



June 10, 2013



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



Dear Mr. Boutros:



The Southern California Trade Corridor Coalition is very supportive and appreciative of the California Transportation Commission (CTC) staff's proposal to extend the Trade Corridors Improvement Funding (TCIF) Program deadlines by one year. This action further strengthens the collaborative spirit with which we have worked together to successfully implement critical goods movement projects.



While we are very pleased with the extension of time, we urgently request that you consider the following suggestions in developing the processes for extending the TCIF Program:



We urge the CTC to grandfather the existing projects listed below into the extended TCIF Program. Moreover, since the CTC will not be taking formal action on the new TCIF Program until August 2013, these projects should not be dropped from the existing program. For the projects with delays due to final Caltrans approvals and/or railroad agreements (Projects #21, #35, #48, #61, #84), we anticipate a quick resolution. As a result, we request these projects either be granted a provisional allocation in June pending resolution of issues by the August 2013 meeting or be allowed to seek allocation at the August 2013 meeting. This will minimize the paperwork and allow projects to move more efficiently and expeditiously.



- Project 21 - Washington Boulevard widening and reconstruction: \$5,800,000
- Project 35 - State College Boulevard grade separation: \$ 35,890,000
- Project 40 - Lakeview Avenue overcrossing: \$39,519,000
- Project 48 - Avenue 56 grade separation on Yuma subdivision of UP Mainline: \$10,000,000
- Project 50 - Grade separation at Clay Street railroad grade separation: \$8,500,000
- Project 61 - Alameda Corridor East (ACE) South Milliken grade separation at UP Los Angeles: \$14,521,000
- Project 64 - Lenwood grade separation: \$8,855,000
- Project 84 - Laurel grade separation: \$24,713,00
- Project 85 - Avenue 52 Grade Separation: \$10,000,000



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The remainder of the projects (Projects #40, #50, #64 and #85) would have been submitted for allocation under the original TCIF program guidelines and allocated already, if not for the new Buy America provision and the new CTC requirement that the California Department of Transportation (Caltrans) concur with all right-of-way certifications for off-system projects. Instead, they have been delayed due to Buy America issues that are well beyond our control.

Finally, for the new projects listed below, which will be funded with Los Angeles County and Alameda Corridor East (ACE) project cost savings, we concur with the CTC staff's desire for a new application and baseline agreement. ACE is currently planning to bring the programming package to the August 2013 CTC meeting.

- Puente Avenue grade separation
- Fairway Drive grade separation

We believe our recommendations maintain the integrity of the TCIF Program while minimizing the paperwork necessary to complete these projects.

As always, we thank you for your foresight and willingness to work with our coalition and look forward to a speedy resolution of these issues and successful implementation of the program.

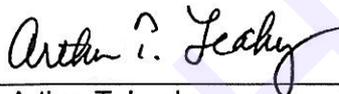
Sincerely,



Mark Christoffels
Acting Chief Executive Officer
ACE



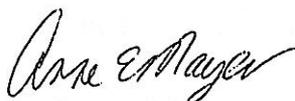
John T. Doherty
Chief Executive Officer
ACTA



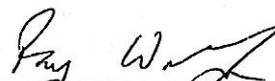
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RCTC



Raymond Wolfe
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Darrell Johnson
Chief Executive Officer

June 6, 2013

Mr. James C. Ghielmetti
Chairman
California Transportation Commission
Mail Station 52, Room 2231
1120 N Street
Sacramento, CA 95814

Dear Mr. Ghielmetti:

The Orange County Transportation Authority (OCTA) appreciates the partnership with the California Transportation Commission (CTC) on efforts to fund a series of bridges – both underpasses and overpasses – to separate vehicle traffic from trains along the Orangethorpe Avenue corridor in north Orange County. As you know, these bridges will eliminate the need for commuters and commercial vehicles to stop and wait as mile-long freight trains traverse this busy corridor. Today, more than 70 BNSF Railway trains pass through this rail corridor daily and freight traffic is expected to increase to 115 daily trains by 2025. These grade separations will improve safety and efficiency for both passenger and freight trains, while also improving local street circulation and air quality at the railroad crossings.

OCTA has delivered on commitments to meet funding guidelines approved by the CTC related to these projects. Construction contracts have been awarded for bridges at Placentia Avenue, Kraemer Boulevard, Orangethorpe Avenue, and Tustin Avenue/Rose Drive. The three remaining projects, Lakeview Avenue, State College Boulevard, and Raymond Avenue (locally-funded) are scheduled to start construction this year, and right-of-way acquisition is well underway for all three projects.

The State College Boulevard grade separation and the Lakeview Avenue overcrossing were delivered for Trade Corridor Improvement Funds (TCIF) allocations at the March 2013 and May 2013 CTC meetings, but were delayed due to the implementation of the Buy America provision included in Moving Ahead for Progress in the 21st Century. Currently, the two remaining TCIF projects are programmed to receive \$75.4 million which will pay for approximately 73 percent of the total CTC programmed construction cost (\$103.3 million).

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We understand the CTC will consider a policy at next week's CTC meeting that requires cancellation of TCIF funding for projects that have not secured final utility agreements (including State College Boulevard and Lakeview Avenue). OCTA suggests the following course of action related to the CTC's proposed policy:

- o Projects with delayed allocations due to Buy America issues should be endorsed by CTC as having made a good faith effort in meeting allocation deadlines and placed on a priority allocation list for future meetings.
- o The CTC policy should be revised to reflect that these projects have the highest priority for future allocations. New projects added to the TCIF program should not supplant funding for these projects.
- o Project baseline amendments should be scheduled for the August 2013 CTC meeting with revised allocation and construction start deadlines.

With the above refinements, OCTA supports the CTC's proposal for allocation of the Buy America-delayed projects to June 2014, with construction start in December 2014. We are confident that the Buy America issue will be worked out by these dates, and projects can proceed consistent with revised delivery schedules.

Again, OCTA appreciates CTC's partnership on these projects, and we look forward to the CTC's revised allocation policy. If you have questions regarding our comments, please contact Kia Mortazavi, Executive Director, Planning, at (714) 560-5741.

Sincerely,



Gregory T. Winterbottom
Chairman

GTW:kb

c: CTC Commissioners
Board of Directors
Andre Boutros, Executive Director, CTC
Darrell Johnson, Chief Executive Officer, OCTA
Kia Mortazavi, Executive Director of Planning, OCTA