

MARAD TIGER GRANT # 6

**UNITED STATES OF AMERICA
U.S. DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION
WASHINGTON, DC 20590**

**GRANT UNDER THE AMERICAN RECOVERY AND
REINVESTMENT ACT OF 2009
TRANSPORTATION INVESTMENTS GENERATING ECONOMIC
RECOVERY (TIGER) DISCRETIONARY GRANT PROGRAM**

**California's Green Trade Corridor at the Ports of Oakland,
Stockton and West Sacramento, California**

Period of Performance: October 4, 2010 – February 17, 2012

Grant Number: DTMA1G10007

Appropriation Data:

Port of Oakland-

**7069M0106O.2011.1G1G10007A.0000150002.41010.6100.6600
\$8,500,000.00**

Stockton Port District

DBA-Port of Stockton

**7069M0106O.2011.1G1G10007B.0000150002.41010.6100.6600
\$13,000,000.00**

Port of West Sacramento

Division of West Sacramento, City of

DBA: West Sacramento City Council

**7069M0106O.2011.1G1G10007C.0000150002.41010.6100.6600
\$8,500,000.00**

TABLE OF CONTENTS

Grant	
Section 1	Legislative Authority.....pg. 3
Section 2	General Terms and Conditions.....pg. 4
Section 3	Applicable Federal Laws and Regulations.....pg. 7
Section 4	Grantee and Project Conditions.....pg. 9
Section 5	Reimbursement of Project Costs.....pg. 12
Section 6	Reporting.....pg. 14
Section 7	Special Grant Requirements.....pg. 17
Section 8	Assurances.....pg. 17
Section 9	Termination, Modification and Expiration.....pg. 17
Section 10	Award and Execution of Agreement.....pg. 18
Attachments	
Attachment A	Statement of Work.....pg. 19
Attachment B	Grant Assurancespg. 22
	1. Title VI Civil Rights Act of 1964.....pg. 22
	2. Disclosure of Lobbying Activities.....pg. 25
	3. Drug-Free Workplace.....pg. 26
	4. Debarment, Suspension, and Other Responsibility Matters.....pg. 28
	5. Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions.....pg. 31
	6. Grant Assurances Specific to TIGER Discretionary Grant Program..... pg. 33
Attachment C	Recovery Act Requirements and Contract Clauses.....pg. 38
Attachment D	Monthly Project Progress Reports: Format and Content.....pg. 44
Attachment E	Project Budget.....pg. 49
Attachment F	Project Schedule.....pg. 51
Attachment G	Technical Application.....pg. 52
Attachment H	Milestone/Deliverable Schedule.....pg. 53
Attachment I	Performance Measures.....pg. 54

GRANT BETWEEN THE U.S. DEPARTMENT OF TRANSPORTATION, MARITIME ADMINISTRATION AND CALIFORNIA’S GREEN TRADE CORRIDOR AT THE PORTS OF OAKLAND, STOCKTON AND WEST SACRAMENTO, CALIFORNIA, UNDER THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009, SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE TRANSPORTATION SYSTEM, HEREINAFTER REFERRED TO AS THE “TIGER DISCRETIONARY GRANT PROGRAM”

WHEREAS, the Ports of Oakland, Stockton, and West Sacramento have applied for a grant under the TIGER Discretionary Grant Program authorized by the American Recovery and Reinvestment Act of 2009, Public Law 111-5, hereinafter referred to as the “Recovery Act” or “ARRA”;

WHEREAS, the Department reviewed and highly-rated the application and deemed it credible and meritorious for TIGER Discretionary Grant funding;

WHEREAS, each of the three ports desires to receive funds directly to carry out specific capital investments associated with their port, as further described in the Scope of Work included as Attachment A to this Grant Agreement, which identifies the specific amounts that each port desires to receive and the specific work that each port plans on undertaking; and

WHEREAS, references in this document to the “Grantee” are meant to include each of the ports, individually, in its capacity as grantee under this Grant Agreement to administer grant funding in the specific amounts and for the particular purposes that are identified for such port Attachment A, in each case in accordance with the terms and conditions of this grant agreement (this “Grant Agreement”).

THEREFORE, the U.S. Department of Transportation (DOT) or “Government,” acting for the United States, awards this grant in the amount of Thirty Million Dollars (\$30,000,000.00) to be administered by the Maritime Administration (MARAD), to assist in the Grantee’s efforts to make the infrastructure investments necessary to establish a new barge service between the three ports and improve surface transportation in the region, hereinafter referred to as the “Project,” in accordance with the terms and conditions of this Grant Agreement.

SECTION 1. LEGISLATIVE AUTHORITY

Title XII of the Recovery Act provides that “...the Secretary of Transportation shall distribute funds provided...as discretionary grants to be awarded to State and local governments or transit agencies on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region.” The Recovery Act also provides that “...projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code, including interstate rehabilitation, improvements to the rural collector road system, the reconstruction of overpasses and interchanges, bridge replacements, seismic retrofit projects for bridges, and road realignments; public transportation projects eligible under chapter 53 of title 49, United States Code, including investments in projects participating in the New Starts or Small Starts programs that will expedite the completion

of those projects and their entry into revenue service; passenger and freight rail transportation projects; and port infrastructure investments, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.”

Further, the Recovery Act provides that the authority to award a grant under the TIGER Discretionary Grant Program and perform oversight may be transferred from the Secretary of Transportation to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Maritime Administration.

SECTION 2. GENERAL TERMS AND CONDITIONS

- a) The maximum obligation of the Government payable under this award, hereinafter referred to as the “Grant,” shall be \$30,000,000, subject to all the terms and conditions in this Grant.
- b) Payment of the grant will be made pursuant to and in accordance with 49 CFR Parts 18 and 19 (to the extent that a non-governmental grantee receives grant funding), and the provisions of such regulations and procedures as the Government may prescribe. Final determination of grant expenditures may be based upon a final review of the total amount of agreed project costs and settlement will be made for adjustments to the Grant amount in accordance with applicable government-wide cost principles (2 CFR 225 (State and Local Governments), 2 CFR 215 (Higher Education Institutions); and 2 CFR 230 (Non-Profit Organizations).
- c) The Grantee agrees to carry out and complete the Project without undue delays and in accordance with the terms hereof, including the Project Schedule attached as Attachment F, and such regulations and procedures as the Government may prescribe.
- d) The Grantee has submitted a request for Federal assistance, hereinafter referred to as the “Application,” attached as Attachment G, and the Government is relying upon the Grantee’s assurances, certifications, and other representations made in the Application, or any other related documents submitted to the Government; and, in its submissions, the Grantee has demonstrated justification for the Project, and has demonstrated the financial and technical feasibility of the Project, including the ability to start construction quickly upon receipt of the Grant; to expend Grant funds once construction starts; and to receive all necessary environmental, state and local planning, and legislative approvals necessary for the Project to proceed in accordance with the Project Schedule.
- e) The Government has determined that the Project should receive a Grant based on a review of the Project’s potential to rapidly create jobs and economic activity; to provide lasting, long-term economic benefits for the transportation system; and to provide other outcomes, as specified in the June 17, 2009, Federal Register Notice,

“Notice of Funding Availability for Supplemental Discretionary Grants for Capital Investments in Surface Transportation Infrastructure Under the American Recovery and Reinvestment Act” (Docket No. OST-2009-0115).

- f) Grant recipients will be monitored periodically by the Government, both programmatically and financially, to ensure that the Project goals, objectives, performance requirements, timelines, milestone completion, budgets, and other related program criteria are being met. Monitoring will be accomplished through a combination of office-based reviews and onsite monitoring visits. Monitoring will involve the review and analysis of the financial, programmatic, performance and administrative issues relative to each program and will identify areas where technical assistance and other support may be needed. The Grantee is responsible for monitoring award activities, to include sub-awards, to provide reasonable assurance that the Federal award is administered in compliance with applicable requirements. Responsibilities include the accounting of receipts and expenditures, cash management, maintaining adequate financial records, and refunding disallowed expenditures. (For further information, please see Attachment B).
- g) The Grantee agrees to take all steps, including initiating litigation, if necessary, to recover Federal funds if the Government determines, after consultation with the Grantee, that such funds have been spent fraudulently, wastefully, or in violation of Federal laws, or misused in any manner in undertaking the Project. For the purposes of this Grant, the term “Federal funds” means funds however used or disbursed by the Grantee that were originally paid pursuant to this DOT Grant.
- h) The Grantee agrees to retain all documents relevant to the grant award for a period of three years from completion of all Projects and receipt of final reimbursement from the Government. The Grantee agrees to furnish the Government, upon request, all documents and records pertaining to the determination of the Grant amount or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Grantee, in court or otherwise, involving the recovery of such Grant amount shall be approved in advance by the Government.
- i) The DOT is subject to the Freedom of Information Act (FOIA). Grantee should therefore be aware that all applications and related materials submitted by applicants related to this agreement will become agency records and thus are subject to FOIA and to public release through individual FOIA requests. ARRA also mandates broad public dissemination of information related to the expenditure of funds through reporting requirements and website postings that are addressed in other sections of this Grant. President Obama’s March 20, 2009 Memorandum for the Heads of Executive Departments and Agencies on Ensuring Responsible Spending of Recovery Act Funds mandates the strongest possible efforts to ensure public transparency and accountability of ARRA expenditures.

- j) The Government shall not be responsible or liable for any damage to property or any injury to persons that may arise from, or be incident to, performance or compliance with this Grant.
- k) The Grantee agrees to: 1) promote the creation of job opportunities for low-income workers through the use of best practice hiring programs and utilization of apprenticeship (including pre-apprenticeship) programs; (2) provide maximum practicable opportunities for small businesses, including veteran-owned small businesses and service disabled veteran-owned small businesses; (3) make effective use of community-based organizations in connecting low income or unemployed workers with economic opportunities; (4) give priority consideration to doing business under the grant with firms that have a sound track record on labor practices and compliance with Federal laws ensuring that American workers are safe and treated fairly; and (5) implement best practices, consistent with our nation's civil rights and equal opportunity laws, for ensuring that all individuals — regardless of race, gender, age, disability, and national origin — benefit from the Recovery Act.

An example of a best practice under (5) would be to incorporate key elements of the Department's disadvantaged business enterprise (DBE) program (see 49 CFR Part 26) in contracts under this grant. This practice would involve setting a DBE contract goal on contracts under this grant that have subcontracting possibilities. The goal would reflect the amount of DBE participation on the contract that the recipient would expect to obtain absent the effects of discrimination and consistent with the availability of certified DBE firms to perform work under the contract. When a DBE contract goal has been established by a recipient, the contract would be awarded only to a bidder/ offeror who has met or made documented, good faith efforts to reach the goal. Good faith efforts are defined as "efforts to achieve a DBE goal or other requirement of this part which, by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the program requirement." Recipients must provide the Department a plan for incorporating the above best practice into its implementation of the grant within 30 days following execution of this grant. If the recipient is not able to substantially incorporate Part 26 elements in accordance with the above-described best practice, the recipient agrees to provide the Department with a written explanation and an alternative program for ensuring the nondiscriminatory use of contractors owned and controlled by socially and economically disadvantaged individuals.

- l) In accordance with OMB Recovery Act Guidance, the Grantee may recoup costs in the amount of up to .5% of the grant amount for administering the grant (available at http://www.whitehouse.gov/omb/recovery_default/) and in the answers to Frequently Asked Questions available at http://www.whitehouse.gov/omb/recovery_faqs. Information about which administrative costs are reimbursable under this program is available in 2 CFR Part 225 (OMB Circular A-87), "Cost Principles for State and Local Governments" (located at: <http://www.whitehouse.gov/omb/circulars/a087/a087-all.html>), and in Recovery Act specific guidance in OMB Memorandum M-09-18, Payments to State Grantees for

Administrative Costs of Recovery Act Activities (May 11, 2009). The costs for collecting and reporting performance information required under this grant are permitted as part of the up to .5% in administrative costs.

- m) Subject to the Paperwork Reduction Act, as necessary, the Grantee agrees to (i) collect the data necessary to track and report on each of the performance measures identified in the Performance Measure Table included as Attachment I of this Grant Agreement, including volume of freight (in FEU) moved each way between the three ports, emissions generated and fuel consumed by the Marine Highway service between each of the ports, and total hours ships in the port of Oakland make use of the cold-ironing capability associated with this grant, and (ii) report the results of such data collection to the Government. Grantee should include the data collected for each measure in each required report. Reports must be submitted for each performance measure following project completion at the intervals, and for the time periods, specified in the Performance Measure Table included as Attachment I. Reports must include a narrative discussion detailing project successes and/or the influence of external factors on project expectations. The final report must include an *ex post* examination of project effectiveness and a comprehensive “lessons learned” analysis of the project.

SECTION 3. APPLICABLE FEDERAL LAWS AND REGULATIONS

In addition to any other Federal requirements that apply, performance under this Grant shall be governed by and in compliance with the following requirements as applicable to the type of organization of the Recipient and any applicable sub-recipients:

- a) The “Uniform Administrative Requirements for Grants and Grant Agreements to State and Local Governments” (49 CFR 18), located at: <http://www.dot.gov/ost/m60/grant/49cfr18.htm>, DOT’s procurement standards for grants, will apply to the extent that the Grantee procures property and services in carrying out the approved grant project. If there are any differences between the DOT procurement standards and the MARAD procurement standards, the MARAD standards will take precedence.
- b) Section 902 of the Recovery Act, requiring that each contract awarded using ARRA funds must include a provision that provides the U.S. Comptroller General and his representatives with the authority to: 1) examine any records of the contractor or any of its subcontractors, or any State or local agency administering such contract, that directly pertain to, and involve transactions relating to, the contract or subcontract; and 2) to interview any office or employee of the contractor or any of its subcontractors, or of any State or local government agency administering the contract, regarding such transactions.
- c) Section 1515 of the Recovery Act, authorizing the DOT Office of the Inspector General to: 1) examine any records of the contractor or grantee, any of its

subcontractors or subgrantees, or any State or local agency administering such contract, that pertain to, and involve transactions relating to, the contract, subcontract, grant or subgrant; and 2) interview any officer or employee of the contractor, grantee, subgrantee, or agency regarding such transactions.

- d) Section 1605 of the Recovery Act (Buy American Requirements at 2 CFR Part 176.140, to the extent that the Grantee uses Grant funds for construction, alteration, maintenance, or repair of a public building or public work that utilizes iron, steel, and/or manufactured goods that are not covered under international agreements. See Attachment C, Recovery Act Requirements and Contract Clauses, for requirements and more information on Section 1605 compliance.
- e) Section 1606 of the Recovery Act (Davis-Bacon Act Wage Rate Requirements at 2 CFR Part 176.190), to the extent that the Grantee uses Grant funds for construction, alteration, maintenance, or repair work. See Attachment C, Recovery Act Requirements and Contract Clauses, for requirements and more information on Section 1606 compliance.
- f) Section 1604 of the Recovery Act, which prohibits the grantee from expending funds under this agreement on any casino, or other gambling establishment, aquarium, zoo, golf course, or swimming pool.
- g) Sections 1201, 1511, and 1607 of the Recovery Act, requiring certifications. Note that the Section 1511 certification requirement pertains to particular infrastructure investments. All Certifications, once executed, should have been submitted to the Secretary of Transportation, c/o Joel Szabat, Deputy Assistant Secretary for Transportation Policy, at TigerTeam.Leads@dot.gov. Certifications may be submitted via e-mail as electronic, scanned copies, with original signed versions to follow to be submitted via U.S. mail. As required by the Recovery Act, Certifications under Section 1511 shall be immediately posted on a website and linked to the website Recovery.gov. No funds may be obligated until such posting is made.
- h) Section 1553 of the Recovery Act, which requires the grantee to provide Whistleblower protections. As a non-Federal employer, the Grantee is required to post a notice of the rights and remedies provided under this section. The whistleblower program requirements and poster are available at the following web site: <http://www.recovery.gov/?q=content/whistleblower-information>.
- i) Section 1554 of the Recovery Act, which requires the Grantee to award contracts as fixed-price contracts to the maximum extent possible through the use of competitive procedures. In the rare circumstances where the Grantee does not award fixed-price contracts and does not use competitive procedures, the Grantee shall publicly and electronically post a summary of such contracts.
- j) The Single Audit Act Amendments of 1996 and the Office of Management and Budget's (OMB) Circular A-133, "Audits of States, Local Governments, and Non-

Profit Organizations” (Single Audit Information requirements for Recipients of Recovery Act Funds at 2 CFR Part 176.210), which govern the tracking and documentation of all Recovery Act expenditures. This includes compliance with Federal regulations requiring conduct of a Federally-approved audit of any expenditure of funds of \$500,000 or more in a year in Federal awards. See Attachment C, Recovery Act Requirements and Contract Clauses, for requirements and more information on Single Audit Information compliance.

- k) The “New Restrictions On Lobbying,” (49 CFR Part 20 (located at: <http://www.dot.gov/ost/m60/grant/49cfr20.htm>).
- l) The “Cost Principles for State and Local Governments” 2 CFR Part 225 (OMB Circular A-87), or other applicable cost principles, depending upon the grantee (located at: <http://www.whitehouse.gov/omb/circulars/a087/a087-all.html>).
- m) OMB Circular A-102, “Grants and Grant Agreements with State and Local Governments” or other applicable requirements, depending upon the grantee (located at: <http://www.whitehouse.gov/omb/circulars/a102/a102.html>).
- n) Any other applicable Federal regulation or statute including each of the laws, regulations, executive orders, policies, guidelines, and requirements identified in Attachment B, Grant Assurances.

SECTION 4. GRANTEE AND PROJECT CONDITIONS

- a) Grantee: Any reference to Grantee in this Grant Agreement refers to each of the Ports of Oakland, Stockton and West Sacramento, individually, as Grantee under this Grant Agreement; and each of the Ports of Oakland, Stockton and West Sacramento agrees to administer its portion of the Grant, as Grantee under this Grant Agreement, according to the terms and conditions set forth herein

Dun and Bradstreet Data Universal Numbering System (DUNS) No. of the Grantee:
Port of Oakland 009235326
Port of Stockton 009235391
Port of West Sacramento 782170732

First-Tier Sub-Grantees or Sub-Recipients: Currently none. Grantees are to report on the identity of First-Tier Sub-Grantees or Sub-Recipients if and when the Grantee contracts with such entities.

DUNS No. of First-Tier Sub-Grantee or Sub-Recipient: Currently none. Grantee agrees to report on the identity of First-Tier Sub-Grantees or Sub-Recipients if and when the Grantee contracts with such entities.

- b) Notices:

Notices required by this Grant should be addressed as follows:

As to the Government:

Mr. Robert Bouchard
Grants Officer Technical Representative
MARAD
1200 New Jersey Ave, SE
MAR-510, W21-308
Washington, DC 20590
202-366-5076
Robert.Bouchard@dot.gov

Mrs. Delores Bryant
Grants Officer
1200 New Jersey Ave, SE
MAR-380, W28-201
Washington, DC 20590
202-366-2660
Delores.Bryant@dot.gov

Mr. Robert Mariner
Office of the Secretary of Transportation
1200 New Jersey Ave, SE (W84-224)
Washington, DC 20590
202-366-8914
Robert.Mariner@dot.gov

As to the Grantee:

Port of Oakland
Mr. Omar Benjamin
Executive Director
530 Water Street
Oakland, CA 94607, Alameda County
510-627-1210
obenjamin@portoakland.com
Congressional District: (Lee, CA-09)

Port of Stockton
Mr. Richard Aschieris, Port Director
2201 W. Washington Street
Stockton, CA 95201, San Joaquin County
209-949-0246
raschieris@stocktonport.com
Congressional District: (McNerney, CA-11)

Port of West Sacramento
Mr. Mike Luken, Port Manager
2895 Industrial Blvd.
West Sacramento, CA 95691, Yolo County
916-371-8000
mikel@cityofwestsacramento.org
Congressional District: (Thompson, CA-01)

Project Description and Milestones: (See Attachment A- Statement of Work)

1) Environmental Process:

Environmental Approval Type: Environmental Assessment with no significant impact.

Lead Agency: MARAD

Date of Environmental Approval: September 1, 2010

2) Project Schedule:

Planned or Actual Construction Start Date: 60 days from Grant Execution

Planned Project Completion Date: February 17, 2012

c) Project Funding (See Schedule for information about funding Attachment F):

1) TIGER Discretionary Grant Program Funding:

The total not-to-exceed amount of Federal funding that is provided under this Grant is \$30,000,000 for the entire period of performance. The Government's responsibility to make payments to the Grantee under this Grant is limited to those funds obligated under this Grant as indicated above and any subsequent amendments.

2) Local Financial Commitment (if any):

A. The Grantee hereby commits and certifies that it will provide funds (and ensure the availability of other sources of funding, such as local/private funding or in/kind contributions) in an amount sufficient, together with the Federal contribution (acknowledging the limitations as set forth in this Grant), to assure timely and full payment of the project costs as necessary to complete the Project.

B. The Grantee agrees to notify the Government within 14 calendar days of any change in circumstances or commitments that adversely affect the Grantee's plan to fund the project costs necessary to complete the Project. In its notification, the Grantee shall advise the Government of what actions it has taken or plans to take to ensure adequate funding resources and shall reaffirm its commitment to the Government as set forth in Paragraph (A) of this Section 4(d)(2). The Government is not responsible for any funding shortfalls regarding the non-TIGER grant amount share. The TIGER Discretionary Grant amount will remain unchanged (See Section 9 of this grant regarding termination).

3) Grant Funds and Sources of Project Funds:

TIGER Discretionary Grant Amount:	\$30,000,000.00
Federal Other Share (if any):	\$0.00
State Share (if any):	\$0.00
Local Share (if any):	\$13,250,000.00
Other Share (if any):	\$0.00
Total Project Cost:	\$43,250,000.00

SECTION 5. REIMBURSEMENT OF PROJECT COSTS

Pursuant to 49 CFR 18.21(d), the Grantee may request reimbursement of costs incurred in the performance hereof as are allowable under the applicable cost provisions (see 49 CFR Part 18) not-to-exceed the funds currently available as stated in this Grant. The Grantee shall submit an electronic copy of SF 270, no more frequently than monthly or quarterly.

a) Reimbursement:

- 1) Requests for Reimbursement: When requesting reimbursement of costs incurred, the Recipient shall submit supporting cost detail with the SF 270 to clearly document costs incurred. Cost detail includes a detailed breakout of all costs incurred including direct labor, indirect costs, other direct costs, travel, etc. The DOT/Enterprise Service Center (ESC) OFO/FAA, Oklahoma City, OK (Attn: Tammy Curnett) and Mr. Robert Bouchard, Program Office, DOT/MAR 510 reserve the right to withhold processing requests for reimbursement until sufficient detail is received. In addition, reimbursement will not be made without DOT/ESC OFO/FAA and program official review and approval to ensure that progress on the Grant is sufficient to substantiate payment. After approval, Ms. Tammy Curnett, ESC will certify and forward the request for reimbursement to the payment office. [Note: Standard Forms are located at <http://fhwa.dot.gov/aaa/hamhome.htm>]

- 2) Requests for reimbursement and required supporting documents should be sent via e-mail to the following e-mail address: maradinvoices@faa.gov (repository subject to change is forthcoming). Include the request for reimbursement and supporting documents as an attached PDF document. Include in the e-mail subject line the following:

[Requests for Reimbursement #
Grant Award Number
Name of your Company/Organization
Attention: (Agreement Specialist's name)]

[Example: Invoice No. 1 of Grant No. DTFH61-08-H-00001 ABC Corporation,
Attention: John Doe]

Note: If the request for reimbursement and supporting documents exceed 8 MB, as an e-mail attachment, the recipient must select one of two non-electronic submission options presented below:

- Requests for reimbursement may be submitted via regular U.S. Postal Service to the following P.O. Box address: A/P Branch, AMZ-150 PO Box 25710, Oklahoma City, OK 73125
 - Requests for reimbursement submitted via an overnight service must use the following physical address because delivery services other than the U.S. Postal Service will not deliver to the P.O. Box address noted above: DOT/Enterprise Services Center (ESC) OFO/FAA, Oklahoma City, Oklahoma City, OK 73125
- b) The Grantee shall have entered into obligations for services and goods associated with the Project prior to seeking reimbursement from the Government.
- c) To seek reimbursement from the Government, the Grantee shall submit documentary evidence of all obligations associated with the Project set forth in paragraph (b) above, and included in the total Project costs set forth in paragraph (a) above (those to be covered by the local and/or state contribution, as well as those covered by the Federal contribution) on a periodic basis. The Government will reimburse the Grantee on a monthly basis for all valid obligation documentation (TIGER Discretionary Grant share of total project costs set forth in paragraph (a) above). All reimbursement requests to the Government shall include sufficient documentation to justify reimbursement of the Grantee, including invoices.
- d) The Grantee shall ensure that the funds provided by the Government are not misappropriated or misdirected to any other account, need, project, line-item, or the like.
- e) Any Federal funds not expended in conjunction with the Project will remain the property of the Government.

- f) **Financial Management System:** By signing this agreement, the Grantee verifies that it has, or will implement, a financial management system adequate for monitoring the accumulation of costs and that it complies with the financial management system requirements of 49 CFR Part 18. The Grantee's failure to comply with these requirements may result in agreement termination.
- g) **Allowability of Costs:** Determination of allowable costs will be made in accordance with the applicable Federal cost principles, e.g., OMB Circular A-87. Disallowed costs are those charges determined to not be allowed in accordance with the applicable Federal cost principles or other conditions contained in this Grant.

SECTION 6. REPORTING

a) Recovery Act Reporting:

Reporting requirements for the TIGER Discretionary Grant Program are identified below. Grantee shall submit its data as described in the paragraphs below. The role of overall reporting and performance measures will be the responsibility of the Port of Stockton, assuring consistency and accountability. The ports of Oakland and West Sacramento agree to cooperate and provide timely inputs to enable on-time and accurate reporting by the Port of Stockton.

1) Section 1201(c):

Section 1201(c) reports are required the Recovery Act and should include the amount of Grant Funds appropriated, allocated, obligated, and outlayed under the appropriation; the number of projects put out to bid under the appropriation and the amount of Grant Funds associated with these contracts; the number of contracts awarded under the appropriation and the amount of Grant Funds associated with these contracts; the number of projects for which work has begun under these contracts and the associated amount of Grant Funds; the number of projects for which work has been completed and the associated amount of Grant Funds; the number of direct, on-project jobs created or sustained by the Grant Funds for projects under the appropriation and, to the extent possible, number of direct on-project job hours (the Department calculates the number of indirect and induced jobs); and the actual aggregate expenditures by each recipient from State sources for projects eligible for funding under the program between February 17, 2009, and September 30, 2010, compared to the level of such expenditures planned to occur during this period as of February 17, 2009, updated annually through February 17, 2012.

2) Section 1512 (c):

In accordance with the Recovery Act and OMB Guidance, dated June 22, 2009 (http://www.whitehouse.gov/omb/assets/memoranda_fy2009/m09-21.pdf), this Grant award requires the Grantee to complete projects or activities which are funded under the Recovery Act and to report on use of Recovery Act funds provided through this award to <http://www.FederalReporting.gov>. Information from these reports will be made available to the public. Such reporting responsibility may be delegated from the Grantee/Recipient to the Sub-grantee/Sub-recipient or vendor, if any in order to ensure that the necessary information is provided to the Grantee/Recipient, who is ultimately responsible for reporting the required elements.

The reports are due no later than ten calendar days after each calendar quarter in which the recipient receives the assistance award funded in whole or in part by the Recovery Act. The first quarterly report shall be submitted to MARAD by January 10, 2011 and every calendar quarter thereafter following execution of this Agreement.

Grantees/ Recipients and their Subgrantees/first-tier recipients (to the extent that they have been delegated direct reporting responsibility) must maintain current registrations in the Central Contractor Registration (<http://www.ccr.gov>) at all times during which they have active federal awards funded with Recovery Act funds. A DUNS Number (<http://www.dnb.com>) is one of the requirements for registration in the Central Contractor Registration.

The Grantees/Recipients shall report the information described in section 1512(c) of the Recovery Act using the reporting instructions and data elements that are provided online at <http://www.FederalReporting.gov> and ensure that any information that is pre-filled is corrected or updated as needed.

3) Section 1609:

In accordance with Section 1609 of the Recovery Act, the Grantee shall submit quarterly reports, as necessary, describing the status of the Project with respect to the National Environmental Policy Act (NEPA) review. A report shall be submitted to MARAD by December 24, 2010 and every 90 days thereafter following the execution of this Grant. Due to the unique timeframe for TIGER Discretionary Grant awards, Grantees should submit the first of such reports on the first due date following the execution date of this Grant and on each subsequent due date thereafter.

4) Other Reports:

In accordance with the purposes of the Recovery Act, the Grantee may be required to submit additional information in response to requests from DOT, OMB, the Congressional Budget Office, the Government Accountability Office, or the Department of Transportation's Inspector General. The Government will inform Grantees if and when such additional reports are required.

b) Project Reports:

- 1) Progress Reports: Consistent with the purposes of the TIGER Discretionary Grant Program, to ensure accountability and transparency in Government spending, the Grantee shall submit progress reports, as set forth in Attachment D: Monthly Project Progress Reports, to the Government on a monthly basis, beginning on the first day of the first full month following the execution of the grant, and on the first day of each month thereafter until completion of the Project. The initial report shall include a detailed description, and, where appropriate, drawings, of the items funded.

Addresses for submittal of reports and documents: The Grantee shall submit all required reports and documents to the Government electronically, referencing the Grant number, at the following address: Robert.Bouchard@dot.gov

- 2) Annual Budget Review and Program Plan: The Grantee shall submit an Annual Budget Review and Program Plan to the Government via e-mail 60 days prior to the end of each agreement year. The Annual Budget Review and Program Plan shall provide a detailed schedule of activities, estimate of specific performance objectives, include forecasted expenditures, and schedule of milestones for the upcoming agreement year. If there are no proposed deviations from the Approved Project Budget, attached hereto as Attachment E, the Annual Budget Review shall contain a statement stating such. The Recipient will meet with DOT to discuss the Annual Budget Review and Program Plan. If there is an actual or projected project cost increase, the annual submittal should include a written plan for providing additional sources of funding to cover the project budget shortfall or supporting documentation of committed funds to cover the cost increase.

To the extent the annual budget update deviates from the approved project budget by more than 10 percent, then work proposed under the Annual Budget Review and Program Plan shall not commence until written approval from the Government is received.

c) Milestones/Deliverables Schedule: See Attachment H.

- d) Closeout Process: Closeout occurs when all required project work and all administrative procedures described in 49 CFR part 18 (or part 19 as applicable) are completed, and the Government notifies the Grantee and forwards the final Federal assistance payment, or when the Government acknowledges the Grantee's remittance of the proper refund. Within 90 days of Project completion date or termination by the

Government, Grantee must submit a final Financial Status Report (SF-425), a certification or summary of project expenses, and third party audit reports.

SECTION 7. SPECIAL GRANT REQUIREMENTS

The Standard Form (SF) 425 is the new U.S. Government (USG) financial reporting form that replaced the two most common USG financial reports—the Financial Status Report that used the SF-269/SF-269A and the Federal Cash Transaction Report that used the SF-272/SF-272A.

This does not affect use of the SF-270. To obtain a copy of the new SF-425, please go to website: http://www.whitehouse.gov/omb/grants/standard_forms/ff_report.pdf.

SECTION 8. ASSURANCES

The Grantee shall execute the attached assurances and certifications in conjunction with execution of this Grant and shall ensure compliance with those assurances and certifications.

SECTION 9. TERMINATION, MODIFICATION AND EXPIRATION

- a) Subject to the terms set forth in this Grant, the Government reserves the right to terminate this Grant, and the Government's obligations, unless otherwise agreed between the Grantee and the Government, if any of the following occurs:
 - 1) The Grantee fails to obtain or provide any non-Federal contribution or alternatives approved by the Government as provided in this Grant and in accordance with the Project Schedule;
 - 2) The Grantee fails to begin construction within 60 days after the execution of this Grant.
 - 3) The Grantee fails to begin expenditure of Grant funds within 90 days after the execution of the Grant.
 - 4) The Grantee does not meet the conditions and obligations specified under this Grant including a material failure to comply with the Project Schedule which is beyond the reasonable control of the Grantee; or
 - 5) The Government determines that termination is in the public interest.
- b) Funds available under this Grant must be obligated on or before September 30, 2011, but once obligated, are available for liquidation and adjustment through September 30, 2016, the "Grant Termination Date." Unless otherwise specified, this Grant shall terminate on the Grant Termination Date.

- c) Either party (Government or the Grantee) may seek to amend or modify this Grant prior to the Grant Termination Date by written notice (formal letter) to the other party and in accordance with 49 CFR parts 18.43 and 18.44. The Grant will be amended or modified only on mutual written agreement by both parties.

SECTION 10. AWARD AND EXECUTION OF AGREEMENT

There are four (4) identical counterparts of this Grant in typewritten hard copy; each counterpart is to be fully signed in writing by the parties and each counterpart is deemed to be an original having identical legal effect. When signed and dated by the authorized official of the Government, this instrument will constitute an Award. Upon full Execution of this Grant by the Grantee, the effective date will be the date the Government awarded funding under this Grant as set forth below.

EXECUTION BY GOVERNMENT

The Government executes this agreement in accordance with Public Law 111-5, and in accordance with the above conditions and assurances.

Executed this 14 day of October, 2010.


 Signature of Government's Authorized Representative

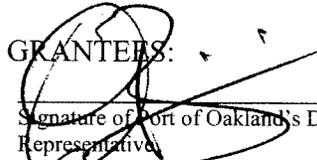
 Title

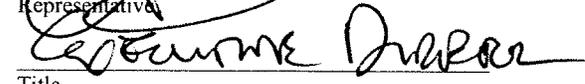
EXECUTION BY GRANTEE

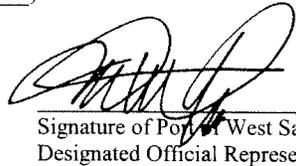
The Grantee agrees to accomplish each element of the project in compliance with the terms and conditions contained herein.

Executed this _____ day of _____, 2010.

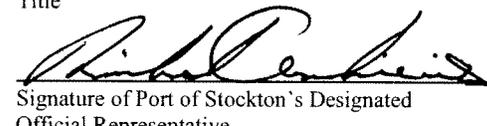
GRANTEES:


 Signature of Port of Oakland's Designated Official Representative


 Title


 Signature of Port of West Sacramento's Designated Official Representative

PORT MANAGER
 Title


 Signature of Port of Stockton's Designated Official Representative

PORT DIRECTOR
 Title

ATTACHMENT A

STATEMENT OF WORK

a) Project Description

This three-region, three-port project provides for the necessary port infrastructure improvements and barge acquisition that will create the California Green Trade Corridor, creating a viable “Marine Highway” between the Port of Oakland and the Ports of Stockton and West Sacramento by building infrastructure at the Ports of Stockton and West Sacramento and creating a public/private partnership to operate barges and transport containers and or trailers along inland waterways to and from ocean-going vessels at existing Port of Oakland berths.

It will also deliver limited shore-side electrical power to container ship berths in the Port of Oakland so that vessels can shut off their engines while in port, thus reducing greenhouse gas emissions, improving air quality and ensuring that a green network of trade exists in the region. The Project draws on the strengths and characteristics of each port, thereby creating a high-value return on investment while leveraging resources to maximize the impact and minimize the costs.

This multi-regional integrated Project promotes economic activity in the San Francisco Bay Area and the Central Valley of California—and far beyond. The three ports serve local, regional, national and international markets and are key drivers for the economies of the San Francisco Bay Area and the San Joaquin and Sacramento Valleys.

The Project is intended to:

- Improve goods movement throughout Northern California
- Strengthen the nation’s economic competitiveness in the global marketplace by supporting both import and export commerce
- Expand and strengthen California’s Green Trade Corridor and green economy
- Improve the quality of life for Northern Californians
- Reduce human health risks by reducing greenhouse gas emissions and criteria air pollutants
- Relieve congestion and wear-and-tear on key highways
- Implement innovative technologies and materials to achieve sustainable results
- Create immediate and long-term skilled jobs in the Bay Area and Central Valley and economic opportunities for regional, local, small and disadvantaged businesses

b) Scope of Work

The total investment package consists of \$30 million in TIGER, \$11.75 million in port funding and \$ 1.5 million in Air Quality District funding. Of this, \$3.5 million will be dedicated to the purchase of one or more barges¹. The following activities will be

¹ As detailed in the TIGER Grant application, a total of \$2 million (approximately \$650 thousand contributed by each port) in TIGER funding will be allocated toward the purchase of the barge system.

undertaken by each Project Sponsor:

West Sacramento (TIGER - \$8.5 million, Port - \$2.55 million): TIGER funds one mobile crane (capable of efficient/competitive container movements) and portable building to allow re-packing containers to encourage “overweight” business. \$650 thousand of TIGER funding from West Sacramento goes toward purchase of barge.

Oakland: (TIGER - \$8.5 million, Port - \$7 million, Air Quality funds - \$750 K): TIGER funds berth improvements (electrical sub-station) and port provides \$7 million match to bring power to primary berth of vessels serving Marine Highway. \$650 thousand of the TIGER funds go toward purchase of barge. Port coordinates with Air Quality district to provide \$750 K in Air Quality District funds toward purchase of barge.

Stockton (TIGER - \$13 million, Port - \$2.2 million, Air Quality funds - \$750 K): TIGER funds paving, lighting and fencing for 10+ acres of container yard (this is Phase I of project, Phase II will be funded as service expands in the future), demolition of one building and associated repaving, one mobile crane (capable of efficient/competitive container movements) for berth 19 in West Complex, the dismantling of the Hitachi Crane at Berth 10/11 and one mobile crane in East Complex (may require increased port share to complete package). \$650 thousand of the TIGER funds go toward purchase of barge. Port coordinates with Air Quality district to provide \$750 K in Air Quality District funds toward purchase of barge.

c) Notes:

1. Each port will receive TIGER grant funding directly from the Maritime Administration through the invoicing process described in this grant agreement, but the role of overall reporting and performance measures will be the responsibility of the Port of Stockton, assuring consistency and accountability. The Port of Stockton will also serve as the contracting and lead coordinating entity as well as the base of operations for the marine highway service(s).
2. Marine Highway services will be implemented through an acquisition process that solicits proposals from potential service providers that is open to all operational models ranging from stacked containers to roll on-roll off or other service configurations. This service will employ all feasible emissions and environmental impact-reducing practices, but will at least utilize ultra low sulfur fuel in any vessels employed in this service.

In addition, the Ports of Oakland and Stockton will each contribute \$750 thousand in TIGER Grant funds provided by their respective Air Quality Districts toward the purchase of the barge system, totaling \$3.5 million.

3. The ports will collectively develop a financing strategy to ensure the new service is positioned to be price competitive with other goods movement alternatives. This may include, but is not limited to offering specific reduced rates and/or incentives to the Marine Highway service or shippers and joint marketing efforts.

ATTACHMENT B: GRANT ASSURANCES

1. Title VI Assurance (Implementing Title VI of the Civil Rights Act of 1964, as amended)

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**ASSURANCE CONCERNING NONDISCRIMINATION IN FEDERALLY-
ASSISTED PROGRAMS
AND ACTIVITIES RECEIVING OR BENEFITING FROM
FEDERAL FINANCIAL ASSISTANCE**

(Implementing the Rehabilitation Act of 1973, as amended, and the Americans With Disabilities Act, as amended)

49 CFR Parts 21, 25, 27, 37 and 38

_____, _____ and

(Name of Grantees) HEREBY AGREES THAT

- I. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply: with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d--42 U.S.C. 2000d-4; all requirements imposed by or pursuant to: Title 49, Code of Federal Regulations, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964; and other pertinent directives so that no person in the United States shall, on the grounds of race, color, national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Grantee receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 21.7(a).

- II. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through

1683, and 1685 through 1687, and U.S. DOT regulations, “Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance,” 49 CFR part 25, which prohibit discrimination on the basis of sex.

III. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101 et seq), the Drug Abuse Office and Treatment Act of 1972, as amended (21 U.S.C. 1101 et seq.), the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, as amended (42 U.S.C. 4541 et seq); and any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance was made; and the requirements of any other nondiscrimination statute(s) which may apply to the grant recipient.

IV. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: section 504 of the Rehabilitation Act of 1973, as amended, (29 U.S.C. 794); and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 27, Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance; and Part 37, Transportation Services for Individuals With Disabilities; and Part 38, Americans With Disabilities Act – Accessibility Specifications for Transportation Vehicles; and other pertinent directives so that no otherwise qualified person with a disability, be excluded from participation in, be denied the benefits of, be discriminated against by reason of such handicap, or otherwise be subjected to discrimination under any program for which the Grantee receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, Section 27.9.

- The Grantee will promptly take any measures necessary to effectuate this agreement. The Grantee further agrees that it shall take reasonable actions to guarantee that it, its contractors and subcontractors subject to the Department of Transportation regulations cited above, transferees, and successors in interest will comply with all requirements imposed or pursuant to the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.
- These assurances obligate the Grantee for the period during which Federal financial assistance is extended. The Grantee agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the

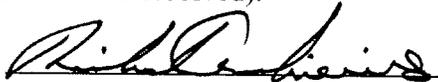
statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

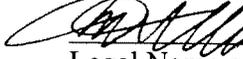
- These assurances are given for the purpose of obtaining Federal grant assistance under the TIGER Discretionary Grant Program and are binding on the Grantee, contractors, subcontractors, transferees, successors in interest, and all other participants receiving Federal grant assistance in the TIGER Discretionary Grant Program. The person or persons whose signatures appear below are authorized to sign this agreement on behalf of the Grantee.
- In addition to these assurances, the Grantee agrees to file: a summary of all complaints filed against it within the past year that allege violation(s) by the Recipient of Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended; or a statement that there have been no complaints filed against it. The summary should include the date the complaint was filed, the nature of the complaint, the status or outcome of the complaint (*i.e.*, whether it is still pending or how it was resolved).

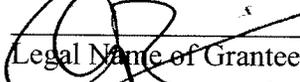
OCTOBER 6, 2010
Date

OCTOBER 7, 2010
Date

OCTOBER 7, 2010
Date


Legal Name of Grantee
STURTEWANT PORT DISTRICT


Legal Name of Grantee
SACRAMENTO - YOLO PORT DISTRICT


Legal Name of Grantee
PORT OF OAKLAND

2. Disclosure of Lobbying Activities

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION

Certification for Contracts, Grants, and Loans

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any Grant, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or grant.

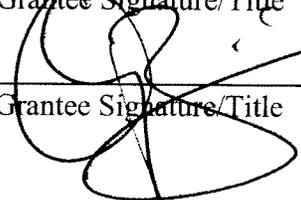
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or grant, the undersigned shall complete and submit Standard Form-LLL (Rev. 7-97), "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans and grants) and that all subgrantees shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

 Paul R. Reinhold, Port Director October 6, 2010
Grantee Signature/Title Date

 Port Manager October 7, 2010
Grantee Signature/Title Date

 Security Director October 7, 2010
Grantee Signature/Title Date

3. Drug-Free Workplace Requirements

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**CERTIFICATION REGARDING DRUG-FREE WORKPLACE
REQUIREMENTS IN THE PERFORMANCE OF THE TIGER
DISCRETIONARY GRANT PROGRAM**

- A. The grant certifies that it will, or will continue, to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the Grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about--
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of work supported by the grant award be given a copy of the statement required by paragraph (a);
 - (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment supported by the grant award, the employee will--
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
 - (e) Notifying the agency in writing, within ten calendar days after receiving notice under paragraph (d)(2) from an employee or otherwise receiving actual notice of conviction. Employers of convicted employees must provide notice, including position title, to the Department. Notice shall include the order number of the grant award;
 - (f) Taking one of the following actions, within 30 days of receiving notice under paragraph (d)(2), with respect to any employee who is so convicted--
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended, or

- (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

B. The Grantee *may*, but is not required to, insert in the space provided below the site for the performance of work done in connection with the specific grant.

Places of Performance (street address, city, county, state, zip code). For the provision of services pursuant to the grant award, workplaces include outstations, maintenance sites, headquarters office locations, training sites and any other worksites where work is performed that is supported by the grant award.

Check [] if there are workplaces on file that are not identified here.

Grantee Signature

OCTOBER 6, 2010
Date

Grantee Signature

OCTOBER 7, 2010
Date

Grantee Signature

OCTOBER 7, 2010
Date

4. Certification Regarding Debarment, Suspension and Other Responsibility Matters:

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER
RESPONSIBILITY MATTERS – PRIMARY COVERED TRANSACTIONS**

2 CFR Part 1200, 49 CFR Part 32

Instructions for Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definitions and Coverage sections of the rules implementing Executive Order 12549. See Nonprocurement Suspension and Debarment (2 CFR Part 1200) and Government wide Requirements for Drug-Free Workplace Grants (49 CFR Part 32).6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

6. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**Certification Regarding Debarment, Suspension, and Other Responsibility Matters -
- Primary Covered Transactions**

(1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.



Name

PORT DIRECTOR

Title

OCTOBER 6, 2010

Date



Name

PORT MANAGER

Title

OCTOBER 7, 2010

Date



Name

EXECUTIVE DIRECTOR

Title

OCTOBER 7, 2010

Date

5. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

Instructions for Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or had become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from covered transactions, unless it knows that the certification is erroneous. A participant may

decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility an Voluntary Exclusion – Lower Tier Covered Transactions

(1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

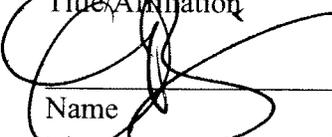

Name

PORT DIRECTOR STARKEN PORT DISTRICT OCTOBER 6, 2010
Title/Affiliation Date


Name

PORT MANAGER SACRAMENTO-YOLO
PORT DISTRICT
Title/Affiliation

OCTOBER 7, 2010
Date


Name

Executive Director
Title/Affiliation

OCTOBER 7, 2010
Date

6. Grant Assurances Specific to TIGER Discretionary Grant Program

Certification. The Grantee hereby assures and certifies, with respect to this grant, that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

General Federal Legislation

- a. Davis-Bacon Act - 40 U.S.C. 3141, et seq.
- b. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- c. Hatch Act - 5 U.S.C. 1501, et seq.
- d. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title - 42 U.S.C. 4601, et seq.
- e. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470f.
- f. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469a through 469c.
- g. Native American Graves Protection and Repatriation Act - 25 U.S.C. 3001, et seq.
- h. Clean Air Act, P.L. 90-148, as amended.
- i. Section 404 of the Clean Water Act, as amended 33 U.S.C. 1251, et seq.
- j. Section 7 of the Endangered Species Act, P.L. 93-205, as amended.
- k. Coastal Zone Management Act, P.L. 92-583, as amended.
- l. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.
- m. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- n. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- o. Drug Abuse Office and Treatment Act of 1972, as amended, 21 U.S.C. 1101, et seq.
- p. The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended - 42 U.S.C. 4541, et seq.
- q. Sections 523 and 527 of the Public Health Service Act of 1912, as amended, 42 U.S.C. 290dd through 290dd-2.
- r. Architectural Barriers Act of 1968 - 42 U.S.C. 4151, et seq.
- s. Power Plant and Industrial Fuel Use Act of 1978, P.L. 100-42 - Section 403 - 42 U.S.C.8373
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. 3701, et seq.
- u. Copeland Anti-kickback Act, as amended - 18 U.S.C. 874 and 40 U.S.C. 3145
- v. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. 1271, et seq.
- x. Federal Water Pollution Control Act, as amended - 33 U.S.C. 1251-1376
- y. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.
- z. Americans with Disabilities Act of 1990 - 42 U.S.C. 12101, et seq.
- aa. Title IX of the Education Amendments of 1972, as amended - 20 U.S.C. 1681 through 1683, and 1685 through 1687.
- bb. Section 504 of the Rehabilitation Act of 1973, as amended - 29 U.S.C. 794
- cc. American Recovery and Reinvestment Act of 2009 – P.L. 111-5
- dd. Title VI of the Civil Rights Act of 1964 - 42 U.S.C. 2000d, et seq.
- ee. Title IX of the Federal Property and Administrative Services Act of 1949 - 40 U.S.C. 541, et seq.

- ff. Limitation on Use of Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. 1352
- gg. Freedom of Information Act - 5 U.S.C. 552, as amended.
- hh. Magnuson-Stevens Fishery Conservation and Management Act – 16 U.S.C. 1855
- ii. Farmlands Protection Policy Act of 1981 – 7 U.S.C. 4201
- jj. Noise Control Act of 1972 – 42 U.S.C. 4901, et seq.
- kk. Fish and Wildlife Coordination Act of 1956 – 16 U.S.C. 661
- ll. Section 9 of the Rivers and Harbors Act and General Bridge Act of 1946 - 33 U.S.C. 401
- mm. Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303 and 23 U.S.C. 138
- nn. Resource Conservation and Recovery Act of 1976 (RCRA), as amended -- 42 U.S.C. 6901, et seq.
- oo. Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), as amended --42 U.S.C. 9601-9657
- pp. Safe Drinking Water Act -- 42 U.S.C. 300F-300J-6
- qq. Wilderness Act -- 16 U.S.C. 1131-1136
- rr. Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976 -- 42 U.S.C. 6901, et seq.
- ss. Native American Grave Protection and Repatriation Act -- 25 U.S.C. 3001 et seq.
- tt. Migratory Bird Treaty Act 16 U.S.C. 760c-760g.

Executive Orders

- a. Executive Order 11246 - Equal Employment Opportunity
- b. Executive Order 11990 - Protection of Wetlands
- c. Executive Order 11988 – Floodplain Management
- d. Executive Order 12372 - Intergovernmental Review of Federal Programs
- e. Executive Order 12549 – Debarment and Suspension
- f. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- g. Executive Order 13166 – Improving Access to Services for Persons With Limited English Proficiency
- h. Executive Order 13513 and DOT Order 3902.10, Contractor Policy to Ban Text Messaging While Driving in all solicitations and contracts, exceeding the micro-purchase threshold

General Federal Regulations

- a. Interim Final Guidance on Buy American – 74 FR 18449 (April 23, 2009), 2 CFR Part 176
- b. Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and other Non-Profit Organizations – 2 CFR Part 215
- c. Cost Principles for State and Local Governments – 2 CFR Part 225
- d. Non-procurement Suspension and Debarment – 2 CFR Part 1200
- e. Investigative and Enforcement Procedures - 14 CFR Part 13
- f. Procedures for predetermination of wage rates - 29 CFR Part 1
- g. Contractors and subcontractors on public building or public work financed in whole

- or part by loans or grants from the United States - 29 CFR Part 3
- h. Labor standards provisions applicable to contracts governing federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act) - 29 CFR Part 5
- i. Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements) - 41 CFR Parts 60, et seq.
- j. Contractor Qualifications - 48 CFR Part 9
- k. Uniform administrative requirements for grants and cooperative agreements to state and local governments - 49 CFR Part 18
- l. New Restrictions on Lobbying – 49 CFR Part 20
- m. Nondiscrimination in Federally Assisted Programs of the Department of Transportation –Effectuation of Title VI of the Civil Rights Act of 1964 – 49 CFR Part 21
- n. Uniform relocation assistance and real property acquisition for Federal and Federally assisted programs - 49 CFR Part 24
- o. Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance - 49 CFR Part 25
- p. Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance - 49 CFR Part 27
- q. Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation – 49 CFR Part 28
- r. Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors - 49 CFR Part 30
- s. Governmentwide Requirements for Drug-Free Workplace (Financial Assistance) – 49 CFR Part 32
- t. DOT's implementing ADA regulations, including the ADA Accessibility Guidelines in Part 37, Appendix A - 49 CFR Parts 37 and 38
- u. Procedures for Transportation Workplace Drug and Alcohol Testing Programs – 49 CFR Part 40

Office of Management and Budget Circulars

- a. A-87 – Cost Principles Applicable to Grants and Contracts with State and Local Governments
- b. A-102 – Grants and Grant Agreements with State and Local Governments
- c. A-133 - Audits of States, Local Governments, and Non-Profit Organizations
- d. Any other applicable OMB Circular based upon the specific TIGER Grant Recipient

Additional Federal Regulations or Statutes to be Applied by Maritime Administration (MARAD)

The Grantee may be required to submit additional information in response to requests from DOT, OMB, the Congressional Budget Office, The Government Accountability Office or the Department of Transportation's Inspector General. The Government will inform the Grantee if such reports are required.

Specific assurances required to be included in grants by any of the above laws, regulations, or circulars are hereby incorporated by reference into the Grant.

Responsibility and Authority of the Grantee.

1. The Grantee has the legal authority to apply for the grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

2. Funds Availability. It has sufficient funds available for that portion of the project costs that are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under the grant that it will own or control.

3. Preserving Rights and Powers.

It will not take or permit any action that would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in the grant without the written approval of the DOT, and will act promptly to acquire, extinguish, or modify any outstanding rights or claims of right of others that would interfere with such performance by the Grantee. The Grantee agrees that this will be done in a manner acceptable to the DOT.

4. Accounting System, Audit, and Record Keeping Requirements.

a. The Grantee agrees to keep all project accounts and records that fully disclose the amount and disposition by the grantee of the proceeds of the grant, the total cost of the project in connection with which the grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984, as amended (31 U.S.C 7501-7507).

b. The Grantee agrees to make available to the DOT and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the Grantee that are pertinent to the grant. The DOT may require that a Grantee conduct an appropriate audit. In any case in which an independent audit is made of the accounts of a Grantee relating to the

disposition of the proceeds of a grant or relating to the project in connection with which the grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

5. Minimum Wage Rates. It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant that involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 3141, et seq), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

In addition, in order to incorporate the provisions of Section 1606 of the Recovery Act, which applies Davis-Bacon Act prevailing wage requirements to projects funded directly by or assisted in whole or in part by and through the Federal Government using laborers and mechanics, the grantee agrees to insert the clauses found in 29 CFR 5.5(a) provided in Attachment B of this grant in all Grantee contracts and grants using funds obligated to carry out this grant.

6. Engineering and Design Services. It will award each contract or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping, or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 (40 U.S.C. 541, et seq) or an equivalent qualifications-based requirement prescribed for or by the Grantee as approved by the Secretary.

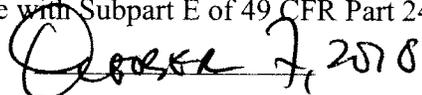
7. Foreign Market Restrictions. It will not allow funds provided under this grant to be used to fund any project that uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

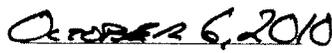
8. Relocation and Real Property Acquisition. (1) It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B. (2) It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24. (3) It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

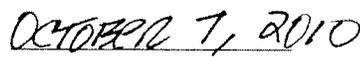
Signature of Port of Oakland Grantee Official

Signature of Port of Stockton Grantee Official

Signature of Port of West Sacramento Grantee Official


Date


Date


Date

ATTACHMENT C: RECOVERY ACT REQUIREMENTS AND CONTRACT CLAUSES

1. Davis-Bacon Wage Rate Requirements and Contract Clauses

- a) Section 1606 of the Recovery Act requires that all laborers and mechanics employed by contractors and subcontractors on projects funded directly by or assisted in whole or in part by and through the Federal Government pursuant to the Recovery Act shall be paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code.
- b) Pursuant to Reorganization Plan No. 14 and the Copeland Act, 40 U.S.C. 3145, the Department of Labor has issued regulations at 29 CFR parts 1, 3, and 5 to implement the Davis-Bacon and related Acts. Regulations in 29 CFR 5.5 instruct agencies concerning application of the standard Davis-Bacon contract clauses set forth in that section. Federal agencies providing grants, cooperative agreements, and loans under the Recovery Act shall ensure that the standard Davis-Bacon contract clauses found in 29 CFR 5.5(a) are incorporated in any resultant covered contracts that are in excess of \$2,000 for construction, alteration or repair (including painting and decorating).
- c) Federal agencies providing grants, grants, and loans under the Recovery Act shall ensure that the standard Davis-Bacon contract clauses found in 29 CFR 5.5(a) are incorporated in any resultant covered contracts that are in excess of \$2,000 for construction, alteration or repair (including painting and decorating).
- d) For additional guidance on the wage rate requirements of section 1606, contact your awarding agency. Recipients of grants, grants and loans should direct their initial inquiries concerning the application of Davis-Bacon requirements to a particular federally assisted project to the Federal agency funding the project. The Secretary of Labor retains final coverage authority under Reorganization Plan Number 14.

2. Buy American Act Requirements and Contract Clauses

- a) Definitions. As used in this award term and condition—

- (1) Manufactured good means a good brought to the construction site for incorporation into the building or work that has been—

- (i) Processed into a specific form and shape; or

- (ii) Combined with other raw material to create a material that has different properties than the properties of the individual raw materials.

- (2) Public building and public work means a public building of, and a public work of, a governmental entity (the United States; the District of Columbia;

commonwealths, territories, and minor outlying islands of the United States; State and local governments; and multi-State, regional, or interstate entities which have governmental functions). These buildings and works may include, without limitation, bridges, dams, plants, highways, parkways, streets, subways, tunnels, sewers, mains, power lines, pumping stations, heavy generators, railways, airports, terminals, docks, piers, wharves, ways, lighthouses, buoys, jetties, breakwaters, levees, and canals, and the construction, alteration, maintenance, or repair of such buildings and works.

(3) Steel means an alloy that includes at least 50 percent iron, between .02 and 2 percent carbon, and may include other elements.

(b) Domestic preference.

(1) This award term and condition implements Section 1605 of the American Recovery and Reinvestment Act of 2009 (Recovery Act) (Pub. L. 111-5), by requiring that all iron, steel, and manufactured goods used in the project are produced in the United States except as provided in paragraph (b)(3) and (b)(4) of this section and condition.

(2) This requirement does not apply to the material listed by the Federal Government as follows:

None

(3) The award official may add other iron, steel, and/or manufactured goods to the list in paragraph (b)(2) of this section and condition if the Federal Government determines that—

(i) The cost of the domestic iron, steel, and/or manufactured goods would be unreasonable. The cost of domestic iron, steel, or manufactured goods used in the project is unreasonable when the cumulative cost of such material will increase the cost of the overall project by more than 25 percent;

(ii) The iron, steel, and/or manufactured good is not produced, or manufactured in the United States in sufficient and reasonably available quantities and of a satisfactory quality; or

(iii) The application of the restriction of section 1605 of the Recovery Act would be inconsistent with the public interest.

(c) Request for determination of inapplicability of Section 1605 of the Recovery Act.

(1)(i) Any recipient request to use foreign iron, steel, and/or manufactured goods in accordance with paragraph (b)(3) of this section shall include adequate information for Federal Government evaluation of the request, including—

(A) A description of the foreign and domestic iron, steel, and/or manufactured goods;

(B) Unit of measure;

(C) Quantity;

- (D) Cost;
 - (E) Time of delivery or availability;
 - (F) Location of the project;
 - (G) Name and address of the proposed supplier; and
 - (H) A detailed justification of the reason for use of foreign iron, steel, and/or manufactured goods cited in accordance with paragraph (b)(3) of this section.
- (ii) A request based on unreasonable cost shall include a reasonable survey of the market and a completed cost comparison table in the format in paragraph (d) of this section.
 - (iii) The cost of iron, steel, and/or manufactured goods material shall include all delivery costs to the construction site and any applicable duty.
 - (iv) Any recipient request for a determination submitted after Recovery Act funds have been obligated for a project for construction, alteration, maintenance, or repair shall explain why the recipient could not reasonably foresee the need for such determination and could not have requested the determination before the funds were obligated. If the recipient does not submit a satisfactory explanation, the award official need not make a determination.
- (2) If the Federal Government determines after funds have been obligated for a project for construction, alteration, maintenance, or repair that an exception to section 1605 of the Recovery Act applies, the award official will amend the award to allow use of the foreign iron, steel, and/or relevant manufactured goods. When the basis for the exception is nonavailability or public interest, the amended award shall reflect adjustment of the award amount, redistribution of budgeted funds, and/or other actions taken to cover costs associated with acquiring or using the foreign iron, steel, and/or relevant manufactured goods. When the basis for the exception is the unreasonable cost of the domestic iron, steel, or manufactured goods, the award official shall adjust the award amount or redistribute budgeted funds by at least the differential established in 2 CFR 176.110(a).
- (3) Unless the Federal Government determines that an exception to section 1605 of the Recovery Act applies, use of foreign iron, steel, and/or manufactured goods is noncompliant with section 1605 of the American Recovery and Reinvestment Act.

(d) Data. To permit evaluation of requests under paragraph (b) of this section based on unreasonable cost, the Recipient shall include the following information and any applicable supporting data based on the survey of suppliers:

Foreign and Domestic Items Cost Comparison

Description	Unit of measure	Quantity	Cost (dollars)*
<i>Item 1:</i>			
Foreign steel, iron, or manufactured good	_____		
Domestic steel, iron, or manufactured good	_____		
<i>Item 2:</i>			
Foreign steel, iron, or manufactured good	_____		
Domestic steel, iron, or manufactured good	_____		

[List name, address, telephone number, email address, and contact for suppliers surveyed. Attach copy of response; if oral, attach summary.]

[Include other applicable supporting information.]

[*Include all delivery costs to the construction site.]

3. 48 C.F.R. Subpart 52.247-64 Preference for Privately Owned Commercial U.S. Flag Vessels – Cargo Preference Act of 1954

(a) Except as provided in paragraph (e) of this clause, the Cargo Preference Act of 1954 requires that Federal departments and agencies shall transport in privately owned U.S.-flag commercial vessels at least 50 percent of the gross tonnage of equipment, materials, or commodities that may be transported in ocean vessels (computed separately for dry bulk carriers, dry cargo liners, and tankers). Such transportation shall be accomplished when any equipment, materials, or commodities, located within or outside the United States that may be transported by ocean vessel are—

- (1) Acquired for a U.S. Government agency account;
- (2) Furnished to, or for the account of, any foreign nation without provision for reimbursement;
- (3) Furnished for the account of a foreign nation in connection with which the United States advances funds or credits, or guarantees the convertibility of foreign currencies; or
- (4) Acquired with advance of funds, loans, or guaranties made by or on behalf of the United States.

(b) The Contractor shall use privately owned U.S.-flag commercial vessels to ship at least 50 percent of the gross tonnage involved under this contract (computed separately for dry bulk carriers, dry cargo liners, and tankers) whenever shipping any equipment, materials, or commodities under the conditions set forth in paragraph (a) of this clause, to the extent that

such vessels are available at rates that are fair and reasonable for privately owned U.S.-flag commercial vessels.

(c)(1) The Contractor shall submit one legible copy of a rated on-board ocean bill of lading for each shipment to both—

(i) The Contracting Officer, and the

(ii) Office of Cargo Preference and Domestic Trade Maritime Administration 1200 New Jersey Avenue, SE Washington DC 20590

Subcontractor bills of lading shall be submitted through the Prime Contractor.

(2). The Contractor shall furnish these bill of lading copies (i) within 20 working days of the date of loading for shipments originating in the United States, or (ii) within 30 working days for shipments originating outside the United States. Each bill of lading copy shall contain the following information:

(A) Sponsoring U.S. Government agency.

(B) Name of vessel.

(C) Vessel flag of registry.

(D) Date of loading.

(E) Port of loading.

(F) Port of final discharge.

(G) Description of commodity.

(H) Gross weight in pounds and cubic feet if available.

(I) Total ocean freight revenue in U.S. dollars

(d) The Contractor shall insert the substance of this clause, including this paragraph (d), in all subcontracts or purchase orders under this contract, except those described in paragraph (e)(4).

(e) The requirement in paragraph (a) does not apply to—

(1) Cargoes carried in vessels as required or authorized by law or treaty;

(2) Ocean transportation between foreign countries of supplies purchased with foreign currencies made available, or derived from funds that are made available, under the Foreign Assistance Act of 1961 (22 U.S.C. 2353);

(3) Shipments of classified supplies when the classification prohibits the use of non-Government vessels; and

(4) Subcontracts or purchase orders for the acquisition of commercial items unless—

(i) This contract is—

(A) A contract or agreement for ocean transportation services; or

(B) A construction contract; or

(ii) The supplies being transported are—

(A) Items the Contractor is reselling or distributing to the Government without adding value.

(Generally, the Contractor does not add value to the items when it subcontracts items for f.o.b. destination shipment); or

(B) Shipped in direct support of U.S. military—

(1) Contingency operations;

(2) Exercises; or

(3) Forces deployed in connection with United Nations or North Atlantic Treaty Organization humanitarian or peacekeeping operations.

(f) Guidance regarding fair and reasonable rates for privately owned U.S. flag - commercial vessels may be obtained from the:

Office of Cargo Preference and Domestic Trade Maritime Administration 1200 New Jersey Avenue, S.E. Washington DC 20590 Phone: (202) 366-4610

4. Single Audit Information for Recipients of Recovery Act Funds Requirements

(a) To maximize the transparency and accountability of funds authorized under the American Recovery and Reinvestment Act of 2009 (Pub. L. 111–5) (Recovery Act) as required by Congress and in accordance with 2 CFR 215.21 “Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals, and other Non-Profit Organizations” and OMB Circular A–102 “Grants and Cooperative Agreements with State and Local Governments.” Common Rules provisions, recipients agree to maintain records that identify adequately the source and application of Recovery Act funds. OMB Circular A–102 is available at <http://www.whitehouse.gov/omb/circulars/a102/a102.html>.

(b) For recipients covered by the Single Audit Act Amendments of 1996 and OMB Circular A–133, “Audits of States, Local Governments, and Non-Profit Organizations,” recipients agree to separately identify the expenditures for Federal awards under the Recovery Act on the Schedule of Expenditures of Federal Awards (SEFA) and the Data Collection Form (SF–SAC) required by OMB Circular A–133. OMB Circular A–133 is available at <http://www.whitehouse.gov/omb/circulars/a133/a133.html>. This shall be accomplished by identifying expenditures for Federal awards made under the Recovery Act separately on the SEFA, and as separate rows under Item 9 of Part III on the SF–SAC by CFDA number, and inclusion of the prefix “ARRA-” in identifying the name of the Federal program on the SEFA and as the first characters in Item 9d of Part III on the SF–SAC.

(c) Recipients agree to separately identify to each subrecipient, and document at the time of subaward and at the time of disbursement of funds, the Federal award number, CFDA number, and amount of Recovery Act funds. When a recipient awards Recovery Act funds for an existing program, the information furnished to subrecipients shall distinguish the subawards of incremental Recovery Act funds from regular subawards under the existing program.

(d) Recipients agree to require their subrecipients to include on their SEFA information to specifically identify Recovery Act funding similar to the requirements for the recipient SEFA described above. This information is needed to allow the recipient to properly monitor subrecipient expenditure of ARRA funds as well as oversight by the Federal awarding agencies, Offices of Inspector General and the Government Accountability Office.

ATTACHMENT D
MONTHLY PROGRESS REPORTS
FORMAT AND CONTENT

[Note: Subject to 44 U.S.C 3501 under the Paperwork Reduction Act, the grantee shall submit monthly progress reports as described in this Attachment].

The purpose of the monthly progress reports is to ensure that the project budget and schedule will be maintained to the maximum extent possible, that the project will be completed with the highest degree of quality, and that compliance with Federal regulations will be met.

The Grantee should develop a project reporting and tracking system to collect, assess and maintain project status information and data that is timely, independent, and accurate. This system should provide current information on project prosecution, progress, changes, and issues. This information should be used to identify trends and forecast project performance and to identify and proactively address challenges to eliminate major project surprises.

The need to continuously and accurately report cost increases; schedule changes; deficient quality items; and the causes, impacts, and proposed measures to mitigate these issues is paramount to effectively managing, administering, and protecting the public investment in the project. Any apparent reporting deficiencies or questionable data should be completely resolved. Ultimately, the Grantee and the Government must be fully aware of the complete status of the project, and therefore be in a position to take appropriate action if necessary.

A monthly cost, schedule, and status report will be produced by the Grantee, and a status meeting will be held with the Grantee at least quarterly, with the Government and other applicable agencies in attendance. The quarterly status meetings should discuss the project costs, schedules, quality issues, compliance with Federal requirements, and other status items in sufficient enough detail to allow all involved parties to be fully aware of the significant status issues and actions planned to mitigate any adverse impacts. In addition, significant issues occurring between status meetings must be communicated immediately without waiting for the next regularly scheduled meeting, with any highly significant or sensitive issues elevated immediately to the executive leadership.

The following is the required format for the monthly status reports. At the discretion of the Government, modifications or additions can be made in order to produce a monthly reporting format that will most effectively serve both the Grantee and the Government. It is recognized that some projects will have a more extensive monthly status than others. In the case of smaller projects, the content of the monthly reports will be streamlined and project status meetings will be held on a less-frequent basis.

Please note that the initial monthly progress report should include a detailed description, and where appropriate, drawings, of the items funded.

1. Executive Summary. The executive summary should be a clear and concise summary of the current status of the project, including any major issues that have an impact on the project's scope, budget, schedule, quality, or safety. It may be done in a bulleted format. The following summary information is an example of items that should be covered in the Executive Summary section:

- Current total project cost (forecast) vs. latest budget vs. baseline budget. Include an explanation of the reasons for any deviations from the approved budget.
- Current overall project completion percentage vs. latest plan percentage.
- Any delays or exposures to milestone and final completion dates. Include an explanation of the reasons for the delays and exposures.
- A summary of the projected and actual dates for notices to proceed for significant contracts, start of construction, start of expenditure of TIGER Discretionary Grant funds, and project completion date. Include an explanation of the reasons for any discrepancies from the corresponding project milestone dates included in the Grant.
- Any Federal obligations and/or TIFIA disbursements occurring during the month versus planned obligations or disbursements.
- Any significant contracts advertised, awarded, or completed.
- Any significant scope of work changes.
- Any significant items identified as having deficient quality.
- Any significant safety issues.
- Any significant Federal issues such as environmental compliance, Buy America, Davis Bacon Act Prevailing Wage requirements, etc.

2. Project Activities and Deliverables. The purpose of this section is to: (1) highlight the project activities and deliverables occurring during the previous month (reporting period), and (2) define the activities and deliverables planned for the next two reporting periods. Activities and deliverables to be reported on should include meetings, audits and other reviews, design packages submitted, advertisements, awards, construction submittals, construction completion milestones, submittals related to Recovery Act requirements, media or Congressional inquiries, value engineering/constructability reviews, and other items of significance. The two-month "look ahead schedule" will enable the Government to accommodate any activities requiring input or assistance.

3. Action Items/Outstanding Issues. This section should draw attention to, and track the progress of, highly significant or sensitive issues requiring action and direction in order to resolve. In general, issues and administrative requirements that could have a significant or adverse impact to the project's scope, budget, schedule, quality, safety, and/or compliance with Federal requirements should be included. Status, responsible person(s), and due dates should be included for each action item/outstanding issue. Action items requiring action or direction should be included in the quarterly status meeting agenda. The action items/outstanding issues may be dropped from this section upon full implementation of the remedial action, and upon no further monitoring anticipated.

4. Project Schedule. An updated master program schedule reflecting the current status of the program activities should be included in this section. A Gantt (bar) type chart is probably the most appropriate for monthly reporting purposes, with the ultimate format to be agreed upon between the Grantee and the Government. It is imperative that the master program schedule be integrated, i.e., the individual contract milestones tied to each other, such that any delays occurring in one activity will be reflected throughout the entire program schedule, with a realistic completion date being reported.

Narratives, tables, and/or graphs should accompany the updated master program schedule, basically detailing the current schedule status, delays and potential exposures, and recovery efforts. The following information should also be included:

- Current overall project completion percentage vs. latest plan percentage.
- Completion percentages vs. latest plan percentages for major activities such as right-of-way, major or critical design contracts, major or critical construction contracts, and significant force accounts or task orders. A schedule status description should also be included for each of these major or critical elements.
- Any delays or potential exposures to milestone and final completion dates. The delays and exposures should be quantified and overall schedule impacts assessed. The reasons for the delays and exposures should be explained, and initiatives being analyzed or implemented in order to recover the schedule should be detailed.

5. Project Cost. An updated cost spreadsheet reflecting the current forecasted cost vs. the latest approved budget vs. the baseline budget should be included in this section. One way to track project cost is to show: (1) Baseline Budget, (2) Latest Approved Budget, (3) Current Forecasted Cost Estimate, (4) Expenditures or Commitments to Date, and (5) Variance between Current Forecasted Cost and Latest Approved Budget. Line items should include all significant cost centers, such as prior costs, right-of-way, preliminary engineering, environmental mitigation, general engineering consultant, section design contracts, construction administration, utilities, construction packages, force accounts/task orders, wrap-up insurance, construction contingencies, management contingencies, and other contingencies. The line items can be broken-up in enough detail

such that specific areas of cost change can be sufficiently tracked and future improvements made to the overall cost estimating methodology. A Program Total line should be included at the bottom of the spreadsheet.

Narratives, tables, and/or graphs should accompany the updated cost spreadsheet, basically detailing the current cost status, reasons for cost deviations, impacts of cost overruns, and efforts to mitigate cost overruns. The following information should be provided:

- Reasons for each line item deviation from the approved budget, impacts resulting from the deviations, and initiatives being analyzed or implemented in order to recover any cost overruns.
- Transfer of costs to and from contingency line items, and reasons supporting the transfers.
- Speculative cost changes that potentially may develop in the future, a quantified dollar range for each potential cost change, and the current status of the speculative change. Also, a comparison analysis to the available contingency amounts should be included, showing that reasonable and sufficient amounts of contingency remain to keep the project within the latest approved budget.
- Detailed cost breakdown of the general engineering consultant (GEC) services (if applicable), including such line items as contract amounts, task orders issued (amounts), balance remaining for tasks, and accrued (billable) costs.
- Federal obligations and/or TIFIA disbursements for the project, compared to planned obligations and disbursements.

6. Project Funding Status. The purpose of this section is to provide a status report on the non-TIGER Discretionary Grant funds necessary to complete the project. This report section should include a status update of any legislative approvals or other actions necessary to provide the non-TIGER Discretionary Grant funds to the project. Such approvals might include legislative authority to charge user fees or set toll rates, or the commitment of local funding revenues to the project. In the event that there is an anticipated or actual project cost increase, the project funding status section should include a report on the anticipated or actual source of funds to cover the cost increase and any significant issues identified with obtaining additional funding.

7. Project Quality. The purpose of this section is to: (1) summarize the Quality Assurance/Quality Control activities during the previous month (reporting period), and (2) highlight any significant items identified as being deficient in quality. Deficient items noted should be accompanied by reasons and specifics concerning the deficiencies, and corrective actions taken or planned. In addition, the agency or firm responsible for the corrective action should be documented. Planned corrective actions should then be included as Action Items/Outstanding Issues.

8. Other Status Reports. The Grantee and the Government may agree that other reports may be beneficial in ensuring that project status issues are fully and openly communicated. Such reports may include the public relations plan, value engineering and constructability review plan, environmental compliance report, and/or compliance with the Buy America requirements.

**ATTACHMENT E
PROJECT BUDGET**

California's Green Trade Corridor at the Ports of Oakland, Stockton and West Sacramento, California PROJECT FUNDING
--

Sources and Distribution of Funds

The three-region, three port project for the port infrastructure improvements and barge acquisition that will create the California Green Trade Corridor initiatives is funded in a combination of federal, state, and local sources as follows.

TIGER Discretionary Grant	\$30,000,000
Funds from State & Local Sources	\$13,250,000
Total Cost	\$43,250,000
TIGER Share	69.0%
MARAD Share	0.0%
State Share	31.0%

UPDATED PROJECT ITEMS & ESTIMATE

	Local Funds (Port)	Local (Air Quality Management Districts)	TIGER funds
Port of Oakland (7069M0106O.2010.1G1G100 07A.0000150000.41010.6100.6 600)	\$7,000,000	\$750,000	\$8,500,000
	Funds power to primary berth of vessels serving Marine Highway	Funds for barge purchase	Berth Improvements
Port of Stockton (7069M0106O.2010.1G1G100 07B.0000150000.41010.6100.6 600)	\$2,200,000	\$750,000	\$13,000,000
	In-Kind contribution of 30 acres of waterside property and the dismantling of the Hitachi Crane at Berth 10/11	Air Quality District funds for barge purchase	Funds paving, lighting and fencing for 10+ acres of yard container yard, demolition of 1 bldg., and associated repaving, 1 mobile crane for berth 19 in West Complex and 1 mobile crane in East Complex; add'1 \$650,000 TIGER funds supports barge purchase)
Port of West Sacramento (7069M0106O.2010.1G1G100 07C.0000150000.41010.6100.6 600)	\$2,550,000	N/A	\$8,500,000
	In-Kind contribution of waterside property; Funds necessary environmental clearances		1 Mobile crane purchase and portable bldg; \$650,000 TIGER funds supports purchase of crane
TOTALS	\$11,750,000	\$1,500,000	\$30,000,000
CUMULATIVE TOTAL			\$43,250,000

ATTACHMENT F
PROJECT SCHEDULE

	Marine	Highway	Cold Ironing
Port	Stockton	West Sacramento	Oakland
Project Planning	Completed	Completed	Ongoing
Completed Design Documents	Completed	March 2010	December 2010
Environmental Review Completed and Permits Obtained	Completed	August 2010	December 2010
Completed Equipment Purchase & Installation	100 ton Mobile Crane- immediately; 140 ton Mobile Crane 6 months after funding	Mobile Crane & Other Equipment- June 2010; Pre-fabricated Container Stuffing Facility installed and operational- October 2010	March 2011
Completed Site Prep., Including Dismantling of Existing Equipment	20 acre site- 8 months after funding	September 2010	N/A
Construction Begins	Upon grant funding	September 2010	March 2011
Construction Completed	3,200 Linear ft of Rail Track- December 2011	January 2011	January 2012

ATTACHMENT G
TECHNICAL APPLICATION

America's Marine Highway &



Regional
Trade
Corridor
Project

CALIFORNIA'S
GREEN TRADE
CORRIDOR
AT THE PORTS
OF OAKLAND,
STOCKTON
AND WEST
SACRAMENTO,
CALIFORNIA

AMERICA'S MARINE HIGHWAY AND REGIONAL TRADE CORRIDOR PROJECT

CALIFORNIA'S GREEN TRADE CORRIDOR AT THE PORTS OF OAKLAND, STOCKTON AND WEST SACRAMENTO, CALIFORNIA

PORT OF OAKLAND: Omar Benjamin, Executive Director
530 Water Street
Oakland, CA 94607, Alameda County
510-627-1210
obenjamin@portoakland.com
Congressional District: (Lee, CA-09)

PORT OF STOCKTON: Richard Aschieris, Port Director
2201 W. Washington St.
Stockton, California 95201, San Joaquin County
209-946-0246
raschieris@stocktonport.com
Congressional District: (McNerney, CA-11)

PORT OF WEST SACRAMENTO: Mike Luken, Port Manager
2895 Industrial Blvd.
West Sacramento, CA 95691, Yolo County
916-371-8000
mikel@cityofwestsacramento.org
Congressional District: (Thompson, CA-01)

- i. Applicant Eligibility:
The Port of Stockton, Port of Oakland, and the Port of West Sacramento are eligible under this solicitation as port authorities with jurisdiction over transportation, including projects that connect ports to other modes of transportation and improve the efficiency of freight movement.
- ii. TIGER Funding Request:
\$56,000,000 (80.8% of project total)
- iii. Total Project Cost:
\$69,300,000
- iv. Partnerships/Support
Metropolitan Transportation Commission
San Joaquin Council of Governments
Sacramento Council of Governments
Bay Area Air Quality Management District
San Joaquin Valley Air Pollution Control District
California Partnership for the San Joaquin Valley
- v. Project Period:
September 15, 2009 – February 17, 2012

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT PARTIES	5
PROJECT COSTS, FUNDING SOURCES AND USES	6
PRIMARY SELECTION CRITERIA	9
Long Term Outcomes	9
State of Good Repair	9
Economic Competitiveness	10
Livability	13
Sustainability	14
Safety	15
Evaluation of Expected Project Costs and Benefits	16
Evaluation of Project Performance	16
Job Creation & Economic Stimulus	17
COMPLIANCE WITH FEDERAL REQUIREMENTS	18
PROJECT SCHEDULE	19
ENVIRONMENTAL APPROVALS	20
LEGISLATIVE APPROVALS	21
STATE AND LOCAL PLANNING	21
TECHNICAL FEASIBILITY	21
FINANCIAL FEASIBILITY	22
SECONDARY SELECTION CRITERIA	22
Innovation	22
Partnership	23
PROGRAM SPECIFIC CRITERIA	22
FEDERAL WAGE RATE CERTIFICATION	23
Appendix A	
Marine Highway Benefit Cost Analysis	
Appendix B	
Cold Ironing Benefit Cost Analysis	
Appendix C	
Letters of Support	

I. PROJECT DESCRIPTION

I.A INTRODUCTION

This unique three-region, three-port application requests \$56,000,000 in TIGER funds for port infrastructure improvements (“Project”) that will create the California Green Trade Corridor (“Corridor”).

The Project will:

- Create a viable “Marine Highway” between the Port of Oakland and the Ports of Stockton and West Sacramento by building infrastructure at the Ports of Stockton and West Sacramento and creating a public/private partnership to operate barges and transport containers along inland waterways to and from ocean-going vessels at existing Port of Oakland berths.
- Deliver shore-side electrical power (“Cold Ironing”) to container ships at five Port of Oakland maritime berths so that vessels can shut off their engines while in port, thus reducing greenhouse gas emissions, improving air quality and ensuring that a green network of trade exists in the region.

The Project draws on the strengths and characteristics of each port, thereby creating a high-value return on investment while leveraging resources to maximize the impact and minimize the costs. The Project will use both tested and innovative approaches to goods movement to produce multiple benefits across the region.

Project Outcomes

This multi-regional integrated Project promotes economic activity in the San Francisco Bay Area and the Central Valley of California—and far beyond. The three ports serve local, regional, national and international markets and are key drivers for the economies of the San Francisco Bay Area and the San Joaquin and Sacramento Valleys. The Project will:

- Improve goods movement throughout Northern California
- Strengthen the nation’s economic competitiveness in the global marketplace by supporting both import and export commerce
- Expand and strengthen California’s Green Trade Corridor and green economy
- Improve the quality of life for Northern Californians
- Reduce human health risks by reducing greenhouse gas emissions and criteria air pollutants
- Relieve congestion and wear-and-tear on key highways
- Implement innovative technologies and materials to achieve sustainable results
- Create immediate and long-term skilled jobs in the Bay Area and Central Valley and economic opportunities for regional, local, small and disadvantaged businesses
- Establish a functioning alternative transportation system which can be used in time of emergency and/or natural disaster

Project Background

This Project covers three major economic and population regions of California, representing over 13.5 million residents across 23 counties, which serve as powerful economic engines in the national and international economies. International and national policies, business trends, and regulations are impacting business development and trade—the goods movement sector will continue to form an essential component of the region’s economic profile. The Project Area has a constant flow of goods on its highways, with multiple negative impacts through air emissions and traffic congestion. Within the Project Area the majority of the goods and freight traffic is to and from the Port of Oakland; thus it is this combination of circumstances and opportunities that the Project seeks to address.

Increasing Economic Viability and Cleaning the Air in Oakland –Cold Ironing to Provide Shore Power

The Port of Oakland has embarked on a program to comply with climate change regulations and policies that are developing in the European Union, the United States and California. Doing so will increase its participation in the international green economy, as well as provide significant environmental benefits. In March 2008, the Oakland Board of Port Commissioners set a goal to reduce emissions from diesel particulate matter at the seaport by 85% by the year 2020. The installation of cold ironing infrastructure is a primary objective among several programs and initiatives underway to meet that goal.

“Cold ironing” is the process to power container ships while at berth. Although container vessels shut off their main engines while the vessel is at dock, they rely on diesel-powered auxiliary engines to keep the ship’s electrical system operational—particularly to accommodate the hundreds of refrigerated containers typically stored onboard. The diesel particulate matter emitted from these engines is a toxic air contaminant that poses a health risk to neighboring residents and workers. There are two ways to provide power to a ship at docksides: from the local electric grid and through non-grid alternatives. With the help of several business partners and the Bay Area Air Quality Management District, the Port of Oakland tested both systems and determined the most effective and expeditious method of reducing emissions is through connection to the local electric grid. This will immediately reduce the human health risk from emissions from diesel auxiliary engines and will enable the Port to serve as an environmentally-responsible gateway for international and national manufacturers, shippers, and shipping lines.

With this Project, the Port of Oakland will extend power from the local electric network to five of its 18 modern container ship berths (Berths 25, 30, 32, 35 and 37). These berths are within three of Oakland’s eight container terminals: the Evergreen Marine Terminal, the Trapac Terminal and the Transbay Container Terminal. The ships of two of the largest carriers in Oakland call at these terminals, and have already retrofitted a number of their vessels to connect to shore power. The Port is simultaneously developing infrastructure for an on-grid solution at its other marine terminals. These projects will provide the same benefits at those locations, although not necessarily in the early stage as these Recovery Act funds would allow.

New Container Service on the Marine Highway

From the days of the 1849 Gold Rush, ships have ferried goods to and from the San Francisco Bay through inland waterways to the cities of Sacramento and Stockton, then by wagon to and from the Sierra Nevada mountains. Today, California’s Central Valley is a popular location for warehousing, distribution and related logistics businesses. From these distribution centers goods flow by truck throughout the western United States: North-South from the Mexican border to the Canadian border; and East-West from the Pacific coast to the Rocky Mountains and Midwest. The Central Valley is a transfer point for manufactured goods and the production point for national and international food products. Specifically, it is characterized by the following significant transportation benefits:

- Distribution centers are a growing sector, with more than 46 export distribution centers and 55 import centers within a 15-mile radius of the Port of Stockton and numerous facilities within a 20-mile radius of the Port of West Sacramento
- Union Pacific Railroad and BNSF Railway intermodal rail terminals are located near Oakland, Stockton and West Sacramento, which include transcontinental rail access
- Interstate highways (I-5, SR99, I-80, I-580) connect the area on East-West and North-South axes

While continuing to serve as a nexus for trade, transportation, and goods movement, anticipated population growth and a corresponding demand in goods and services in the region will continue to strain the already-crowded highways. According to the CA Department of Finance estimates, the State of California increased its population by 1 percent in 2008 (bringing the state’s population to 38,292,687) with projections showing significant additional growth in the future. Currently, however, nearly all of the cargo containers transported between Central Valley distribution centers and the Port of Oakland are moved by truck. These trucks travel predominantly on highways I-80, I-880, I-580, I-5, and SR99. The Federal Highway Administration estimates that freight tonnage will be 70% higher in 2020 than in 1998, with trucks contributing to the majority of the increase. In the United States, only 2% of domestic freight is moved by sea in the lower 48 states. Trucks represent a relatively high percentage of the traffic on these highways. This contributes to congestion, increases the risk of road accidents, degrades the roadbed and pollutes the air.

The Ports of Oakland, Stockton and West Sacramento will establish a barge service linking the Ports of Stockton and West Sacramento to Oakland to provide an alternative transportation option that removes trucks from the region’s heavily congested corridors, reduces energy consumption and reduces greenhouse gas and diesel particulate matter emissions:

- Barge rates are almost 54% lower than rail and nearly 95% lower than truck rates
- An average tow can carry one ton of freight 514 miles on a gallon of diesel fuel, compared with 202 miles by rail, and only 59 by truck

- Barges are the safest modes of transport, with few spills and fewer accidents
- Newer barges have environmentally safe hulls which protect the cargo and the waterways
- Rivers and waterways are relatively uncongested and underutilized, making traffic flow easy
- Barges produce little pollution and noise, and the rivers are established routes

Projected benefits to be achieved by moving the contents of container trucks to barges for the journey between Stockton or West Sacramento and Oakland include:

- Reduction of round-trip and overall truck miles traveled to and from distribution centers and port facilities
- Corresponding savings in fuel costs by shipping goods via barge rather than via exclusive truck movements
- Improvements in air quality by reducing diesel emissions from trucks
- Increased efficiencies and decreased shipper costs by permitting the movement of more goods in overweight containers that would otherwise be prohibited by container weight restrictions on local highways
- Creating additional opportunities for trade and economic opportunity in distressed communities

Traditionally, the Ports of Stockton and West Sacramento have accommodated bulk cargoes, including grain, cement, rice, sulfur, steel, agricultural equipment and other non-containerized cargoes. Neither port has a container terminal capable of handling more than a handful of containers at a time. In order to accommodate the containers that will travel by barge to and from the Port of Oakland, the Ports of Stockton and West Sacramento will need to upgrade their facilities, including developing container yards, acquiring container cranes, and making fender modifications and other related improvements. The three ports will also need barges to provide the new service. Using the successful public/private partnership model, the ports propose to issue a competitive Request for Proposal to qualified marine transportation service providers and enter into a contract with the best-suited bidder for the operation of the barging service. The Ports have received multiple viable expressions of interest from qualified marine transportation operators regarding the establishment of the Marine Highway between the three ports.

GREEN TRADE CORRIDOR BARGING ROUTE



The Sacramento and San Joaquin Valleys rely heavily on trucks for goods movement for both outgoing and incoming cargo. In 2006, the Sacramento Area Regional Council of Governments (SACOG) conducted a study regarding Goods Movement in the six-county region. The study concluded that an overwhelming percentage is handled by truck:

- The Sacramento Valley produced \$1.2 billion worth of agricultural products in 2005—100% of these products traveled by truck.
- Over 60% of the outbound commodities from Sacramento are destined for the San Francisco Bay Area.

Highway Intersection	Vehicles/Day	Trucks/Day	% of Trucks
I-880 & Madison	216,000	23,112	10.7%
I-580/I-880/I-80	218,000	2,616	1.2%
I-5 & I-580	39,500	9,796	24.8%
I-5 & Junction Rte. 4	141,000	33,840	24%
I-80 & I-680 Merge	197,000	11,308	5.5%
I-80 & SR 50/Harbor Bl.	149,000	10,981	7.4%

Transportation/Environmental Solutions

Each container barge can transport up to 350 containers that are filled to capacity. For each round-trip barge service at least 700 truck trips are eliminated from the major highways. At a conservative estimate of one barge per week from Oakland to Stockton and another barge per week from Oakland to West Sacramento, a minimum of 72,800 truck trips will be reduced annually at initial implementation. (700/port x 2 ports x 52 weeks) In addition to the savings on highway maintenance, the barge service creates a greener alternative to traditional cargo movement by truck. This elimination of truck trips, coupled with the cold ironing infrastructure at the Port of Oakland, will result in significant reductions in air emissions, while providing businesses with a significant cost-saving approach to moving goods, both domestically and internationally.

II. PROJECT PARTIES

This Project brings together the strengths of three regions and three ports into an integrated project with a coordinated work plan and outcome.

Established in 1927, the **Port of Oakland** offers 20 deepwater berths, 35 container cranes (29 of them Post-Panamax size), two intermodal terminals served by the Union Pacific Railroad and the BNSF Railway located on over 1,000 acres adjacent to the San Francisco Bay. The Port of Oakland loads and discharges more than 99 percent of the containerized goods moving through Northern California, the nation's fourth largest metropolitan area. It is the third busiest container port on the West Coast with a 2008 volume of 2,236,244 Twenty-Foot Equivalent Units (TEUs).

Though the United States as a whole has a substantial trade deficit, the Port of Oakland is one of the most balanced international gateways in the nation, with 47% import and 53% export cargo traffic. The Port of Los Angeles, on the other hand, saw a stronger imbalance, with 70% imports and 30% exports. These numbers reflect a common vessel rotation in the industry, with ships on the transpacific trade primarily calling at the Port of Los Angeles or Long Beach first, and then to Oakland before returning back across the Pacific to Japan, Korea, China, Singapore and other parts of Asia. With similar pricing for either Oakland or Los Angeles/Long Beach, importers prefer the faster service via Southern California, while exporters prefer the shorter transit time to Asia via Oakland. Oakland naturally tends to attract more export cargo, and in the Los Angeles basin more import cargo as a function of the typical trans-pacific vessel rotation and the larger local consumer market. California's Central Valley is one of the greatest agricultural production regions in the world, and the Port of Oakland provides it with the ability to feed families across the globe.

The Port of Oakland is a vital gateway to global trade, connecting Northern California and the nation to the rest of the world. Nearly 60% of the trade through the Port of Oakland is with Asia, providing a critical gateway to the dominant Asian markets, while 17% of trade through the port is composed of domestic trade with Hawaii, Guam and military cargo.

The **Port of Stockton** is located near the western edge of San Joaquin County, within the Stockton city limits. Located on the Stockton Deepwater Ship Channel, it is 75 nautical miles due east of the Golden Gate Bridge. The Port of Stockton:

- Owns and operates a diversified and major transportation center that encompasses a 2000-acre operating area
- Has berthing space for 15 vessels, 1.1 million square feet of dockside transit sheds and shipside rail track

- Offers 7.7 million square feet of warehousing for dry bulk and general cargoes
- Has three traveling, multi-purpose, 30-ton Bridge Cranes, all of which handle dry bulk cargoes, steel products and other general cargo
- Is one mile from Interstate 5 and all interconnecting major highway systems; rail service is provided by Union Pacific Railroad and the BNSF Railway

The **Port of West Sacramento** opened in 1963 as an inland port to serve the agricultural industry. Located 79 nautical miles northeast of San Francisco, it:

- Is accessible via the Sacramento River Deep Water Channel.
- Focuses on agricultural cargo (rice) and on specialized project cargo to enhance the environment
- Has five 600-foot-long berths
- Offers a 200-railcar terminal area marshaling yard (BNSF Railway, Union Pacific Railroad, and Sierra Northern)
- Handles commodities through bulk rice and bulk grain elevators, a bulk commodities bagging facility and dry bulk cargo warehousing
- Has three transit sheds and a paved open storage area
- Is one mile from I-80, with connections to SR50, I-5 and SR99 less than 3 miles away
- The Port of West Sacramento has a service contract agreement with the City of West Sacramento to manage and operate the Port on behalf of the Sacramento Yolo Port Authority. The Port of West Sacramento now operates as a department within the City of West Sacramento. The name was changed in 2008 to the Port of West Sacramento to reflect its location and management.

III. PROJECT COSTS, FUNDING SOURCES AND USES

Cold Ironing

The Port of Oakland is located within the City of Oakland, along the eastern shoreline of San Francisco Bay. The proposed Project activity area comprises approximately 270 acres bounded by Middle Harbor Shoreline Park to the west, Oakland Inner Harbor channel on the south, additional marine terminals to the east, and Oakland Army Base to the north. These berths are currently used for container ships. The Port will extend power from the local electric network to five of its 18 modern container ship berths (Berths 25, 30, 32, 35 and 37).

Infrastructure Requirements for Port of Oakland Shore-Power at the Port of Oakland

A cold-ironing shore-power system for ocean-going vessels has two primary components:

- 1) A shore-side electrical connection system and infrastructure
- 2) A ship-side electrical system

1) Shore-Side Electrical Connection and Infrastructure Requirements

A grid-based power source, transmission system, and related power distribution infrastructure are required to provide electricity to a container vessel. The shore-side electrical and control requirements include:

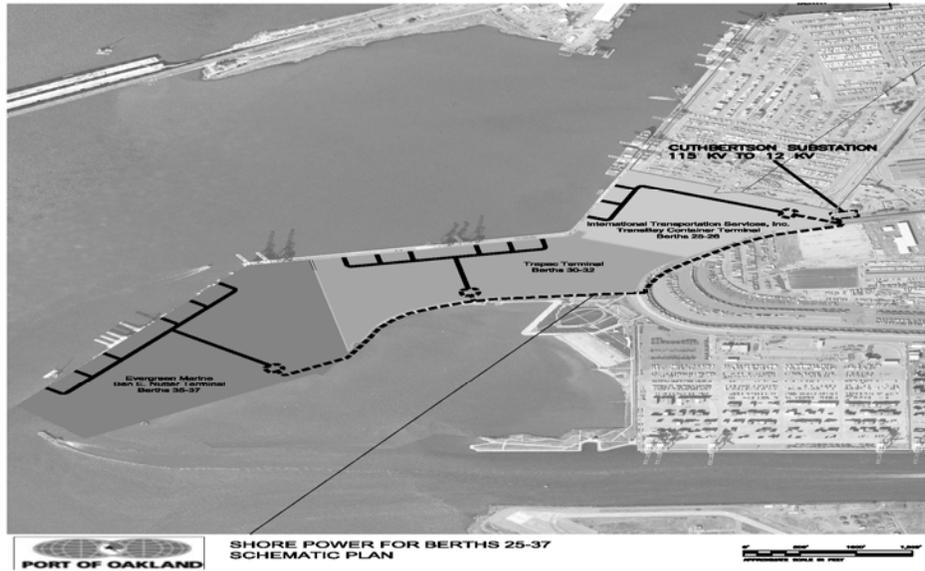
- An industrial substation to receive power transmitted from the local grid, 12 kV or 115 (kilovolts) at the Port of Oakland
- A transformer to bring the voltage down a level compatible with the ship's electrical specifications (i.e., 6.6 kV or 7.5 kV 3-phase, 60 hertz)
- On-shore infrastructure to make a 7.5 MVA connection, including distribution switchgear, circuit breakers, safety grounding, underground cable conduits, electrical vaults, power and control cabling, panels, receptacles and plugs
- Structural modifications to existing berths, including cable, control panels and receptacle enclosures

2) Ship-Side Electrical System

The ship-side electrical system connects the shore-side grid power system to the vessel's motor control center (power house). The vessel owners are making any necessary modifications to the vessels themselves. The vessels' power system requirements will be accommodated by the shore-side electrical system. Standardized voltages and frequencies are evolving in the industry. Shore-side electrical systems will be able to adjust to a

variety of specified voltage/frequency combinations to accommodate cold ironing operations for all ships that call at West Coast ports.

PORT OF OAKLAND PROJECT AERIAL



Infrastructure Requirements at the Ports of Stockton and West Sacramento

Infrastructure needs at the Ports of Stockton and West Sacramento to offload and load containers from barges and move containers into and out of the ports consists of four main components at one or both ports, along with smaller, ancillary upgrades:

- 1) Mobile harbor cranes at the Ports of Stockton and West Sacramento
- 2) Container loading facilities at the Port of West Sacramento
- 3) Paved parking areas for trucks at the Port of Stockton
- 4) Rail track at the Port of Stockton

1) Mobile Harbor Cranes

Neither the Port of Stockton nor the Port of West Sacramento has the heavy-lift capabilities to enable the removal of ocean containers from a barge, nor to place containers on a barge for transport to the Port of Oakland. Currently, the Ports of Stockton and West Sacramento and rent a mobile crane for heavy lift capabilities, which is impractical for regular container barge service.

- The Port of West Sacramento proposes to purchase a 300-ton mobile harbor crane to serve multiple cargoes on Berths 6 and 7, including container placement and removal to and from barge. The mobile harbor crane will maximize the port's ability to service cargo including wind energy equipment, electric power plant equipment and other heavy-lift cargo.
- The Port of Stockton proposes to purchase a 100-ton mobile harbor crane to serve Berths 10 and 11 in the port's East Complex and a 140-ton mobile harbor crane with container spreaders to operate at Berth 19 in the West Complex. Both will support marine highway cargo, as well as cargo destined for the Inland Cold Storage facility.

2) Container Loading Facility

Facilities will need to be constructed where export containers can be filled to capacity before being placed on barges. Because heavyweight cargoes are one of the most beneficial cargoes for shippers using the marine highway, the Port of West Sacramento will need to build facilities where containers can be loaded to optimum weight at the port before being loaded onto barges. Their plans include:

- The Port of West Sacramento has 700,000 square feet of enclosed space which is dedicated to current projects or has been leased for projects coming to the Port of West Sacramento over the next 24 months. The Port of West Sacramento is designing a heavyweight corridor within the City of Sacramento to a few of its largest container shippers to allow them to transport heavyweight containers to the port.

However, a majority of potential container shippers are located outside city limits. These shippers will need to fully load containers at the Port of West Sacramento. The port has used value engineering methods to design a temporary building to serve as a container-loading facility. This 90,000-square-foot facility would be manufactured out of a weather-proof synthetic material laid over a metal skeleton to form a suitable structure with a lifetime of approximately 20 years before the fabric membrane would have to be replaced. The proposed facility would be located on a paved area within the Port of West Sacramento and could serve many cargoes in addition to the container-loading function. In addition to the facility, the Port will need to purchase miscellaneous equipment to support the operations.

3) Paved parking area

The Port of Stockton will develop a 20-acre paved container yard adjacent to Berths 19 and 20 in its West Complex. This will create a total of 30 acres of secured container yard. This will include demolition of an existing structure.

4) Rail tracks

The Port of Stockton will install 3,200 linear feet of rail track to complete a loop connecting its West Complex with the rail classification yards. This will allow for unit-train capabilities.

PORT OF STOCKTON PROJECT AERIAL



PORT OF WEST SACRAMENTO PROJECT AERIAL



PROJECT FUNDING OVERVIEW AND SOURCES

	TIGER funds (requested)	Local Funds (Port)	Local Funds (Air Quality Management Districts)	Total Funds
PORT OF OAKLAND				
Port of Oakland Sub-total	\$26,000,000	\$7,000,000	\$750,000¹	\$33,750,000
PORT OF WEST SACRAMENTO				
Port of West Sacramento Sub-total	\$9,400,000²	\$2,550,000³		\$10,350,000
PORT OF STOCKTON				
Port of Stockton Sub-total	\$18,600,000	\$2,250,000⁴	\$750,000⁵	\$21,600,000
JOINT PORTS REQUEST				
Barge	\$2,000,000⁶			\$2,000,000
TOTAL	\$56,000,000	\$11,800,000	\$1,500,000	\$69,300,000

All local matching funds are allocated. There is the possible addition of funds from the Yolo Solano Air Quality Management District. The Port of West Sacramento's partner, Stevedoring Services America (SSA), will assist with funding for additional equipment, if needed, beyond the Project budget. The Oakland Board of Port Commissioners has included funds in its 5-year Capital Improvement Plan to ensure the local match commitments associated with this TIGER Project.

IV. PRIMARY SELECTION CRITERIA

IV.A. LONG TERM OUTCOMES

IV.A-1 STATE OF GOOD REPAIR

Marine Highway

The availability of cost-competitive, environmentally-sound barge transit between the Port of Oakland and the San Joaquin and Sacramento Valleys will significantly reduce truck traffic on interstate and other highways, saving wear-and-tear on the roadways and making them safer for all vehicles.

¹ The Bay Area Air Quality Management District has allocated \$750,000 towards the purchase of a barge system.

² The Port of West Sacramento is in discussions with the Yolo-Solano Air Quality Management District regarding additional contributions towards the purchase of a barge system.

³ This total includes a \$900,000 contribution of Port of West Sacramento funds, an in-kind contribution of waterside property with a minimum Fair Market Value of \$700,000, and \$950,000 in FY09 U.S. Army Corps of Engineers funding to complete all necessary environmental clearances.

⁴ This total includes a \$750,000 contribution of Port of Stockton funds and an in-kind contribution of 30 acres of waterside property for a cargo container lay down yard. This property has a conservative lease value of \$50,000 per acre, per year, representing a minimum Fair Market Value of \$1,500,000.

⁵ The San Joaquin Valley Air Pollution Control District has allocated \$750,000 towards the purchase of a barge system.

⁶ \$2,000,000 in TIGER funding is requested toward the purchase of a barge system. Following a competitive request for proposal process, the barge service will be operated by a private-sector partner who will be responsible for the barge system and related operating costs.

Port of West Sacramento: Interstate 80 passes within one-half mile of the Port of West Sacramento. It is the main thoroughfare for all trucks and vehicles traveling from the San Francisco Bay Area to the Sacramento region and eastward. More than 149,000 vehicles, including more than 10,000 trucks per day, travel the interstate moving freight between the San Francisco Bay Area toward the Eastern United States. Traditional truck traffic travels along Interstate 80 from the Port of Oakland, through Alameda, Contra Costa and Solano counties, to arrive at the Port of West Sacramento in Yolo County.

The marine barge container service at the Port of West Sacramento will directly minimize costs associated with lane addition, repairs, and maintenance on Interstate 80. A local intermodal company in the Sacramento region approximates more than 145,000 containers arrive or begin their journey in Sacramento each year, not including the empty containers that need to be returned to their origin. With the marine highway, a portion of this traffic could start in the Sacramento Valley and travel only as far as the Port of West Sacramento for barge shipment to the Port of Oakland, thus taking additional strain off I-80 and bypassing the traditional highway system in the Bay Area.

Port of Stockton: In 2000, the military conveyed Rough & Ready Island (approximately 1,400 acres) to the Port of Stockton, with the understanding that the property would be developed to enhance business and trade. The port has identified a 20-acre parcel and adjacent pier, for the barge service facilities. Using this land will allow the port to minimize costs, to use the land as intended by the military, and to further the port's strategy of promoting multi-modal transportation options.

Barge Service Operation: The barge service will be operated by a private-sector partner following a competitive request for proposal process, who will be responsible for the fleet of barges and related operating costs. The infrastructure at the Ports of Stockton and West Sacramento will be maintained by those ports from their operating revenues. Barge service will be more cost competitive if the operating costs are as low as possible. By acquiring a barge, rather than leasing one, the service will be able to minimize its long term costs. Over the long term, the barge will depreciate more slowly than any anticipated leasing costs.

Cold Ironing

The Port of Oakland will assume the maintenance of the shore-side power system out of its ongoing operations revenues, and the installation of infrastructure improvements will be particularly robust and will be designed to a high quality and service standard, thereby minimizing costly service and repair of equipment.

IV.A-2 ECONOMIC COMPETITIVENESS

U.S. ports continue to be challenged on price and service for international commerce by our counterparts in Mexico and Canada. The national transportation policies of both our neighbors have significantly improved their competitiveness as a gateway for cargo destined for the Midwest and Rocky Mountain States and other destinations far from the West Coast. Coordination among the Ports of Oakland, Stockton and West Sacramento to provide this innovative service will give importers and exporters across the country more efficient shipping options, and will leverage the existing industrial and trade capacity of the three-port region by adding infrastructure improvements which will permit additional growth in trade efficiency and economic activity. This will allow for significant additional resources throughout the Northern California regional ports system which will provide benefits to the region, state, and nation as a whole.

The 23-county Project Area is a dynamic economic engine for California and the Nation, albeit one that continues to face substantial challenges as a result of the economic downturn. More specifically, California's Central Valley is an area defined by the following sobering statistics:

- Unemployment in San Joaquin County is 11%, and 19% in the City of Stockton, consistently higher than statewide figures
- Unemployment in Yolo County and Sacramento County is 11.1%; in the City of West Sacramento it is 17%
- San Joaquin County's unemployment rate increased by 8% in 2009, while the labor force increased to 285,900, a gain of 1% over 2008
- Industrial employment in San Joaquin County decreased by more than 1,100 jobs since 2007

- West Sacramento's unemployment rate increased over 8% from 2007 to 2009
- Industrial employment in San Joaquin County lost more than 1,100 jobs since 2007
- San Joaquin County's per capita income in 2007 was \$22,358 (compared to a national average of \$26,178), and the percentage of families living below the poverty level was 15.5% (compared to a national average of 9.8%)
- Home values in the Central Valley plummeted 42% in 2008; and a staggering 70% over the past three years (national average was 8.2%)
- Median home prices in West Sacramento fell an average of 32% in 2008
- Stockton is in the top 10 for unemployment nationwide, and those that do work earn 33% less than the average American worker.
- In the rural areas of the San Joaquin Valley unemployment has ranged from 12% to 26% for more than 30 years, creating chronic poverty and staggering living conditions.
- 65% of Project Area is designated as an Economically Distressed Area (15 of the 23 counties; including 2 in the Bay Area, 5 in the Sacramento area, and all 8 counties within the San Joaquin Valley Partnership)

Despite such challenges, the Ports of Stockton and West Sacramento have a long history of creating living wage jobs. The greatest potential for growth lies in trade, transportation, and goods movement business development. Meeting this need for quality, well-paying, family-wage jobs is a central element of the San Joaquin County's Comprehensive Economic Development Strategy. Job creation at the Ports of Stockton and West Sacramento has widespread regional economic impact and provides the financial wherewithal to allow families to live independently without public assistance. As the payrolls expand, more income will be spent locally, allowing other businesses to increase employment. The Ports of Stockton and West Sacramento are in unique positions to take advantage of the multimodal movement of goods by adding a barge service that specializes in transporting containers throughout the region.

Additionally, directly adjacent to the Port of Oakland's seaport, West Oakland is home to an estimated 22,000 residents in an area covering approximately 1,800 acres. In 2004, unemployment in West Oakland was 50% higher than the average in Alameda County as a whole. In addition, 61% of households in West Oakland earned an income of less than \$30,000 in 1999, as compared to 26% in Alameda County as a whole. As will be discussed in *Section IV.B. Job Creation and Economic Stimulus*, creating local jobs for residents in the Port's neighboring communities has been a long-standing priority for the Port of Oakland and this commitment is strengthened through several programs that promote and encourage the participation of small, local and disadvantaged business enterprises.

Long Term Efficiency

This project provides an innovative approach to solving a major California transportation problem of overcrowded, under-maintained highways by encouraging a modal shift of freight movement along the waterways. This project does not offer a band-aid approach, but rather a new system of goods movements in Northern California.

Marine Highway

The marine highway will provide a more reliable goods movement alternative because barges are not delayed by general traffic, freeway closures due to accidents, and/or maintenance activities. This gain in efficiency for importers and exporters will result in predictability and cost savings. For example:

- The traditional highway interchange nearest the Port of West Sacramento reports more than 10,000 vehicles and trucks a day
- By contrast, the marine highway between the Port of Oakland and Port of West Sacramento traditionally reports approximately 50 ships a year

The underutilization of the Sacramento River Deep Water Channel and the Stockton Deep Water Channel makes these marine highways perfect candidates to expand freight movement by water and rely less on the outdated automotive highway.

In addition, an increase in port activity means an increase in trade, income, revenue, and jobs, not just at the Port of Stockton and the Port of West Sacramento, but in the wider region. There is a county- and regional-wide need for multimodal transport, in particular those that support the development of new businesses. The broader benefits of a marine highway can be extrapolated from the Port of Stockton's experience with Inland Cold Storage. Within two years, Inland Cold Storage will operate the largest cold storage facility on the Pacific West Coast at the Port of Stockton. The firm's next phase of development is to build a state-of-the-art, environmentally friendly fumigation center employing "maximum available control technologies" in the form of a carbon filter recapture system. With the marine highway in place, the Central Valley agriculture community will be able to take full advantage of this facility. Instead of having to ship agricultural products south for fumigation, it can be done onsite at the Port of Stockton. This will save time, money, transportation and will create jobs and revenue for the region.

New Jobs and Investment

The Project will be an excellent stimulus for job growth and business development for the three-region area of California. It is estimated that nearly 600 new construction jobs will be created directly from the various infrastructure developments, and 100 direct jobs will be created through the operation of the marine highway and cold-ironing systems. Substantial secondary economic benefits will also accrue through indirect and induced investments of wages and contracting opportunities in the local and regional economies.

Marine Highway

California's Green Trade Corridor will immediately create new, skilled, long-term jobs. Once the marine highway is operational, the Ports of Stockton and West Sacramento will see new business and employment in warehousing and logistics within their ports and new waterfront jobs for the loading and discharge of barges at their ports. Tug operators will be hired to maneuver the barges along the Marine Highway.

Analysis of direct employment estimates resulting from the marine highway at the Ports of Oakland and Stockton alone assume the following:

- For the one-year construction period, approximately 276 direct jobs would be created, with an additional 690 jobs supported, based on secondary wage benefits.
- For the operational phase of the barge service, 25 annual full-time jobs would be created with a weekly barge service. This includes dock workers, terminal workers, marine transportation employment, and administrative support. Secondary effects of the operational phase would support an additional 63 jobs.

The implementation of a marine highway service between the Ports of Oakland and West Sacramento is assumed to mirror the operational phase of the Oakland/Stockton service, and would thus also create 25 annual full-time jobs. Increasing the number of weekly calls from the initial implementation phase would support a commensurate increase in direct and secondary job creation.

Cold Ironing

Job creation has always been an important part of the Port of Oakland's position as an economic engine for the region. Over time, the nature of those jobs has evolved, just as the industry has progressed. The cold ironing project is another example of job creation opportunities becoming available through the advancement of green technologies. The majority of these jobs will be in the construction and electrical sectors. In addition, the project will require supplies and materials to support the construction and maintenance of the system.

Approximately 400 jobs (350 construction; 50 maintenance and operations) will be created in specific categories of public works and electrical operations and maintenance. Specially-trained personnel will be required to connect the ship's electrical system to the shore-side grid. These workers will be trained to coordinate the power demands of the ship with the land-side power availability, and to physically connect the medium voltage circuits together at the wharf. Similarly, before the ship departs, a crew will be needed to reduce the power supply and unplug the attached cables before the ship heads out to sea. The average length of duration of vessels that call on the Port of Oakland is over 20 hours and will increase as larger vessels are put into service, and personnel will be needed during the entire vessel stay to ensure the operation and safety of the power system.

The Port of Oakland's commitment to expanding economic opportunity for local disadvantaged residents through programs such as the provision of shore-power is discussed in *Section IV.B Job Creation and Economic Stimulus*.

IV.A-3 LIVABILITY

Marine Highway

Interstate and local highways criss-cross the landscape between the Pacific Coast and the Central Valley. They cut across and surround communities that are home to millions of families and individuals. Twenty-four hours a day, trucks and cars traveling on those roadways emit tons of greenhouse gases and other pollutants into the air. Every truck that can be removed from the road improves air quality.

A barge service linking the Ports of Oakland, Stockton and West Sacramento will provide an alternative transportation option that removes trucks from the region's heavily congested highway corridors, lowers energy consumption and reduces greenhouse gas and diesel particulate matter emissions.

By shipping 700 containers by barge every week (350 container import; 350 containers export) over the current truck model used, the net reductions in emissions would be:

- Reactive Organic Gases – 2.09 tons per day (t/d)
- Oxides of Nitrogen – 17.45 t/d
- Carbon Monoxide – 36.81 t/d
- Carbon Dioxide – 6,336 t/d
- Sulfur Dioxide – 0.06 t/d
- PM10 – 0.70 t/d
- PM10 Tire Wear – 0.12 t/d
- PM10 Brake Wear – 0.16 t/d

Cold Ironing

Shutting off auxiliary engines of ocean-going vessels while berthed at the Port of Oakland will substantially reduce the impact of diesel particulate matter and oxides of nitrogen in the Oakland area. The proposed shore-power electrification project will provide a safe, clean, efficient option for providing power to marine vessels docked at the Port of Oakland and form a cornerstone of the Green Trade Corridor.

The California Air Resources Board estimates that across California:

- By 2014, shutting off a ship's auxiliary engines while in port will reduce diesel emissions by 75% at port terminals around the state
- The shore-power program will avoid 990 premature deaths, 29,000 cases of asthma-related and other lower respiratory symptoms
- Through 2030, the avoided health impacts will save an estimated \$3.1 billion

The Port of Oakland's Maritime Air Quality Improvement Plan (MAQIP) affirms the port's social responsibility to adjacent communities and neighboring residents to minimize the exposure to air pollution from port sources. The MAQIP was developed with extensive community-based planning and involvement. Discussions with community groups, regulatory agencies and other interested parties in 2006 led to the formal initiation of the Port's air quality plan and the establishment of the 35-member MAQIP task force in 2007. MAQIP is an air quality master plan that sets goals and policies applicable to seaport-related development and operations at the Port of Oakland. The MAQIP will strategically guide the Port of Oakland through 2020 and beyond to address long-term air quality improvements and to reach the goal of reducing health risk from Port operations by reducing toxic air emissions.

In 2008, as part of the MAQIP, the Port of Oakland adopted a goal of reducing by 85% the health risks to its neighboring communities resulting from diesel particulate matter emissions. Implementing shore-side power is integral to achieving this goal for the benefit of local residents. It will vastly improve the quality of life and the working environment at the port, in West Oakland and neighboring communities.

Funding the Port of Oakland's shore-side power project will accomplish a recommendation made by the California Air Resources Board (CARB) to improve the health of local residents. In 2008, CARB staff conducted a health risk assessment for West Oakland, which found the following:⁷

- That diesel particulate matter from Port of Oakland operations contribute 16% of the West Oakland health risk from diesel, resulting in an estimated lifetime potential cancer risk of 190 excess cancers per million in West Oakland.

A variety of strategies is needed to reduce emissions from diesel-fueled equipment and vehicles, including ocean-going vessels. The health risk assessment provided a basis upon which the Port and its tenants, regulatory agencies and the community can learn from and work cooperatively to encourage and support reductions of emissions from ocean-going vessels.

IV.A-4 SUSTAINABILITY

Marine Highway

The same characteristics that make the Central Valley the world's most fertile agricultural region and a beautiful place to live also create optimal conditions for creating and trapping air pollution. The challenges faced by the Sacramento and San Joaquin Valleys with respect to air quality are unmatched by any other region in the nation. Currently, both valleys:

- Do not meet federal health-based ambient air quality standards for ozone and PM2.5
- Have been classified as "extreme non-attainment" for the one-hour ozone and the eight-hour ozone standards
- San Joaquin County, in particular, has the highest rate of children's hospital admissions for asthma in the state, according to the California Department of Human Services

The San Joaquin Valley air basin has a natural propensity to form and retain ozone. Additionally, the San Joaquin Valley is home to two major transportation corridors connecting Northern and Southern California: Interstate 5 and Highway 99. Many of the residents of the numerous communities living within five miles along these two transportation corridors are low-income. They are disproportionately affected by the pollution generated along these transportation corridors.

Furthermore, San Joaquin County is one of the fastest growing regions of California. Almost 25% of the United States' agricultural production (measured by dollar value) is produced in the San Joaquin Valley. This results in significant emissions from goods movement activities through the transport of commodities to destinations outside the San Joaquin Valley, including ports. Significantly, the following statistics have been attributed to this goods movement activity:

- Over 80% of the NOx inventory in the San Joaquin County is attributed to mobile sources, including heavy duty trucks
- Approximately 45% of all of the truck traffic within the four target corridors in California occurs within the San Joaquin Valley

Cold Ironing

The Port of Oakland's Port Sustainability Policy (Board of Port Commissioners Resolution No. 20467) directs staff to apply sustainable development principles and practices to Port of Oakland operations. The proposed shore-power electrification project promotes a more sustainable transportation system by allowing marine vessels to reduce their reliance on fossil fuels.

The proposed shore-power electrification project will reduce reliance on fossil fuels (e.g., diesel fuel). This has several benefits in terms of sustainability:

- Less diesel fuel will have to be transported to the seaport on local roads
- 75% less diesel particulate matter will be released into the atmosphere from ships running diesel auxiliary engines, as well as a reduction of 74% in NOx emissions, both criteria pollutants

⁷ Diesel Particulate Matter Health Risk Assessment for the West Oakland Community", CARB, December 2008

- Ships will be powered by the local grid, which continues to rely increasingly on renewable energy sources such as solar, wind and other cleaner, energy sources that produce fewer greenhouse gas emissions
- The project will contribute to the battle against climate change, saving up to 300,000 tons of carbon dioxide through the project lifecycle

The infrastructure required for shore-side power will be built using Level 3 Verified Diesel Emissions Control Strategy equipment/technology, which provides an 85% reduction of diesel particulate matter emissions. The Port will apply “Best Management Practices” during construction. The construction activities will be conducted at an existing facility and will not entail an expansion beyond the existing use. Preliminary review of the proposed project indicates that it would not result in significant environmental impacts. Environmental and applicable permitting documentation is underway to meet the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Additionally, the port’s award-winning Maritime Materials Management Program promotes sustainability by recycling and re-using asphalt and concrete demolition materials generated from development projects. Any solid waste generated by the installation of shore-side power will be handled through the port’s Materials Management Program maritime site located at the former Oakland Army Base.

Once the project is completed, vessels calling at the Port of Oakland will not be burning diesel fuel to power their electrical systems while at Port. Instead they will be plugging into the grid, which will be at least 10 percent powered by renewable energy sources in 2010 and at least 20 percent by 2020. The local electricity grid is powered by a combination of sources including hydroelectricity, nuclear, solar, wind and other non-oil based fuels, versus a ship’s diesel generator which is entirely powered by oil-based products.

IV.A-5 SAFETY

Marine Highway

The marine highway system between the Port of Oakland and the two inland ports provides a safer alternative to traditional freight movement by truck. For every 155 fatalities that occur on the highway system there is only one fatality on the marine highway system. The traditional automotive highway system is a mixture of heavy-duty trucks, light trucks, passenger vehicles and buses. Often the highways are congested with traditional vehicles during the commute hours. According to the California Statewide Integrated Traffic Records System (SWITRS), in 2002-2005 in the SACOG region, 3,084 truck involved collisions occurred along I-5, I-80, SR50 and SR99. Thirty-six percent of these accidents were along I-80 and over 77% of these accidents occurred in the daylight. In 2008 alone, in the Sacramento region 10 fatalities occurred as a result of big-rig accidents. This does not make for an efficient goods delivery system. Truckers are forced to share the highway with less experienced drivers on shorter trips or to drive at night when the traffic is lighter. This does not make for an efficient goods delivery system. Removing container trucks from the highway system will decrease the number of accidents and fatalities on the highway.

Cold Ironing

Hazardous Materials from past industrial activities and fuel use may be found in subsurface areas of the terminals during installation of shore-side power. The Port of Oakland has specific guidelines for working in the Maritime Area. These guidelines contain protocols to ensure health and safety of workers and individuals in areas under construction. Written safety and environmental plans and programs will be required for the proposed project. These include:

- A Health and Safety Plan that incorporates measures to reduce potential hazards and to protect employees and the public
- A Soil and Groundwater Plan to describe how potentially contaminated material will be handled.
- A Storm Water Pollution Prevention Plan to ensure that no non-storm water would be produced or discharged to San Francisco Bay
- Protocols to test and dispose of potentially contaminated water that may be encountered during construction, i.e., in the electrical vaults. Contaminated water would be pumped out and disposed of in

accordance with applicable regulatory requirements from the California Department of Toxic Substances Control and the Regional Water Quality Control Board

- A Dust and Air Pollution Plan to ensure measures are implemented to control dust and prevent air pollution during construction activities.

EVALUATION OF EXPECTED PROJECT COSTS AND BENEFITS

Appendices A and B contain detailed Benefit-Cost Analyses for both the Marine Highway and Cold Ironing portions of the Project. These BCAs may be updated with additional information regarding their applicability to each of the five long-term outcomes as information about each of the proposed project activities is refined. Under the initial scenario of a barging service to and from the Ports of Oakland and Stockton, the BCA is estimated to be **10.67 to 1.0**. For the implementation of cold ironing infrastructure at the Port of Oakland, the BCA is estimated to be **3.38 to 1.0** for the emissions reductions alone.

An important project benefit of the cold ironing program is an immediate reduction in the potential cancer risk in West Oakland from exposure to the diesel fuel used in auxiliary engines while ships are at berth. In 2008, the California Air Resources Board released a report on the health risk resulting from all of the diesel sources in and around West Oakland, where the Port of Oakland is located (“Diesel Particulate Matter Health Risk Assessment For The West Oakland Community”). The study determined that Port of Oakland seaport activities contributed to excess cancer risk in the community, accounting for 16% of the estimated risk. Emissions from ships at berth accounted for 57 excess cancers in one million, representing 30% of the total risk from seaport activities. Berthing emissions from the terminals where the proposed shore power project is located contributed to approximately 13 of those excess cancer cases. By constructing shore power facilities at Berths 25, 30, 32, 35 and 37, the Port will enable ships to use electric power at dock instead of diesel fuel, thereby reducing the local community health risk from berthing emissions.

Additional air quality benefits will accrue from this project, including substantial reductions in ozone-forming nitrogen oxides (NOx) and in carbon dioxide (CO₂). Reducing CO₂ is a state, national, and international priority due to its identification as a “greenhouse gas” (GHG), with potential implications for climate change. About 300,000 metric tons of CO₂ will be eliminated over the 20-year life of the project due to use of shore power instead of distillate in auxiliary engines. The State of California has identified shore power as a discrete early action measure to meet the goals of its landmark legislation, the California Global Warming Solutions Act of 2006 (also known as AB 32).

EVALUATION OF PROJECT PERFORMANCE

Cold Ironing

The short-term success of the shore-side power project will be measured by the rate of job creation generated in support of economic recovery. A proxy for job creation is expenditures on labor and equipment for:

- Shore-side power equipment orders
- Shore-side power construction on the terminals
- Use of shore-side power facilities in maritime operations

The project’s long-term success will be measured by the following benchmarks:

- Availability of shore-side power facilities at all of the identified berths to allow retrofitted container ships to plug into the electric grid while they are at dock. Construction will allow retrofitted ships to use shore power earlier than the deadlines specified in the California Air Resources Board’s At-Berth Ocean-Going Vessels Regulation, which are as follows:

January 1, 2010	Shore-power equipped ships that are part of an affected fleet must use shore power while visiting the port if it is available at the berth and is compatible with the ship's shore-power equipment.
January 1, 2014	50 percent of the fleet's visits to a port must be shore-power visits.
January 1, 2017	70 percent of the fleet's visits to a port must be shore-power visits.
January 1, 2020	80 percent of the fleet's visits to a port must be shore-power visits.

In addition, shore-power equipped ships that are part of an affected fleet must use shore power during every visit to the port when power is available at the berth and is compatible with the ship's shore-power equipment.

- With construction completed at Berths 25, 30, 32, 35 and 37 by 2012, ships that have been retrofitted will begin using shore power. By 2014, it is anticipated that the shore power project will reduce diesel particulate matter (PM) emissions by 51% compared to no project and will reduce oxides of nitrogen (NOx) emissions by a similar rate. By 2020, PM emissions will be reduced by 75%, and NOx by 74%. Please see Appendix B for a detailed emissions reductions breakdown for the Cold Ironing program.
- Retention of existing jobs in the maritime industry at the Port of Oakland and the creation of new construction and full-time employment opportunities as a result of the infrastructure improvements. In 2005, the Port of Oakland's maritime operations and tenant activities directly and indirectly supported:
 - More than 28,000 jobs
 - \$2 billion in personal income
 - Approximately \$208 million in state and local taxes
 - \$1.8 billion in direct operating revenue for businesses providing maritime services for cargo vessels at the port

Marine Highway

Several components will be used to evaluate the project performance of the Marine Highway portion of the Project. These include, but are not limited to, the following:

- Successful adoption of three-port Memorandum of Understanding regarding the implementation of the barging service
- Release of a competitive Request for Proposal to qualified marine operators for the participation in the initial phases of barge service
- Commencement of infrastructure improvements including construction, rail enhancements, and equipment purchase to be utilized for various cargoes, including wind turbines, power generators, etc.
- Initiation of a weekly barge service between the Ports of Oakland and Stockton, with service between the Ports of Oakland and West Sacramento to follow

IV.B. JOB CREATION AND ECONOMIC STIMULUS

Job Creation and Retention

The Project will be an excellent stimulus for job growth and business development for the three-region area of California. It is estimated that nearly 600 new construction jobs will be created directly from the various infrastructure developments, and 100 direct jobs will be created through the operation of the marine highway and cold-ironing systems. Substantial secondary economic benefits will also accrue through indirect and induced investments of wages and contracting opportunities in the local and regional economies.

Marine Highway

California's Green Trade Corridor construction phase (demolition, equipment purchases, dredging, environmental certification, paving and construction) will employ as many as 276 people in living-wage jobs, with an additional 690 secondary jobs created through induced and indirect employment. Additionally, for the operational phase of the barge service, 50 annual full-time jobs would be created with weekly service between the Ports of Oakland and Stockton, and then the Ports of Oakland and Sacramento. This includes dock workers, terminal workers, marine transportation employment, and administrative support. Secondary effects of the operational phase would support an additional 126 jobs.

Cold Ironing

Near term jobs will be created in the construction and electrical sectors. In addition, the project will require supplies and materials to support of the construction. Approximately 350 construction jobs will be created in specific categories of electrical operations and public works. It is anticipated that job opportunities and

procurement of goods will commence when the project begins. The first wave of jobs created by the cold ironing project will be in construction and installation of the electric connections.

The Port will utilize its existing programs that promote and encourage the participation of small, local and disadvantaged business enterprises that can be a source of employees and vendors. These programs include:

- Airport Concessions Disadvantaged Business Enterprise Program (ACDBE), ensuring the participation of airport disadvantaged business enterprise concessionaires in airport opportunities. The Port administers it as a recipient of federal Airport Improvement Grant funding.
- Disadvantaged Business Enterprise Programs (DBE) for FAA, FHWA and CalTrans projects.
- Nondiscrimination Small and Local Business Utilization Policy (NDSLBP), for small and local businesses in the Port of Oakland's identified market area. The Policy has been successful in ensuring ongoing levels of participation in Port-funded projects.

In addition, where no DBE requirements exist in a federal program, the Port of Oakland has requested permission to implement its own DBE programs. This is further evidence of the Port's commitment to ensuring full participation in the economic development opportunities it offers the community.

The Port of Oakland has well-established relationships and a history of collaborative efforts with community organizations on its projects and programs, such as: the Comprehensive Truck Management Program (CTMP), which addresses air quality, safety and security, business and operations, and community issues related to drayage trucking at the Oakland seaport. It assists local businesses and the drayage industry to adapt to new regulatory requirements and programs and encourages local business utilization and local workforce development for the drayage industry serving the Port of Oakland. Partners in the program include: the Oakland Workforce Investment Board (WIB); the Alameda Transportation and Logistics Academic Support Initiative (ATLAS); and the Small Business Development Centers (SBDC) which are part of the U S Small Business Administration. This same network will be a resource to this TIGER Project.

Such mutual community efforts enable the Port of Oakland to serve disadvantaged workers, areas and neighborhoods. Our partnerships include programs and services that serve individuals at 100% or 125% of the federal guidelines for poverty, as well as programs that match funding and which provide customized training, tax credits and other incentives for training, re-training and retention of workers for these new jobs.

COMPLIANCE WITH FEDERAL REQUIREMENTS

The three ports ensure that their partners, collaborators and contract awardees have sound labor practices and compliance track records. As public agencies, the Ports enforce state prevailing-wage laws; the Port of Oakland has also implemented a Maritime/Aviation Project Labor Agreement and a Non-Discrimination Small and Local Business Utilization Policy. In addition the Port of Oakland complies with the City of Oakland living-wage ordinance.

The Ports monitor and enforce the law and related policies that ensure workers are safe and treated fairly. All applicable policies are communicated via bid specifications and requests for proposals. Compliance officers are present at the pre-bid and pre-construction phases of work to answer questions. Contractors must post all applicable labor law posters required by state and federal law at job sites.

Weekly, certified payroll reports and other related reports from contractors ensure workers are paid fairly and that contract dollars are spent according to small and local business goals. Established practices ensure local workforce and apprenticeship standards are met. Contractors that have violated the law and port policies are barred from doing business with the Ports.

The Ports are equipped to ensure all individuals benefit from Recovery Act funds. Port initiatives and staff specifically monitor:

- Compliance with state and federal wage rate requirements
- Employment and equal opportunity complaints
- Job creation (especially for economically distressed areas)
- Local hours and apprenticeship goals

- Environmental health, safety and justice (especially as they affect traditionally marginalized communities)

In addition, the Ports implement best practices to ensure their businesses abide by Title VI of the Civil Rights Act of 1964 and other equal access laws. Proven outreach strategies include:

- Reasonable public access to technical and policy information
- Adequate public notice of public involvement activities and time for public review and comment at key decision points
- Concerted efforts to involve the public, especially those traditionally underserved by existing or future plans including but not limited to low-income and minority households
- Coordination of planning processes, especially where multiple levels of oversight exist, public processes to enhance public consideration of the issues, plans and programs and reduce redundancies and cost
- Ensure opportunity for full participation of non-English speakers through provision of interpreters
- Ensure opportunity of full participation of persons with disabilities by providing accommodations at port meetings.

The ports consistently review their policies and strategies to ensure all communities continue to have access to opportunities provided by the Recovery Act.

IV.B-1 PROJECT SCHEDULE

The Project will begin immediately upon funding authorization and will be completed by February 2012. See details below:

	MARINE HIGHWAY		COLD IRONING
Port	<i>Stockton</i>	<i>West Sacramento</i>	<i>Oakland</i>
Project Planning	Completed	Completed	Ongoing
Completed Design Documents	Completed	March 2010	March 2010
Environmental Review Completed and Permits Obtained	Completed	August 2010	February 2010
Procurement Process & Award			June 2010
Completed Equipment Purchase & Installation	100 ton Mobile Crane - immediately; 140 ton Mobile Crane - 6 months after funding	Mobile Crane & Other Equipment - June 2010; Pre-fabricated Container Stuffing Facility, installed and operational - October 2010	March 2010 through December 2010
Completed Site Prep., Including Dismantling of Existing Equipment	20 acre site - 8 months after funding	September 2010	N/A
Construction Begins	Upon grant funding	September 2010	June 2010
Construction Completed	3,200 Linear ft of Rail Track – December 2011	January 2011	January 2012

The Project is a primary candidate for stimulus funding because:

- It can be implemented almost immediately, with most aspects of the Project’s design either completed or already underway
- This project will create new near term jobs stimulating the local economies around all three ports., in addition to long-term job and business development opportunities, which are discussed extensively throughout the application
- The project will improve air quality and reduce greenhouse gas emissions for the benefit of local residents, port workers and the environment at-large (See Appendices A & B)

The TIGER grant funds will enable the ports to leverage local funds effectively and to implement the projects rapidly to bring about the many near-term and long-term benefits previously discussed. It will ensure the Port of Oakland’s position as an efficient, cost-effective gateway for global commerce and economic vitality, and the Marine Highway as an operating Green Trade Corridor between the three port applicants.

ENVIRONMENTAL APPROVALS

The status of the environmental clearances for the various Project elements is summarized below:

ENVIRONMENTAL EFFORT	EXPECTED START	EXPECTED COMPLETION	ACTION
PORT OF OAKLAND			
Draft Project Description	Ongoing	10/2009	Identify proposed project elements and description
Early Coordination with Regulatory Agencies	Ongoing	Ongoing	Coordination re: potential permitting requirements
Environmental Documentation and Applicable Permits	7/2009	1/2010	Environmental Analysis
			Administrative Draft(s)
			Public Circulation/Review
			Finalize Document
Approval Environmental Document and Project	1/2010	2/2010	Board Approval: Accept Environmental Document/Determination
File Determination	1/2010	2/2010	
PORT OF STOCKTON			
All necessary environmental reviews and documentation of the proposed projects at the Port of Stockton have been completed			
PORT OF WEST SACRAMENTO			
LRR	ongoing	8/2010	
Environmental Assessment	6/2008		ESA Consult
			FW Consult
		6/2010	Water Quality
		Completed	Air Quality
		8/2010	SEIS/R Preparation, Review, Approval

Marine Highway

No permits are required by regulatory agencies. The project is a principal permitted use in accordance with the City of West Sacramento Zoning Ordinance and the City of Stockton Zoning Ordinance, requiring no discretionary approval from either city.

Cold Ironing

Before being approved by the Board of Port Commissioners for construction, the proposed shore-side power project will comply with the California Environmental Act (CEQA) and the National Environmental Policy Act (NEPA). Environmental staff anticipates that the minimal level documentation under CEQA would be a Categorical Exemption and a Categorical Exclusion under NEPA; the maximum level of documentation would be an Initial Study/Environmental Assessment (IS/EA) Negative Declaration/Finding of No Significant Impact (ND/FONSI). An Environmental Impact Report/Environmental Impact Statement (EIR/EIS), although highly unlikely, will be prepared if there is substantial evidence in the record that supports a fair argument that significant effects may occur as a result of implementing the proposed project.

Permits may be required from the following regulatory agencies, including, but not limited to:

- The San Francisco Bay Conservation and Development Commission (BCDC) Commission: Approval under the “federal consistency” requirements of the federal Coastal Zone Management Act. BCDC will confirm the need for a permit and a consistency determination, and consistency with the *Coastal Management Program for San Francisco Bay*.
- California Regional Water Quality Control Board (RWQCB): A Notice of Intent and Storm Water Pollution Prevention Plan (SWPPP) will be prepared under the existing General Permit for construction.
- U.S. Army Corps of Engineers (USACE): The proposed project site is within the existing marine terminals. The Port of Oakland does not plan to include discharging any fill into the adjacent bay. A permit application may be prepared and submitted to the USACE, however, should the proposed project involve working in the water.
- California Department of Toxic Substances Control (DTSC): Portions of the Maritime area have deed restrictions, which provide limitations on the activities allowed on a specific site, or are in active environmental oversight by Port of Oakland staff and regulatory agencies. The Port of Oakland Environmental Scientists, Project Engineers, and Environmental Planners will continue to coordinate and work with the DTSC to determine permitting needs for the proposed project.

IV.B.-3 LEGISLATIVE APPROVALS

No legislative approvals are required.

IV.B-4 STATE AND LOCAL PLANNING

This Project was considered as part of the State of California’s TIGER Review Panel, led by the California Department of Transportation, and was included in its preliminary Tier I recommendation list of TIGER project applications for the state. A separate transmittal from the State of California on its TIGER recommendations is forthcoming. In addition, the project was included in the recommendations from each of the regional TIGER planning processes convened by the Metropolitan Transportation Commission (Port of Oakland), the Sacramento Council of Governments (Port of West Sacramento), and the San Joaquin Council of Governments (Port of Stockton). The Project is therefore consistent with the state, regional and local planning bodies in each jurisdiction.

Additionally, the Project’s Marine Highway activity is contained within the Sacramento Area Metropolitan Transportation Plan and the San Joaquin Valley Partnership Transportation Plan. As described above, the Port of Oakland’s shore-side power project is an integral part of its Maritime Air Quality Improvement Plan, which was developed in partnership with community groups and residents, regulatory agencies such as the California Air Resources Board, and other interested parties. In addition, the State of California has identified shore power as a discrete early action measure to meet the goals of its landmark legislation, the California Global Warming Solutions Act of 2006.

IV.B-5 TECHNICAL FEASIBILITY

Marine Highway

The San Francisco Bay and the San Joaquin/Sacramento River Delta has long been a key waterway through Northern California. The U.S. Army Corps of Engineers has developed and continues to maintain commercial waterways through the Delta, including both the Sacramento Deep Water Channel and the Stockton Ship Channel. Barges and ocean-going vessels alike have provided service throughout San Francisco Bay and the

Delta. The Port of Oakland and the Corps of Engineers have worked together to haul excavated dredge spoils by barge between Oakland and the Montezuma wetlands, approximately halfway between the Port of Oakland and the Ports of Stockton and Sacramento. Multiple tug companies have the existing equipment to move cargo by barge between the Ports of Oakland, Stockton and West Sacramento, but none of them have yet carried containerized cargo because of the lack of infrastructure necessary to provide such services. Barge modifications are considered relatively minor, and the acquisition of a dedicated container barge fleet will ensure that the containers can be easily loaded, unloaded and secured for transport.

Cold Ironing

The Port of Oakland has completed a feasibility analysis and a review of existing electrical infrastructure that indicates that, based on similar installations performed at the Ports of Los Angeles and Long Beach, the project can be built for the costs described and the schedule noted. The project will serve multiple shipping lines, two of which already have ships calling at Oakland that have been outfitted with equipment for receiving shore power. The remaining shipping lines are in the process of retrofitting vessels and constructing new vessels capable of plugging in to grid based shore power. The Port is currently in discussions with PG&E, the local electric utility company, to evaluate the best options for serving these new customers. PG&E has committed to providing the electric transmission infrastructure necessary for ships at the Port of Oakland.

IV.B.7. FINANCIAL FEASIBILITY

The Project Funding Table above provides an overview of the matching funds that are available to support the federal TIGER grant funding. In addition, the detailed project schedule provided on the preceding pages demonstrates that the project will be able to obligate funds by September 30, 2011 and will complete the Project by February 17, 2012.

In addition, each party in the Project has extensive federal/state grant experience. The City of West Sacramento, of which the **Port of West Sacramento** is a division, has received federal/state grants totaling more than \$50 million and has remained in compliance and good standing with all government agencies. The **Port of Stockton** has successfully managed and handled a multitude of state, federal, and local grants. It currently manages more than 15 grants totaling more than \$30 million and all in full compliance. The **Port of Oakland** has successfully managed numerous state, federal, and local grants, including current federal Airport Improvement Program (AIP) grant dollars for critical upgrades and maintenance work, and, most recently, \$9.7 million in recent AIP funding through the Recovery Act. Other grants include several federal/state Port Security Grants. All are in full compliance.

V. SECONDARY SELECTION CRITERIA

V.A. INNOVATION

Marine Highway

Transporting freight via a marine highway or waterway is as old as the invention of boats. The Project will use it in a new way in California. The Ports of Oakland, Stockton and West Sacramento will utilize the deep water channel that links them to promote the movement of goods via a barge service. The partnership among the ports is innovative and is discussed below.

Cold Ironing

Together with the Puget Sound and San Pedro Bay, the Port of Oakland is one of only three U.S. West Coast gateways for commerce with the Pacific Rim. Providing shore-side power to container vessels allows commerce to continue to flow through this key gateway with minimal impact on the surrounding residents and workers. The installation of infrastructure to allow for ships to “plug-in” and reduce the use of their auxiliary engines while in port is one initiative being undertaken by California container ports. With California’s ports leading the way, shore-side power will become the national standard for the way ports conduct business in the future.

V.B. PARTNERSHIP

Traditionally, ports have operated with a competitive spirit, which can improve an agency's efficiency. In this case, however, collaboration will create efficiencies not just at the three ports, but for the regional and national economies. By working together, this Project will build stronger communities and serve as a cooperative goods movement model. To this end, the three ports will execute a Memorandum of Understanding in support of this Project and each other. This MOU is anticipated to be signed in early Fall 2009.

Marine Highway

The Marine Highway program could not be developed independently by any of the three ports, but instead requires collaboration among all three, with the addition of a private sector independent partner to operate the barging operation. By pooling resources and efforts, the ports can achieve substantial improvements to each of their facilities, while at the same time improving air quality, reducing highway congestion and lowering greenhouse gas emissions.

This is the first of its kind partnership between these three Northern California ports. By taking advantage of the geographic features unique to the marine highway shared by the three ports, each port can offer a more diverse set of services than is currently provided. Additionally, this project has received additional commitments of financial support from the Bay Area Air Quality Management District and the San Joaquin Valley Air Pollution Control District (\$750,000 each; \$1.5 million total), with these funds allocated towards the purchase of a barge for an eventual private operator. In addition, the Port of West Sacramento is in discussions with the Solano-Yolo Air Quality Management District for additional funding for the purchase of a barge system.

Cold Ironing

An essential part of the Green Trade Corridor is to begin with green operations at the Port of Oakland. The provision of TIGER funds will allow for shipping and trade activity at the Port of Oakland to have a reduced environmental and emissions impact well ahead of any regulatory mandates. The provision of cold ironing infrastructure will also be undertaken in coordination with private shipping lines, which will undertake the necessary retrofit of their vessels to accept shore power from the Port of Oakland's terminals.

VI. PROGRAM SPECIFIC CRITERIA FOR PORT PROJECT

The information required for the Program Specific Criteria for Port investments is contained in the attached Benefit Cost Analyses, found in Appendices A and B. Additional information regarding the port profiles, including throughput and expected benefits of the proposed Project, is also contained throughout this application.

FEDERAL WAGE RATE CERTIFICATION

The Ports of Oakland, Stockton and West Sacramento will comply with all requirements and regulations associated with the Federal Wage Rate Certification as part of the distribution of ARRA funds in association with this TIGER grant application. All federal requirements associated with TIGER Recovery Act funds are understood and discussed elsewhere in the grant application.

APPENDIX A

PORT OF STOCKTON'S PORTION OF MARINE HIGHWAY PROJECT BENEFIT-COST ANALYSIS

Benefit-Cost Analysis: The evaluation of economic and environmental benefits followed the MN/DOT Benefit Cost Analysis Guidance, June 2005. Economic benefits are shown monetarily where possible and environmental benefits are shown in units of output. "With" and "without" project conditions are used to determine net benefits. The "with", or alternative, project condition conservatively projects each tug/barge transporting 700 ocean going shipping containers between the Port of Oakland and the Port of Stockton (350 containers in and 350 containers out) at an operating efficiency of one barge per week. The navigable waterway distance between the Port of Oakland and the Port of Stockton is 80 nautical miles with a tug/container carrying barge one way travel time estimated at 9 hours; the navigable waterway distance between the Port of Oakland and Port of West Sacramento is very similar. The project conditions conservatively projects each barge carrying 350 ocean going shipping containers between the Port of Oakland and either the Port of Stockton or the Port of West Sacramento with an operating efficiency of one barge per week. This operating efficiency can be greatly accelerated if the economic and environmental benefits become known. Surface transportation truck haul distance between the Ports of Oakland and Stockton is 70 miles (140 miles round trip) and between the Ports of Oakland and West Sacramento is 80 miles (160 miles round trip). For the purposes of this benefit-cost analysis, the mileage between the Ports of Oakland and Stockton is the case study. The tug/barge movement of shipping containers would commence immediately following completion of the project.

This operating efficiency can be greatly increased based on the economic and environmental benefits shown. The tug/barge movement of ocean going shipping containers would commence immediately following completion of the Port of Stockton's 20-acre paved container yard. Construction of the Port's container yard is expected to be completed within one year from the date project funds are received.

The "without", or "base case", project condition is characterized by heavy truck transport of ocean going shipping containers between the Ports of Oakland and Stockton. Currently trucks transport an estimated 1,600 containers per day between the two ports over the Interstate (I) 880, I-580, I-205, and I-5 highway corridors...a distance of about 70 miles. Interstate 580 ranks as the 2nd most congested highway in the state.

Project Benefits: The benefits of a transportation investment are typically estimated by comparing the amount of travel time; vehicle miles traveled and expected number of crashes for the Project Alternative (i.e., tug/barge movement of ocean going shipping containers between the Ports of Oakland and Stockton) to the Base Case (i.e., movement of ocean going shipping containers by heavy truck between the two ports). Considered in this analysis are: travel-time savings (expressed as vehicle, i.e., truck, hours traveled); truck operating cost savings; and safety (expressed as number of crashes expected) between the Base Case and the Alternative. Other project benefits expressed in terms of reduced air quality emissions and jobs creation are calculated as part of this analysis.

Truck Travel Time Cost Savings: The one way travel time for each heavy truck transporting an ocean going container between the Ports of Oakland and Stockton is about 2.5 hours. The average annual traffic (AAT) for 700 trucks is 36,400 (700 trucks per week times 52 weeks). The annual truck travel time for the 36,400 AAT is 91,000 hours (36,400 times 2.5 hours). The value of time for trucks expressed in dollars per person hour is \$19.39 (based on U.S. DOT Guidance). The total annual truck travel time cost savings for the Alternative (i.e., tug/barge movement of ocean going shipping containers between the Ports of Oakland and Stockton) project is \$1,764,500 (91,000 times \$19.39, rounded).

Truck Operating Cost Savings: Based on the truck AAT of 36,400 (see above), the annual vehicle miles traveled for the 36,400 trucks are 2,548,000 miles (36,400 trucks times the 70 mile travel distance between the Ports of Oakland and Stockton). A recommended standard value for truck operating costs is \$0.62 per mile (reference Minnesota Department of Transportation, Office of Investment Management, July 2005). The annual operating cost for trucks in the Base Case is \$1,579,000 (rounded) (2,548,000 times \$0.62 per mile).

The tug/barge annual operating costs are estimated based on the following: \$800 per hour operating cost; 18 hours per week round trip travel time between the ports; and 52-week per year operation. The annual operating costs for the alternative tug/barge operation are \$749,000 (\$800 times 18 per/week times 52 weeks per year, rounded).

Estimated net annual truck operating cost savings are \$830,000 (\$1,579,000 minus \$749,000).

Safety Benefits: Truck accident reduction benefits expressed as annual savings for the project are calculated at \$13,867,500, rounded (based on prorating values contained in Table B4 of the MN/DOT Benefit Cost Analysis Guidance, June 2005).

Data for annual tug/barge accidents and dollar damages on the navigable waterway between the Ports of Oakland and Stockton aren't readily available. However, vessel casualties per million trip miles, as developed by the U.S. Coast Guard, for the year 2000 were 51.3. The Coast Guard defines vessel casualties as incidents involving towboats, tugboats, or barges. By prorating the alternative project annual tug/barge 8,320 trip miles (80 nautical miles between the two ports, times 2 trips per week for 52 weeks) to the year 2000 vessel casualties per million trip miles of 51.3, yields an annual potential 0.43 vessel casualties for the project alternative.

Air Quality and Livable Communities Benefits: Air quality emissions for the alternative tug/barge project operation were not modeled. However, based on U.S. Department of Transportation, Maritime Administration data for 100 pounds of emissions per ton-mile, tug boat emissions are about: 14 per cent of truck emissions for hydrocarbons; 11 per cent of truck emissions for carbon monoxide; and 5 per cent of truck emissions for nitrous oxide. Also, there are no PM10 tire wear and PM10 brake wear emissions with the tug/barge operation.

For the base project condition, truck running exhaust emissions are reduced by the following estimated amounts for the region:

Reactive Organic Gases – 2.08 tons per day (t/d)
Oxides of Nitrogen – 17.47 t/d
Carbon Monoxide – 36.87 t/d
Carbon Dioxide – 6,345.08 t/d
Sulfur Dioxide – 0.07 t/d
PM10 – 0.69 t/d
PM10 Tire Wear – 0.13 t/d
PM10 Brake Wear – 0.15 t/d

Jobs Creation Benefits: For only the one-year construction period, the direct jobs creation would be 276 (\$19,350,000 divided by \$70,000 per construction job). The secondary effects would be an additional 690 jobs supported (using an economic multiplier of 2.5). For the operational phase of the project, 25 annual full time jobs would be created based on the one tug/barge per week. Secondary effects of the operational phase would be an additional 63 jobs supported annually. As additional tug/barges trips are increased on a weekly basis, corresponding full time jobs would be increased.

Project Costs:

Capital Costs: Construction would occur and be completed within one year from the receipt of funds at an estimated total cost of \$19,350,000. The average annual cost for the project over a 20-year project life is \$1,349,000 (rounded) at a 3.4% discount rate. The annual cost for the project is \$1,349,000.

Major Rehabilitation Costs: No major rehabilitation costs for the Port of Stockton 20-acre paved container storage yard are anticipated over the twenty year project life.

Routine Annual Maintenance Costs: The annual operation and maintenance (O&M) cost for the 20-acre paved container storage yard is estimated to be 1% of the capital cost, or \$193,500.

Remaining Capital Value (RCV): Many components of a project retain some residual life beyond the benefit-cost analysis period, which is 20 years in this case. A zero remaining capital value for the 20-acre paved container yard is used in this analysis. The effect of using a zero remaining capital value is to overestimate the project total average annual cost.

Discounting: For most transportation investments, costs are incurred in the initial years while the benefits from the investment accrue over many years into the future. So it is necessary to account for the time value of money by converting a project's costs and benefits that occur in different years into a common year. However, for the marine

highway project discounting is not required since project construction is expected to be under a year and project benefits of the tug/barge operation begin accruing immediately following project completion.

Benefit-Cost Comparison: Under the (with) project condition, the average annual truck travel time cost savings of \$1,764,500, plus the average annual net benefit of \$830,000 for truck operating cost savings, plus the average annual safety benefits of \$13,867,500 yield a total annual estimated net project benefit of \$16,462,000. The annual estimated project cost is \$1,542,500. The benefit-cost ratio for the project is **10.67 to 1.0**.

A cost-effectiveness comparison of the Port of Stockton's portion of the marine highway project would be the 10.67 to 1.0 monetary ratio plus the air quality and livable communities benefits plus the jobs creations benefits.

Shown separately are a one page Summary Tables for the Transportation Benefit-Cost, Air Quality and Livable Communities Benefits, and the Jobs Creation Benefits.

**TABLE B/C: BENEFIT-COST SUMMARY
PORT OF STOCKTON'S PORTION OF MARINE HIGHWAY PROJECT**

PROJECT NAME: **PORT OF STOCKTON'S PORTION OF MARINE HIGHWAY PROJECT**
 B/C ANALYSIS BASE YEAR: **2011**
 B/C ANALYSIS FUTURE YEAR: **2031**

**BENEFIT-COST ANALYSIS
SUMMARY RESULTS**

NET ANNUAL COST OF PROJECT:	\$1,542,500	PRESENT VALUE OF ITEMIZED BENEFITS	
PRESENT VALUE OF BENEFITS:	\$16,462,000	VHT SAVINGS	\$1,764,500
NET PRESENT VALUE:	\$14,919,500	VMT SAVINGS	\$830,000
BENEFIT / COST RATIO:	10.67 TO 1.0	ACCIDENT REDUCTION BENEFITS	\$13,867,500
		PRESENT VALUE OF TOTAL BENEFITS	\$16,462,000
		PRESENT VALUE OF ITEMIZED COSTS	
		CAPITAL COST	\$1,349,000
		MAINTENANCE COST	\$193,500
		REMAINING CAPITAL VALUE	\$0
		PRESENT VALUE OF TOTAL COSTS	\$1,542,500

**TABLE A/Q: AIR QUALITY AND LIVEABLE COMMUNITIES SUMMARY
REDUCED TRUCK EMISSIONS
SUMMARY RESULTS**

REACTIVE ORGANIC GASES:	2.09 tons per day (t/d)
OXIDES OF NITROGEN:	17.45 t/d
CARBON MONOXIDE:	36.81 t/d
CARBON DIOXIDE:	6,336 t/d
SULFUR DIOXIDE:	0.06 t/d
PM10:	0.70 t/d
PM10 TIRE WEAR:	0.12 t/d
PM10 BRAKE WEAR:	0.16 t/d

TABLE JC: JOBS CREATION SUMMARY

ONE YEAR CONSTRUCTION PERIOD: 276 DIRECT JOBS, 690 SECONDARY JOBS
ANNUAL JOBS IN THE OPERATIONAL PHASE: 25 DIRECT JOBS, 63 SECONDARY JOBS

APPENDIX B

PORT OF OAKLAND COLD IRONING BENEFIT-COST ANALYSIS

State of Good Repair

This criterion is not generally applicable for transportation emissions reduction and efficiency projects such as the shore power project. However, there will be some reduction in the need for bunkering vessels in San Francisco Bay to provide fuel for auxiliary engines while ships are at dock. Reduced use of such fueling vessels will extend the engine life on those vessels, and will reduce emissions from the frequency and duration of their visits to ships that are calling at Berths 25-37. Shore power facilities and associated ship retrofits are long-lasting improvements with less likelihood of breaking down or requiring extensive maintenance than mechanical equipment such as auxiliary engines on ships. Additionally, maintenance of the auxiliary engines may be performed while vessels are at berth, reducing the amount of time that a ship may be taken out of service for engine maintenance.

Economic Competitiveness

In 2005, the Port of Oakland's maritime operations and tenant activities directly and indirectly supported more than 28,000 jobs, \$2 billion in personal income, approximately \$208 million in state and local taxes, and \$1.8 billion in direct operating revenue for businesses providing maritime services for cargo vessels at the port. If the Port of Oakland were to cease operations due to its inability to provide shore power infrastructure for ships, these direct and indirect economic impacts would be significantly reduced or eliminated. Additionally, the creation of 350 construction and 50 new full-time equivalents through the implementation of shorepower will create additional salary benefits that will benefit the region.

Livability

An important project benefit of the cold ironing program is an immediate reduction in the potential cancer risk in West Oakland from exposure to the diesel fuel used in auxiliary engines while ships are at berth. In 2008, the California Air Resources Board released a report on the health risk resulting from all of the diesel sources in and around West Oakland, where the Port of Oakland is located ("Diesel Particulate Matter Health Risk Assessment For The West Oakland Community".) The study determined that Port of Oakland seaport activities contributed to excess cancer risk in the community, accounting for 16% of the measured risk. Emissions from ships at berth accounted for 57 excess cases of cancer per one million persons, representing 30% of the total risk from seaport activities. Berthing emissions from the terminals where the proposed shore power project is located contributed to approximately 13 of those excess cancer cases. By constructing shore power facilities at Berths 25, 30, 32, 35 and 37, the Port will enable ships to use electric power at dock instead of diesel fuel, thereby reducing the local community health risk from berthing emissions.

Sustainability

By switching at least 80% of the ships that call at Berths 25-37 to electric power while at dock in Oakland, an average of 3,632 fewer metric tons of distillate fuel will be used each year for hoteling at those berths, totaling 72,646 metric tons of fuel over the life of the project. This decrease in fuel usage reduces the maritime industry's dependence on oil for auxiliary engine fuel. The replacement energy source, electricity, is increasingly obtained from renewable sources. The anticipated benefit of reduced distillate fuel usage, with a discount rate of 3%, is \$46,000,000.

With construction completed at Berths 25, 30, 32, 35 and 37 by 2012, ships that have been retrofitted will begin using shore power. By 2014, it is anticipated that the shore power project will reduce harmful diesel particulate matter (PM) emissions by 50% compared to no project and will reduce oxides of nitrogen (NOx), reactive organic gases (ROG), oxides of sulfur (SOx) and carbon dioxide (CO₂) emissions by a similar rate. By 2020, all project emissions will be reduced by 80% compared to no project. The emissions reduction benefits, expressed with a discount rate of 3%, is calculated at \$42,000,000.

Projected Emissions Without Berths 25-37 Shore Power Project

Year	PM (tons/year)	NOx (tons/year)	ROG (tons/year)	SOx (tons/year)	CO ₂ (metric tons/year)
2014	4.1	230	9	7	10,366
2020	6.5	364	14	10	16,373
2031	15.1	841	31	24	37,850

Projected Emissions Reductions Due to Berths 25-37 Shore Power Project, with Percentage Reduction from No Project and Project Life Reductions

Year	PM (tons/year)	NOx (tons/year)	ROG (tons/year)	SOx (tons/year)	CO ₂ (metric tons/year)
2014	2.1	115	4	3	5,183
% reduction	50%	50%	50%	50%	50%
2020	5.2	291	11	8	13,098
% reduction	80%	80%	80%	80%	80%
2031	12.1	672	25	19	30,280
% reduction	80%	80%	80%	80%	80%
Lifetime reduction (2012-2031)	120	6,679	250	192	300,755

The air quality benefits that will accrue from this project, including substantial reductions in Diesel Particulate Matter (discussed in the Livability Long-Term Outcomes section above), in ozone-forming nitrogen oxides (NOx) and in carbon dioxide (CO₂). Reducing CO₂ is a state, national, and international priority due to its identification as a “greenhouse gas” (GHG), with potential implications for climate change. About 300,000 metric tons of CO₂ will be eliminated over the 20-year life of the project due to use of shore power instead of distillate in auxiliary engines. The State of California has identified shore power as a discrete early action measure to meet the goals of its landmark legislation, the California Global Warming Solutions Act of 2006 (also known as AB 32).

Safety

This BCA criterion is not generally applicable for transportation emissions reduction and efficiency projects such as the shore power project.

Overall Benefit-Cost Ratio

Based on the savings from the reduced dependence on the use of distillate fuel by ocean going vessels while at berth at the Port of Oakland, combined with the emissions reductions benefits of reducing the use of auxiliary engines, the initial benefits calculated over a 20-year life span of the project are approximately \$88,000,000. With a start-up cost of \$26,000,000 in TIGER funds, the Benefit-Cost Ratio for the project is approximately **3.38 to 1**. This ratio is subject to change based upon further analysis and inclusion of employment benefits expected to be created by the project.

BARBARA LEE
9TH DISTRICT, CALIFORNIA

COMMITTEE ON
APPROPRIATIONS
Subcommittee on
Labor, Health and Human Services,
Education and Related Agencies
Subcommittee on
State, Foreign Operations and Related Programs
Subcommittee on
Financial Services and General Government

COMMITTEE ON
FOREIGN AFFAIRS
Subcommittee on
Africa and Global Health
Subcommittee on
the Western Hemisphere



Congress of the United States
House of Representatives
Washington, D.C. 20515-0509

CHAIRWOMAN,
CONGRESSIONAL BLACK CAUCUS

REPLY TO OFFICE CHECKED

WASHINGTON OFFICE
2444 RAYBURN H.O.B.
WASHINGTON, D.C. 20515
Phone: (202) 225-2661
Fax: (202) 225-9817

DISTRICT OFFICE
1301 CLAY STREET, SUITE 1000N
OAKLAND, CA 94612
Phone: (510) 763-0370
Fax: (510) 763-6538

website: lee.house.gov

September 11, 2009

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

It is my pleasure to write in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. It is my understanding that this project will create an innovative, efficient and reliable trade route utilizing local waterways, while also improving air quality in Northern California.

As Representative of California's 9th Congressional District, I recognize the important role our port plays in Oakland's economic diversity and growth. The Port of Oakland is joining with the Ports of Stockton and West Sacramento to propose a \$56 million Green Trade Corridor grant application for the TIGER program. This funding would help ensure that ocean-going vessels calling on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid (thereby reducing greenhouse gas emissions and improving air quality for residents). The program would also implement an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that would utilize barges as an alternative transport method between the three ports. Another important aspect of this program is its potential to create hundreds of well-paying construction jobs and long-term employment opportunities for residents in the 9th Congressional District and the surrounding region.

This project will fulfill TIGER program goals by delivering long-term economic benefit, reducing emissions related to port operations and enhancing the livability and sustainability of our trade and transportation network. It is my hope that the ports' Green Trade Corridor TIGER grant application is given every serious consideration. Please contact my District Office at (510) 763-0370 for further information about my support for this vital Bay Area project.

Sincerely,

Barbara Lee
Member of Congress

MIKE THOMPSON

1ST DISTRICT, CALIFORNIA

COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON HEALTH

SUBCOMMITTEE ON SELECT

REVENUE MEASURES

PERMANENT SELECT

COMMITTEE ON INTELLIGENCE

CHAIRMAN, SUBCOMMITTEE ON TERRORISM,

HUMAN INTELLIGENCE ANALYSIS AND

COUNTERINTELLIGENCE

SUBCOMMITTEE ON INTELLIGENCE COMMUNITY

MANAGEMENT



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515

OFFICE PHONE:
1040 MIKE THOMPSON, SUITE 201
NAPA, CA 94559
(707) 226-9898

MIKE THOMPSON, SUITE 1
FARMERS, CA 95503
(707) 226-0563

FIRST ENERGY, BOX 2208
FORT HARRIS, CA 95631
(707) 963-0070

717 MAIN STREET, SUITE 101
WOODLAND, CA 95694
(530) 663-8271

CAPITOL PHONE:
231 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4111

WEBSITE: <http://thompson.house.gov>

September 14, 2009

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

On behalf of the Port of West Sacramento, in cooperation with the Ports of Oakland and Stockton, I am pleased to submit this letter of support for a TIGER Discretionary Grant for: California's Green Trade Corridor at the Ports of Oakland, Stockton & West Sacramento. The Project will be an excellent stimulus for job growth and business development for the 3-region area of California. Overall the Project is expected to create 690 near-term jobs, is shovel-ready, and has my full support.

This grant will enable a Marine Highway to transport cargo via barge from the Port of Oakland to the inland Ports of West Sacramento & Stockton. This regional project will promote efficient goods movement by giving companies another alternative from the traditional California highways that are already congested and will continue to worsen as the California populations grows. The project will significantly reduce air emissions at the Port of Oakland and the Sacramento and Central Valleys of California.

From the days of the 1849 Gold Rush, ships have ferried goods to and from the San Francisco Bay through inland waterways to the cities of Sacramento and Stockton, then by wagon in and out of the Sierra Nevada. Today, California's Central Valley is a popular location for warehousing, distribution and related logistics businesses. This application will allow these important functions to continue, but in a more cost-effective and environmentally responsible manner.

I recognize that the TIGER Discretionary Grant program will be highly competitive, however this innovative joint effort by three of Northern California's ports is worthy of a federal investment. I appreciate your full consideration of this important project.

Sincerely,

MIKE THOMPSON
Member of Congress

DANIEL E. LUNGREN
3RD DISTRICT, CALIFORNIA

COMMITTEE ON
HOMELAND SECURITY

COMMITTEE ON
THE JUDICIARY

COMMITTEE ON
HOUSE ADMINISTRATION
RANKING MEMBER

Congress of the United States
Washington, DC 20515

September 11, 2009

WASHINGTON OFFICE
2262 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 226-5716
FAX: (202) 226-1298

DISTRICT OFFICE:
2339 GOLD MEADOW WAY, SUITE 220
GOLD RIVER, CA 95670
(916) 859-9906
FAX: (916) 859-9976

E-MAIL: VISIT OUR WEBSITE
www.lungren.house.gov

The Honorable Ray H. LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood,

On behalf of the Port of West Sacramento, in cooperation with the Ports of Oakland and Stockton, I am pleased to submit this letter of support for a TIGER Discretionary Grant for: California's Green Trade Corridor at the Ports of Oakland, Stockton & West Sacramento. The Project will be an excellent stimulus for job growth and business development within the 3 region area of California. Overall the Project is expected to create 690 near-term jobs, is shovel ready, and has my full support.

This grant will enable a Marine Highway to transport cargo via barge from the Port of Oakland to the inland Ports of West Sacramento and Stockton. This regional project will promote efficient goods movement by giving companies another alternative from the traditional California highways that are already congested and will continue to worsen as California's population grows. The project will significantly reduce air emissions at the Port of Oakland and in the Sacramento and central valley of California.

From the days of the 1849 Gold Rush, ships have ferried goods to and from the San Francisco Bay throughout the inland waterways to the cities of Sacramento and Stockton, then by wagon in and out of the Sierra Nevada. Today, California's central valley is a popular location for warehousing, distribution and related logistics businesses. This application will allow these important functions to continue, but in a more cost-effective and environmentally responsible manner.

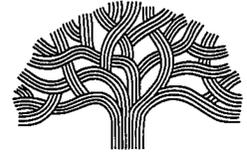
I recognize that the TIGER Discretionary Grant program will be highly competitive, however this innovative joint effort by three of Northern California's ports is worthy of a federal investment. I appreciate your full consideration of this important project.

Sincerely,



Daniel E. Lungren
Member of Congress

CITY OF OAKLAND



1 FRANK H. OGAWA PLAZA • 3RD FLOOR • OAKLAND, CALIFORNIA 94612

Office of the Mayor
Ronald V. Dellums
Mayor

(510) 238-3141
FAX: (510) 238-4731
TDD: (510) 839-6451

September 11, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

I greatly appreciated your recent visit to Oakland and for the time to reconnect with you. It is my honor to write in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will serve as a national model in assisting the Port of Oakland's business model that integrates economic with environmental and community interests.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and believe that it's in complete alignment with national transportation priorities.

Sincerely,

A handwritten signature in cursive script, reading "Ronald V. Dellums".

Ronald V. Dellums
Mayor

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 621-4005
FAX (916) 323 2304

DISTRICT OFFICES
555 MASON STREET
SUITE 230
VACAVILLE, CA 95688
(707) 454-3808
FAX (707) 454-3811

31 E CHANNEL STREET
ROOM 440
STOCKTON, CA 95202
(209) 948-7930
FAX (209) 948-7993

EMAIL
SENATOR.WOLK@SENATE.CA.GOV

WEBSITE
WWW.SEN.CA.GOV/WOLK

August 25, 2009

California State Senate

SENATOR
LOIS WOLK
FIFTH SENATE DISTRICT



- CHAIR
- REVENUE & TAXATION
- COMMITTEES
- APPROPRIATIONS
- BANKING, FINANCE & INSURANCE
- HEALTH
- LOCAL GOVERNMENT
- NATURAL RESOURCES & WATER
- TRANSPORTATION & HOUSING
- SUBCOMMITTEES
- CALIFORNIA PORTS & GOODS MOVEMENT
- AGING & LONG-TERM CARE
- SELECT COMMITTEES
- DELTA STEWARDSHIP & SUSTAINABILITY, CHAIR
- AUTISM & RELATED DISORDERS
- BIOTECHNOLOGY
- CALIFORNIA'S WINE INDUSTRY
- CONSTITUTIONAL REFORM
- DELTA CONSERVATION
- CONVEYANCE & GOVERNANCE
- STATE SCHOOL FACILITIES
- JOINT COMMITTEES
- LEGISLATIVE AUDIT
- LEGISLATIVE BUDGET

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

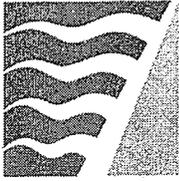
Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

LOIS WOLK
State Senator, 5th District



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT
SINCE 1955

September 14, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

ALAMEDA COUNTY
Tom Bates
(Secretary)
Scott Haggerty
Jennifer Hosterman
Nate Miley

On behalf of the Bay Area Air Quality Management District, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

CONTRA COSTA COUNTY
John Gioia
Mark Ross
Michael Shimansky
Gayle B. Uilkema

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

MARIN COUNTY
Harold C. Brown, Jr.

NAPA COUNTY
Brad Wagenknecht
(Vice-Chairperson)

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

SAN FRANCISCO COUNTY
Chris Daly
Gavin Newsom

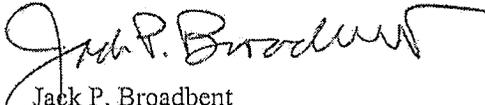
I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

SAN MATEO COUNTY
Carol Klatt
Carole Groom

SANTA CLARA COUNTY
Susan Garner
Yoriko Kishimoto
Liz Kniss
Ken Yeager

Sincerely,

SOLANO COUNTY
Jim Spering


Jack P. Broadbent
Executive Officer/APCO

SONOMA COUNTY
Shirlee Zane
Pamela Torliatt
(Chairperson)

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Spare the Air



September 14, 2009

Mr. Stephen Larson
Port of Stockton
2201 West Washington St.
Stockton, Ca 95203

RE: Support for California's Green Trade Corridor at the Ports of Oakland, Stockton, and West Sacramento

The challenges faced by the San Joaquin Valley with respect to air quality are unmatched by any other region in the State. The Valley's topography, climate, geography and the presence of two major transportation corridors connecting Northern and Southern California all contribute to the region's air quality problem. In fact, over 80% of the oxides of nitrogen (NO_x) inventory in the San Joaquin Valley Air Pollution Control District (SJVAPCD) are attributed to mobile sources.

The SJVAPCD supports the referenced proposal submitted by the Ports of Oakland, Stockton, and West Sacramento to establish a marine highway and to deliver shore side power. This project has the opportunity to greatly reduce NO_x and particulate matter (PM) emission from heavy-duty diesel trucks traveling along major transportation routes in Northern and Central California. The emission reductions associated with this project will assist the San Joaquin Valley in meeting its air quality attainment goals.

Should you have any questions, please do not hesitate to contact me at (559) 230-6000.

Sincerely,

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

July 31, 2009

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Mr. Will Kempton
Caltrans Headquarters
P.O. Box 942873
Sacramento, CA 94273-0001

RE: TIGER Submittal – Bay Area Projects for Statewide Priority List

Dear Mr. Kempton:

Thank you for the opportunity to provide MTC's input in the statewide Transportation Investment Generating Economic Recovery (TIGER) advocacy effort.

On July 22nd, MTC adopted Resolution 3926 and identified four Bay Area priority projects totaling \$133 million in grant requests. A summary of the four projects is listed in Attachment A. MTC conducted a call for projects, which resulted in 18 applications that totaled roughly \$585 million in TIGER requests. Resolution 3926 and the four TIGER applications are included in this transmittal for your consideration in the statewide selection process.

The four recommended projects scored well against the federal criteria, and include regionally significant transit, highway and goods movement applications, as well as a TIFIA loan request. MTC considers these four projects the most competitive TIGER projects in the region.

MTC looks forward to working closely with Caltrans and our partner agencies to deliver a strong statewide priority list to the United States Department of Transportation. Please feel free to contact me or Alix Bockelman of my staff at (510) 817-5850 if you need further information about our grant requests.

Sincerely,

Steve Heminger
Executive Director

ARRA
Transportation Investment Generating Economic Recovery
(TIGER)
MTC Priority Projects
For Submittal to Caltrans

Project Name	Sponsor	TIGER Request	Total Project Cost
Doyle Drive Replacement	SFCTA/Caltrans	50,000,000	1,045,000,000
California's Green Trade Corridor	Port of Oakland	28,000,000	35,000,000
BART SVRT Extension: Revenue Vehicle Storage at Hayward Yard	BART/VTA	50,000,000	62,282,209
BART Oakland Airport Connector TIFIA	BART	5,000,000	529,000,000
	Total	133,000,000	1,671,282,209



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.468.3913 • 209.468.1084 (fax)

www.sjco.org

September 14, 2009

Larry Hansen
CHAIR

Ann Johnston
VICE CHAIR

Andrew T. Chesley
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Mr. Stephen Larson
Grants Coordinator
Port of Stockton
2201 West Washington Street
Stockton, CA 95203

RE: Support of the Port of Stockton Maritime Highway Corridor Proposal for Transportation Investments Generating Economic Recovery (TIGER) Grant Funding

Dear Mr. Larson:

In July 2009 the San Joaquin Council of Governments (SJCOG) Board of Directors adopted a resolution endorsing three projects in the San Joaquin County region to be submitted for the federal Transportation Investments Generating Economic Recovery (TIGER) grant funding. This action recognized the TIGER grant program as a discretionary grant program of the 2009 American Recovery and Reinvestment Act (ARRA) focused on high priority transportation infrastructure projects throughout the country with national significance. The Port of Stockton Maritime Highway Corridor project was included in the projects endorsed by the SJCOG Board.

The SJCOG Board endorses the Port of Stockton's TIGER grant proposal for the Maritime Highway Corridor based upon the key transportation, environmental, and economic benefits supported by the project. The proposed barge system linking the Ports of Stockton and West Sacramento to Oakland will provide an alternative transportation option that removes trucks from the region's heavily congested corridors, reduces energy consumption and reduces greenhouse gas and diesel particulate matter emissions. The project will also create immediate and long-term, skilled jobs in both the San Francisco Bay Area and Central Valley that are vital to the economic recovery of the region and the nation at large.

If you have any questions regarding this letter of support, please do not hesitate to contact me at (209) 468-3913.

Sincerely,

DANA COWELL
Deputy Director

EXECUTIVE COMMITTEE

Chairman 2009-2011
LLOYD DEAN
President & CEO
Catholic Healthcare West
LAURENCE M. BAER
President
San Francisco Giants
ANDREW BALL
President & CEO
Webcor Builders
W. DONALD BELL
Chairman, President & CEO
Bell Microproducts Inc.
STEVEN K. BUSTER
President & CEO
Mechanics Bank
MICHAELA A. COVARRUBIAS
Chairman & CEO
TMG Partners
MARY B. CRANSTON
Firm Senior Partner
Pillsbury Winthrop Shaw Pittman LLP
CHRISTOPHER DIGIORGIO
Managing Partner
Accenture LLP
PAULA F. DOWNEY
President
AAA Northern California, Nevada & Utah
ROBERT L. DUFFY
Senior Partner
A.T. Kearney, Inc.
MARK EDMUNDS
Vice Chairman &
Regional Managing Partner
Deloitte
REYAD FEZZANI
CEO
BP Solar
ANDREW G. GIACOMINI
Managing Partner
Hanson Bridgett LLP
GEORGE C. HALVORSON
Chairman & CEO
Kaiser Foundation Health Plan, Inc.
DAVID A. HOYT
Senior Executive Vice President
Wholesale Banking
Wells Fargo & Company
MARY HUSS
Publisher
San Francisco Business Times
DONALD KNAUSS
Chairman & CEO
The Clorox Company
RICHARD KRAMLICH
General Partner/Co-Founder
New Enterprise Associates
JANET LAMKIN
California State President
Bank of America
JIM LEVINE
Managing Partner
Montezuma Wetlands LLC
PHILLIP L. LUECHT, JR.
Managing Director
Aon Risk Services
DUNCAN L. MATTESON
Chairman
The Matteson Companies
PEG McALLISTER
Senior Vice President
Lee Hecht Harrison
NANCY McFADDEN
Senior Vice President, Public Affairs
Pacific Gas and Electric Company
KENNETH McNEELY
President, AT&T California
AT&T
ALEXANDER R. MEHRAN
President & CEO
Sunset Development Company
LENNY MENDONCA
Director
McKinscy & Company
JOSEPH W. SAUNDERS
Chairman & CEO
Visa Inc.
MASAAKI TANAKA
President & CEO
Union Bank of California
KENNETH WILCOX
President & CEO
SVB Financial Group
JANET L. YELLEN
President & CEO
Federal Reserve Bank of San Francisco
RHONDA ZYGOCKI
Vice President, Policy, Government,
and Public Affairs
Chevron Corporation

Ex Officio
JIM WUNDERMAN
President & CEO, Bay Area Council

201 California Street, Suite 1450
San Francisco, CA 94111
(415) 981-6600

BAY AREA COUNCIL

September 15, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application—Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of the Bay Area Council, I am writing in support of the \$56 million TIGER grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. The Bay Area Council is an organization of over 275 major Bay Area employers that have joined together to advance public policies that promote sustainable prosperity in our region. Recognizing that goods movement is a key foundation of economic growth, in 2006 the Bay Area Council launched the Northern California Trade Corridors Coalition of employers and government. This coalition cemented an understanding that the Bay Area, the Sacramento region, and the San Joaquin Valley are an integrated goods movement region and that public investment must support this economic reality.

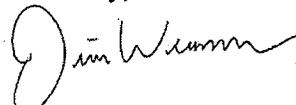
The Green Trade Corridor is an innovative proposal and a reflection of the new spirit of interregional cooperation. A joint proposal of by the Ports of Oakland, Stockton, and West Sacramento, this project will establish efficient and reliable trade connections among the ports of the region while simultaneously improving air quality for the most-impacted residents. The Green Trade Corridor project provides public benefits in three major areas:

- Implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports
- Ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality for local residents
- Creates well-paying construction jobs and long-term employment opportunities.

This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the Green Trade Corridor TIGER grant application and respectfully request that you select this important project.

Sincerely,



Jim Wunderman
President and CEO



September 10, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of the Board of Directors and our business partners in the Oakland Partnership, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Joe Haraburda'. The signature is fluid and cursive, written over a white background.

Joseph J. Haraburda
President & CEO



metrochamber

SACRAMENTO METROPOLITAN
CHAMBER OF COMMERCE

September 9, 2009

Department of Transportation
Ray LaHood, Secretary of Transportation
1200 New Jersey Ave, SW
Washington, DC 20590

Re: Transportation Investment Generating Economic Recovery (TIGER) Grant

Dear Secretary LaHood:

On behalf of the Sacramento Metro Chamber, I am writing to express support for the Port of West Sacramento's grant request to for the TIGER Application: *California's Green Trade Corridor at the Ports of Oakland, Stockton & West Sacramento*. This grant will enable a Marine Highway to transport cargo via barge from the Port of Oakland to the inland Ports of West Sacramento & Stockton. This regional project will promote efficient goods movement by giving companies another alternative from the traditional California highways that are already congested and will continue to worsen as the California populations grows. The project will significantly reduce air emissions at the Ports of Oakland and Sacramento, as well as the Central Valley of California.

The Port of West Sacramento began operation in the 1960s, providing the Sacramento region with the ability to export regional agriculture products and driving job and economic growth. The Port has since transformed into a major importer of construction materials (cement, steel, lumber) and other large project cargos, including equipment for wind-energy facilities, power plants and dam construction. The Port also is expanding its facilities in 2009-2010 to include new biofuels, metal export and wood pellet export facilities, which will increase cargo throughput in the region by more than 900,000 metric tons annually.

Improving the movement of goods is among the highest priorities for the State of California and under the leadership of Governor Arnold Schwarzenegger, the California Business, Transportation, and Housing Agency has developed a goods movement action plan. The Metro Chamber also has identified goods movement as a regional transportation priority and has strongly supported projects at the Port of West Sacramento, it is a key component to improving the Sacramento region's overall transportation network.

The Sacramento Metro Chamber is the largest, oldest and most prominent voice of business in the greater Sacramento area. Representing nearly 2,300 member businesses and business organizations in the six county Sacramento region, the Sacramento Metro Chamber serves as the region's leading proponent of regional cooperation and primary advocate on issues affecting business, economic development and quality of life.

Sincerely,

Matthew R. Mahood
President & CEO

2009 Chair

Linda Cutler

Vice President, Corporate Communications
GenCorp, Inc.

1st Vice Chair

Randy Sater

Senior Vice President
Teichert Land Co.

2nd Vice Chair

Greg Eldridge

Vice President, Area Manager
CH2M-Hill

Vice Chair, Economic Development

John DiSasio

General Manager & CEO
SMID

Vice Chair, Membership Development

Michael O'Brien

President & Co-Publisher
Sacramento Magazines Corporation

Vice Chair, Marketing & Communications

Michele McCormick

Senior Vice President, Sacramento Region
CirclePoint/MAC Communications

Vice Chair, Programs & Events

Kathy McKim

Vice President, External Affairs, North/Central
A&I

Vice Chair, Public Policy

Robert Dugan

Legislation & Public Affairs
Caranto Construction, Inc.

Vice Chair, Small Business

Terry Harvego

Director
Harvego Enterprises

Immediate Past Chair

Michael Jacobson

Corporate Affairs Manager
Intel Corporation

At-Large Representatives

Griselda Barajas

Principal
Griselda's Ventures

Christopher Delfino

Partner

Downey Brand, LLP

Kris Deutschman

President

Deutschman Communications Group

Shelly Schlenker

Vice President, Public Policy & Advocacy
CHW/Intercy

Metro PAC Chair

Michelle Smira

Principal
MAAS Strategies

Legal Counsel

Martha Lofgren

Partner

Brewer Lofgren

Treasurer

Warren Kashiwagi

Partner

Perry-Smith, LLP

President & CEO

Matthew R. Mahood

Sacramento Metro Chamber



September 9, 2009

Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave, SW
Washington, DC 20590

Re: Transportation Investment Generating Economic Recovery (TIGER) Grant

To whom it may concern:

Please accept this letter of support on behalf of the West Sacramento Chamber of Commerce for the TIGER Application: *California's Green Trade Corridor at the Ports of Oakland, Stockton & West Sacramento*. This grant will enable a Marine Highway to transport cargo via barge from the Port of Oakland to the inland Ports of West Sacramento & Stockton. This regional project will promote efficient goods movement by giving companies another alternative from the traditional California highways that are already congested and will continue to worsen as the California populations grows. The project will significantly reduce air emissions at the Port of Oakland and the Sacramento and Central Valleys of California.

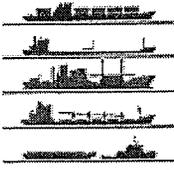
The West Sacramento Chamber of Commerce works closely with the Port of West Sacramento's efforts to support local businesses and attract new businesses to the area. West Sacramento's unemployment rate is typically higher than the rest of Yolo County and the State of California. In the current economic downturn, employment conditions are even more difficult than usual for our residents. Business retention and expansion is of vital interest to our members, West Sacramento businesses and our community.

We look forward to using the new Marine Highway from the Port of West Sacramento and believe this project to be an innovative way to promote efficient goods movement and create much needed jobs and economic recovery in the Sacramento Valley.

If you have any questions, please feel free to contact me directly.

Sincerely,

Denice Seals
Chief Executive Officer
West Sacramento Chamber of Commerce



August 18, 2009

Hon. Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Support: ARRA TIGER Grant Application by the Port of Oakland for the Cold-Ironing Project Funding

Dear Secretary LaHood:

On behalf of Pacific Merchant Shipping Association (PMSA), I am writing in support of the application for an American Recovery & Reinvestment Act TIGER Discretionary Grant by the Port of Oakland for additional resources to fund its efforts to electrify its waterfront and create a capacity for its marine terminals to “cold-iron” vessels at berth. This is an effort of significant importance to the regional and national transportation system that will result in a more productive and viable Port of Oakland.

PMSA, which represents ocean carriers and marine terminal operators conducting trade at West Coast ports, supports the cold-ironing aspect of the Port’s “Green Trade Corridor” application, because it will help reduce emissions of diesel particulate matter, NOx and SOx, as well as greenhouse gasses, improve air quality for those communities nearest to Port operations, and help offset the financial burdens associated with the large cost of making these large investments in the electrical infrastructure necessary to achieve these emissions benefits.

In addition, the project will create hundreds of construction jobs for local residents and will serve to fulfill the Department of Transportation’s TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation’s trade and transportation network, and demonstrating innovation and partnership among regional entities.

We commend the Port of Oakland’s Cold Ironing project to you since it meets both primary and secondary criteria of the TIGER grant program, by reducing burdens on trade development and reducing air pollution.

If you have any questions, please feel free to contact me.

Sincerely,

John R. McLaurin
President

cc: Secretary Dale Bonner, California Business, Transportation & Housing Agency

Sailors' Union of the Pacific



TELEPHONE (415) 777-3400
CABLE ADDRESS "SAILORS"

FAX (415) 777-5088

BRANCHES PHONE
SEATTLE, 98106 • 2414 SW ANDOVER ST, SUITE F105 • (206) 467-7944
WILMINGTON, 90744 • 533 N. MARINE AVE. • (310) 835-6617
HONOLULU, 96813 • 707 ALAKEA ST. • (808) 533-2777
GUNNAR LUNDEBERG • PRESIDENT/SECRETARY-TREASURER

HEADQUARTERS: 450 HARRISON STREET
SAN FRANCISCO, CALIFORNIA 94105



September 4, 2009

The Honorable Ray LaHood Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of the Sailors' Union of the Pacific, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

GUNNAR LUNDEBERG
President/Secretary-Treasurer



The VOICE of the Construction Industry

OFFICERS August 14, 2009

Tom Foss, President
Bob Christenson, Senior Vice President
Gerry DiIoli, Vice President
John Nunan, Treasurer
Wayne Lindholm, Immediate Past President
Thomas Holsman, CEO

STATE OFFICE

3095 Beacon Boulevard
West Sacramento, CA 95691
(916) 371-2422 / Fax (916) 371-2352
E-mail: agcsac@agc-ca.org

REGIONAL OFFICES

Northern California
1390 Willow Pass Road, Suite 1030
Concord, CA 94520
(925) 827-2422 / Fax (925) 827-4042
E-mail: agcnorth@agc-ca.org

Southern California
1906 W. Garvey Avenue South, Suite 100
West Covina, CA 91790
(626) 608-5800 / Fax (626) 608-5810
E-mail: agcsouth@agc-ca.org

DISTRICTS

Eureka and Shasta
(530) 246-8638 / Fax (530) 547-4772
E-mail: agcredding@agc-ca.org

Delta-Sierra
(916) 371-2422 / Fax (916) 371-2352
E-mail: agcsac@agc-ca.org

North Bay
(925) 827-2422 / Fax (925) 827-4042
E-mail: agcnorth@agc-ca.org

San Francisco Bay Area
(925) 827-2422 / Fax (925) 827-4042
E-mail: agcnorth@agc-ca.org

Santa Clara
(408) 727-3318 / Fax (408) 727-7567
E-mail: agcnorth@agc-ca.org

Monterey Bay
(925) 827-2422 / Fax (925) 827-4042
E-mail: agcnorth@agc-ca.org

San Joaquin
(559) 252-6262 / Fax (559) 252-6294
E-mail: agcfresno@agc-ca.org

Tri-Counties
(805) 388-7330 / Fax (805) 388-7329
E-mail: agctrico@agc-ca.org

Los Angeles
(626) 608-5800 / Fax (626) 608-5810
E-mail: agcsouth@agc-ca.org

Orange County
(949) 453-1480 / Fax (949) 453-1580
E-mail: agcsbo@agc-ca.org

Riverside/San Bernardino
(909) 885-7519 / Fax (909) 381-4047
E-mail: agcsbo@agc-ca.org



The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of the Associated General Contractors of California, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

Kevin Rowe
SF/Bay Area and North Bay District Manager



Peralta Community College District

333 East Eighth Street · Oakland, California 94606 · (510) 466-7200

Office of the Chancellor

August 31, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of Peralta Community Colleges District, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California and create jobs.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

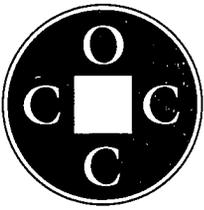
The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

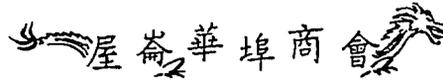
A handwritten signature in black ink, appearing to read "Elihu Harris".

Elihu Harris



OAKLAND CHINATOWN CHAMBER OF COMMERCE

August 6, 2009



EXECUTIVE BOARD

Sugiarto Loni
President

Gregory L. Chan
Executive Vice President

Gerric Chui
Vice President

Philberta Chui
Vice President

Mack Lovett
Vice President

Ted Lum
Treasurer

Judith Tang, Esq.
Secretary

Francis Lan
Immediate Past President

Jennie Ong
Executive Director

BOARD OF DIRECTORS

Carl Chan
Johnson Cheng
Frances Chow
Judy Chu
Jean Dunn
Milton Fong
Derek Kam
Rosina Ko
Allen Lee
Arlene Lum
Kwong Mark
William Sakakura
Tim Tam
Wayne Veidt
Joseph Wong

ADVISORY BOARD

Tere Lee
Victor Mar
Dr. Lawrence Ng
George Ong, Esq.
James M. Ong, E.A.
Denny Suzuki
Albert Wong
Beatrice Wong

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of Oakland Chinatown Chamber of Commerce, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

Sugiarto Loni, SE, LEED AP
Chamber Board President



August 14, 2009

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

COPY

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of the Hispanic Business, Education & Training, Inc., I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

Felix Galaviz
Chief Executive Officer



August 14, 2009

COPY

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: TIGER grant application from the Ports of Oakland, Stockton and West Sacramento

Dear Secretary LaHood:

On behalf of the Hispanic Chamber of Commerce Alameda County, I am writing in support of the TIGER discretionary grant application to establish a Green Trade Corridor between the Ports of Oakland, Stockton and West Sacramento. This project will create an innovative, efficient and reliable trade route utilizing the local waterways and will also serve to improve the air quality situation in Northern California.

Joining with the Ports of Stockton and West Sacramento, the Port of Oakland has proposed a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on the Port of Oakland can turn off their engines while at berth and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The project will create hundreds of construction and long-term employment opportunities for local residents, reduce emissions related to the operations of the ports, and create a more efficient transportation network for the region. This project will serve to fulfill the Department of Transportation's TIGER program goals of delivering long-term economic benefits, enhancing the livability and sustainability of the nation's trade and transportation network, and demonstrating innovation and partnership among regional entities.

I appreciate your consideration of the ports' Green Trade Corridor TIGER grant application, and respectfully request that you select this important project.

Sincerely,

Felix Galayiz
Chief Executive Officer



3575 Reed Avenue, P.O. Box 1501
West Sacramento, CA 95605-1501

(916) 374-4000 Office
(916) 372-0727 Fax

(800) 696-4150 CA Customer Service
(800) 874-4150 OR/NV Customer Service

September 9, 2009

Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave, SW
Washington, DC 20590

Re: Transportation Investment Generating Economic Recovery (TIGER) Grant

To whom it may concern:

Please accept this letter of support on behalf of ***Tony's Fine Foods dba California Cold Logistics*** for the TIGER Application: *California's Green Trade Corridor at the Ports of Oakland, Stockton & West Sacramento*. This grant will enable a Marine Highway to transport cargo via barge from the Port of Oakland to the inland Ports of West Sacramento & Stockton. This regional project will promote efficient goods movement by giving companies another alternative from the traditional California highways that are already congested and will continue to worsen as the California populations grows. The project will significantly reduce air emissions at the Port of Oakland and the Sacramento and Central Valleys of California.

California Cold Logistics is an asset based, wholly owned division of Tony's Fine Foods, *EST 1934*, West Sacramento, California. We have over **450,000 ft²** of Chilled/Frozen/Dry **Public Storage** Capacity in Northern California **AND** over **70 Refrigerated** Tractor/Trailers in our delivery fleet, all TRU 2001 compliant, with **24 hour** coverage of California, western Nevada and southern Oregon, six days per week.

We currently work with over **700 Vendors** and ship to over **2,200 establishments**. Our freight consolidation services have been our largest GROWTH area in the past year, with a minimum of seven sea containers outbound per week representing over **7,280 tons per year** of perishable food products to Hawaii, Guam and American Samoa.

We look forward to using the new Marine Highway from the Port of West Sacramento and believe this project to be an innovative way to promote efficient goods movement and create much needed jobs and economic recovery in the Sacramento Valley.

If you have any questions, please call me directly at [916.374.4086](tel:916.374.4086) or Fong@CaliforniaCold.com.

Respectfully,

Perry Fong, President
California Cold Logistics

ATTACHMENT H MILESTONE/DELIVERABLE SCHEDULE

THE FOLLOWING SCHEDULE BEGINS AT TIME OF RECEIPT OF SIGNED GRANT.

	Stockton	West Sacramento	Oakland
Completed Design Documents	Completed	December 2010	December 2010
Environmental Review Completed and Permits Obtained	Completed	December 2010	December 2010
Completed Equipment Purchase & Installation	East Complex Crane- January 2011; Berth 19 Crane-January 2011	Mobile Harbor Crane March 2011	March 2011
Completed Site Prep., Including Dismantling of Existing Equipment	10+ acre site- March 2011	Stuffing Facility April 2011	N/A
Construction Begins	October 2010	Stuffing Facility April 2011	March 2011
Construction Complete	December 2011	Stuffing Facility July 2011	January 2012
Commence Marine Highway Service	From Stockton September 2012	Date TBD	To Oakland September 2012

ATTACHMENT I

Performance Measures for California’s Green Trade Corridor Project

Study Area: The proposed California Green Trade Corridor includes the water routes between the ports of Stockton and Oakland and between the ports of West Sacramento and Oakland. In addition, the project includes the cold-ironing of deepwater vessels in the port of Oakland, which will further “green” this freight corridor.

Reporting: The port of Stockton will compile all reports and submit to the grantor as described herein. Semi-Annual reports should measure and report data as described in Table 1 below for the duration of the Measurement Period defined in Table 1 below. Grantee need not include any analysis in addition to the described data. Semi-Annual report due dates are as follows:

Reporting Period	Due
January - June	August 1st
July – December	February 1st

Table 1: Performance Measure Table

Measure	Description of Measure	Measurement Period
1. Congestion and Emissions Benefits derived From Marine Highway service (Assumes freight moving by Marine Highway would otherwise move on Highways) – Measured in Emissions/VMT difference between trucking and Marine Highway Service.		
1a. <u>Oakland - Stockton</u> : Volume of Freight (in TEU or FEUs) moved each way between the ports. (Phase I)	This measure will facilitate computation of the number of truck miles moved by water – and therefore how many truck miles are removed from the roads. Using known emissions and mileage factors, benefits in congestion, emissions and energy savings can easily be extrapolated.	<p>Before (Baseline) Measurement: No figures are required because there is currently no Marine Highway Service in place.</p> <p>After (Performance) Measurement: Semi-Annual reports for a period of 3 years, the first period of which will commence once each phase of the Marine Highway service is operational.</p>
1b. <u>Oakland - Stockton</u> : Emissions Generated and fuel consumed by Marine Highway Service between the ports.	This measure will quantify the emissions and fuel consumed by the Marine Highway service, which – when subtracted from the above figures – will result in the net savings in emissions and energy consumption due to the Marine Highway service between the ports of Oakland and Stockton. Data will be made available by vessel service provider.	
1c. <u>Oakland - West Sacramento</u> : Volume of Freight (in TEU or FEUs) moved each way between ports. (Phase II)	This measure will facilitate computation of the number of truck miles moved by water – and therefore how many truck miles are removed from the roads. Using known emissions and mileage factors, benefits in congestion, emissions and energy savings can easily be extrapolated. Data will be made available by vessel service provider.	
1d. <u>Oakland - West Sacramento</u> : Emissions Generated and fuel consumed by Marine Highway Service between the ports.	This measure will quantify the emissions and fuel consumed by the Marine Highway service, which – when subtracted from the above figures – will result in the net savings in emissions and energy consumption due to the Marine Highway service between the ports of Oakland and West Sacramento.	
2. Additional Emission Benefits (Cold-ironing ships in the port of Oakland will further reduce the overall emissions of this freight corridor.)		
2a. Total hours of ships using Grant-supported cold-ironing capability	Tracking the total number of ship-hours making use of cold-ironing capabilities in port will enable calculation of emission savings in the port (located in EPA non-attainment zone)	<p>Before (Baseline) Measurement: No figures are required because there is currently no cold-ironing in place.</p> <p>After (Performance) Measurement: Semi-Annual reports for a period of 3 years, the first period of which will begin when cold-ironing is available.</p>
2b. Ship-emissions reduction.	This is a one-time calculation to quantify the emissions (in Carbon and criteria air pollutants) of ships that will be utilizing cold-iron berths. This figure, multiplied by the calculation in item (2a) will provide total savings.	