

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 7, 2013

Reference No.: 4.14  
Action

From: ANDRE BOUTROS  
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM AMENDMENT  
RESOLUTION TCIF-P-1213-61**

## **ISSUE:**

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

### San Diego Border Region

- TCIF Project 75.4: *South Line Mainline Freight Improvement Project, Segment 4*, reduce scope and TCIF funds by \$45.039 million and thereby reduce the Border Region's over programming balance to zero and provide funding capacity to do the next two changes.
- TCIF Project 68.1: *State Route 11 and Otay Mesa East Port of Entry Project, Segment 1*, increase TCIF funds by \$4.7 million.
- Add the *Sorrento Valley Double Track Project* to the TCIF Program as TCIF Project 93 at a cost of \$14.3 million in TCIF funds.

### Los Angeles/Inland Corridor

- TCIF Project 51: *Riverside Avenue Grade Separation Project*, increase TCIF funds by \$3.6 million from award savings generated in the corridor.
- TCIF Project 87.2: *POLA Cargo Transportation Improvements Emission Reduction Program – Phase 2*, increase TCIF funds by \$3.5 million from award savings generated in the corridor.

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to reduce the scope and decrease the TCIF funds by \$45.039 million to the *South Line Mainline Freight Project, Segment 4* (Project 75.4); increase the TCIF funds by \$4.7 million to the *State Route 11 and Otay Mesa East Port of Entry Project, Segment 1* (Project 68.1); add to the TCIF Program the *Sorrento Valley Double Track project* for \$14.3 million (project 93); increase the TCIF funds to Project 51: *Riverside Avenue Grade Separation Project*; increase the TCIF funds to Project 87.2: *POLA Cargo Transportation Improvements Emission Reduction Program - Phase 2*.

**BACKGROUND:**

## Project 75.4

The San Diego Association of Government (SANDAG) proposes to amend the TCIF Program by decreasing the TCIF funds for Project 75.4 by \$45.039. The total TCIF funds programmed to this project will decrease from \$66.66 million to \$21.621 million.

The reduction in funding for this project is due to a revision in the design to remove positive train control equipment from the project. SANDAG has determined that the project does not require the installation of positive train control equipment on the San Diego Trolley light rail vehicles, SD&AE freight locomotives and/or block signals to achieve the outcomes committed in the original baseline agreement. This reduced the estimate by \$21.621 million. Further, SANDAG has refined the estimate and determined that the original estimate was high. With this action the \$26.026 million over programming in the San Diego Border Region of the TCIF Program will be eliminated leaving additional capacity for additional programming actions as identified below.

The San Diego border Region supports the proposed amendment to the TCIF program (see attached letter).

## Project 68

SANDAG proposes to increase the TCIF funds to Project 68.1, State Route 11 and Otay Mesa East Port of Entry Project, Segment 1, by \$4.7 million. The total TCIF funds programmed to this project will increase from \$75 million to \$79.7 million.

In January 2012 this project was split into three segments, \$75 million of TCIF funds were programmed to Segment 1. This segment will construct the extension of SR 905 to Enrico Ferme Drive; this will serve as the SR11/SR905 freeway to freeway connectors. The delivery method for this project will be Design Sequencing. Due to the delivery method and the associated risks, the Department of Transportation, the implementing agency, has revised the estimate for Construction Support which resulted in an increase of \$3.2 million. In addition, SANDAG proposes to swap \$1.5 million in Construction Capital and Construction Support of Coordinated Border Infrastructure Program funds with TCIF funds. Capacity for this action is available due to the programming action from Project 75.4.

The San Diego border Region supports the proposed amendment to the TCIF program (see attached letter)

## Project 93

SANDAG proposes to amend the TCIF Program by including the Sorrento Valley Double Track project in the San Diego Border Region element of the TCIF program and program \$14.3 million of TCIF funds to the project.

The Sorrento Valley Double Track Project will construct a 1.1 miles of new double track north from the Sorrento Valley Station, raise elevation of the tracks, replace two timber trestles, and construct improvements required for the double track alignment. This segment is part of a 5.9 mile single track, which creates a bottleneck when trains meet at this location. This section of the tracks tend to

flood during heavy rainfall which results in the closure of the LOSSAN Corridor to all through rail traffic at the site for up to a week. The double track construction will increase freight operational flexibility, accommodate longer freight, allow freight rail service expansion and eliminate flooding. The total cost of the project is \$37.7 million. SANDAG proposes to program \$14.3 million in TCIF funds from capacity available due to the programming action from Project 74.4 and the remainder of funds will come from committed Federal and Local sources.

The San Diego border Region supports the proposed amendment to the TCIF program (see attached letter)

#### Project 51

The Riverside County Transportation Commission (RCTC) and the City of Riverside proposes to amend the TCIF program by increasing the TCIF funds to Project 51 by \$3.6 million. The total TCIF funds programmed to this project will increase from \$8.5 million to \$12.1 million.

The Riverside Avenue Grade Separation Project (#51) will construct a four lane grade separation for Union Pacific Railroad lines at Riverside Avenue in the City of Riverside. This project will eliminate the impacts from the existing at grade crossing. This project was programmed in the original TCIF program in April 2008. The project fund estimate has been revised resulting in a decrease of Right of Way costs and an increase in Construction Capital and Support. Since, additional award savings have been realized in the Los Angeles/Inland Corridor Region, the Southern California Consensus Group (SCCG) and RCTC wish to add additional TCIF funds to this project.

The SCCG supports the proposed amendment to the TCIF program (see attached letter).

#### Project 87.2

The Port of Los Angeles (Port) proposes to amend the TCIF program by increasing the TCIF funds to Project 87.2 by \$3.5 million. The total TCIF funds programmed to this project will increase from \$23.164 million to \$26.664 million.

The POLA Cargo Transportation Improvements – Phase 2 will construct 61 acres of backland improvements, consisting of 15 automated stacking container crane (ASC) rows, including grading, paving, storm drain and SUSMP, crane rail, reefer racks, telecommunication system, communication pedestals, electrical and lighting system, fire protection system, utility relocations, fencing and gates, and striping. The project cost has increased by \$56.986 million due to changes in the power design and corresponding impacts. Since, additional award savings have been realized in the Los Angeles/Inland Corridor Region, the SCCG and the Port wish to add additional TCIF funds to this project. Additional Local Funds will be placed on the project.

The SCCG supports the proposed amendment to the TCIF program (see attached letter).



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 San Diego, CA 92101-4231  
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 www.sandag.org

Ms. Dawn Cheser  
 TCIF Program Leader  
 California Department of Transportation  
 1120 N Street  
 Sacramento, CA 95814

Dear Ms. Cheser:

**SUBJECT:** TCIF South Line Mainline Freight Improvement Project Proposed Amendment Number 5 to the Baseline Agreement to De-Program \$45.039 Million from Phase Four (Down To \$21.621 Million) and Allocate \$21.621 Million to Phase Four

Please accept this letter of support for the attached, revised Project Programming Request (PPR) document outlining adjustments for Phase Four of the South Line Mainline Rail Project for consideration at the May 7, 2013, California Transportation Commission (CTC) meeting. Background information about this proposed amendment appears below.

**CURRENT PROJECT SCOPE:**

TCIF funded South Line Mainline Freight Improvement Project is currently divided into four phases, with current approved and/or allocated funding as follows:

- Phase 1: Aerial Cabling Project (TCIF Funding: \$4.61 million)
  - Phase 2: Signaling for Reverse Running and Initial Track Improvements (TCIF Funding: \$10.59 million)
  - Phase 3: Palomar Siding and Mainline Track Improvements (TCIF Funding: \$5.4 million)
  - Phase 4: Final Palomar Siding Track Improvements and System Upgrades (TCIF Funding: \$66.66 million, Total project cost: \$75.63 million)
- 
- Current Overall Project Funding (Phases 1 – 4): TCIF: \$87.26 million, Total Project Cost: \$96.23 million

**PROJECT SCOPE CHANGES:**

This amendment reflects the latest cost, scope, and schedule information for the project, including four previous actions taken by the CTC, as well as the \$10.8 million de-allocation of funds from Phases 1 and 2 which occurred at the March 2013, meeting.

This proposed amendment to the September 2012, Amended Baseline Agreement will update the project scope, update the construction schedule, and reduce the construction funding for Phase 4 of the project. The overall project scope remains within the parameters of the original CTC-approved project,

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- County of San Diego

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and as such will still deliver the benefits (outcomes) committed to by the San Diego Association of Governments (SANDAG) as part of the original Baseline Agreement; the overall TCIF funding would be reduced to \$42.221 million; and the total project cost would be commensurately reduced to \$51.191 million.

As part of this Fifth Amendment request, the change to the project scope on Phase 4 intends to document the elimination of the installation of positive train separation (PTS) equipment as described in the original project study report (PSR) and included as a specific improvement (output) identified in the original Baseline Agreement. SANDAG has determined that the project, with the current design elements approved as part of the original Baseline Agreement and previous Amendments, does not require positive train separation equipment to be installed on San Diego Trolley light rail vehicles, SD&AE freight locomotives and/or block signals to achieve the outcomes committed to by SANDAG as part of the original Baseline Agreement. Based on the project budget included in the PSR and original funding application, the elimination of PTS from the project will provide a project savings of approximately \$22 million.

**PROJECT SCHEDULE CHANGES:**

As part of this Amendment request, the Phase 4 schedule has been updated to reflect accelerated 'End Design Date (RTL)' and 'Begin Construction' dates. Additionally, the 'End Closeout Phase' has been updated to reflect the actual closeout duration anticipated for this project. The 'End Construction' date remains constant and the completion of the overall project remains on schedule.

**PROJECT FUNDING CHANGES:**

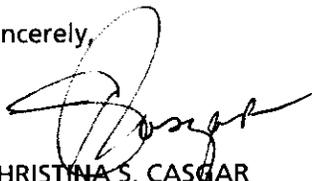
As part of this Amendment request, the TCIF funding for Phase 4 of the project would be reduced to \$21.621 million with the total cost of Phase 4 reduced to \$30.591 million. The total TCIF funding for the overall project will be reduced to \$42.221 million with the total project cost of \$51.191 million. As a reminder, all funding for the pre-construction phases of the overall project are included in Phase 4. The allocations for Phases 1, 2 and 3 only included construction funding.

The reduction in funding for Phase 4 of the project is a result of the following:

- Refinements to the project design that eliminated the need for installation of positive train separation equipment;
- Construction efficiencies gained by breaking the project into phases and combining the TCIF Freight improvements with concurrent Trolley projects in Phases 1, 2 and 3; and
- Reduced construction costs as compared to the predicted cost escalation included in the original 2008 PSR and funding application.

An updated PPR form for Phase 4 is attached. Approval of this request will ensure that the construction schedules for this project can move forward. Thank you for your ongoing support and our TCIF team is available to address any questions you may have.

Sincerely,



CHRISTINA S. CASGAR

Gateway Coordinator for the San Diego Border Region



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March 5, 2013

File Number 3100700

Ms. Dawn Cheser  
 TCIF Program Leader  
 California Department of Transportation  
 1120 N Street  
 Sacramento, CA 95814

*MEMBER AGENCIES*

*Cities of  
 Carlsbad  
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 La Mesa  
 Lemon Grove  
 National City  
 Oceanside  
 Poway  
 San Diego  
 San Marcos  
 Santee  
 Solana Beach  
 Vista  
 and  
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 North County  
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 Unified Port District  
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 Southern California  
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 Mexico*

Dear Ms. Cheser:

**SUBJECT:** Trade Corridor Improvement Funds Project– The State Route 11 and Otay Mesa East Port of Entry: Proposed Amendment No. 1 to the Baseline Agreement to Program an Additional \$4.7 Million to Segment 1 of the Project

Please accept this letter of support for the attached/revised Project Programming Request (PPR) document outlining a budget adjustment for the State Route 11 (SR 11) and Otay Mesa East Port of Entry (POE). The ultimate project will construct a new four-lane toll road to the Mexican border, and associated freeway-to-freeway connectors and the POE. This request proposes adding \$4.7 million to Segment 1 of the project, and will be presented for consideration at the May 7, 2013, California Transportation Commission (CTC) meeting. Background Information about this proposed amendment appears below.

**Background and Scope**

In 2006, the CTC approved \$75 million of Proposition 1B Trade Corridor Improvement Funds (TCIF) for the construction of the SR 11 Corridor and the POE (the ultimate Project). At its January 2012 meeting, the CTC approved segmenting the SR 11/Otay Mesa East POE corridor into three distinct segments:

- Segment 1: Construct the SR 905/SR 11 freeway-to-freeway connectors up to Enrico Fermi Drive
- Segment 2: Construct SR 11 from Enrico Fermi Drive to the POE and the Commercial Vehicle Enforcement Facility
- Segment 3: Construct the POE

The CTC also approved moving the \$75 million of Proposition 1B TCIF dollars to fund the construction phase of Segment 1.

**Proposed Baseline Budget Change**

For consideration at the May 2013 CTC meeting, the sponsor proposes to increase construction support by \$3.2 million in TCIF funds. In addition the sponsor proposes to change the existing \$1.5 million of Coordinated Border Infrastructure (CBI) funding on Construction Capital and Construction Support to TCIF dollars.

The increase to construction support is needed to mitigate for the possible risks outlined in the PPR. Further, replacing the federal CBI Program funds from the Construction Support phase and the Construction Capital phase and replacing them with available TCIF funds, will free up CBI funds for other projects that are authorized to use them.

The programming of an additional \$4.7 million into the project is made possible by associated cost savings on one of the region's other TCIF projects; a cost savings on the South Line Mainline Freight Rail project. The CTC is being requested to act on the unprogramming of these funds from the South Line Mainline project at the same meeting in May.

**Project Scope Changes**

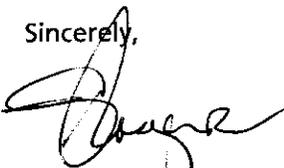
None.

**Project Schedule Changes**

The 'End Construction' date remains constant and the completion of the Segment 1 project remains on schedule.

An updated PPR form for Segment 1 is attached. Approval of this request will ensure that the construction schedules for this project can move forward. Thank you for your ongoing support and our TCIF team is available to address any questions you may have.

Sincerely,



CHRISTINA S. CASGAR  
Gateway Coordinator for the San Diego Border Region

CCAS/AHOF/ais

Attachments

cc: Andre Boutros, California Transportation Commission  
Stephen Maller, California Transportation Commission  
Theresa Favila, California Transportation Commission



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February 25, 2013

File Number 3100700

Mr. James Ghielmetti, Chair  
 California Department of Transportation  
 1120 N Street Room 2221 (M552)  
 Sacramento, CA 95814

Dear Chairman Ghielmetti:

**SUBJECT: Request for Consideration and Approval at the May 2013 California Transportation Commission Meeting for Programming and Allocation of \$14.3 Million in Trade Corridor Improvement Fund Funds for the Sorrento Valley Double Track Project**

Please accept this letter of support for the attached new project narrative, outputs and outcomes worksheet, Project Study Report, and Project Programming Request documents outlining improvements for a new double track project on San Diego's portion of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. The LOSSAN rail corridor is the second busiest rail corridor in the United States, which hosts multiple passenger rail operations during the daytime, and also serves as the region's only Class 1 freight rail corridor during off-peak hours (night operations). We respectfully request that the Sorrento Valley Double Track Project be presented at the May 2013 California Transportation Commission (CTC) meeting for programming and allocation.

The project consists of an additional 1.1 miles of double track and bridge replacement, which will allow for holding longer freight trains by increasing the length from 4,400 feet to 6,000 feet in conjunction with the adjacent Sorrento to Miramar Phase 1 LOSSAN Corridor Project (Trade Corridor Improvement Fund [TCIF] approved project from 2008), currently under construction. In many instances, small unit freight trains of only 4,400 feet are not economical to run. This additional double track provides a location to hold the longer freight trains on level grade, clear of any at-grade road crossings.

Additional information and background about the project for your consideration includes:

- This project is one of several different double track projects that are either being constructed or need to be constructed along the heavily utilized LOSSAN passenger and freight rail corridor.

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- Solana Beach
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- and
- County of San Diego

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- The project complements and enhances the benefits of the Sorrento to Miramar Phase 1 project (which was already approved as a TCIF project on the LOSSAN rail corridor in 2008), located immediately adjacent to this proposed project.
- This Project is ready to go to construction by December 30, 2013; which is in accord with TCIF project guidance.
- SANDAG is requesting that approximately \$14.3 million of TCIF dollars be applied to this project. The funds would be matched with eligible, regionally-controlled federal formula funds on a one-to-one basis. In addition, the project also includes approximately \$1 million in other non-freight features (such as passenger platform improvements) that are proposed to be constructed under the same contract to secure additional efficiencies, and which are funded with other local funds. The entire project cost is \$37.7 million.
- This new project will be enabled by cost savings and un-programming of TCIF funds, totaling \$54.8 million in TCIF funds, from the Southline Mainline TCIF Project in the San Diego region.

Thank you for your attention to this request. The TCIF team is available to address any questions you may have.

Sincerely,

  
GARY L. GALLEGOS  
Executive Director



CHRISTINA CASGAR  
Goods Movement Policy Manager  
San Diego Border Region Gateway Coordinator

GGA/CCA/ais

Attachments

cc: Andre Boutros, CTC  
Stephen Maller, CTC  
Teresa Favila, CTC  
Dawn Chesser, Caltrans/TCIF  
Lauren Claussen, Caltrans/DOR  
Jan Bolivar, Caltrans/DOR  
Bambi Jake, Caltrans/DOR



**Metro**

March 18, 2013

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 Riverside County Transportation Commission (RCTC) is requesting to amend their Baseline Agreement. The amendment is requested due to an increase in Proposition 1B funds, increased construction costs, and a decrease in right of way costs. They are also requesting to reprogram \$3.6 Million from other RCTC project cost savings to the Riverside Avenue Grade Separation Project. The proposed modifications do not change the TCIF funds for RCTC.

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



Riverside County Transportation Commission

March 14, 2013

Shahzad Amiri  
 Deputy Executive Officer  
 Los Angeles Metropolitan Transportation Authority  
 One Gateway Plaza  
 Los Angeles, CA 90012-2952

Subject: Baseline Amendment and Request for Allocation for Trade Corridor Improvement Fund (TCIF)  
 Project No. 51: Riverside Avenue Grade Separation

Shahzad  
 Dear Ms. Amiri:

The Riverside County Transportation Commission (RCTC) and the city of Riverside (City) are requesting a TCIF Baseline Agreement amendment and an increase in Proposition 1B funds for the Riverside Avenue grade separation project.

As detailed in the enclosed letter from the City, the amendment is requested due to the increase in the amount of Proposition 1B funds, increased construction costs, and a decrease in right of way costs. Originally, the California Transportation Commission (CTC) allocated \$8.5 million in Proposition 1B funds to Project No. 51. Due to cost savings from various TCIF projects located in Riverside County, RCTC is requesting an additional \$3.6 million in Proposition 1B funds be allocated to the Riverside Avenue grade separation project. If approved, the Proposition 1B allocation for Project No. 51 – Riverside Avenue – will be \$12.1 million.

As you know, in partnership with the Southern California Consensus Group, approximately \$13.4 million in TCIF project savings has been identified for reallocation to projects located in Riverside County:

Project No.	Project Name	Project Savings
42	Columbia Avenue	\$ 1,048,000
44	Magnolia Avenue	2,711,613
52	Third Street	2,124,000
54	March Inland Cargo Port	1,165,000
79	Colton Crossing*	<u>6,359,721</u>
		<b>\$ 13,408,334</b>
*RCTC's proportional share (estimate)		

Ms. Shahrzad Amiri

March 14, 2013

Page 2

RCTC is requesting a concurrence letter from the Southern California Consensus Group. The total programmed TCIF funds for projects located in Riverside County as approved by the CTC in April 2008 will not be affected.

Thank you for your assistance. Please contact me at (951) 787-7933 or [tlove@rctc.org](mailto:tlove@rctc.org) if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Tanya Love".

Tanya Love  
Goods Movement Manager

Enclosure: Letter from City of Riverside



**Metro**

April 11, 2013

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

Dear Mr. ~~Boutros~~ *Andre!*

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 the following for Project #87.2 – Emission Reduction Program Phase 2 project. They are requesting to reprogram \$3.5 million from previously de-programmed cost savings from project #83 (Colton Crossing) to this project. They are also amending their Baseline agreement and are requesting to allocate \$26,664,000 for the construction phase. These requests do not affect the total TCIF amount programmed to the Port.

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,

  
Shahrzad Amiri  
Deputy Executive Officer

cc: Southern California Consensus Group  
Stephen Maller



**THE PORT  
OF LOS ANGELES**

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

Antonio R. Villaraigosa

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Board of Harbor  
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Douglas P. Krause

Sung Won Sohn, Ph.D.

Geraldine Knatz, Ph.D.

*Executive Director*

April 10, 2013

Railroad Crossing Safety B Division of Rail  
California DOT  
1120 N Street  
Sacramento, CA 95814

**Attention:** Ms. Lauren Clauson, Chief  
Trade Corridor Improvement Fund (TCIF) Coordinator

**SUBJECT: ALLOCATION AND BASELINE AGREEMENT AMENDMENT  
REQUESTS - TRADE CORRIDOR IMPROVEMENT FUND (TCIF)  
POLA CARGO TRANSPORTATION IMPROVEMENTS – EMISSION  
REDUCTION PROGRAM – PHASE 2 (TRAPAC AUTOMATION –  
TCIF NO. 87.2**

The City of Los Angeles Harbor Department (Port of Los Angeles) is requesting the following for TCIF No. 87.2 POLA Cargo Transportation Improvements – Emission Reduction Program – Phase 2 (TraPac Automation) at the June 11, 2013 California Transportation Commission (CTC) meeting:

- Reprogram \$3,500,000 of previously deprogrammed costs savings from TCIF project #83 (Colton Crossing), as agreed upon by the Southern California Consensus Group; with the requested reprogrammed funds.
- Request approval of an Amendment to the Baseline Agreement to account for the revised total project cost and the aforementioned reprogrammed funds
- Request an allocation of \$26,664,000 (\$3,500,000 + previously programmed \$23,164,000) for the construction phase;

To assist you with processing our request, we have enclosed the following attachments:

- Attachment 1: Allocation Request Checklist
- Attachment 2: Allocation Request
- Attachment 3: Project Description, Scope of Work, & Project Schedule
- Attachment 4: Overall Funding Plan (Work Funding Plan)
- Attachment 5: Project Financial Plan (Project Programming Request)

Attachment 6: Notice of Exemption  
Attachment 7: Right of Way Certification (Pending approval)  
Attachment 8: PS&E Certification (signatures pending)  
Attachment 9: PS&E Checklist  
Attachment 10: Local Agency Agreement Checklist  
Attachment 11: Preliminary Cost Estimate  
Attachment 12: Plan Set Cover Sheet and Project Limits (signatures pending)  
Attachment 13: Baseline Agreement Amendment No. 1, Exhibit A – Revised Project Programming Request Forms

Thank you for your consideration of the Port's TCIF fund allocation request. If you have any questions or comments please contact Adrienne Fedrick at (310) 732-3642 or Christina Sar at (310) 732-3627 of this office.

Sincerely,



ANTONIO V. GIOIELLO  
Chief Harbor Engineer

CS:rj  
PRO 24498 4-1  
24498c2

cc: John Hearn, Bruce Roberts  
cc: Kerry Cartwright (Director of Goods Movement, POLA)