

Los Angeles Board of Harbor Commissioners

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FIFTH AMENDMENT TO PACIFIC HARBOR LINE OPERATING AGREEMENT

Presented by:

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PHL Operations Overview



PHL Operations

Shortline Railroad; service POLA terminals & interchange trains w/ BNSF & UP



- ❖ POLA rail infrastructure: 134 acres (includes 35-acre Berth 200 Railyard - PHL base)
- ❖ UP & BNSF pay PHL's dispatching & maintenance/repair costs for POLA infrastructure outside terminals' permit areas
 - UP, BNSF, POLB & Harbor Department staff jointly approve PHL's annual budget

Via contracts with UP, BNSF, & terminals, PHL move:

- UP container (intermodal) trains: UP arrives/departs trains to/from Alameda Corridor (AC) via UP Dolores Yard; PHL move segments (cuts) to/from all POLA-POLB terminals
- BNSF intermodal trains: some full trains & cuts to/from AC & POLA-POLB terminals
- Within container terminals: railcars to/from storage & loading yards
- Non-container Terminals: non-container railcars to/from terminals to interchange (handoff) w/ UP & BNSF @ Berth 200 Railyard, BNSF Watson Yard, POLA Manual Yard, & other locations in POLA-POLB complex
- Train Dispatching ("train traffic control"): Within POLA-POLB; seamless interface w/ AC dispatching handled by UPRR/BNSF

POLA-POLB Rail System



- ❖ PHL operates POLA-owned Badger Bridge (lift bridge) via POLA operating agreement (rail & vessel movements)
- ❖ PHL performs train dispatching (“train traffic control”) within POLA-POLB via operating agreements with both ports
 - seamless interface w/ AC dispatching handled by Alameda Belt Line (joint venture company of UPRR/BNSF)
 - Dispatching center located at Badger Bridge

BOHC Approval Request

- PHL Operating Agreement expires 12/31/2025
- PRO RFP to be released 11/2024
- One-year extension: needed time for selection, execution of new agreement & commencement of operations with next PRO (with transition/overlapping period if necessary)