

Attachment 1

Description of the Port-Area Intermodal Transportation Infrastructure Projects

A. Gerald Desmond Bridge. Construct new bridge with expanded traffic capacity: From existing five lanes (two lanes plus a climbing lane without shoulder per direction) to six travel lanes (three lanes and inside and outside shoulders per direction). Reduced approach grades of five percent (5%). (Lead: Port of Long Beach)

B. SR-47 Expressway. Construct a four-lane elevated expressway between Ocean Boulevard and Alameda Street at Pacific Coast Highway including replacement of Schuyler Heim Bridge. (Lead: Alameda Corridor Transportation Authority)

C. Navy Way Interchange. Construct northbound Navy Way to westbound Seaside Avenue ramp, remove the last signal on Ocean Boulevard. (Lead: Port of Los Angeles)

D. South Wilmington Grade Separation. Construct grade separation of Fries Avenue at railroad line in South Wilmington. (Lead: Port of Los Angeles)

E. I-110 Connectors Program

E1. I-110/SR 47/Harbor Blvd. Interchange/John S. Gibson Intersection Improvements. Construct an additional lane to northbound I-110; provide additional left-turn pocket on Harbor Boulevard to eastbound SR-47 on-ramp; provide additional right turn pocket on Harbor Boulevard off-ramp; widen Harbor Boulevard/Front Street. Construct improvements to the northbound I-110 on-ramp from John S. Gibson Boulevard and related improvements. (Lead: Port of Los Angeles)

E2. C Street/I-110 Access Ramp Intersection Improvements. Construct improved interchange to consolidate two closely-spaced intersections into one and facilitate heavy right-turn volumes with free-flowing right-turn lanes. (Lead: Port of Los Angeles)

E3. SR 47 On-and-Off-Ramp at Front Street. Construct new off-ramp from Vincent Thomas Bridge to Front Street, relocate existing on-ramp from Harbor Boulevard, and construct related improvements. (Lead: Port of Los Angeles)

F. Ports Rail System

F1. Ports Rail System. Pier B Street Intermodal rail yard expansion, Terminal Island Wye Track Realignment, Pier B Street Realignment, Track Realignment at Ocean Boulevard/Harbor Scenic Drive, Pier F Support Yard, West Basin Rail Access Improvements, Grade Separation for Reeves Crossing, Closure of Reeves at-grade Crossing, Navy Mole Road Storage Rail Yard, Pier 400 Second Lead Track, Reconfiguration at CP Mole, Triple Track Badger Bridge, and Triple Track South of Thenard Jct.

F2. Pier B Street Rail Yard Construction. Expand existing rail facility by lengthening arrival/departure tracks, adding staging/storage tracks, and constructing a potential near-dock intermodal transfer facility inside the Port. (Lead: Port of Long Beach)

Attachment 2
Port-Area Intermodal Transportation Infrastructure Projects
Estimated Funding Amount by Source and Assumed Share
(\$ in millions)

Port-Area Project	Federal Share	State Share	Prop 1B TCIF Share	Los Angeles County Metro Share	Ports/ ACTA Share	Containerized Merchandise Share	Total Project Cost
Port-Area Highway Projects	\$357.0 21%	\$348.0 20%	\$448.0 26%	\$70.7 4%	\$113.5 6%	\$400.7 23%	\$1,737.9 100%
Ports Rail System	\$0 0%	\$0 0%	\$200.0 16.6%	\$4.2 0.3%	\$18.0 1.5%	\$986.5 81.6%	\$1,208.7 100%
Total	\$357.0 12.1%	\$348.0 11.8%	\$648.0 22.0%	\$74.9 2.5%	\$131.5 4.5%	\$1,387.2 47.1%	\$2,946.6 100%

Attachment 3
Schedule of Container Fees for Port-Area Infrastructure Improvements
(Dollar/loaded TEU)

		2009	2010	2011	2012	2013	2014	2015
Highway	Gerald Desmond Bridge	\$0	\$2.55	\$2.55	\$2.55	\$2.55	\$2.55	\$0
	SR-47 Expressway	\$3.95	\$3.95	\$3.95	\$0	\$0	\$0	\$0
	Other Highway	\$0.88	\$0.88	\$0.88	\$0.88	\$0.88	\$0.88	\$0
	Total Highway	\$4.83	\$7.38	\$7.38	\$3.43	\$3.43	\$3.43	\$0
	Highway Rounded Up to Next Dollar	\$5	\$8	\$8	\$4	\$4	\$4	\$0
Rail	Ports Area Rail	\$9.31	\$9.31	\$9.31	\$9.31	\$9.31	\$9.31	\$9.31
	Rail Rounded Up to Next Dollar	\$10	\$10	\$10	\$10	\$10	\$10	\$10
Total Highway and Rail		\$15	\$18	\$18	\$14	\$14	\$14	\$10