

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Port of Los Angeles Rail System Efficiency/Emissions Reduction Program - Terminal Island Rail Infrastructure Project

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, [REDACTED: City of Los Angeles, Harbor Department], and the Implementing Agency, [REDACTED: City of Los Angeles, Harbor Department], sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its [REDACTED: 06/26/2025] meeting the Commission approved the [REDACTED: Trade Corridor Enhancement Program] and included in this program of projects the [REDACTED: Port of Los Angeles Rail System Efficiency/Emissions Red+], 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 [REDACTED: G-25-42], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [REDACTED: 06/26/2025]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 [City of Los Angeles, Harbor Department] agrees to secure funds for any additional costs of the project.
- 4.6 [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.
- 4.7 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.
- 4.11 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.)*

In the event of a cost overrun, the Trade Corridor Enhancement Program shall not be responsible for any cost increase.

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 Rail System Efficiency/Emissions Reduction Program - Terminal Island Rail Infrastructure Project

Resolution

(to be completed by CTC)

City of Los Angeles, Harbor Department

Date

Project Applicant

City of Los Angeles, Harbor Department

Date

Implementing Agency

Date

District Director

California Department of Transportation

Date

Director

California Department of Transportation

Date

Executive Director

California Transportation Commission

THE CITY OF LOS ANGELES, by its
Board of Harbor Commissioners

By signing below, I attest that I have no
personal, financial, beneficial, or familial
interest in this contract

By _____

EUGENE D. SEROKA, Executive Director

Attest: _____

AMBER M. KLESGES, Board Secretary

APPROVED AS TO FORM AND
LEGALITY:

_____, 2026

City Attorney

By _____

Deputy City Attorney

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/19/2025 09:15:09	
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			6465	Port of Los Angeles			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County				Caltrans HQ			
				MPO	Element		
				SCAG	Rail		
Project Manager/Contact			Phone	Email Address			
Kerry Cartwright			310-357-4996	kcartwright@portla.org			

Project Title

POLA Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project

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

The Project is located on Terminal Island, southwest of the Badger Bridge, and entirely within the Harbor District. This project entails the installation of five (5) new crossovers and related rail infrastructure as follows:

- Demolition of 1,600 lineal feet of existing rail
- Removal of 2,000 lineal feet of fencing
- Grading/realignment of up to 10,000 lineal feet of existing rail (= approximately 5,000 lineal feet of track)
- Control System:
 - New control point (CP)
 - Fifteen (15) new signals
 - New subsurface communication connections (conduit & fiber optic cables) between equipment and control points, and new signal control box circuitry
 - Two existing turnouts added to CP Mole, with power switch machines
 - New interlocking and approach track circuits

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:	65	Senate:	35	Congressional:	44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		11/01/2024
Circulate Draft Environmental Document	Document Type CE	09/01/2025
Draft Project Report		08/01/2025
End Environmental Phase (PA&ED Milestone)		11/01/2025
Begin Design (PS&E) Phase		11/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		09/30/2026
Begin Right of Way Phase		04/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2026
Begin Construction Phase (Contract Award Milestone)		03/25/2027
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/2028
Begin Closeout Phase		10/01/2028
End Closeout Phase (Closeout Report)		09/30/2029

Date 08/19/2025 09:15:09

Purpose and Need

The rail network serving the POLA and Port of Long Beach (POLB) is vital for the efficient transportation of cargo throughout the U.S. Maximizing the number of containers moved via on-dock railyards is desired for cargo velocity and reducing truck trips/emissions. These are key strategies of the San Pedro Bay Ports Clean Air Action Plan (CAAP) 2017 Update, California Sustainable Freight Action Plan, and California Freight Mobility Plan 2023. The Project addresses these strategies by providing five (5) new rail track crossovers (connections) between several existing POLA owned mainline tracks that serve both the POLA and POLB. The following demonstrates its national significance:

- Project located at centroid of largest port complex in the Western Hemisphere (combined POLA-POLB)
- Project will directly serve five percent of all waterborne containers moving through all ports in the United States (U.S.).
- Project enables BNSF Railway and Union Pacific Railroad to transport cargo between the POLA-POLB and the rest of the U.S. more safely, rapidly, efficiently, and cost-effectively, via the Alameda Corridor.

This project was identified in a joint POLA-POLB rail study to accommodate current and projected future rail volumes. The Project will reduce rail transit times (increasing cargo velocity), which also indirectly enables the POLA-POLB on-dock railyards to be utilized to their maximum capacity. This is essential for accommodating projected future rail-bound (inbound and outbound) container volumes.

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

Project Outputs

Category	Outputs	Unit	Total
Other	Port Improvements	EA	1
Facilities	New / Upgrade Facility	EA	1
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	0.95
Rail/ Multi-Modal	Rail/Transit Equipment	EA	21

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	5,370,000	5,370,000	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	15,696	18,355	-2,659
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.19	-0.19
			PM 10 Tons	0	0.2	-0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	823	-823
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0.74	-0.74
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.01	-0.01
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	4.35	-4.35
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	4.46	-4.46
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	157	0	157
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6465

Project Title
 POLA Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		167	33					200	
PS&E		480	710	180				1,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,130				19,130	
TOTAL		647	743	19,310				20,700	

Fund #1:	Local Funds - Port Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)		167	33					200	
PS&E		480	710	180				1,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,739				5,739	
TOTAL		647	743	5,919				7,309	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 4 - State (TCEP-S)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,356				5,356	
TOTAL				5,356				5,356	
Fund #3:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 4 - Regional (TCEP-R)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,035				8,035	
TOTAL				8,035				8,035	

EXHIBIT B - PROJECT REPORT EQUIVALENT

**Project Title – Port of Los Angeles Rail System Efficiency/Emissions Reduction
Program - Terminal Island Rail Infrastructure Project**

Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025

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.

Vicinity Map

Figure 1 – Project Regional Context

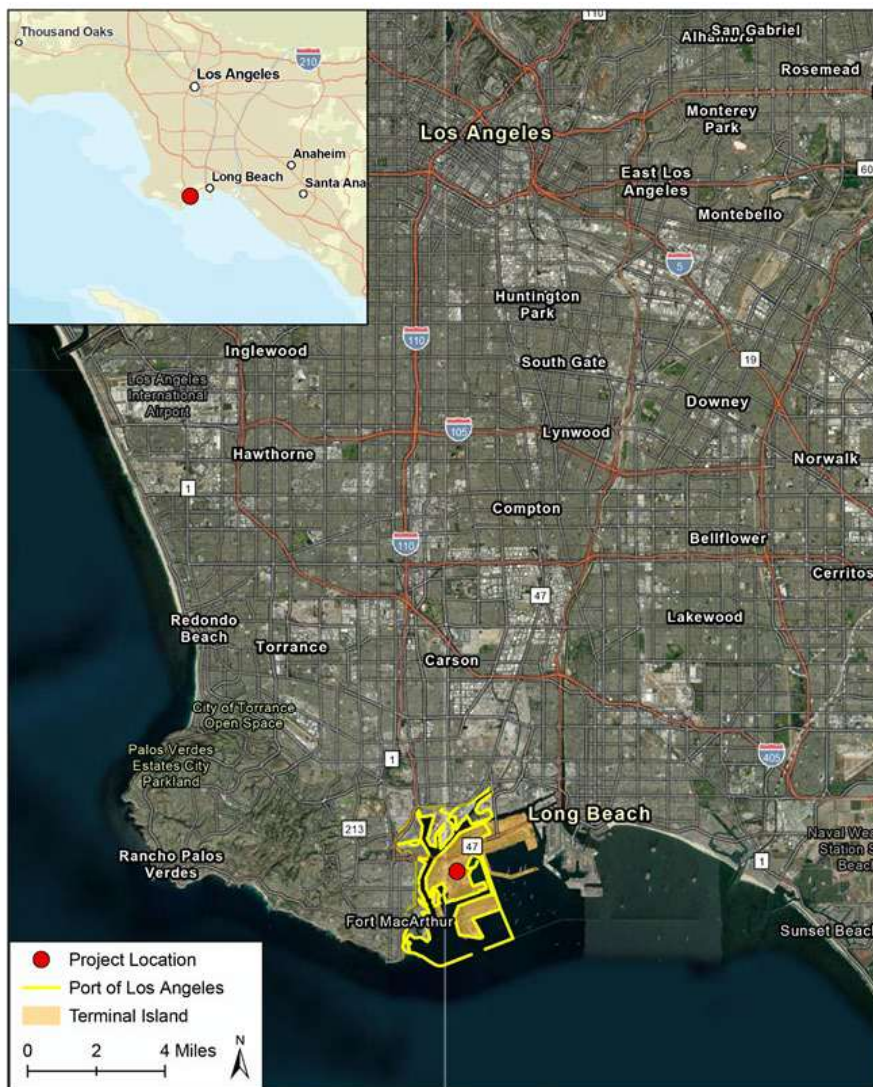


Figure 2- Project Local Setting

Terminal Island Rail Infrastructure Project

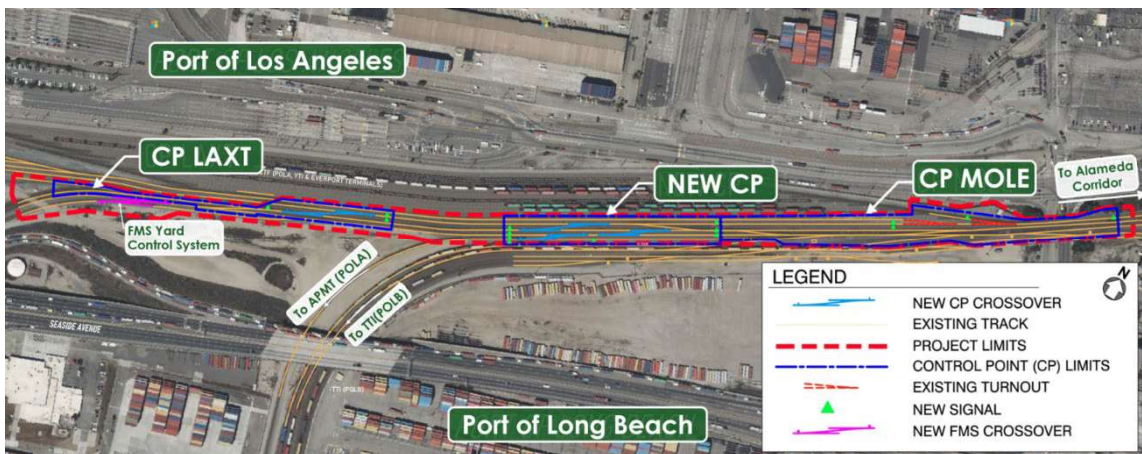
District 7/Los Angeles

Planning Program Number (PPNO): 6465

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Figure 3- Project Site Location



Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October,2025

I, *Asmita Deveria* 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
Asmita Deveria

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
First Last Name, Senior Civil Engineer

Date

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

Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

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Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025

1. INTRODUCTION

The **TERMINAL ISLAND RAIL INFRASTRUCTURE PROJECT** is located on Terminal Island, southwest of the Badger Bridge, and entirely within the Port of Los Angeles (POLA). The Project entails the installation of five new crossovers and related rail infrastructure such as demolition of 1,600 lineal feet of existing rail, removal of 2,000 lineal feet of fencing, grading/realignment of up to 10,000 lineal feet of existing rail and control system upgrades.

Project Limit/Footprint	<i>07- Los Angeles County Begin Post Mile 18.5 End Post Mile 19.2 North of the Intersection of Navy Way and Seaside Ave</i>
Total Project Cost	<i>\$20,700,000</i>
Outcomes	<i>Will accommodate current and projected future rail volumes by maximizing the number of containers moved via on-dock railyards.</i>
Environmental Determination or Document	<i>Categorical Exclusion</i>

2. BACKGROUND

This project was identified in a 2020 joint POLA-POLB rail study to accommodate current and projected future rail volumes. The Project will reduce rail transit times (increasing cargo velocity), which also indirectly enables the POLA-POLB on-dock railyards to be utilized to their maximum capacity. This is essential for accommodating projected future rail-bound container volumes.

The Project is projected to reduce about 2,660 train-hours of delay (moving and idling, in aggregate) annually on the POLA-POLB rail system in the horizon year 2048, and 48,260 train -hours over the 20-year analysis period. Import cargo delay will be reduced in the cumulative amount of 197,835 container-days annually, in the horizon year 2048. The crossovers will also improve safety directly and indirectly through the reduced train delay. The reduced train delay will decrease locomotive emissions (including green-house gases) in the POLA-POLB complex cumulatively over the 20-year analysis period by

Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

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approximately 16,655 U.S. tons, which is directly adjacent to federally defined "Areas of Persistent Poverty" and State defined "Disadvantaged/Low Income Communities" (DAC) of Long Beach, San Pedro and Wilmington. These three areas are also, some of the State's highest ranked communities in the California Environmental Health Screening Tool (CalEnviroScreen 4.0).

3. PURPOSE AND NEED

4. Purpose

The completion of this project will not only reduce the delay of specific terminals on Terminal Island, but because of the manner in which trains are moved by the railroads, this project will reduce delays throughout the entire rail system in and outside the Port of Los Angeles (POLA) and Port of Long Beach (POLB), including the 20-mile Alameda Corridor.

Need

During the pandemic, shippers and logistic providers were leaving rail-bound containers at the POLA-POLB terminals to dwell over ten days (the normal import dwell time is two to three days). The same phenomenon occurred at inland rail yards (e.g., Chicago), where containers were not retrieved, impacting circulation of rail cars, which in turn impacts 60% of all POLA-POLB import containers which are loaded onto trains either at the ports or at off-dock railyards in the region. Some of these same circumstances have also occurred in 2024, despite the BNSF and UPRR moving record volumes through the POLA-POLB.

The surge in rail volumes thus far in 2024 (19 percent greater than 2023) has been attributable to several factors exogenous to the POLA-POLB. These factors have been the threat of strike by port workers at East/Gulf coast ports, which is presumably still a concern with the existing contract extension to expire January 15, 2025; rail worker strife in Canada and impending binding arbitration imposed by the Canadian government; Panama Canal freshwater supply due to drought and resulting capacity constraints; avoidance of the Suez Canal by shippers. These supply chain problems will only be exacerbated with expected growth over time. As such, operational changes and additional infrastructure will be needed.

The Project will serve directly and indirectly (due to railroad operations) all POLA terminals and POLB terminals on Terminal Island. As such, this project will directly serve about five percent of all waterborne containers moving through all ports in the U.S. The Project will also serve noncontainerized cargo, including import lumber/lumber products and export scrap metal used in Asia to manufacture many imported products, including steel used

Terminal Island Rail Infrastructure Project

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in U.S. manufacturing and the construction industry (structural steel, concrete reinforcement, rail tracks, etc.).

The rail network serving the POLA and Port of Long Beach (POLB) is vital for the efficient transportation of cargo throughout the US. Maximizing the number of containers moved via on-dock railyards is desired for cargo velocity and reducing truck trips/emissions. These are key strategies of the San Pedro Bay Ports Clean Air Action Plan (CAAP) 2017 Update, California Sustainable Freight Action Plan, and California Freight Mobility Plan 2023. The Project addresses these strategies by providing five (5) new rail track crossovers between several existing POLA owned mainline tracks that serve both the POLA and POLB. The following demonstrates its national significance:

- Project located at centroid of largest port complex in the Western Hemisphere
- Project will directly serve five percent of all waterborne containers moving through all ports in the United States.
- Project enables BNSF Railway and Union Pacific Railroad to transport cargo between the POLA-POLB and the rest of the US more safely, rapidly, efficiently, and cost-effectively, via the Alameda Corridor.

5. ENVIRONMENTAL CLEARANCE DESCRIPTION

Environmental assessment of the California Environmental Quality Act (CEQA) for the project was completed on October 20, 2025. It was determined that the proposed action is exempt from the requirements of the CEQA in accordance with Class 1(2) and 1(3) of the Los Angeles City 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.

The categorical exclusion under the National Environmental Policy Act (NEPA) is pending and is scheduled to be executed by December 31, 2025.

6. CONSIDERATIONS REQUIRING DISCUSSION

5A. Hazardous Waste

The project site is not included on a list per Section 65962.5 of the Government Code. The project could potentially overlap with the former Navy Site 6A, which would require proper DTSC notifications in accordance with the Land Use Covenant (LUC).

5B. Value Analysis

A value analysis (VA) is not required for this off-system railroad improvements project, as the Federal Highway Administration's VA thresholds apply only to highway and bridge projects.

5C. 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.

5D. Right-of-Way Issues

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

5E. Environmental Compliance

Please refer to section 3.

5F. Air Quality Conformity

The Proposed Project consists of the rehabilitation or reconstruction of track structures, track, and track bed in existing rights-of-way, which is listed in 40 CFR 93.126, Table 2. Therefore, the Proposed Project is exempt from the requirement that a conformity determination be made.

5G. Title VI Considerations

The project site is a private rail yard and there is no public access. Therefore, Title VI is not applicable.

5H. Noise Abatement Decision Report

No noise abatement decision report was prepared, and no noise impacts are anticipated. The nearest residential areas are approximately 1.5 miles from the Proposed Project site. The Proposed Project site is surrounded by existing rail operations, 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. In addition, no pile driving would be required for the construction of the Proposed Project. Therefore, the Proposed Project does not have the potential for

Terminal Island Rail Infrastructure Project

District 7/Los Angeles

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October, 2025

adverse construction-related noise impacts.

7. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The project has been awarded \$13,391,000 in grant funding via the Trade Corridor Enhancement Program (TCEP).

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

Project Component (in \$1,000)						
Fund Source	PA&E D	PS&E	Right of Way	Construction Support	Construction	Total
SB1-TCEP (State)					5,356	5,356
SB1-TCEP (Regional)					8,035	8,035
Local-POLA	200	1,370			5,739	7,309
Total	200	1370			19,130	20,700

Programming

Estimate

Please refer to the attached Engineer's estimate.

Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025

8. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/01/2024	
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	09/01/2025	
Draft Project Report	08/01/2025	
End Environmental Phase (PA&ED Milestone)	11/01/2025	
Begin Design (PS&E) Phase	11/01/2024	
End Design Phase (Ready to List for Advertisement Milestone)	9/30/2026	
Begin Right of Way Phase	04/01/2026	
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2026	
Begin Construction Phase (Contract Award Milestone)	3/25/2027	
End Construction Phase (Construction Contract Acceptance Milestone)	09/30/2028	
Begin Closeout Phase	10/01/2028	
End Closeout Phase (Closeout Report)	09/30/2029	

9. RISKS

There are no project risks identified at this time.

10. EXTERNAL AGENCY COORDINATION (ANTICIPATED AGREEMENTS)

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

11. ADDITIONAL INFORMATION

None.

12. ATTACHMENTS

List attachments with the number of pages, such as:

- A. Project Programming Request PPR (6)
- B. Project Location Map (1)
- C. Approved Environmental Document (#)
- D. Engineers Estimate (1)
- E. Available project schematics (1)

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/19/2025 09:15:09	
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			6465	Port of Los Angeles			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County				Caltrans HQ			
				MPO	Element		
				SCAG	Rail		
Project Manager/Contact			Phone	Email Address			
Kerry Cartwright			310-357-4996	kcartwright@portla.org			

Project Title

POLA Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project

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

The Project is located on Terminal Island, southwest of the Badger Bridge, and entirely within the Harbor District. This project entails the installation of five (5) new crossovers and related rail infrastructure as follows:

- Demolition of 1,600 lineal feet of existing rail
- Removal of 2,000 lineal feet of fencing
- Grading/realignment of up to 10,000 lineal feet of existing rail (= approximately 5,000 lineal feet of track)
- Control System:
 - New control point (CP)
 - Fifteen (15) new signals
 - New subsurface communication connections (conduit & fiber optic cables) between equipment and control points, and new signal control box circuitry
 - Two existing turnouts added to CP Mole, with power switch machines
 - New interlocking and approach track circuits

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:	65	Senate:	35	Congressional:	44
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		11/01/2024
Circulate Draft Environmental Document	Document Type CE	09/01/2025
Draft Project Report		08/01/2025
End Environmental Phase (PA&ED Milestone)		11/01/2025
Begin Design (PS&E) Phase		11/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		09/30/2026
Begin Right of Way Phase		04/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2026
Begin Construction Phase (Contract Award Milestone)		03/25/2027
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/2028
Begin Closeout Phase		10/01/2028
End Closeout Phase (Closeout Report)		09/30/2029

Date 08/19/2025 09:15:09

Purpose and Need

The rail network serving the POLA and Port of Long Beach (POLB) is vital for the efficient transportation of cargo throughout the U.S. Maximizing the number of containers moved via on-dock railyards is desired for cargo velocity and reducing truck trips/emissions. These are key strategies of the San Pedro Bay Ports Clean Air Action Plan (CAAP) 2017 Update, California Sustainable Freight Action Plan, and California Freight Mobility Plan 2023. The Project addresses these strategies by providing five (5) new rail track crossovers (connections) between several existing POLA owned mainline tracks that serve both the POLA and POLB. The following demonstrates its national significance:

- Project located at centroid of largest port complex in the Western Hemisphere (combined POLA-POLB)
- Project will directly serve five percent of all waterborne containers moving through all ports in the United States (U.S.).
- Project enables BNSF Railway and Union Pacific Railroad to transport cargo between the POLA-POLB and the rest of the U.S. more safely, rapidly, efficiently, and cost-effectively, via the Alameda Corridor.

This project was identified in a joint POLA-POLB rail study to accommodate current and projected future rail volumes. The Project will reduce rail transit times (increasing cargo velocity), which also indirectly enables the POLA-POLB on-dock railyards to be utilized to their maximum capacity. This is essential for accommodating projected future rail-bound (inbound and outbound) container volumes.

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

Project Outputs

Category	Outputs	Unit	Total
Other	Port Improvements	EA	1
Facilities	New / Upgrade Facility	EA	1
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	0.95
Rail/ Multi-Modal	Rail/Transit Equipment	EA	21

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	5,370,000	5,370,000	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	15,696	18,355	-2,659
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.19	-0.19
			PM 10 Tons	0	0.2	-0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	823	-823
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0.74	-0.74
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0.01	-0.01
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	4.35	-4.35
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	4.46	-4.46
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	157	0	157
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.1	0	3.1

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6465

Project Title
 POLA Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		167	33					200	
PS&E		480	710	180				1,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,130				19,130	
TOTAL		647	743	19,310				20,700	

Fund #1:	Local Funds - Port Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)		167	33					200	
PS&E		480	710	180				1,370	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,739				5,739	
TOTAL		647	743	5,919				7,309	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 4 - State (TCEP-S)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,356				5,356	
TOTAL				5,356				5,356	
Fund #3:	SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 4 - Regional (TCEP-R)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,035				8,035	
TOTAL				8,035				8,035	

Project Location Map

ATTACHMENT B





ATTACHMENT C

425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL 310-SEA-PORT portoflosangeles.org

Karen Bass *Mayor, City of Los Angeles*

Board of Harbor
Commissioners

Lucille Roybal-Allard
President

John A. Pérez
Vice President

Yolanda M. De La Torre
Commissioner

Edward R. Renwick
Commissioner

I. Lee Williams
Commissioner

Eugene D. Seroka

Executive Director

October 28, 2025

Steve Novotny
Caltrans Office of Local Assistance
Department of Transportation District 7
100 S. Main St, #12.040
Los Angeles, CA 90012-3712

Federal Project No. TCEPSB1-CYLA(007)

PPNO: 6465

Dear Mr. Novotny

**SUBJECT: CEQA DETERMINATION FOR THE POLA RAIL SYSTEM
EFFICIENCY/EMISSIONS REDUCTION PROGRAM – TERMINAL
ISLAND RAIL INFRASTRUCTURE PROJECT**

The Port of Los Angeles has completed the CEQA determination for the referenced project as described in the attached Notice of Exemption (NOE) on October 20, 2025. Although filing is not a requirement per California Code Regulations Title 14, § 15062, the Port of Los Angeles will file notice per the regulation title once the Port's Board of Harbor Commissioners executes discretionary project approval. This action is anticipated to take place in early 2026.

If you have any questions regarding this matter, please contact Deveria, Asmita at adeveria@portla.org.

Sincerely,

JAMES C. BROWN, P.E.
Chief Harbor Engineer

AD:dw
65000027c1

Attachment: Notice of Exemption, signed 10/20/2025

cc: S. Lai, M. Harne, A. Hunt, N. Enciso, B. Ramirez C. Sar

Notice Of Exemption

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 Rail Infrastructure Improvements Project

Project Location - Specific: Various

Project Location - City: Los Angeles Project Location - County: Los Angeles

Description of Project:

This project would include designing and constructing five new crossovers on POLA mainline tracks, fencing removal, demolition of existing track, light fixture conduit modifications, grading and realignment of track, and rail signal system upgrades to improve operations. Control system improvements include: a new control point, 15 new signals, new subsurface communication connections, two existing turnouts with power switch machines, and new interlocking and approach track circuits. The project would include reconstruction of approximately 2,000 linear feet (lf) of fencing and the demolition of approximately 1,600 lf of existing track. Grading and realignment would be necessary for approximately 10,000 lf of existing rail (5,000 lf of track). This modification would reduce train delay, which would also directly and indirectly improve safety. Decreased delay is also anticipated to result in less train idling and fewer emissions. This project will also improve maintenance access points to reduce operation disruption and reducing the risk of collisions by enabling more routes. Based on the analysis included in the Port Container/Rail/Truck Forecasting analysis, this modification does not increase cargo capacity at the terminals, which are wharf and backlands constrained. Instead, it allows the trains to cross over and access rail lines that they would have to access via alternative, longer routes, to make the same path of travel more efficiently and reduce delays.

Name of Public Agency Approving Project: Los Angeles Harbor Department

Name of Person or Agency Carrying Out Project: Los Angeles Harbor Department

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: Article III Class 1(2) and 1(3)
- Statutory Exemptions. State code number:

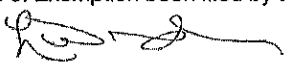
Reasons why project is exempt:

Operation, repair, maintenance or minor alteration of existing facilities of utilities, electrical power telephone, and mechanical systems serving existing facilities, including alterations to accommodate a specific use. Operation, repair, maintenance or minor alteration of existing railroads.

Lead Agency Contact Person: _____ 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:  Date: 10/20/2025 Title: Director of Environmental Management

Signed by Lead Agency

Signed by Applicant

Date received for filing at OPR: _____

Attachment D - Engineer's Estimate

Project: Terminal Island Rail Infrastructure Improvements Project
 Scope: Track Realignment, Cross overs, Rail Signal Modifications
 Project Number: 1-3586
 Date: 10/2024 Prepared by: KPFF/PRE/POLA

DESCRIPTION	QTY	UNIT	UNIT COST	CONSTRUCTION SUBTOTAL
GENERAL REQUIREMENTS				
Mobilization and Demobilization	1	LS	\$100,501.46	\$100,501
Permit Allowance	1	LS	\$20,063.81	\$20,064
Stormwater Pollution Prevention Plan	1	LS	\$6,019.14	\$6,019
Construction Survey and Mapping	1	LS	\$30,095.72	\$30,096
Construction Schedule	1	LS	\$12,038.29	\$12,038
Field Office Maintenance	1	LS	\$12,038.29	\$12,038
DEMOLITION/REMOVAL/RELOCATION				
Utility Modifications (Light)	1	LS	\$401,276.23	\$401,276
Fence Removal (Possible - TBD)	2,000	LF	\$12.04	\$24,077
Fence (Possible - TBD)	2,000	LF	\$79.04	\$158,079
Site Preparation for Relay House (Location TBD)	2	EA	\$12,159.89	\$24,320
RAILROAD TRACK WORK				
Track Removal	1632	EA	\$43.78	\$71,442
No. 10 Crossover with Power Switches	5	EA	\$589,876.06	\$2,949,380
Realign or Adjust Grade	1	LS	\$601,914.35	\$601,914
Tamp Surface & Align - Possibly 4 Tracks	10,000	TF	\$50.46	\$504,635
New Tract	114	TF	\$468.16	\$53,370
RAILROAD SIGNALIZATION				
CP Mole	1	LS	\$1,942,276.68	\$1,942,277
CP New	1	LS	\$4,165,247.30	\$4,165,247
CP LAXT	1	LS	\$1,908,349.38	\$1,908,349
FMS	1	LS	\$315,645.10	\$315,645
CONSTRUCTION SUBTOTAL				\$13,300,768
Design Contingency			25%	\$3,325,192
Total Construction Cost				\$16,625,960
Environmental				\$200,000
Engineering				\$1,367,280.00
Construction Management				\$2,493,894
2024 PROJECT TOTAL				\$20,687,134
PROJECT TOTAL ROUNDED (\$1,000)				\$20,700,000

Port of Los Angeles Rail System Efficiency/Emission Reduction – Terminal Island Rail Infrastructure Project



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

EXHIBIT C. Performance Metrics Form

Trade Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment		N/A				
Existing Average Annual Truck Percent on Project Segment		N/A				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		N/A				
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project		N/A				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All	0	0	0	0
	Change in Daily Truck Hours of Delay	All (except rail)	0	0	0	0
	(Optional) Person Hours of Travel Time Saved	All	0	0	0	0
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	0	0	0	0
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	0	0	0	0
Throughput (Freight)	(Optional) Other Information	All	0	0	0	0
	Change in Truck Volume	Highway, road, and port projects only	0	0	0	0
	Change in Rail Volume	Rail	5,370,000	5,370,000	0	No change



California Transportation Commission
2024 Trade Corridor Enhancement Program Guidelines

	(Optional) Change in Cargo Volume	Sea port, airport				
	(Optional) Other Information	All				
System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only				
	(Optional) Other Information	All				
Velocity (Freight)	Travel time or total cargo transport time	All	15,696	18,355	-2,659	Decrease in delay
	(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				
Air Quality	Particulate Matter (PM 10)	All	0	0.2	-0.2	Decrease
	Particulate Matter (PM 2.5)		0	0.19	-0.19	Decrease
	Carbon Oxide (CO2)		0	823	-823	Decrease
	Volatile Organic Compounds (VOC)		0	0.74	-0.74	Decrease
	Sulphur Oxides (SOx)		0	0.01	-0.01	Decrease
	Carbon Monoxide (CO)		0	4.35	-4.35	Decrease
	Nitrogen Oxides (NOx)		0	4.46	-4.46	Decrease
Safety	Number of Fatalities	Road and Land Port	0	0	0	No change
	Rate of Fatalities per 100 Million VMT		0	0	0	No change

