

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation

Resolution [REDACTED]  
(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on [REDACTED] (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, [City of Los Angeles, Harbor Department], and the Implementing Agency, [City of Los Angeles, Harbor Department], sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its [6/29/2023] meeting the Commission approved the [Trade Corridor Enhancement Program] and included in this program of projects the [Port of Los Angeles Maritime Support Facility (MSF) Access/T], the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as **Exhibit A**, the Project Report attached hereto as **Exhibit B**, the Performance Metrics Form, if applicable, attached hereto as **Exhibit C**, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:

- Resolution [REDACTED], "Adoption of Program of Projects for the Active Transportation Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the Local Partnership Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [REDACTED]
- Resolution [REDACTED], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [REDACTED]
- Resolution [G-22-46], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [6/29/2023]

All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

- 4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 5 City of Los Angeles, Harbor Department agrees to secure funds for any additional costs of the project.
- 6 City of Los Angeles, Harbor Department agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 City of Los Angeles, Harbor Department agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 City of Los Angeles, Harbor Department agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- .11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

**5. SPECIFIC PROVISIONS AND CONDITIONS**

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



**Attachments:**

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation

Resolution

*(to be completed by CTC)*

Date

Project Applicant

Date

Implementing Agency

Date

District Director  
California Department of Transportation

Tony Tavares Date

Director  
California Department of Transportation

Date

Executive Director  
California Transportation Commission

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/19/2023 15:19:37	
Programs <input type="checkbox"/> LPP-C		<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input checked="" type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency			
07			6201	Port of Los Angeles			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact			Phone	Email Address			
Kerry Cartwright			310-732-7702	kcartwright@portla.org			

**Project Title**

Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project

**Location (Project Limits), Description (Scope of Work)**

Construction of a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB).

Component	Implementing Agency
PA&ED	Port of Los Angeles
PS&E	Port of Los Angeles
Right of Way	Port of Los Angeles
Construction	Port of Los Angeles

**Legislative Districts**

Assembly:	70	Senate:	35	Congressional:	44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		11/01/2022
Circulate Draft Environmental Document	Document Type CE	04/01/2023
Draft Project Report		12/31/2023
End Environmental Phase (PA&ED Milestone)		12/31/2023
Begin Design (PS&E) Phase		02/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		03/31/2024
Begin Right of Way Phase		01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		03/31/2024
Begin Construction Phase (Contract Award Milestone)		10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2026
Begin Closeout Phase		07/01/2026
End Closeout Phase (Closeout Report)		12/31/2026

Date 09/19/2023 15:19:37

**Purpose and Need**

This proposed grade separation and Maritime Support Facility (MSF) serves all twelve container terminals located in the POLA-POLB, which combined handle 35% of all waterborne containers entering and exiting the entire U.S. The MSF 80-acre site is enclosed by a loop of three heavily used rail tracks. Current access is severely limited and constrained via an existing at-grade rail (three tracks) crossing. These tracks serve all rail traffic in the POLA-POLB complex. Under opening year (year 2027) and year 2046 conditions, an estimated 1,325 and 3,030 trucks per day, respectively, will be blocked by trains (moving and stationary) for about 580 minutes/day. Ingress to the MSF is constrained by a one-way tunnel with substandard vertical clearance, requiring manual flagging operation for non-concurrent movement in one direction.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1

Date 09/19/2023 15:19:37

Additional Information

ROW is scheduled from 1/1/2024 to 3/31/2024. This phase is not necessary as all ROW is owned by the Port of Los Angeles. However, dates are a required input for these items within the ePPR portal.

Performance Indicators and Measures							
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change	
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	77	2,572	-2,495	
			Hours per Capita	0	0	0	
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0	
	TCEP	Change in Daily Truck Hours of Delay	Hours	77	2,572	-2,495	
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	6,054	6,054	0	
			# of Trailers	0	0	0	
			# of Containers	0	0	0	
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	77	2,572	-2,495	
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.879	1.353	-0.474	
			PM 10 Tons	4.27	6.395	-2.125	
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO <sub>2</sub> )	Tons	10,602	24,849	-14,247	
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.071	3.808	-3.737	
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SO <sub>x</sub> )	Tons	0.098	0.225	-0.127	
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	3.358	65.537	-62.179	
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NO <sub>x</sub> )	Tons	10.17	64.147	-53.977	
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0.0046	-0.0046	
			Fatalities per 100 Million VMT	Number	0	23	-23
			Number of Serious Injuries	Number	0	0.0519	-0.0519
			Number of Serious Injuries per 100 Million VMT	Number	0	262	-262
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	356	0	356	
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	7.7	0	7.7	

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6201

Project Title  
 Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Port of Los Angeles
PS&E									Port of Los Angeles
R/W SUP (CT)									Port of Los Angeles
CON SUP (CT)									Port of Los Angeles
R/W									Port of Los Angeles
CON									Port of Los Angeles
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	100							100	
PS&E	2,230							2,230	
R/W SUP (CT)									
CON SUP (CT)			4,726					4,726	
R/W									
CON			32,614					32,614	
<b>TOTAL</b>	<b>2,330</b>		<b>37,340</b>					<b>39,670</b>	

Fund #1:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									TCEP Cycle 3 - State
PS&E									
R/W SUP (CT)									
CON SUP (CT)			757					757	
R/W									
CON			5,217					5,217	
<b>TOTAL</b>			<b>5,974</b>					<b>5,974</b>	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									TCEP Cycle 3 - Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,135					1,135	
R/W									
CON			7,827					7,827	
TOTAL			8,962					8,962	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									U.S.D.O.T. Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,530					2,530	
R/W									
CON			17,470					17,470	
TOTAL			20,000					20,000	

Fund #3:	Federal Disc. - USDOT RAISE (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									U.S.D.O.T. Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,530					2,530	
R/W									
CON			17,470					17,470	
TOTAL			20,000					20,000	

Fund #4:	Local Funds - Port Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Port of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E	2,230							2,230	
R/W SUP (CT)									
CON SUP (CT)			304					304	
R/W									
CON			2,100					2,100	
TOTAL	2,330		2,404					4,734	

## EXHIBIT B - PROJECT REPORT EQUIVALENT

### **Project Title – Maritime Support Facility Access/Terminal Island Rail System Grade Separation**

**Project Location Description** - *Figure 1 illustrates the project location in a regional context, Figure 2 illustrates the location of the project in the local context, and Figure 3 illustrate the project site location.*

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## Vicinity Map

Figure 1 – Project Regional Context

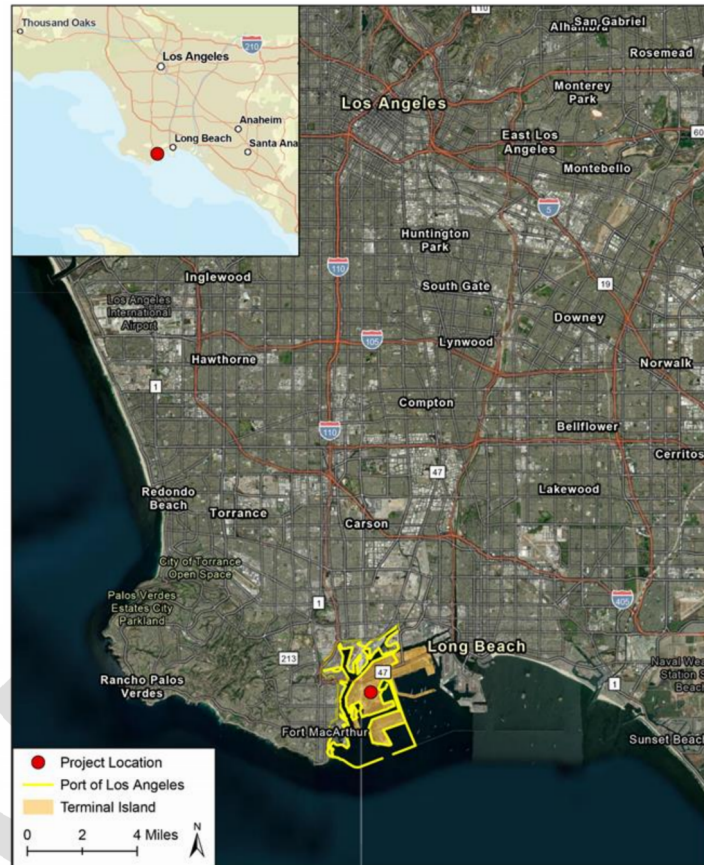


Figure 2- Project Local Setting

# The Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation

District 7/Los Angeles

Planning Program Number (PPNO): 6201

November 2023



Figure 3- Project Site Location



**The Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation**

District 7/Los Angeles  
Planning Program Number (PPNO): 6201  
November 2023

I, *Alex Hunt* have been given full authority by *City of Los Angeles – Harbor Department (Port of Los Angeles)* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Signature Required \_\_\_\_\_

*Alex Hunt, PE*

Date \_\_\_\_\_

Project Manager \_\_\_\_\_

Title

City of Los Angeles – Harbor Department (Port of Los Angeles)

Agency/Company

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate

Signature Required \_\_\_\_\_

*Melissa Harne, Senior Civil Engineer*

\_\_\_\_\_ Date

City of Los Angeles – Harbor Department (Port of Los Angeles)

Agency

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## 1. INTRODUCTION

The **PORT OF LOS ANGELES MARITIME SUPPORT FACILITY (MSF) ACCESS/TERMINAL ISLAND RAIL SYSTEM GRADE SEPARATION PROJECT** is part of the USDOT designated National Multimodal Freight Network (NMFN) located on Terminal Island in the Port of Los Angeles (POLA). The Project will construct a four-lane, rail-roadway grade separation will eliminate a significant truck access impediment to a critical container terminal support facility located on Terminal Island, that serves 12 container terminals located in the Ports of Los Angeles and Long Beach that combined handle 35% of all waterborne containers entering and exiting the United States. The Project will accommodate the expected future cargo growth at the POLA-POLB.

<b>Project Limit/Footprint</b>	07-Los Angeles County Ferry Street and Terminal Way, San Pedro
<b>Total Project Cost</b>	\$39,670,000
<b>Outputs</b>	Grade separation/rail crossing improvements

## 2. PURPOSE AND NEED

### Purpose

The completion of this project will eliminate a significant truck access impediment into the Terminal Island Maritime Support Facility (TIMSF), and connect the TIMSF to Terminal Way, Ferry Street, and Pier 300.

### Need

The Terminal Island Maritime Support Facility (TIMSF) is located at the former LAXT 80-acre site and is enclosed by a loop of three heavily used rail tracks. These tracks serve all rail traffic in the San Pedro Bay Port Complex. Current access is severely limited and constrained via an existing at-grade rail crossing, and by a one-way tunnel with substandard vertical clearance which requires manual flagging operation for non-concurrent movement in one direction. The Port of Los Angeles (POLA) and Port of Long Beach completed a joint rail study in December 2020 using current rail data and projections to identify future expansion needs over the next 25 years. Under opening year 2027 and year 2046 conditions, an estimated 1,325 and 3,030 trucks per day, respectively, will be blocked by trains (moving and stationary) for about 10 hours/day. The completion of this project will eliminate a significant truck access impediment into the TIMSF, and connect the TIMSF to Terminal Way, Ferry Street, and Pier 300.

*The Port of Los Angeles (POLA) completed 23.3-acres of temporary site improvements to the existing 80-acre TIMSF in October 2021. The project was completed under emergency development to help alleviate vessel congestion by providing additional storage area to stack empty containers and chassis.*

*The development improved import and export container velocity and reduced the vessel queues and terminal delays. The storage/supply of chassis and empty containers at the POLA is critical for cargo movement throughout the country. By the year 2035, the San Pedro Bay Port Complex is projected to handle 35.3 million twenty-foot equivalent units (TEUs) of containerized cargo. To accommodate these demand volumes, the POLA will further develop the TIMSF to operate at full capacity and permanent conditions.*

*The grade separation project at the Terminal Island Maritime Support Facility (TIMSF) is a critical initiative aimed at mitigating the existing access limitations and enhancing overall transportation efficiency. By eliminating the constraints imposed by the current at-grade rail crossing and the substandard tunnel, the project will substantially improve rail traffic flow, reducing the blockage of trucks caused by both moving and stationary trains. With an estimated 1,325 trucks per day affected under opening year 2027 conditions and 3,030 trucks per day under year 2046 conditions, the grade separation will alleviate congestion, ensuring smoother access to the TIMSF.*

*This development aligns with the findings of the joint rail study conducted by the Port of Los Angeles (POLA) and Port of Long Beach, projecting significant truck access impediments over the next 25 years. By seamlessly connecting the TIMSF to Terminal Way, Ferry Street, and Pier 300, the grade separation project will not only enhance accessibility but also contribute to the efficient movement of goods within the San Pedro Bay Port Complex.*

*Furthermore, the completion of the grade separation project will complement the temporary site improvements completed in October 2021, addressing emergency development needs and alleviating vessel congestion. As the San Pedro Bay Port Complex anticipates handling 35.3 million twenty-foot equivalent units (TEUs) of containerized cargo by 2035, the enhanced capacity and improved connectivity resulting from the grade separation project will play a crucial role in ensuring the seamless flow of cargo, reducing delays, and meeting the growing demands of the region. In essence, the grade separation initiative is a strategic solution to the identified issues, fostering a more efficient and sustainable future for the Terminal Island Maritime Support Facility.*

## **1. ENVIRONMENTAL CLEARANCE DESCRIPTION**

Environmental assessment for the project was completed on February 15, 2023. It was determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 21080.13, of the State CEQA Guidelines. A Notice of Exemption was prepared and may be filed with the County Clerk's offices upon issuance of a Coastal Development Permit, Harbor Engineer Permit or any lease/ entitlement.

An evaluation for categorical exclusion under the National Environmental Policy Act (NEPA) is scheduled to be completed by December 28, 2023.

### 3. CONSIDERATIONS REQUIRING DISCUSSION

#### 4A. Hazardous Waste

Two hazardous materials sites are located in proximity to the Proposed Project site: a Leaking Underground Storage Tank (LUST) site (U.S. Customs), which involved diesel contaminants in groundwater but was cleaned up and the case was closed in May 1997; and another LUST site (Terminal Island Treatment Plant), which involved waste oil, motor, hydraulic, and lubricating oil contaminants in soil but was cleaned up and the case was closed in January 1997. No active hazardous material sites are located within or in proximity to the Proposed Project site. However, the Proposed Project site is located adjacent to an existing railroad and is being used for industrial operations involving shipping containers. In addition, the Proposed Project site is located within a former naval installation (Long Beach Naval Complex). The industrial uses at the Proposed Project site indicate the potential for hazardous materials or hazardous waste to be within or immediately adjacent to the construction area. A site screening was conducted within the Proposed Project boundary in 2017. Soil samples were collected from 33 borings, soil vapor samples were collected from nine borings, and groundwater samples were collected from four borings. All collected 66 soil samples and four groundwater samples were analyzed for total petroleum hydrocarbon (TPH), Title 22 Metals, volatile organic compounds (VOCs), Semi-VOCs (SVOCs), polychlorinated biphenyls (PCBs), and organochlorine pesticides. Nine soil vapor samples were analyzed for VOCs and gasoline range organics. Concentration exceedances were not delineated. Also note that these are compared to 2017 screening criteria. Soil within the Proposed Project Site has limited impact with TPH (one sample exceeded the industrial Environmental Screening Level [ESL]), arsenic (one sample exceeded Department of

*dieldrin (three samples exceeded industrial ESL). Metals, VOCs, SVOCs, and PCBs were detected in low concentrations, all below respective 2017 industrial ESLs. Only one groundwater sample contained copper concentrations that exceeded the 2017 ESL. Low levels of TPH, metals, and VOCs were detected in groundwater samples. SVOCs, PCBs, and pesticides were not detected in any groundwater samples. All detected VOCs and gasoline range organic concentrations in the soil vapor samples were below the respective 2017 ESL for sub-slab vapor intrusion. Excavation required during construction is anticipated to be a maximum of 80 feet deep for abutment piles. However, excavated soil would be sampled for reuse or disposal in compliance with State and Federal hazardous waste requirements and regulations.*

**4B. Value Analysis**

*A value analysis (VA) has not been conducted since the total project cost is estimated under \$40 million, which is the current threshold requiring a VA study for bridge projects as determined by Title 23 United States Code, Section 106.*

**4C. Resource Conservation**

*During construction, measures will be taken to conserve energy and nonrenewable resources according to Port of Los Angeles specifications. Existing pavement materials may be recycled and incorporated into engineered fill. Where available, existing roadside infrastructure will be preserved and/or relocated.*

**4D. Right-of-Way Issues**

*None. All property is within Port of Los Angeles jurisdiction and ownership.*

**4E. Environmental Compliance**

*Please refer to section 3.*

**4F. Air Quality Conformity**

*The Proposed Project site is located in Los Angeles County, which according to the Table of Conformity Areas, is an area that is in nonattainment for ozone, particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), and lead; and in maintenance for carbon monoxide, particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and nitrogen dioxide. Therefore, the Proposed Project is in a National Ambient Air Quality Standard (NAAQS) nonattainment or maintenance area.*

**4G. Title VI Considerations**

*Any sidewalks and curb ramps along Ferry Street and Terminal Way will be designed in accordance with the latest Americans with Disabilities Act (ADA) standards.*

**4H. Noise Abatement Decision Report**

*The Proposed Project site is located in the central portion of Terminal Island, which is separated from residential neighborhoods by water-filled channels. The nearest residential areas are approximately 1.25 miles from the Proposed Project site. The Proposed Project site is surrounded by existing roadways and facilities that are used solely for Port operations. These operations generate existing noise from truck and railroad traffic and the use of other equipment and machinery to support Port activities. The Proposed Project would require the installation of 24-inch octagonal piles to maximum depth of 80 feet to support the abutments. However, the Proposed Project site is not located in proximity to noise-sensitive receptors, and any additional noise from the Proposed Project construction would likely be similar to existing noise at the Port. Therefore, the Proposed Project does not have the potential for adverse construction-related noise impacts*

#### 4. FUNDING, PROGRAMMING AND ESTIMATE

##### **Funding**

It has been determined that this project is eligible for Federal-aid funding.

The project has been awarded \$20 million in grant funding from the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. Additionally, the project has been awarded \$15 million in grant funding via the Trade Corridor Enhancement Program (TCEP).

##### **Programming**

**The Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation**

District 7/Los Angeles

Planning Program Number (PPNO): 6201

November 2023

**Estimate**

Fund Source	Project Component (in \$1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SB1-TCEP (State)						5,974	5,974
SB1-TCEP (Regional)						8,962	8,962
USDOT-RAISE				2,530		17,470	20,000
Local-POLA	100	2,230		304		2,100	4,734
<b>Total</b>	<b>100</b>	<b>2,230</b>		<b>2,834</b>		<b>34,506</b>	<b>39,670</b>

Please refer to the attached Engineer's estimate.

**5. DELIVERY SCHEDULE**

Project Milestones	Milestone Date (Month/Day/Year)
Project Study Report Approved	
Begin Environmental (PA&ED) Phase	11/01/2022
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	04/01/2023
Draft Project Report	12/31/2023
End Environmental Phase (PA&ED Milestone)	12/31/2023
Begin Design (PS&E) Phase	02/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2024
Begin Right of Way Phase	01/01/2024

<b>Project Milestones</b>	<b>Milestone Date (Month/Day/Year)</b>
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2026
Begin Closeout Phase	07/01/2026
End Closeout Phase (Closeout Report)	12/31/2026

## 6. RISKS

*No project risks identified at this time.*

## 7. EXTERNAL AGENCY COORDINATION (anticipated agreements)

*There is no external coordination; all property is within Port of Los Angeles jurisdiction and ownership.*

## 8. ADDITIONAL INFORMATION

### **Permits**

*The following permits are anticipated during the preliminary engineering, project design, and construction phases:*

- Public Utility Commission (PUC) Permit*
- City of Los Angeles Bureau of Engineering B Permit*
- City of Los Angeles Fire (hydrant relocation)*
- City of Los Angeles Building and Safety (water line relocation, electrical, grading)*

## 9. ATTACHMENTS

*List attachments with the number of pages, such as:*

12

## 9. ATTACHMENTS

List attachments with the number of pages, such as:

1. Project Location Map (1)
2. Approved Environmental Document (3)
3. Engineers Estimate (3)
4. Available project schematics or preliminary-design plans (2)

DRAFT

## Attachment 1 - Project Location

Record the address, intersection, or postmile of your project's location(s). If work is being performed at multiple locations, record the top three locations where majority of the work is taking place.

<b>Project Title:</b>	Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation
-----------------------	---

<b>Location 1 (off system)</b>	Address, City, Zip Code
<b>Location 1 (off system)</b>	Ferry Street & Terminal Way, San Pedro, 90731
<b>Location 1 (on system)</b>	County, Route, Begin Post Mile, End Post Mile

<b>Location 2 (off system)</b>	Address, City, Zip Code
<b>Location 2 (off system)</b>	Intersection, City, Zip Code
<b>Location 2 (on system)</b>	County, Route, Begin Post Mile, End Post Mile

<b>Location 3 (off system)</b>	Address, City, Zip Code
<b>Location 3 (off system)</b>	Intersection, City, Zip Code
<b>Location 3 (on system)</b>	County, Route, Begin Post Mile, End Post Mile



**Attachment 2 - CEQA CE**

To	From
	BOARD OF HARBOR COMMISSIONERS
	EXECUTIVE DIRECTOR
	DED & CHIEF OF STAFF
	DED & CHIEF FINANCIAL OFFICER
	CHIEF OF PUBLIC SAFETY & EMERG MGT
	DED - MKTG & CUSTOMER RELATIONS
	DED - DEVELOPMENT
	SR DIRECTOR, COMMUNICATIONS
	SR DIRECTOR, GOVERNMENT AFFAIRS
	ACCOUNTING
X	CARGO/ INDUSTRIAL REAL ESTATE
	CARGO MARKETING
	CITY ATTORNEY
	COMMISSION OFFICE
	COMMUNITY RELATIONS
	CONSTRUCTION
	CONSTRUCTION & MAINTENANCE
	CONTRACTS & PURCHASING
	DEBT & TREASURY MANAGEMENT
	EMERGENCY MANAGEMENT

CITY OF LOS ANGELES  
**HARBOR DEPARTMENT**  
  
**OFFICE MEMORANDUM**

**February 6, 2023**

To	From
X	ENGINEERING
	ENVIRONMENTAL MANAGEMENT
	FINANCIAL MANAGEMENT
	GOODS MOVEMENT
	GRAPHICS
	HUMAN RESOURCES
	INFORMATION TECHNOLOGY
	LEGISLATIVE AFFAIRS
	MANAGEMENT AUDIT
	MEDIA RELATIONS
X	PLANNING & STRATEGY
	PORT PILOTS
	PORT POLICE
	RISK MANAGEMENT
	TRADE DEVELOPMENT
X	WATERFRONT/ COMM REAL ESTATE
	WHARFINGERS
CC	Daniel Samaro - Engineering
CC	Christina Sar - Engineering

**SUBJECT: ENVIRONMENTAL ASSESSMENT**

The environmental assessment for the following:

**LAHD - Terminal Island Railyard System Grade Separation**

as requested by Planning Division on January 24, 2023, has been completed. We have determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 21080.13, of the State CEQA Guidelines. A Notice of Exemption was prepared and may be filed with the County Clerk's offices upon issuance of a Coastal Development Permit, Harbor Engineer Permit or any lease/ entitlement.

If this project does not involve Board action, please notify this office upon issuance of any permit or entitlement so that we may file the Notice of Exemption.



**CHRISTOPHER CANNON**  
 Director of Environmental Management

CC: LW:NE  
 APP No.: 220810-140

## Notice Of Exemption

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To:  Office of Planning and Research  
PO Box 3044, 1400 Tenth Street, Room 22  
Sacramento, CA 95812-3044

From: Los Angeles Harbor Department  
425 S. Palos Verdes St.  
San Pedro, CA 90731

County Clerk  
County of Los Angeles

Project Title: LAHD - Terminal Island Railyard System Grade Separation

Project Location - Specific: Terminal Island Maritime Support Facility

Project Location - City: Los Angeles

Project Location - County: Los Angeles

### Description of Project:

The proposed project is a grade separation that will eliminate the existing crossing. It would include construction of a 2,000 ft long four-lane, grade-separated roadway over Port of Los Angeles mainline tracks, and includes connecting roadway approaches on both ends. Proposed construction would include a 115 ft span, precast girder bridge; retaining walls, embankment fill, grading & paving, landscaping, and intersection/ traffic signal modifications at the intersection of Ferry Street and Terminal Way. Upon completion of the grade separation, access to the grade-separated tunnel that traverses beneath the 3 existing tracks will be restricted to emergency vehicles only by installing a gate. This will effectively close the tunnel and require vehicles to utilize the reconstructed grade separation over the mainline tracks.

Name of Public Agency Approving Project: Los Angeles Harbor Department

Name of Person or Agency Carrying Out Project: \_\_\_\_\_

### Exempt Status (check one)

- Ministerial (Sec. 21080(b) (1); 15268);
- Declared Emergency (Sec. 21080(b) (3); 15269(a));
- Emergency Project (Sec. 21080(b) (4); 15269(b) (c))
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number: Section 21080.13

### Reasons why project is exempt:

This division shall not apply to any railroad grade separation project that eliminates an existing grade crossing or that reconstructs an existing grade separation. (b) (1) Whenever a state agency determines that a project is not subject to this division pursuant to this section, and it approves or determines to carry out the project, the state agency shall file a notice with the Office of Planning and Research in the manner specified in subdivisions (b) and (c) of Section 21108. (2) Whenever a local agency determines that a project is not subject to this division pursuant to this section, and it approves or determines to carry out the project, the local agency shall file a notice with the Office of Planning and Research and with the county clerk in each county in which the project will be located in the manner specified in subdivisions (b) and (c) of Section 21152.

### Lead Agency

Contact Person: Nicole Enciso

Area Code/ Telephone/ Extension: 310 732-3675

### If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature:  Christopher Cannon

Date: 02/15/2023

Title: Director of Environmental Management

Transmittal No. 1

Signed by Lead Agency

Signed by Applicant

Date received for filing at OPR: \_\_\_\_\_

**Attachment 3 - Engineer's Estimate**

Project: Maritime Support Facility Access/Terminal Island Rail System Grade Separation

Scope: Grade Separation, Traffic Signal Modifications

Class: C

Date: 9/14/2022

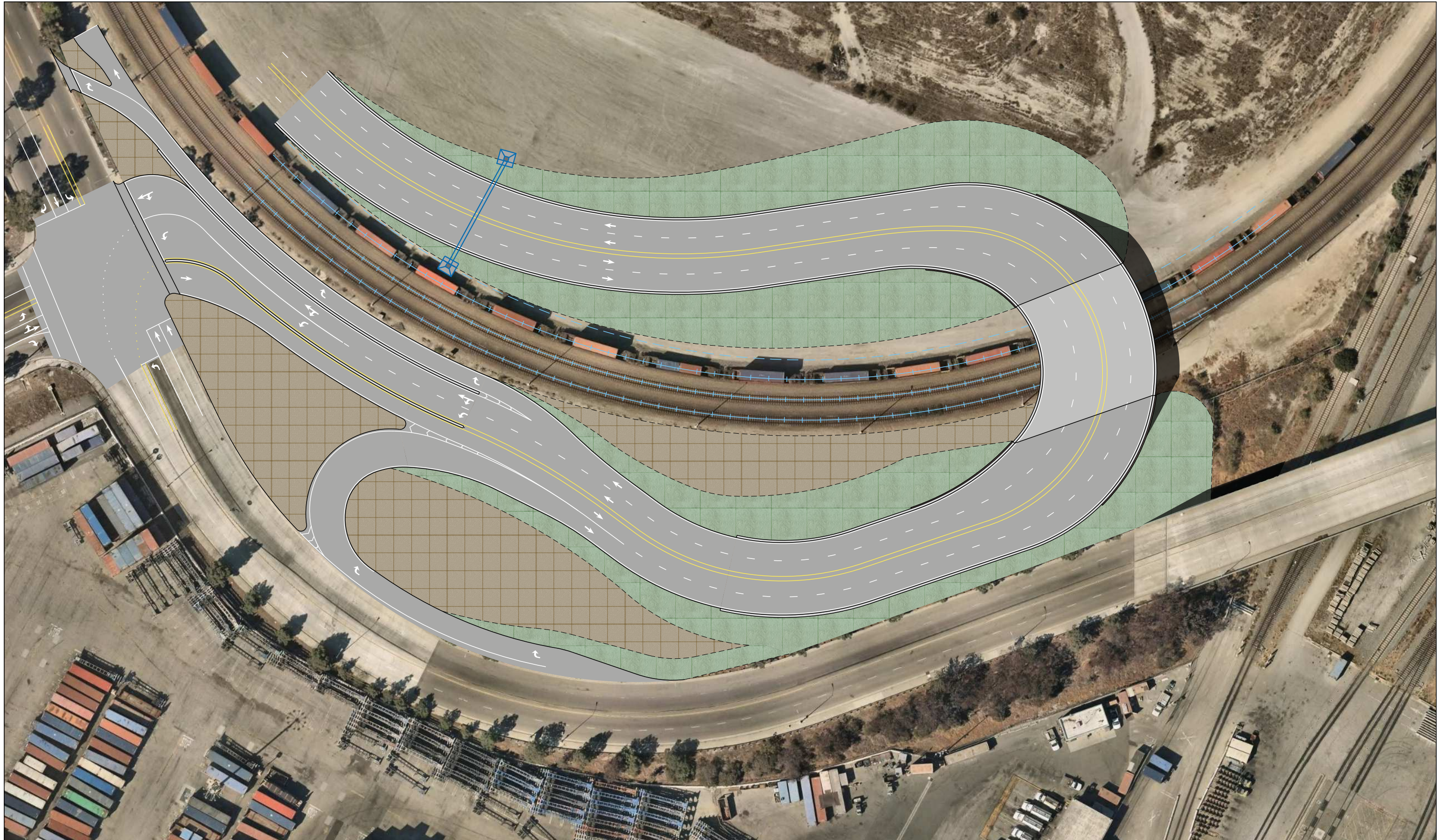
Prepared By: A. Hunt

DESCRIPTION	QTY	UNIT	UNIT COST	CONSTRUCTION SUBTOTAL
<b>Demolition/Removals</b>				
Roadway Excavation (inc. AC & PCC)	7,320	CY	\$ 100.00	\$ 731,981.70
Concrete Slab Excavation	520	CY	\$ 100.00	\$ 51,998.70
Clear & Grub	7	ACRE	\$ 33,332.50	\$ 233,327.50
Structure Excavation (Retaining Wall)	3,920	CY	\$ 399.99	\$ 1,567,960.80
<b>Site Work</b>				
<b>Fill</b>				
Embankment	116,250	CY	\$ 46.67	\$ 5,424,864.38
<b>Pavement Structural Section</b>				
Jointed Plain Concrete Pavement	5,060	CY	\$ 439.99	\$ 2,226,344.34
Hot Mix Asphalt (Type A)	1,200	TON	\$ 146.66	\$ 175,995.60
Class 2 Aggregate Base	8,670	CY	\$ 66.67	\$ 577,985.55
Minor Concrete (Driveways)	1,740	SF	\$ 16.00	\$ 27,839.30
Minor Concrete (Curb/Curb & Gutter)	3,010	LF	\$ 40.00	\$ 120,396.99
Cold Plane Asphalt Concrete Pavement	1,330	SY	\$ 2.67	\$ 3,546.58
<b>Site Fencing</b>				
Chain Link Fence	2,000	LF	\$ 86.66	\$ 173,329.00
<b>Landscape</b>				
Highway Planting	150,210	SF	\$ 10.67	\$ 1,602,199.94
Irrigation System	150,210	SF	\$ 6.67	\$ 1,001,374.97
Plant Establishment Work	1	LS	\$ 66,665.00	\$ 66,665.00
<b>Storm Drain</b>				
24" RCP	260	LF	\$ 399.99	\$ 103,997.40
Area Inlets	2	EA	\$ 26,666.00	\$ 53,332.00
Maintenance Hole/Junction	2	EA	\$ 15,999.60	\$ 31,999.20
Catch Basins (7-10')	3	LS	\$ 19,999.50	\$ 59,998.50
Additional Drainage	1	LS	\$ 133,330.00	\$ 133,330.00
<b>Structural</b>				

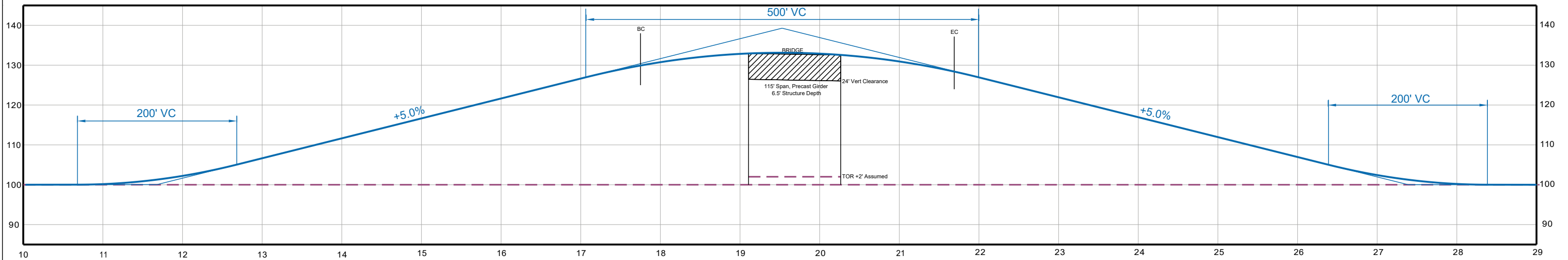
	Retaining Walls	9,740	SF	\$ 233.33	\$ 2,272,609.85
	Bridge Structure	1	LS	\$5,719,857.00	\$ 5,719,857.00
	<b>Electrical</b>				
	Street Lights (w/ conduit/conductors)	3	EA	\$ 33,332.50	\$ 99,997.50
	On-Site Lighting (w/ conduit/conductors)	20	EA	\$ 26,666.00	\$ 533,320.00
	<b>Traffic Signal</b>				
	Traffic Signal Modification	1	LS	\$ 399,990.00	\$ 399,990.00
	Inductive Loop Detectors	20	EA	\$ 1,333.30	\$ 26,666.00
	<b>Striping &amp; Signage</b>				
	Signing & Striping	1	LS	\$ 59,998.50	\$ 59,998.50
	<b>Environmental</b>				
	Lead Compliance Plan	1	LS	\$ 3,999.90	\$ 3,999.90
	Temporary Reinforced Silt Fence	4,000	LF	\$ 6.67	\$ 26,666.00
	SWPPP	1	LS	\$ 19,999.50	\$ 19,999.50
	Temporary Hydroseed	10,336	SY	\$ 2.67	\$ 27,561.98
	Temporary Fiber Roll	10,000	LF	\$ 6.67	\$ 66,665.00
	Temporary Concrete Washout	1	LS	\$ 13,333.00	\$ 13,333.00
	Temporary Drainage Inlet Protection	4	EA	\$ 3,333.25	\$ 13,333.00
	Street Sweeping	1	LS	\$ 19,999.50	\$ 19,999.50
	Water Pollution Control Maintenance Sharing	1	LS	\$ 133,330.00	\$ 133,330.00
	Additional Water Pollution Control	1	LS	\$ 13,333.00	\$ 13,333.00
	<b>Specialty Items</b>				
	Terminal System (Type CAT)	5	EA	\$ 6,666.50	\$ 33,332.50
	Concrete Barrier (Type 736)	2,570	LF	\$ 200.00	\$ 513,987.15
	Architectural Treatment	9,740	SF	\$ 20.00	\$ 194,795.13
	<b>Other</b>				
	Traffic Control	1	LS	\$ 74,664.80	\$ 74,664.80
	ADA Items	1	LS	\$ 179,995.50	\$ 179,995.50
	Other Minor Items	1	LS	\$1,466,630.00	\$ 1,466,630.00
	Supplemental Work	1	LS	\$ 586,652.00	\$ 590,170.25
	Develop Water Supply	1	LS	\$ 19,999.50	\$ 19,999.50

<b>CONSTRUCTION SUBTOTAL</b>		<b>\$ 26,892,702.00</b>
Contingency	5.0%	\$ 1,344,635.10
<b>Subtotal</b>		<b>\$ 28,237,337.10</b>
<b>CONSTRUCTION COST (Rounded)</b>		<b>\$ 29,582,000.00</b>
Project Total 2024 (5% Escalation)		\$ 31,061,100.00
<b>Project Total 2025 (5% Escalation)</b>		<b>\$ 32,614,000.00</b>
<u>Labor</u>		
Design		\$ 2,230,000.00
Construction Management		\$ 4,726,000.00
Environmental		\$ 100,000.00
<b>PROJECT TOTAL (Rounded)</b>		<b>\$ 39,670,000.00</b>

ATTACHMENT 4 - CONCEPTUAL PLANS



ATTACHMENT 5 - CONCEPTUAL PLANS



**Exhibit C - Performance Metrics Form**

[Refer Appendix 1, BCA Technical Memorandum for further details](#)

**Trade Corridor Enhancement Program**

<b>Existing Average Annual Vehicle Volume on Project Segment</b>		269,100				
<b>Existing Average Annual Truck Percent on Project Segment</b>		93%				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project</b>		908,100				
<b>Estimated Year 20 Average Annual Truck Percent on Project Segment with Project</b>		99%				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction (Freight)</b> Horizon Year Values	Change in Daily Vehicle Hours of Delay	All	0	0	0	-
	Change in Daily Truck Hours of Delay	All (except rail)	77	2,572	-2,495	Decrease
	(Optional) Person Hours of Travel Time Saved	All	77	2,572	-2,495	Decrease
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	-	-	-	-
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
<b>Throughput (Freight)</b>	Change in Truck Volume	Highway, road, and port projects only	6,054	6,054	0	-

	Change in Rail Volume	Rail	0	0	0	-
	(Optional) Change in Cargo Volume	Sea port, airport	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
<b>System Reliability (Freight)</b>	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
<b>Velocity (Freight)</b>	Travel time or total cargo transport time (truck hours)	All	77	2,572	-2,495	Decrease
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road	-	-	-	-
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
<b>Air Quality</b> (tons/year) Cumulative over 20-year analysis period	Particulate Matter (PM 10)	All	4.270	6.395	-2.125	Decrease
	Particulate Matter (PM 2.5)		0.879	1.353	-0.474	Decrease
	Carbon Oxide (CO <sub>2</sub> )		10,602	28,849	-14,247	Decrease
	Volatile Organic Compounds (VOC)		0.071	3.808	-3.737	Decrease
	Sulphur Oxides (SO <sub>x</sub> )		0.098	0.225	-0.127	Decrease
	Carbon Monoxide (CO)		3.358	65.537	-62.179	Decrease
	Nitrogen Oxides (NO <sub>x</sub> )		10.170	64.147	-53.977	Decrease
<b>Safety</b>	Number of Fatalities	Road and	0	0.0046	-0.0046	Decrease

	Rate of Fatalities per 100 Million VMT	Land Port	10.170	64.147	-53.977	Decrease
	Number of Serious Injuries		0	0.0519	-0.0519	Decrease
	Number of Serious Injuries per 100 Million VMT		0	262	-262	Decrease
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		-	-	-	-
	(Optional) Other Information	All	-	-	-	-
<b>Cost Effectiveness</b>	Cost Benefit Ratio	All	7.7	0	7.7	Increase
	(Optional) Other Information	All	-	-	-	-
<b>Economic Development</b>	Jobs Created	All	356	0	356	Increase
	(Optional) Other Information	All	-	-	-	-