

# Memorandum

TAB 24

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 25, 2014

PASSED BY

**CTC**

Reference No.:

4.17

Action

JUN 25 2014

CALIFORNIA

TRANSPORTATION COMMISSION

From:   
ANDRE BOUTROS  
Executive Director

Subject: TRADE CORRIDORS IMPROVEMENT FUND PROGRAM AMENDMENT  
RESOLUTION TCIF-P-1314-18

## ISSUE:

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

San Diego Border Region

- Add SR 905/SR 125 Northbound Connectors Project to the TCIF Program as TCIF Project 104 at a cost of \$20.021 million in TCIF funds.

Los Angeles/Inland Corridor

- ~~Add Vincent Siding Extension at CP Quartz and 2<sup>nd</sup> Platform at Vincent Grade/Acton Station Project to the TCIF Program as TCIF Project 106 at a cost of \$8.2 million in TCIF funds.~~

## RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program Project ~~104 and 106~~: ~~SR 905/SR 125 Northbound Connectors Project and Vincent Siding Extension at CP Quartz and 2<sup>nd</sup> Platform at Vincent Grade/Acton Station Project.~~

## BACKGROUND:

### Project 104

The San Diego Association of Governments (SANDAG) proposes to amend the TCIF Program by including the SR 905/ SR 125 Northbound Connectors Project as Project 104 in the San Diego Border Region of the TCIF Program and program \$20.021 million of TCIF funds to the project.

SR 905/ SR 125 Northbound Connectors Project is part of Phase 3 of the new SR 905 corridor. This project will construct the northbound connectors from SR 905 and future State Route 11 to State Route 125 near the Otay Mesa Port of Entry (POE). Phases 1A and 1B constructed a six-lane freeway from Interstate 805 to the Otay Mesa POE (TCIF 67); Phase 2 made improvements to the interchange at I-805; Phase 4 will construct ramps at Heritage Boulevard and Phase 5 will landscape the corridor. This project complements TCIF Project 68, which will construct a new 4-lane highway

*Withdrawn  
prior  
to  
CTC  
meeting*

from SR 905 to the new Otay Mesa East POE. The total cost of TCIF Project 104 is estimated at \$26.2 million.

SANDAG supports the proposed amendment to the TCIF Program (see attached letter).

**Project 106**

~~The Southern California Consensus Group (SCCG) and the Southern California Regional Rail Authority (SCRRA) propose to amend the TCIF Program by including the Vincent Siding Extension at CP Quartz and 2<sup>nd</sup> Platform at Vincent Grade/Acton Station Project as Project 106 in the Los Angeles/Inland Corridor element of the TCIF Program and program \$8.2 million of TCIF funds to the project.~~

~~The proposed \$8.2 million in TCIF funds will extend the existing 6,327 feet of siding by approximately 5,000 feet and construct a second platform including an at grade crossing located adjacent to the Vincent Siding Track. The improvements will enable freight trains to either meet or pass another freight or commuter train. The project will increase freight throughput, operational reliability and flexibility. The total cost of the project is estimated at \$17.4 million.~~

~~The SCCG and SCRRA support the proposed amendment to the TCIF Program (see attached letters).~~

*Withdrawn  
Prior  
to  
the  
CTC  
meeting*



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May 6, 2014

File Number 3100700

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



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Dear Mr. Boutros:

SUBJECT: Request to Program \$20.021 million in Trade Corridors Improvement Fund for the State Route 905/State Route 125 Northbound Connectors Project.

This letter requests that the California Transportation Commission, at its June 2014 meeting, program a new project under the Trade Corridors Improvement Fund (TCIF) program: State Route 905/State Route 125 (SR 905/SR 125) Northbound Connectors for the San Diego region (project). The full TCIF package including the Baseline Agreement among other documents was sent to the Caltrans Office of System and Freight Planning last week.

The San Diego region is the busiest border crossing region between the State of California and Mexico. The Otay Mesa Land Port of Entry (POE) accommodates approximately 1.5 million commercial trucks and facilitates more than \$35 billion in annual cross-border trade.

The Project is being constructed in multiple phases with Phases 1A, 1B, and 2 already constructed and open to traffic. This new TCIF nomination seeks funding for Phase 3, the SR 905/SR 125 Northbound Connectors project. This is one of the last critical links in the overall border road network, providing direct access to SR 125 from SR 905. This project will provide a seamless highway system for commercial vehicles, which are entering/departing the Otay Mesa commercial POE to destinations across San Diego County, California, and the nation. This project also will link to the future Otay Mesa East Commercial POE (also a TCIF related Project) that will ultimately connect to the future State Route 11 toll road.

SANDAG requests \$20.021 million of TCIF be programmed toward this project, which is matched by \$6.136 million in other funds (\$3.436 million in SAFETEA-LU Corridors and Border Improvement Program funds, and \$2.7 million in *TransNet*, the local transportation sales tax program). The entire project cost is \$26.157 million. This new project is enabled by the cost savings and subsequent de-allocation of \$20.021 million in TCIF funds from other San Diego TCIF-funded projects (approved at previous Commission meetings).

The overall project scope remains within the parameters of the original SR 905 TCIF Project, which the Commission approved in 2008, and as such will deliver the benefits (outcomes) committed to by SANDAG as part of the original Baseline Agreement. Approval of this request will ensure that the construction schedule for this project can move forward.

Thank you for your consideration to this request. SANDAG will be present at the June 2014 meeting. Should you have any questions, please contact me at (619) 699-1900 or Sookyung Kim at (619) 699-6909.

Sincerely,



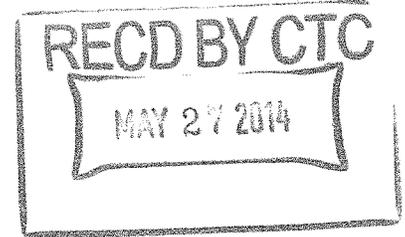
GARY L. GALLEGOS  
Executive Director

cc: Christina Casgar, Gateway Coordinator, SANDAG  
Stephen Maller, CTC  
Teresa Favila, CTC  
Dawn Cheser, Caltrans



**Metro**

May 19, 2014



Mr. Andre Boutros  
Executive Director  
California Transportation Commission  
1120 "N" Street, Mail Stop: 52  
Sacramento, CA 94273-0001

*Andre*  
Dear Mr. Boutros:

The Southern California Consensus Group has discussed and is in agreement with the request from our partner agency. It is our understanding that the Southern California Regional Rail Authority, operator of Metrolink commuter rail service is requesting to seek funding of \$8,200,000 in Trade Corridor Improvement Funds (TCIF) for a new project; the construction of Vincent Siding Extension at CP Quartz and a second platform at the Vincent Grade/Acton Station.

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

Sincerely,

*Shahzad Amiri*  
Shahzad Amiri  
Deputy Executive Officer

cc: Southern California Consensus Group  
Stephen Maller



May 9, 2014

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

Re: Request to Program Vincent Siding and 2<sup>nd</sup> Platform Project in the TCIF Program at the June 2014 CTC Meeting

Dear Andre:

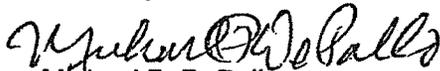
On behalf of the Southern California Regional Rail Authority, operator of Metrolink commuter rail service, I am writing to request the California Transportation Commission approve our request to place the Vincent siding extension at CP Quartz and a second platform at the Vincent Grade/Acton Station project on its June 25-26, 2014 meeting agenda. This project is located on the Antelope Valley Line, the busiest shared passenger and freight route that Metrolink dispatches.

This project will allow a freight train to meet or pass another freight or commuter train instead of holding for it, thereby increasing throughput and operational reliability and flexibility. As a result of this project, eight weekday freight trains originating or terminating at the Los Angeles Trailer and Container Intermodal facility, located about 1.5 miles from Los Angeles Union Station, could be rerouted from the Colton Cutoff freight route onto the Antelope Valley Line. This shaves 75 miles off each trip, thereby reducing congestion and emissions. This an exciting project that generates significant goods movement benefits for a modest investment.

As you know from the Southern California Consensus Group's recommendation, the request is for \$8.2M in TCIF funding for the construction of the project. LAMetro is providing a matching amount of \$8.2M.

If you have any questions, please contact Ms. Anne Louise Rice, Strategic Programming and Development Manager at [ricea@scrra.net](mailto:ricea@scrra.net) or 213-452-0211.

Sincerely,

  
Michael P. DePallo  
Chief Executive Officer

cc: Stephen Maller  
Teresa Favila

