

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 8-9, 2021

From: MITCH WEISS, Executive Director

Reference Number: 4.21, Action - **REVISED**

Prepared By: Hannah Walter
Associate Deputy Director

Published Date: November 24, 2021

Subject: Amendment to the 2020 Trade Corridor Enhancement Program, Resolution #G-21-69, Amending Resolution G-21-32

Replacement Item Change:

The November 24, 2021 version of this item is being replaced to reflect the following:

1. The original recommendation has been updated. The revised recommendation is to delete \$910,000 in right-of-way funding from the Port of Stockton Rail project as originally recommended, but to maintain the \$4.433 million in design funds as programmed in the Trade Corridor Enhancement Program.
2. The draft Port of Stockton Rail project baseline agreement should be revised to reflect the recommendation to delete right-of-way funding and be submitted for approval at the next California Transportation Commission meeting.
3. Resolution G-21-69 (Attachment A) has been updated to reflect the revised recommendation contained in this book item.
4. The Amended 2020 Trade Corridor Enhancement Program of Projects (Attachment B) has been updated to reflect the revised recommendation contained in this book item.

Recommendation:

California Transportation Commission (Commission) staff recommend the 2020 Trade Corridor Enhancement Program be amended to remove \$910,000 in right-of-way funding from the Port of Stockton Rail project, pursuant to Trade Corridor Enhancement Program guidelines. Commission staff also recommend that the Port of Stockton Rail Project baseline agreement be updated to reflect the deleted right-of-way funds and submitted for approval at the next Commission meeting.

Issue:

The 2020 Trade Corridor Enhancement Program Guidelines, under Section 12, state that the California Environmental Quality Act (CEQA) process must be completed within six months of program adoption for right-of-way and construction funds. Program adoption was December 2, 2020. To meet the CEQA requirement, agencies must have filed the Notice of Determination and have board approval of the environmental document on or before June 2021. The consequence of not meeting this requirement is deletion from the Trade Corridor Enhancement Program. The Port of Stockton did not complete the CEQA process for this project until September 22, 2021, which was more than three months past the June 2021 deadline.

Background:

At the December 2020 Commission meeting, the Commission approved \$5.343 million in TCEP funds for the plans, specifications, and estimates (also known as design), and right-of-way components of the Port of Stockton Rail project. Consistent with program guidelines, the Port of Stockton, like all projects, was required to complete the CEQA process by June 2021. Specific project details are included here:

- **Project Planning Number (PPNO):** T0018
- **Implementing Agency:** Port of Stockton
- **Nominating Agency & Metropolitan Planning Organization:** San Joaquin Council of Governments
- **County:** San Joaquin
- **Total Project Cost:** \$46.007 million
- **Trade Corridor Enhancement Program Funds:** \$4.433 million design and \$910,000 right-of-way
- **Fiscal Year Programmed:** 2021-22 Design and 2022-23 Right-of-Way
- **Description of Project:** The project replaces a bridge that provides rail access to the Port of Stockton's West Complex. The bridge is over 85 years old, has out-of-date weight limitations, and has structural deficiencies that may lead to closure. There are no other Burlington Northern Santa Fe or Union Pacific Railroad connections to the West Complex. If this bridge is closed, freight would need to be re-routed. The project constructs a new bridge that would allow the port to transport larger size commodities and use heavier locomotives, reducing train volumes, increasing port operations, and reducing emissions.

Section 12 of the Trade Corridor Enhancement Program Guidelines specifically states that "...right of way and construction capital costs will only be programmed if the project has completed a project level environmental process in accordance with the California Environmental Quality Act, within six months of program adoption. If the project level environmental document is not filed within six months, the project will be deleted from the program."

Attachments:

- Attachment A (Revised): Resolution G-21-69, Amending Resolution G-21-32
- Attachment B (Revised): Amended 2020 Trade Corridor Enhancement Program of Projects

CALIFORNIA TRANSPORTATION COMMISSION
Amendment to the 2020 Trade Corridor Enhancement Program

RESOLUTION TCEP G-21-69
Amending Resolution TCEP G-21-32

- 1.1 **WHEREAS**, the California Transportation Commission adopted the 2020 Trade Corridor Enhancement Program Resolution TCEP G-20-77 on December 2, 2020; and
- 1.2 **WHEREAS**, the 2020 Trade Corridor Enhancement Program Guidelines allow staff to bring recommended amendments to the Commission for action; and
- 1.3 **WHEREAS**, Commission staff, in consultation with staff from Caltrans and project sponsors identified corrections and adjustments to the program of projects, which were adopted by the Commission under Resolution G-21-32, and
- 1.4 **WHEREAS**, the 2020 Trade Corridor Enhancement Program Guidelines require the California Environmental Quality Act (CEQA) process be completed within six months of program adoption for right-of-way and construction funds, which was June 2021, and
- 1.5 **WHEREAS**, the Port of Stockton did not complete the CEQA process until September 2021, missing the June 2021 deadline.
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the California Transportation Commission approves the program amendment to the 2020 Trade Corridor Enhancement Program to remove the right-of-way funding (\$910,000) from the Port of Stockton Rail project in San Joaquin County, as reflected in the updated program of projects (Attachment B), and
- 2.2 **BE IT FURTHER RESOLVED**, that all provisions stipulated in TCEP Resolutions G-20-77 and G-21-32 remain in effect, and
- 2.3 **BE IT FURTHER RESOLVED**, that TCEP Resolution G-21-32 is hereby amended.

**Amended 2020 Trade Corridor Enhancement Program of Projects
Resolution # G-21-69**

Reference No.: 4.21
Attachment B (Revised)
December 8-9, 2021

Project Title	Type	County	Region	Caltrans/ Local	Federal TCEP?	Regional	State	Total TCEP	FY	PS&E	R/W	R/W Sup	Const	Con Sup	Total Project Cost
I80 Cordelia Commercial Vehicle Enforcement Facility	HWY	Solano	Bay Area	Caltrans		\$ 12,294	\$ 11,708	\$ 24,002	2020-21	\$ 24,002	\$ -	\$ -	\$ -	\$ -	\$ 250,770
I-580/SR4 Interchange Improvements	HWY	Contra Costa	Bay Area	Local		\$ 18,000		\$ 18,000	2020-21	\$ 18,000	\$ -	\$ -	\$ -	\$ -	\$ 236,000
Nickelley Street Grade Separation	Rail	Riverside	LA/Inland	Local		\$ 10,300		\$ 10,300	2021-22	\$ -	\$ -	\$ -	\$ 10,300	\$ -	\$ 108,300
Calexico East POE Bridge Widening	Border	Imperial	San Diego/Border	Local		\$ 7,481		\$ 7,481	2020-21	\$ 937	\$ 4	\$ -	\$ 6,540	\$ -	\$ 32,538
Olay Mesa East Land Port of Entry Segment 3	Border	San Diego	San Diego/Border	Caltrans		\$ 5,900		\$ 5,900	2020-21	\$ 5,900	\$ -	\$ -	\$ -	\$ -	\$ 374,554
Olay Mesa East Port of Entry Segment 3A	Border	San Diego	San Diego/Border	Caltrans			\$ 36,620	\$ 36,620	2020-21	\$ -	\$ 32,810	\$ 3,810	\$ -	\$ -	\$ 66,570
SR 46 Widening San Luis Obispo	HWY	San Luis Obispo	Central Coast	Caltrans			\$ 7,300	\$ 7,300	2021-22	\$ -	\$ 5,900	\$ 1,400	\$ -	\$ -	\$ 101,300
Solano I-80 Managed Lanes	HWY	Solano	Bay Area	Local		\$ 123,400		\$ 123,400	2021-22	\$ -	\$ -	\$ -	\$ 115,759	\$ 7,641	\$ 274,900
Port of Stockton Rail Improvements	Rail	San Joaquin	Central Valley	Local		\$ 4,433		\$ 4,433	2021-22	\$ 4,433	\$ -	\$ -	\$ -	\$ -	\$ 49,007
I-580 Interchange Improvements	HWY	San Joaquin	Central Valley	Caltrans		\$ 18,531	\$ 6,353	\$ 24,884	2021-22	\$ -	\$ -	\$ -	\$ 24,884	\$ -	\$ 49,183
SR 99 Improvements Madera	HWY	Madera	Central Valley	Caltrans		\$ 2,795	\$ 1,864	\$ 4,659	2021-22	\$ -	\$ 3,389	\$ 1,270	\$ -	\$ -	\$ 110,873
Capital Region Freight I-80	HWY	Sacramento/Placer	Central Valley	Caltrans		\$ 9,780	\$ 6,520	\$ 16,300	2021-22	\$ -	\$ -	\$ -	\$ 14,182	\$ 2,118	\$ 22,300
Capital Region Freight Elkhorn	HWY	Sacramento/Placer	Central Valley	Caltrans		\$ 11,000		\$ 11,000	2021-22	\$ -	\$ -	\$ -	\$ 11,000	\$ -	\$ 28,000
SR 156 Castoville Blvd Interchange	HWY	Monterey	Central Coast	Caltrans	Yes	\$ 5,568	\$ 14,432	\$ 20,000	2021-22	\$ -	\$ -	\$ -	\$ 14,500	\$ 5,500	\$ 55,200
Fourth Track Rail Expansion in POLB	Rail	Los Angeles/ San Bernardino/	LA/Inland	Caltrans		\$ 4,000	\$ 4,000	\$ 8,000	2021-22	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ 24,800
I10 Truck Climbing Lane	HWY	Riverside	LA/Inland	Caltrans	Yes	\$ 14,444	\$ 9,630	\$ 24,074	2021-22	\$ -	\$ -	\$ -	\$ 24,074	\$ -	\$ 36,487
Rt 71/91 Interchange Connector	HWY	Riverside	LA/Inland	Caltrans		\$ 34,865	\$ 23,243	\$ 58,108	2021-22	\$ -	\$ -	\$ -	\$ 58,108	\$ -	\$ 148,208
57/60 Interchange & Other Improvements	HWY	Los Angeles	LA/Inland	Caltrans	Yes	\$ 130,700	\$ 87,200	\$ 217,900	2021-22	\$ -	\$ -	\$ -	\$ 217,900	\$ -	\$ 420,200
Goods Movement Corridor - SR 91 Atlantic to Cherry	HWY	Los Angeles	LA/Inland	Caltrans		\$ 29,000	\$ 19,332	\$ 48,332	2021-22	\$ -	\$ -	\$ -	\$ 48,332	\$ -	\$ 86,636
SR 55 Improvements	HWY	Orange	LA/Inland	Local	Yes	\$ 115,000		\$ 115,000	2021-22	\$ -	\$ -	\$ -	\$ 115,000	\$ -	\$ 349,212
SR 47 Interchange Improvements	HWY	Los Angeles	LA/Inland	Local		\$ 13,383		\$ 13,383	2021-22	\$ -	\$ -	\$ -	\$ 13,383	\$ -	\$ 60,355
La Media Road Additional Lanes	Border	San Diego	San Diego/Border	Local		\$ 22,700		\$ 22,700	2021-22	\$ -	\$ -	\$ -	\$ 22,700	\$ -	\$ 42,700
US 101/SR 25 Interchange Improvements	HWY	Santa Clara	Bay Area	Caltrans		\$ 33,000	\$ 22,000	\$ 55,000	2022-23	\$ -	\$ -	\$ -	\$ 55,000	\$ -	\$ 101,200
Stockton Diamond Grade Separation	Rail	San Joaquin	Central Valley	Caltrans		\$ 60,000	\$ 40,000	\$ 100,000	2022-23	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 237,133
SR 46 Widening Seg 4c Kern	HWY	Kern	Central Valley	Caltrans		\$ 6,000	\$ 4,000	\$ 10,000	2022-23	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 37,000
Capital Region Freight I-5	HWY	Sacramento/Placer	Central Valley	Caltrans	Yes	\$ 19,220	\$ 16,480	\$ 35,700	2020-21(PSE/RW) 2022-23(Con)	\$ 1,900	\$ 50	\$ 150	\$ 30,100	\$ 3,500	\$ 37,700
North County Corridor Phase 1 Expressway	HWY	Stanislaus	Central Valley	Local		\$ 20,000		\$ 20,000	2022-23	\$ -	\$ -	\$ -	\$ 17,700	\$ 2,300	\$ 163,000
Fenix Terminal Rail Expansion	Rail	Los Angeles	LA/Inland	Caltrans	Yes	\$ 11,516	\$ 7,678	\$ 19,194	2022-23	\$ -	\$ -	\$ -	\$ 19,194	\$ -	\$ 51,470
I-15 Lanes San Bernardino	HWY	Riverside	LA/Inland	Caltrans	Yes	\$ 52,200	\$ 66,539	\$ 118,739	2022-23	\$ -	\$ -	\$ -	\$ 118,739	\$ -	\$ 307,167
Goods Movement Corridor - Rt 605/91 Interchange Improvement	HWY	Los Angeles	LA/Inland	Caltrans	Yes	\$ 41,802	\$ 27,868	\$ 69,670	2022-23	\$ -	\$ -	\$ -	\$ 69,670	\$ -	\$ 154,300
I-5 Improvements Shasta	HWY	Shasta	Other	Caltrans		\$ 664	\$ 1,209	\$ 1,873	2022-23	\$ 1,735	\$ 111	\$ 27	\$ -	\$ -	\$ 80,235
LOSSAN-SD San Onofre to Pulgas Double Track Phase 2	Rail	San Diego	San Diego/Border	Caltrans			\$ 5,497	\$ 5,497	2020-21 (PSE) 2021-22 (Con)	\$ 567	\$ -	\$ -	\$ 4,930	\$ -	\$ 35,537
LOSSAN-SD San Dieguito Double Track Phase 1	Rail	San Diego	San Diego/Border	Caltrans		\$ 22,845	\$ 7,683	\$ 30,528	2022-23	\$ -	\$ -	\$ -	\$ 30,528	\$ -	\$ 61,813
LOSSAN-SD Del Mar Bluffs Phase 5	Rail	San Diego	San Diego/Border	Caltrans		\$ 31,200	\$ 5,000	\$ 36,200	2022-23	\$ -	\$ -	\$ -	\$ 36,200	\$ -	\$ 65,196
LOSSAN-SD Broadway to Gaslamp Track Signalization & Platform	Rail	San Diego	San Diego/Border	Caltrans			\$ 33,180	\$ 33,180	2022-23	\$ -	\$ -	\$ -	\$ 33,180	\$ -	\$ 38,861
TOTAL								\$1,357,357							