

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.1c.(5c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Shirley Choate
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-19, AMENDING RESOLUTIONS TCIF-P-0708-01 AND
TCIF-P-1011-23**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 32, Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) (PPNO TC32). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The City of Los Angeles Harbor Department - Port of Los Angeles (Port) proposes to amend the TCIF Project Baseline Agreement for Project 32, Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements), to split the project into two separate segments for staged construction, to revise the scope of the project, and update the schedule, cost, and funding plan for the entire project.

BACKGROUND:

The Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) project was programmed with \$47,560,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008, under Resolution TCIF-P-0708-01. A Project Baseline Agreement executed by the Department, the Commission, and the Port was approved on October 29, 2008, under Resolution TCIF-P-0809-04B, which increased the TCIF funds for the project to \$51,230,000. An amendment to the Baseline Agreement was approved on June 22, 2011, under Resolution TCIF-P-1011-23 to revise the project cost and schedule.

The project is located in the West Basin district of the Port and accessed via Alameda Street, which is the eastern boundary of the Wilmington community (Alameda Street/Harry Bridges Boulevard is also a federally designated National Highway System Intermodal Connector Route). The project includes the following elements: receiving/departures, storage, and repair

tracks; removal of two at-grade rail-highway crossings, which have been an impediment between the community and the waterfront; relocation of the Pier A Railyard; and a 3,200 foot long - 25 foot wide landscaped public access area that consists of a 16 foot wide bike/pedestrian path along a portion of the California Coastal Trail.

Revised Scope

The City of Los Angeles (City) Bureau of Engineering (BOE) has required the Port to dedicate a 10 foot wide section of right of way along the south side of Alameda Street to widen the roadway and bring it into conformance with the City’s current General Plan Mobility Element. This requirement was not anticipated when the Port commenced final design a few years ago. The Port cannot commence the widening project until the dedication is approved and Design is completed. Consequently, in order to maintain the overall project schedule, the landscaping improvements and bike/pedestrian path (approximately \$560,000) will be removed from the overall project scope. The Port is committed to completing this work and will do so as a future, non-TCIF funded project.

Revised Schedule/Segmenting

This amendment proposes to revise the schedule due to unexpected delays in obtaining City B-Permits for construction within existing City right of way (ROW). The primary reason for the delay in obtaining the permits is due to recently discovered errors in the City’s survey maps and deed recordings, which the City requires correction of, prior to issuing the permit. The City has recently completed the ROW corrective research and has determined a dedication of Port property to the City is now required along the west side of Henry Ford Avenue. In addition, the Port will also be required to obtain an additional railroad easement for property owned by the Port of Long Beach along the east side of Henry Ford Avenue.

The Port has determined that these delays will affect a portion of the overall project, so they are proposing to segment the project in order to advance construction as soon as possible.

Segment I – Berth 200 Rail Yard Improvements			
Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	07/01/05	07/01/05	No Change
End Environmental Phase	03/01/08	03/01/08	No Change (Complete)
Begin Design Phase	04/01/08	04/01/08	No Change
End Design Phase	08/01/11	02/01/12	6 Months
Begin Right of Way Phase	N/A	11/01/10	
End Right of Way Phase	N/A	11/01/11	
Begin Construction Phase	01/01/12	06/01/12	5 Months
End Construction Phase	07/01/14	07/01/14	No Change
Begin Closeout Phase	07/01/14	08/01/14	1 Month
End Closeout Phase	07/01/15	07/01/15	No Change

Segment II – Berth 200 Rail Yard Track Connections			
Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	N/A	07/01/05	N/A
End Environmental Phase	N/A	03/01/08	N/A
Begin Design Phase	N/A	04/01/08	N/A
End Design Phase	N/A	06/01/12	N/A
Begin Right of Way Phase	N/A	04/01/08	N/A
End Right of Way Phase	N/A	04/01/12	N/A
Begin Construction Phase	N/A	12/01/12	N/A
End Construction Phase	N/A	12/01/13	N/A
Begin Closeout Phase	N/A	01/01/14	N/A
End Closeout Phase	N/A	01/01/15	N/A

Revised Project Costs

The total project cost of \$130,231 has increased to \$130,252, even though a portion of the original scope has been removed. The increase is due to the unanticipated ROW permitting issues and dedication, and splitting the project to accelerate construction. The total TCIF funding remains unchanged at \$51,230,000.

Segment I – Berth 200 Rail Yard Improvements

Ports Rail System – West Basin Road Rail Access Improvements: Segment I – Berth 200 Rail Yard Improvements (DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	14/15	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)											
Existing	51,230			51,230							51,230
Change	(10,512)			(10,512)							(10,512)
Proposed	40,718			40,718							40,718
Local Funds (POLA Harbor Revenue Funds)											
Existing	54,417	6,132	1,176	1,127	23,735	19,985	2,262	6	8,429		45,982
Change	(28,720)	0	(422)	637	(16,262)	(11,660)	(1,013)	0	(449)		(28,271)
Proposed	25,697	6,132	754	1,764	7,473	8,325	1,249	6	7,980		17,711
Local Funds (Metro USDOT RSTP)											
Existing	8,584				2,417	6,167					8,584
Change	0				6,167	(6,167)					0
Proposed	8,584				8,584	0					8,584
Federal Funds (USDOT TIGER II)											
Existing	16,000			0	8,000	8,000					16,000
Change	0			250	0	(250)					0
Proposed	16,000			250	8,000	7,750					16,000
Local Funds (Metro USDOT CMAQ)											
Existing	0			0		0					0
Change	13,553			7,050		6,503					13,553
Proposed	13,553			7,050		6,503					13,553
TOTAL											
Existing	130,231	6,132	1,176	52,357	34,152	34,152	2,262	6	8,429		121,796
Change	(25,679)	0	(422)	(2,575)	(10,095)	(11,574)	(1,013)	0	(449)		(25,230)
Proposed	104,552	6,132	754	49,782	24,057	22,578	1,249	6	7,980		96,566

Segment II – Berth 200 Rail Yard Track Connections

Ports Rail System – West Basin Road Rail Access Improvements: Segment II – Berth 200 Rail Yard Track Connections (DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	14/15	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)											
Existing	0			0							0
Change	10,512			10,512							10,512
Proposed	10,512			10,512							10,512
Local Funds (POLA Harbor Revenue Funds)											
Existing	0			0	0	0			0		0
Change	15,188			1,000	7,094	7,094			1,000		14,188
Proposed	15,188			1,000	7,094	7,094			1,000		14,188
TOTAL											
Existing	0			0	0	0			0		0
Change	25,700			11,512	7,094	7,094			1,000		24,700
Proposed	25,700			11,512	7,094	7,094			1,000		24,700

RESOLUTION TCIF-P-1112-19

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for Project 32, Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) project (PPNO TC32), in accordance with the changes described and illustrated above.

Attachment



Metro

December 6, 2011

Ms. Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Ms. Rhinehart:

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 is requesting approval of an amendment of their Baseline Agreement for TCIF project #32, West Basin Railyard. The amendment requested impacts the project schedule and total cost, and does not modify \$51.23 million in TCIF funds for the project. The port is also requesting allocation and Letter of No Prejudice for this project.

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 Director

cc: Southern California Consensus Group
Andre Boutros
Maura Twomey