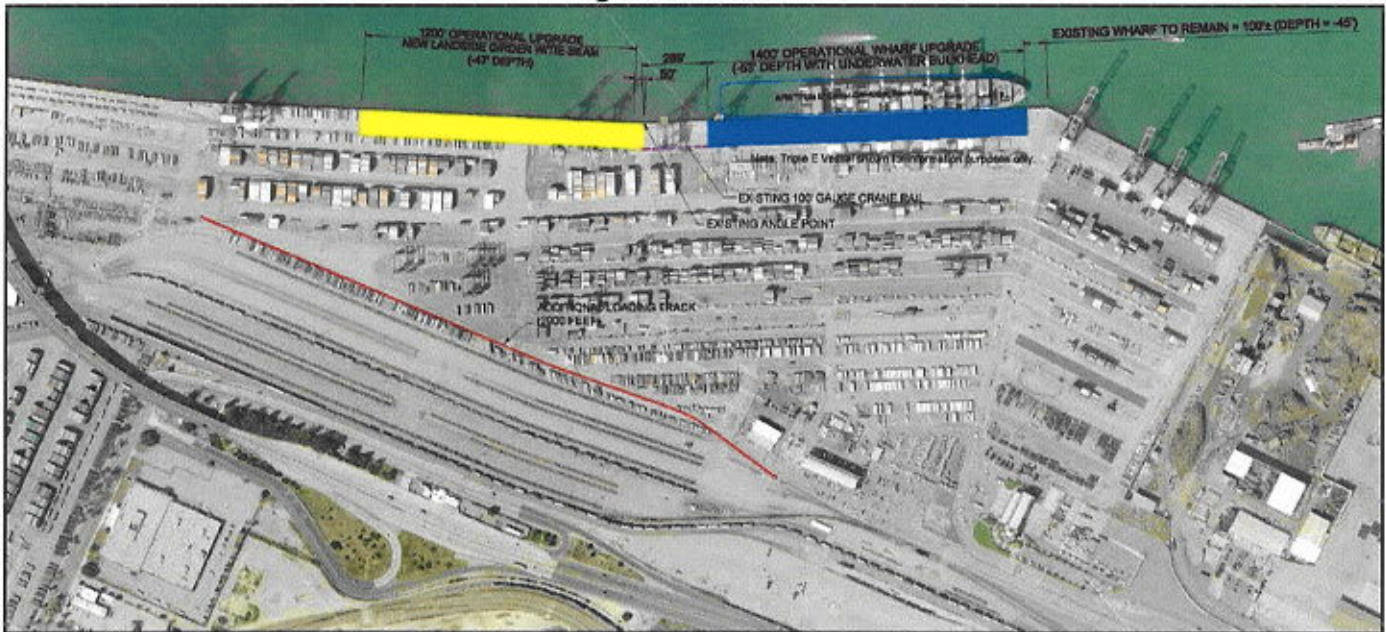
- Berths 217–220 Expansion: deepening from -45' to -47' (with 1' over-depth), extending 100-foot gauge crane rail, increases capacity to accommodate more (from two to three at one time), and larger vessels
- Berths 214–216: deepening from -45' to 53' (with 2' over-depth), installation of sheet piles;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

## PSRE

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

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

Figure 4 - Site Plan



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

These projects are part of an overall cargo transportation improvement and emission reduction program at the POLA. As the POLA/POLB comprises the largest port complex in the western hemisphere, these projects are part of a comprehensive intermodal goods movement system serving the State and nation. The project is in the final design phase, with construction advertising and construction contract award expected in 2015. The environmental document/clearance for this project was approved by the POLA Board of Harbor Commissioners on November 7, 2014.

### TRANSPORTATION CHALLENGES/PROJECT NEED

The POLA/POLB handled 14.6 million twenty-foot equivalent units (TEUs) in 2013. By 2035, the Ports are projected to handle about 36 million TEUs. The rail system serving the POLA is instrumental in enabling the efficient transportation of cargo, as rail service is both economically and environmentally beneficial. At the POLA/POLB, about 35% of all containers are loaded onto trains via on-dock and off-dock railyards. Of this 35%, about 25% is loaded via on-dock railyards. It is the policy of the Ports to maximize the movement of containers via on-dock rail, and thus providing sufficient infrastructure. To accommodate the growth in rail traffic, which is estimated to increase from about 95 to 315 trains/per day between now and 2035, the

## **PSRE**

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

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

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

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

## **PROJECT BENEFITS**

### **Throughout/Velocity/Reliability/Congestion Reduction**

- On a daily basis, the project reduces: 260 truck trips, 2960 truck-miles travelled, and 63 truck-hours travelled
- Combined with other POLA/POLB Rail System projects, both projects help to reduce train delays by around 50 train-hours/day, which also reduces locomotive emissions
- The reduction in truck trips on adjacent roadways/freeways, including the I-710, will result in improved safety. The I-710 between Ocean Boulevard in Long Beach and the I-5 has higher accident and fatal accident rates compared to the State average. The high truck volumes, combined with auto volumes, contribute to the severity of accidents occurring along the I-710. Truck-related accidents account for about 31% of accidents. In a three-year period from October 2004 - September 2007, there were 38 fatal accidents along the I-710 (including interchange ramps).

**PSRE**

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

Eligibility/Benefits	
<ul style="list-style-type: none"> <li>▪ Highway and freight capacity improvements (POLA project reduces truck trips, and thus creates capacity for other vehicles),</li> </ul>	✓
<ul style="list-style-type: none"> <li>▪ Freight rail system improvements (POLA project provides on-dock railyard capacity)</li> </ul>	✓
<ul style="list-style-type: none"> <li>▪ Truck corridor improvements (POLA project reduces truck trips along key corridors including I-710, I-110, and SR 47)</li> </ul>	✓
<ul style="list-style-type: none"> <li>▪ Port capacity and efficiency projects (Both POLA projects' automation provides faster movement of cargo).</li> </ul>	✓
<ul style="list-style-type: none"> <li>▪ State Goods Movement Action Plan Technology Element (both projects):                             <ul style="list-style-type: none"> <li>– Faster turnaround times for calling vessels</li> <li>– Shorter dwell times for containers and cargo</li> <li>– Optimal use of port resources such as yard space and cranes</li> <li>– Safe handling of cargo (particularly hazardous cargo)</li> <li>– Enhanced facilities and services for users</li> <li>– Effective management of large volumes of information</li> <li>– Improved ability to mitigate public health and environmental impacts in adjacent communities</li> <li>– Improved energy efficiency of goods movement</li> </ul> </li> </ul>	✓

**Environmental Sustainability/Emission Reduction**

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

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

**Economic**

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

**SCHEDULE/COST ESTIMATE/FUNDING**

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

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

## PSRE

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

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

#### ALTERNATIVES

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

#### SYSTEM PLANNING

##### State/Regional Significance

The POLA/POLB is vital component of the State's economy. The Ports of Los Angeles/Long Beach is the largest port complex in the western hemisphere. About 35% (40% imports) of all containers move via the POLA/POLB. In 2013, the POLA/POLB handled 14.6 million TEU, with a cargo value of over \$300 billion, which supports more close to 900,000 direct and indirect jobs throughout California, and generates over \$8 billion in State and local tax revenues. Timely construction of this newly nominated and current POLA TCIF projects are important to prevent diversion of intermodal containers to other ports in North America, including the US Gulf/East coast ports via the Panama Canal. A third set of locks in the Panama Canal will open in 2014, which will accommodate some of the largest vessels with a capacity to carry 12,500 Twenty-Foot Equivalent Units (TEU) of containerized cargo. Gulf/East coast ports and the railroads are working feverishly to improve their facilities in anticipation of what they hope will be a significant diversion of cargo from west coast ports. Over \$30 billion in port investments have been made at these competitor ports to attract cargo through the Panama Canal. The Panama Canal Authority has signed cooperative agreements with 25 Gulf/East coast ports. Gulf/East coast jurisdictions have also adopted various policies including tax credits and incentives to lure customers away from the California ports.

This new POLA project is also endorsed by the Southern CA Consensus Group (SCCG) a coalition of all the transportation agencies in Southern California and comprised of the following agencies (including the POLA):

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

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

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

- CTC Statewide Needs Assessment

### **National Significance**

This project is a vital element of the POLA's capital improvement program to accommodate containerized cargo efficiently as possible. Given that the POLA comprises the largest container seaport in North America (and approximately 19% of all U.S. waterborne containers move through the POLA), this project is an important component of the nation's intermodal transportation system and trade network. The container terminal where this project is located serves about 2.8% of the entire nation's containers (with an estimated value of \$24 billion). As such, the national significance and benefits of the project is compatible and consistent with both President Obama's export initiative (which is underscored by the fact that the POLA moves more export containers than any other port in North America), and the draft *United States Department of Transportation Strategic Plan (FY2010-2015)*. Figure 1 illustrates the location and significance of this project in relationship and interdependence to this national system.

**National Economic Competitiveness.** Over \$300 billion in containerized trade moving through the POLA/POLB annually generates about 3 million jobs and over \$30 billion in income/tax revenue, nationwide. Both nominated POLA projects promote the economic competitiveness of the United States, the State of California, Los Angeles County, and the City of Los Angeles. This project, in conjunction with the POLA's West Basin area TCIF projects, is important to the efficient movement of intermodal containers to/from the POLA/POLB and inland destinations east of the Rockies, which also entails maximizing use of the Alameda Corridor. The containerized imports moving through these two POLA terminals include not only final consumer goods, but also intermediate goods that go into products manufactured in the United States (e.g., computers and automobiles). This project expands and improves the POLA/POLB port infrastructure which is critical to accommodating intermodal containers that could otherwise divert to other ports outside of the United States. Failure to implement improvements in the United States port and intermodal transportation systems will make routes through the Canadian Pacific Northwest and through Mexico's west coast more attractive for international intermodal traffic. The United States seaports are losing cargo to Canada and, to a lesser extent, Mexico. If this trend continues, it will have seriously detrimental effects on American jobs not only at seaports, but throughout the transportation chain including the trucking, rail, and warehouse/distribution sectors. Investing in our nation's seaports is a vital component to jumpstarting the economy and creating jobs in California and throughout the nation.

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

PSRE

YTI TERMINAL EFFICIENCY ENHANCEMENT & TRUCK TRIP REDUCTION PROGRAM

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**List of Attachments**

1. Financial Plan (Caltrans Project Programming Request Forms)
2. Site Plan
3. YTI FEIR (cover page only) & CEQA *Notice of Determination*

**ATTACHMENT 1**

**Project Programming Request Form**

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	11/24/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
07						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Ed Han		310-732-3095		<a href="mailto:ehan@portla.org">ehan@portla.org</a>		
<b>Project Title</b>						
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
The project is located at 701 N. Dock Street, San Pedro CA. The project includes the deepening of Berths 214-216 to a -53' depth, and Berths 217-220 to a -47' depth, which includes dredging and underwater bulkhead installation; landside crane rail extension at Berths 217-220 to accommodate existing 100' gauge cranes; construction of four AMP boxes at Berths 217-220; pavement resurfacing, construction of concrete runways, and striping; ICTF expansion consisting of one new loading track, utility modifications and pavement resurfacing. Please see attached Exhibit No. 1 for project limits.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED						
PS&E						
Right of Way						
Construction						
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The project is needed to accommodate larger vessels at Berths 214-220. This will allow the tenant to increase their throughput capacity. The terminal is currently a two berth facility. Upon project completion, the terminal will be a three berth facility. Additional loading track will help reduce truck volumes.						
<b>Project Benefits</b>						<input type="checkbox"/> See page 2
Benefits of the project include: 1) allowing the tenant the ability to berth larger ships, 2) increasing throughput capacity, 3) adding four AMP boxes, which will help reduce emissions, and 4) ICTF expansion reduces truck volumes.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						12/18/12
Begin Environmental (PA&ED) Phase						02/06/13
Circulate Draft Environmental Document				Document Type	EIR	05/02/14
Draft Project Report						05/02/14
End Environmental Phase (PA&ED Milestone)						11/07/14
Begin Design (PS&E) Phase						04/15/13
End Design Phase (Ready to List for Advertisement Milestone)						03/27/15
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						07/14/15
End Construction Phase (Construction Contract Acceptance Milestone)						05/12/17
Begin Closeout Phase						05/15/17
End Closeout Phase (Closeout Report)						05/31/18

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 11/24/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	1,563	1,037						2,600	
PS&E	985	1,878						2,863	
R/W SUP (CT)									
CON SUP (CT)			5,331					5,331	
R/W									
CON			40,759					40,759	
<b>TOTAL</b>	<b>2,548</b>	<b>2,915</b>	<b>46,090</b>					<b>51,553</b>	

Fund No. 1:	TCIF	Proposed Funding (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)									CTC/Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)			1,480					1,480		
R/W										
CON			11,316					11,316		
<b>TOTAL</b>			<b>12,796</b>					<b>12,796</b>		

Fund No. 2:	POLA	Proposed Funding (\$1,000s)								Program Code
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)	1,563	1,037						2,600	Port of LA	
PS&E	985	1,878						2,863		
R/W SUP (CT)										
CON SUP (CT)			3,851					3,851		
R/W										
CON			29,443					29,443		
<b>TOTAL</b>	<b>2,548</b>	<b>2,915</b>	<b>33,294</b>					<b>38,757</b>		

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 11/24/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						

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

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

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

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

Date: 11/24/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
07						
<b>Project Title:</b> YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program						

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

<b>Fund No. 9:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

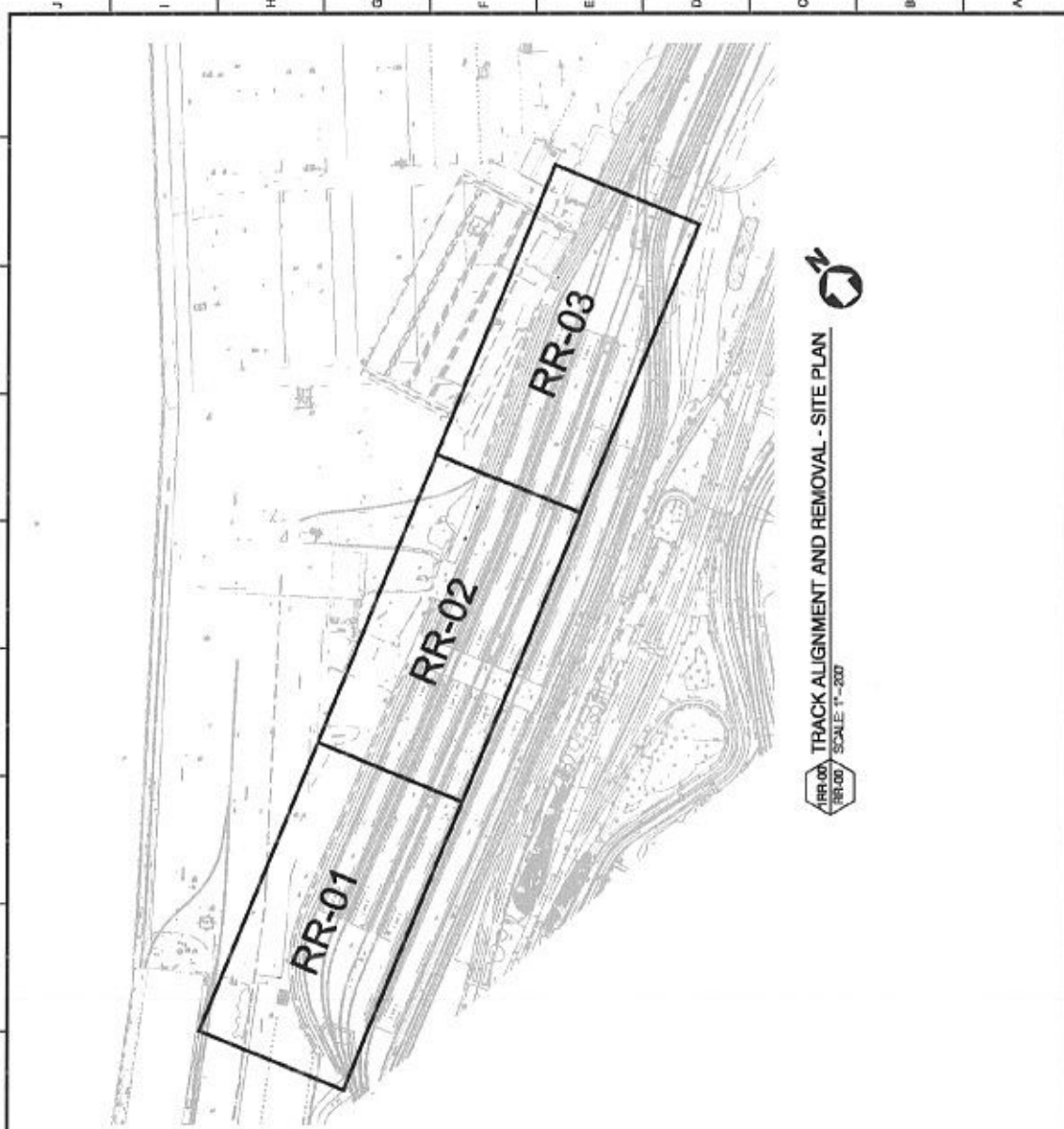
<b>Fund No. 10:</b>									<b>Program Code</b>
<b>Proposed Funding (\$1,000s)</b>									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

## ATTACHMENT 2

### Site Plans

**GENERAL NOTES**

1. CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL SAFETY CODES AND REGULATIONS AND THE SPECIFICATIONS FOR THIS CONTRACT.
2. ALL CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED AND COORDINATED WITH THE ENGINEER, INCLUDING THE VARIOUS COMPANIES, AGENCIES AND OTHER CONTRACTORS WHO MAY BE AFFECTED BY THIS WORK. ALL REQUIRED PERMITS NEEDED FOR THE WORK, INCLUDING POLA RIGHT-OF-ENTRY PERMITS SHALL BE OBTAINED BY THE CONTRACTOR UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL COMPLY WITH ALL POLA COMPLIANCE REQUIREMENTS INCLUDING INCLINANCE REQUIREMENTS AND USE OF AND PAYMENT FOR WALKWAY FLAG PERSONS.
3. HORIZONTAL AND VERTICAL CONTROL POINTS FOR THE TRACK LAYOUT ARE IDENTIFIED IN THE CONTRACT DOCUMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE THESE CONTROL POINTS TO ASSURE THAT ALL FACILITIES INCLUDED IN THIS PROJECT ARE CONSTRUCTED AT THE CORRECT VERTICAL AND HORIZONTAL LOCATIONS.
4. THE SUBALLIAT GRADE BELOW A TRACK (E.G. WITHIN 14' OF THE CENTERLINE OF A TRACK), SHALL BE COMPACTED TO 85% OF THE MAXIMUM PROCTOR DENSITY. ALL OTHER GRADES THAT REPRESENT THE TOP OF SUBALLIAT SHALL BE COMPACTED TO A MINIMUM OF 90% OF THE MAXIMUM PROCTOR DENSITY.
5. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION TO PREVENT FLOODING OF WATER.
6. THE CONTRACTOR SHALL COMPLY WITH THE STATE OF CALIFORNIA RULES PERMIT REGARDING THE TREATMENT OF WATER.
7. THE CONTRACTOR SHALL COMPLY WITH THE STATE OF CALIFORNIA RULES PERMIT REGARDING THE TREATMENT OF WATER.
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10. THE CONTRACTOR SHALL PROTECT ALL SIGNAL FACILITIES IN PLACE.
11. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS FOR CONFLICTS WITH EXISTING UTILITIES, SIGNAL CABLES, EQUIPMENT AND/OR OTHER ITEMS THAT MIGHT IMPAIR CONSTRUCTION ACTIVITIES. INCONSISTENCIES FOUND SHALL BE REPORTED TO THE ENGINEER.
12. REPAIR TO FACILITIES INTENDED TO REMAIN IN PLACE SHALL BE MADE BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE UNLESS OTHERWISE STATED BY THE ENGINEER.
13. ALL EXCAVATED WASTE MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE. ON SITE STORAGE OF EXCAVATED WASTE MATERIAL SHALL NOT BE PERMITTED AT ANY TIME. MAINTENANCE WORK, PULP, FORCES, PULP, SIGNAL CONTRACTOR, ON SITE STORAGE OF WASTE MATERIAL SHALL BE IMMEDIATELY REMOVED FROM THE SITE.
14. THE CONTRACTOR SHALL COMPLY WITH THE STATE OF CALIFORNIA RULES PERMIT REGARDING THE TREATMENT OF WATER.
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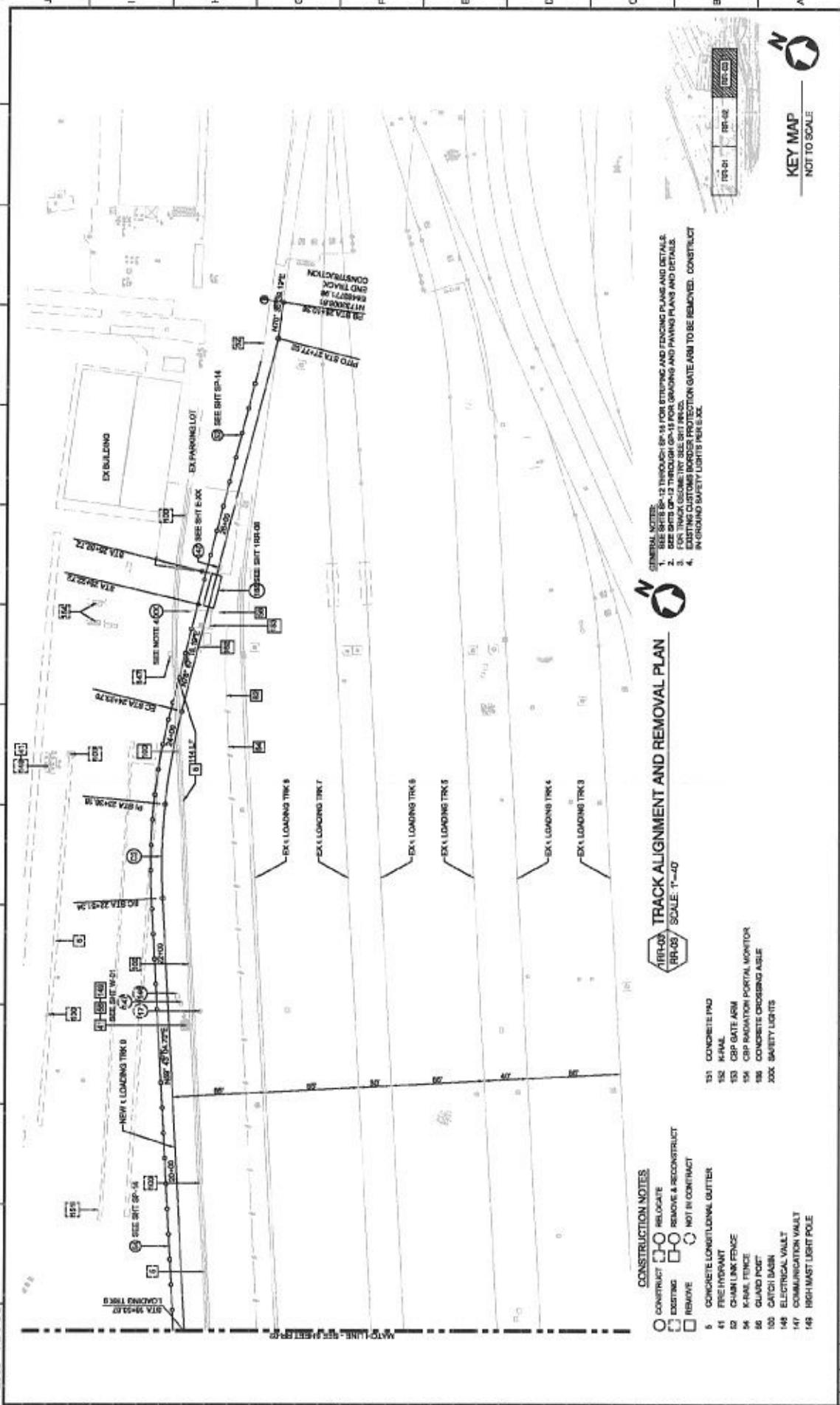


**RR-00 TRACK ALIGNMENT AND REMOVAL - SITE PLAN**  
SCALE: 1" = 200'

DATE		BY		CHECKED		DATE		BY		CHECKED		DATE		BY	
<p style="text-align: center;"><b>100% REVIEW</b></p>															
<p style="text-align: center;"><b>RR-00 TRACK ALIGNMENT AND REMOVAL - SITE PLAN</b></p>															
<p style="text-align: center;">THE STATE OF CALIFORNIA <b>ENGINEERING DIVISION</b> OFFICE OF REGISTERED PROFESSIONAL ENGINEERS</p>															
<p style="text-align: center;">PROJECT NUMBER: <b>1-2669</b> DRAWING NUMBER: <b>RR-00</b></p>															







- CONSTRUCTION NOTES**
- CONSTRUCT
  - EXISTING
  - REMOVE
  - RELOCATE
  - REMOVE & RECONSTRUCT
  - NOT IN CONSTRUCT
- 5 CONCRETE LONGITUDINAL GUTTER
  - 41 PRE-INSTANT
  - 52 CHAIN LINK FENCE
  - 54 R-RAIL FENCE
  - 56 GLAND POST
  - 100 GATE/1 BARN
  - 148 ELECTRICAL VAULT
  - 147 COMMUNICATION VAULT
  - 149 HIGH MAST LIGHT POLE

- 131 CONCRETE PAD
- 152 R-RAIL
- 153 CRP GATE ARM
- 154 CRP RADIATION PORTAL MONITOR
- 155 CONCRETE CROSSING ASLE
- XXX SAFETY LIGHTS

**11R-03 TRACK ALIGNMENT AND REMOVAL PLAN**  
SCALE: 1"=40'

- GENERAL NOTES**
1. SEE SHEETS 11R-01 THROUGH 11R-04 FOR TRACKING AND TENCING PLANS AND DETAILS.
  2. SEE SHEETS 11R-05 THROUGH 11R-08 FOR GRADING AND PAVING PLANS AND DETAILS.
  3. FOR TRACK CROSSINGS, SEE SHEETS 11R-09 THROUGH 11R-12.
  4. EXISTING CUSTOMER BORDER PROTECTION GATE ARM TO BE REMOVED. CONSTRUCT IN-GROUND SAFETY LIGHTS PER SEE.

**KEY MAP**  
NOT TO SCALE

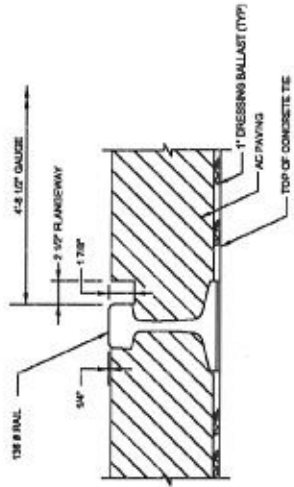
NO. 1		NO. 2		NO. 3		NO. 4		NO. 5		NO. 6		NO. 7		NO. 8		NO. 9		NO. 10		NO. 11		NO. 12		NO. 13		NO. 14	
<b>100% REVIEW</b>																											
PROJECT: BERTHS 214-220 REDEVELOPMENT														TRACK ALIGNMENT AND REMOVAL PLAN													
DATE: 11/11/2011														DATE: 11/11/2011													
DRAWN BY: J. GARDNER														DRAWN BY: J. GARDNER													
CHECKED BY: J. GARDNER														CHECKED BY: J. GARDNER													
SCALE: 1"=40'														SCALE: 1"=40'													
PROJECT NO.: 1-2669														PROJECT NO.: 1-2669													
SHEET NO.: RR-03														SHEET NO.: RR-03													
TOTAL SHEETS: 14														TOTAL SHEETS: 14													
ENGINEERING DIVISION														ENGINEERING DIVISION													
CONTRACT NO.: 1-2669														CONTRACT NO.: 1-2669													



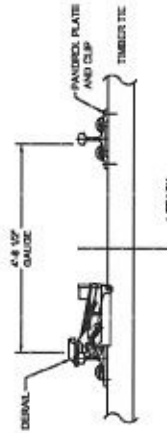
LOADING TRACK GEOMETRY DATA											
CURVE NO.	DESCRIPTION	BEARING	DISTANCE	STATION	NORTHING	EASTING	PI	De	Δ	L	T
①	PCB			0+00.00	1732915.72	6482384.31					
	PG	NSP755.81PE	415.17	15+12.31	1732965.54	6482740.60					
	PT			15+71.87	1732960.17	6482779.28	1254.87	3°02'22"	3°44'49"	118.00'	88.90'
	PI	NSP 450.47PE	513.85	17+41.56	1732960.20	6482787.72					
②	PCB			22+51.34	1732952.39	6482828.72					
	PG	NSP 450.47PE	262.39	23+38.18	1732952.18	6482835.00	873.96'	1°07'00"	17°44'10"	172.30'	88.80'
	PT			24+03.70	1732915.79	6482384.31					
	PI	NSP 450.47PE	323.8	27+17.02	1732965.54	6482740.60					
PS			28+10.28	1732968.81	6482771.89						

STATION	TIE MATERIAL
4+00.00 TO 17+00.00	CONCRETE
17+00.00 TO 18+13.80	CONCRETE CROSSING
18+13.80 TO 18+53.50	TIMBER (TRANS)
18+53.50 TO 20+42.00	TIMBER
20+42.00 TO 20+84.13	TIMBER (TRANS)
20+84.13 TO 22+13.12	TIMBER

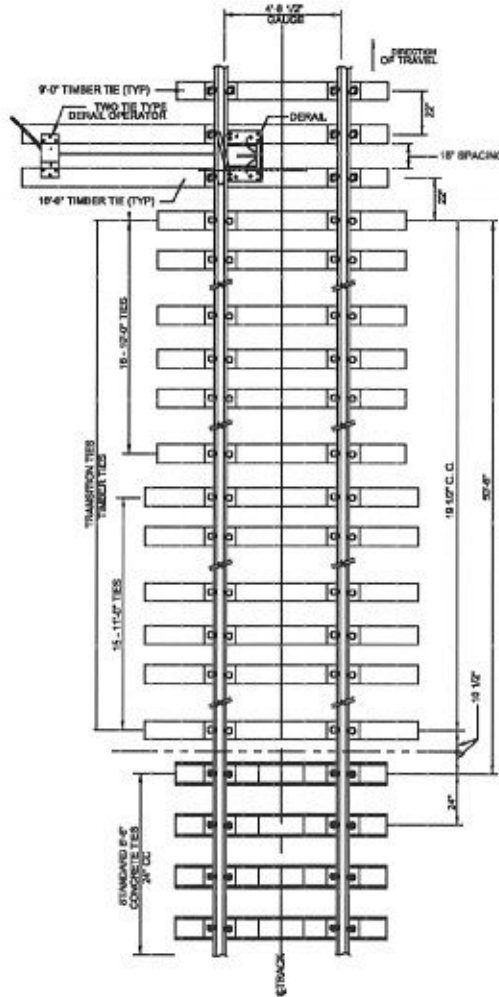
**RR-05**  
**RR-05** NTS  
**CONCRETE AND TIMBER TIE SCHEDULE**



**RR-05**  
**RR-05** NTS  
**DETAIL**



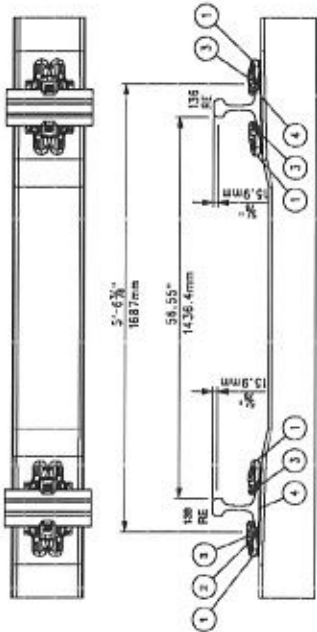
**RR-05**  
**RR-05** NTS  
**SECTION - SLIDING DERAIL**



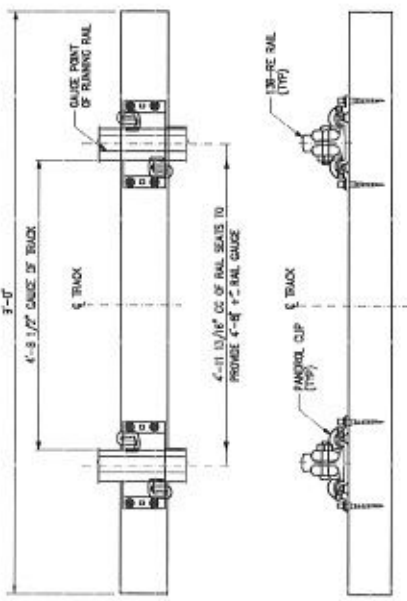
**RR-05**  
**RR-05** NTS  
**DERAILS WITH TIMBER TRANSITION TIE LAYOUTS**

- NOTES:
- CONTRACTOR SHALL SUPPLY AND INSTALL MOULD WAX COUPLE ENDED SIZE 8 HAND OPERATED SLIDING DERAILS WITH OPERATOR, ROCK, TARGETS AND ALL NECESSARY APPURTENANCES, AS MANUFACTURED BY WESTERN-CULLEN-HAYES, INC.

NO. SHEETS	DATE	BY	CHKD	APPV	NO. SHEETS	DATE	BY	CHKD	APPV
1					14				
<b>100% REVIEW</b>									
<b>TRACK GEOMETRY AND DETAILS</b>									
<b>ENGINEERING DEVISION</b>									
1-2669 RR-05									



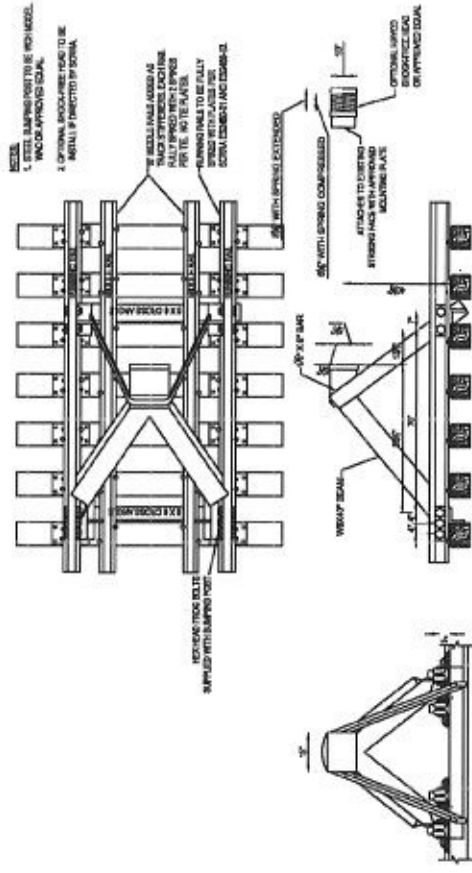
TIMBER  
RR-06  
NTS  
CONCRETE TIE DETAIL



TIMBER  
RR-06  
NTS  
TIMBER TIE DETAIL

138 RE RAIL AND 136 LB RAIL CONCRETE TIE			
ITEM NO	QTY	DESCRIPTION	UNIT
1	4	RAIL CLIP ASSEMBLY - 138 RE RAIL	EA
2	4	FASTENING PIN - 138 RE RAIL	EA
3	4	STANDARD RAIL PORT INSULATOR FOR 138 RE RAIL	EA
4	4	RAIL END ASSEMBLY	EA

- NOTES:**
- FOR RAIL END DETAILS SEE NORMALIZATION.
  - FOR RAIL CLIP DETAILS SEE NORMALIZATION.
  - FOR RAIL CLIP DETAILS SEE NORMALIZATION.
  - FOR RAIL CLIP DETAILS SEE NORMALIZATION.
  - ALL COMPONENTS FOR THIS ASSEMBLY TO BE SUPPLIED BY THE CONTRACTOR AS APPROVED BY THE CONTRACTOR'S ENGINEERING AND CONSTRUCTION.
  - ALL PART NUMBERS LISTED IN THIS DRAWING CORRESPOND TO PARTS, BRAND COMPONENTS AND ARE SUBJECT TO CHANGE.
  - FOR CONCRETE TIE DETAILS AND INSTRUCTIONS REFER TO THE NORMALIZATION.

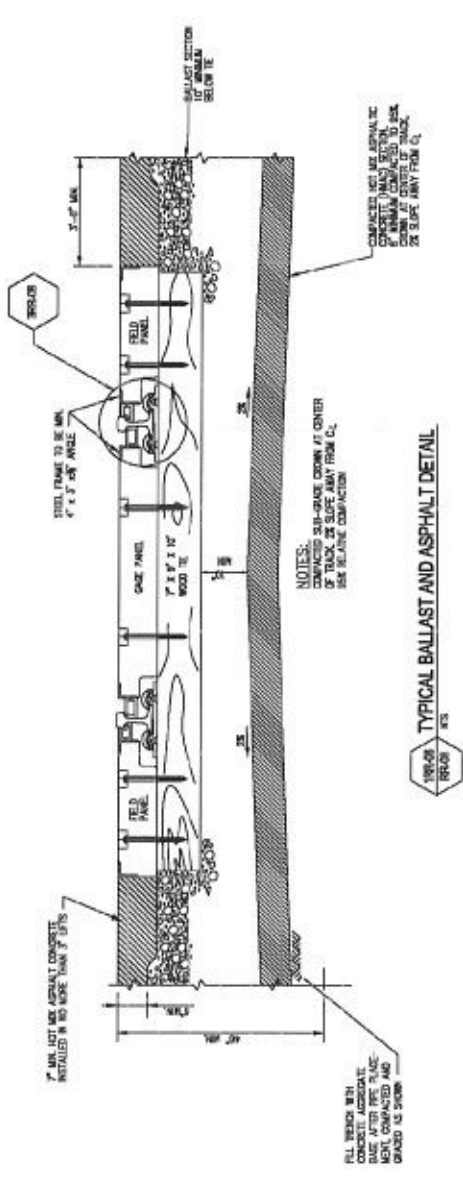


TIMBER  
RR-06  
NTS  
BUMPING POST DETAIL

NO. DATE		REVISION		DATE		BY		CHECKED		DATE		BY	
100% REVIEW												PROJECT NO. 1-2669 SHEET NO. RR-06 SHEET TOTAL 14	
BERTHS 214-220 REDEVELOPMENT <b>TRACK DETAILS</b> THE UNIVERSITY OF CALIFORNIA ENGINEERING DIVISION OFFICE OF THE CHIEF ENGINEER 1-2669 RR-06												PROJECT NO. 1-2669 SHEET NO. RR-06 SHEET TOTAL 14	

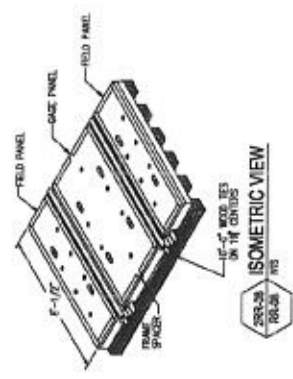


1-2669 RR-08

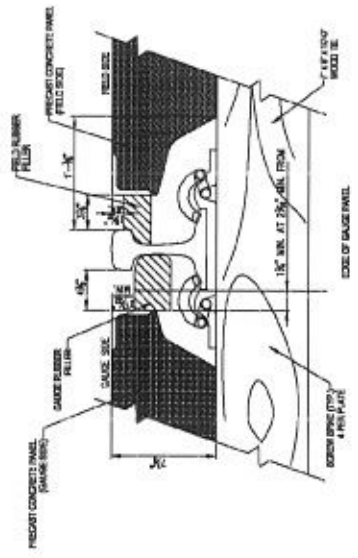


NOTES:  
 1. ALL ASPHALT SHALL BE COMPACTED TO 98% RELATIVE COMPACTION.  
 2. ALL ASPHALT SHALL BE PLACED AND COMPACTED IN 4\"/>

RR-08  
 TYPICAL BALLAST AND ASPHALT DETAIL



NOTES:  
 1. FOR NOTES SEE DRAWING 1-2669-05



NOTES:  
 1. FILLER SHALL BE 1\"/>

RR-08  
 DETAIL  
 CONCRETE CROSSING AISLE

<p>100% REVIEW</p>										<p>1-2669 RR-08</p>	
<p>CONCRETE CROSSING AISLE DETAIL</p>										<p>1-2669 RR-08</p>	
<p>ENGINEERING DIVISION</p>										<p>1-2669 RR-08</p>	
<p>11 12 13 14</p>										<p>1-2669 RR-08</p>	

**ATTACHMENT 3**  
**CEQA Notice of Determination**

# Berths 212–224 (YTI) Container Terminal Improvements Project

FINAL

## Environmental Impact Statement/ Environmental Impact Report

SCH# 2013041017

APP# 130204-020

October 2014

*Prepared for:*



Los Angeles Harbor Department  
Environmental Management Division



U.S. Army Corps of Engineers

*Prepared by:*



ICF International





Notice of Determination

Appendix D

To:
[ ] Office of Planning and Research
U.S. Mail: Street Address:
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

[ ] County Clerk
County of: Los Angeles
Address: 12400 Imperial Highway
Norwalk, CA 90650

From:
Public Agency: Los Angeles Harbor Department
Address: 425 S. Palos Verdes Street
San Pedro, CA 90733
Contact: Christopher Cannon
Phone: C/O Laura Masterson 310-732-3679

ORIGINAL FILED
Lead Agency (if different from above):
Address: NOV 10 2014
Contact: LOS ANGELES COUNTY CLERK
Phone:

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

State Clearinghouse Number (if submitted to State Clearinghouse): 2013041017

Project Title: Berths 212-224 [YTI] Container Terminal Improvements Project

Project Applicant: Los Angeles Harbor Department

Project Location (include county): LA County - New Dock Street & Pier S Avenue

Project Description:
The proposed Project involves improvements to an existing container terminal (YTI) and includes deepening and improvements at Berths 214-216 and Berths 217-220, extending a 100-gauge crane rail to Berths 217-220, expanding the Terminal Island Container Transfer Facility (TICTF) by adding a single loading track, raising up to six existing cranes and replacing up to four existing cranes, and improving backlands.

This is to advise that the Los Angeles Harbor Department has approved the above
[ ] Lead Agency or [ ] Responsible Agency

described project on November 7, 2014 and has made the following determinations regarding the above
(date)
described project.

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

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Los Angeles Harbor Department, 425 S. Palos Verdes Street, San Pedro, CA 90733

Signature (Public Agency): [Signature] Title: Director of Environmental Management

Date: 11/10/2014 Date Received for filing at OPR:

**EXHIBIT C**

**Project Benefits Form**

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

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

**Outcomes:** Performance Measures

The reduction in truck trips on adjacent roadways/freeways, including the I-710, will result in improved safety. The I-710 between Ocean Boulevard in Long Beach and the I-5 has higher accident and fatal accident rates compared to the State average. The high truck volumes, combined with auto volumes, contribute to the severity of accidents occurring along the I-710. Truck-related accidents account for about 31% of accidents. In a three-year period from October 2004 - September 2007, there were 38 fatal accidents along the I-710 (including interchange ramps).

**Safety**

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

**Throughput**

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

**Reliability**

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

**Congestion Reduction**

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

**Emissions Reduction**

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