

## EXHIBIT "A-1"

### PROJECT DESCRIPTION

The Port plans to relocate the Pier A railroad switching and classification yard to accommodate the proposed expansion at the Berths 142-147 container terminal.

The existing Pier A Yard occupies approximately 30 acres of property adjacent to the Berths 142-147 container terminal. Pacific Harbor Line (PHL) operates out of Pier A Yard and is currently under contract with the Port to maintain Port owned trackage, dispatch trains and provide rail service to Port customers. The Port is in negotiations with a prospective tenant for an expanded container terminal area at Berths 142-147, which includes the Pier A Yard site. The rail switching and storage operations at Pier A Yard are therefore proposed to be relocated to a new area in the vicinity of Berth 200. This site is currently developed and operating as an auto storage support terminal to the north and active railroad mainline and storage yard tracks to the south. The auto storage yard is approximately 38 acres of open, paved area surrounded by security fencing.

The proposed project will include demolition of all existing improvements followed by site preparation and development of a replacement rail yard of similar utility to the existing Pier A Yard. In addition to the design and construction of the Berth 200 Rail Yard, mainline track improvements and new intermodal storage yard tracks supporting West Basin area on-dock ICTF's will be included. The consultant shall develop plans, specifications and estimates (PS&E) for demolition, grading, drainage, rail track and signal improvements, yard administration building and locomotive fueling facility, paving, striping, fencing, civil/mechanical/electrical utilities, location/relocation/protection of existing utilities and substructures and roadway improvements. Once the Berth 200 Rail Yard is constructed, the existing Pier A Yard will be demolished and the land used for the proposed port terminal expansion project. The design for the demolition of the existing Pier A Yard is not a part of this scope of work.

Project elements for engineering and design services are indicated in sketches 1 & 2 and include the following:

#### A. Railroad Track

- Berth 200 Rail Yard (including Yards 1 & 2 and engine service): approximately 59,000 TF
- Main Line Track and West Basin East ICTF Lead Tracks: approximately 14,000 TF
- ICTF Storage Tracks: approximately 12,000 TF

#### B. Railroad Signal

- Centralized Train Control (CTC) signals for mainline track improvements

- Grade crossing signal protection for 5 at-grade street crossings

#### C. Buildings

- Yard Administration Building: approximately 8,000 SF
- Locomotive Service Facility: approximately 8,000 SF

#### D. Site Improvements

- Existing substructure relocation, protection and abandonment, grading, paving, drainage, lighting, fencing

The existing railroad tracks within the project area are to be considered active lines used for mainline and switching operations by PHL. Construction will therefore need to be planned during available work windows and all necessary phasing and tie-in activities identified in the design.