

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Resolution TCEP-P-2021-07B  
(will 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) for the East Basin Rail Gateway Expansion: Fourth Track at Ocean effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *The City of Long Beach, a municipal corporation, by and through its Board of Harbor Commissioners, and the Implementing Agency, The City of Long Beach, a municipal corporation, by and through its Board of Harbor Commissioners* sometimes collectively referred to as the "Parties".

**3. RECITAL**

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the East Basin Rail Gateway Expansion: Fourth Track at Ocean, 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 and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 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 *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
  - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
  - Resolution G-20-77, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated December 2, 2020

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, 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 The City of Long Beach, a municipal corporation, by and through its Board of Harbor Commissioners agrees to secure funds for any additional costs of the project.
- 4.6 The City of Long Beach, a municipal corporation, by and through its Board of Harbor Commissioners agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be 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 The City of Long Beach, a municipal corporation, by and through its Board of Harbor Commissioners 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 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 during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation 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 four 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 Other Project Specific Provisions and Conditions**

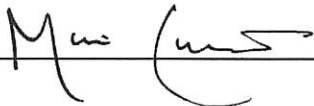
- A. By signing below, parties agree to electronically transmit and electronically sign the documents. Parties agree to having reviewed the documents in their entirety, and approve the documents and all the data in the documents as true and correct.
- B. In the event of a cost overrun the State will cover a share proportionate to the State contribution of the Trade Corridor Enhancement Program (TCEP) funding identified in the Project Programming Request form attached to this baseline agreement. (For example, if the State/Regional TCEP funding share was a 40/60 ratio, the State may fund no more than 40 percent of the cost overrun.)

## **Attachments:**


- Exhibit A: Project Programming Request Form  
Exhibit B: Project Study Report or Equivalent

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT


Resolution TCEP-P-2021-07B

  
\_\_\_\_\_  
Mario Cordero  
Executive Director, City of Long Beach Harbor Department  
Project Applicant


04/01/21  
Date

  
\_\_\_\_\_  
Mario Cordero  
Executive Director, City of Long Beach Harbor Department  
Implementing Agency


04/01/21  
Date

  
\_\_\_\_\_  
Tony Tavares  
District Director  
California Department of Transportation

4/8/2021  
Date

  
\_\_\_\_\_  
Toks Omishakin  
Director  
California Department of Transportation

5.19.21  
Date

  
\_\_\_\_\_  
Mitchell Weiss  
Executive Director  
California Transportation Commission

07/16/21  
Date

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-5108-2020-0002 v2

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	03/11/2021 17:48:49	
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		0021000176	T0019	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles				City of Long Beach			
				MPO	Element		
				SCAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Theresa Dau-Ngo			562-283-7182	theresa.dau-ngo@polb.com			

**Project Title**

East Basin Rail Gateway Expansion: Fourth Track at Ocean

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

The Fourth Track at Ocean is located within POLB property along a Port-owned rail corridor that serves the easterly marine terminals at Middle Harbor, Pier G, and Pier J, which are collectively known as the East Basin. The Project site in Long Beach lies immediately west of the Los Angeles River and Interstate 710 (I-710), a major truck route. The Project's value is amplified by its proximity to and relationship with the Alameda Corridor, a critical connector to the transcontinental rail network, and with the planned Pier B On-Dock Rail Support Facility at POLB.

Component	Implementing Agency
PA&ED	Port of Long Beach
PS&E	Port of Long Beach
Right of Way	Port of Long Beach
Construction	Port of Long Beach

**Legislative Districts**

Assembly:	70	Senate:	33	Congressional:	47
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Project Milestone	Existing	Proposed
Project Study Report Approved	03/12/2021	
Begin Environmental (PA&ED) Phase	03/01/2019	03/01/2019
Circulate Draft Environmental Document	10/15/2020	09/30/2019
Draft Project Report	11/04/2019	03/12/2021
End Environmental Phase (PA&ED Milestone)	03/01/2021	10/15/2019
Begin Design (PS&E) Phase	03/01/2020	03/06/2020
End Design Phase (Ready to List for Advertisement Milestone)	08/01/2021	08/26/2021
Begin Right of Way Phase	09/01/2020	02/22/2021
End Right of Way Phase (Right of Way Certification Milestone)	02/01/2022	06/01/2021
Begin Construction Phase (Contract Award Milestone)	05/15/2022	12/13/2021
End Construction Phase (Construction Contract Acceptance Milestone)	10/22/2023	10/23/2023
Begin Closeout Phase	10/23/2023	11/13/2023
End Closeout Phase (Closeout Report)	07/01/2024	04/22/2024

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**Purpose and Need**

The Project eliminates a rail bottleneck along the freight corridor serving the Port's East Basin on-dock rail facilities of Middle Harbor, Pier G and Pier J marine terminals. Current track capacity at the Project site is insufficient to meet growing demands for on-dock rail at East Basin terminals, hindering on-time delivery of U.S. goods and contributing to truck congestion, diminishing air quality, shipper costs, and reduced efficiency.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	0.85
Rail/ Multi-Modal	Miles of rehabilitated track	Miles	0.28

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**Additional Information**

The project scope is adjusted by moving a portion of the modification to Control Point (CP) Ocean from the construction phase to the right-of-way (R/W) phase. The associated cost of \$700,000 in Local funds is moved from the construction phase to the R/W phase. The reasons for this adjustment are summarized below:

1. Early Federal Railroad Administration (FRA)'s approval in November 2020 for retiring CP Ocean from the federally regulated centralized traffic control (CTC) system to a local yard system allows the project to implement the signal modification stated in the Grant Application in two phases: a. converting CTC to local yard system during R/W phase; and b. modifying switches and signals within the yard system during the 4th Track construction.
2. With this FRA approved work done before construction, the signal modification during the construction will only be modifying the local yard switches and signal.
3. Implementing CTC system conversion before construction would greatly reduce the construction phasing complexity and interruption of rail operation during construction, therefore reduce the risk of construction schedule delay.
  - a. It would reduce the safety risks during construction as the switches and signals will be monitored and controlled by a local dispatcher with customized computer system.
  - b. Implementing the conversion would allow more efficient local rail operation, as FRA agreed when the change request was granted.

The Port has the necessary documentation from the railroad operator, Pacific Harbor Line (PHL), and the FRA, thus R/W certification should remain on schedule.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,984,937	18,057,670	-72,733
	TCEP	Daily Truck Trips	# of Trips	1,295	2,616	-1,321
	TCEP	Daily Truck Miles Traveled	Miles	25,900	52,320	-26,420
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	1,295	0	1,295
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	1,019	0	1,019
			# of Containers	269,141	95,617	173,524
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	96,890,613	34,421,977	62,468,636
# of Containers			269,141	95,617	173,524	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	17,984,937	18,057,670	-72,733
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	172,800	-172,800
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	54,262	59,481	-5,219
			PM 10 Tons	58,626	63,320	-4,694
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	2,905,622,920	3,104,902,627	-199,279,707
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	381,875	389,162	-7,287
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	27,859	29,912	-2,053
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	6,212,754	6,292,900	-80,146
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	3,093,639	3,356,058	-262,419	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	16.9	17	-0.1
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.004	0.004	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	1,049	1,081	-32
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.28	0.29	-0.01
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	411	0	411
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	7.5	0	7.5

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-5108-2020-0002 v2

Project Title					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Port of Long Beach
PS&E									Port of Long Beach
R/W SUP (CT)									Port of Long Beach
CON SUP (CT)									Port of Long Beach
R/W									Port of Long Beach
CON									Port of Long Beach
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #1:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,098							1,098	Port of Long Beach
PS&E	3,172							3,172	
R/W SUP (CT)									
CON SUP (CT)									
R/W	305							305	
CON		12,225						12,225	
TOTAL	4,575	12,225						16,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,098							1,098	
PS&E	3,172							3,172	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,005							1,005	
CON		11,525						11,525	
TOTAL	5,275	11,525						16,800	



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**  
 PRG-0010 (REV 08/2020)

PPR ID  
 ePPR-5108-2020-0002 v2

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code	
Existing Funding (\$1,000s)									20.30.210.310	
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									TCEP State	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		4,000						4,000		
TOTAL		4,000						4,000		
<b>Proposed Funding (\$1,000s)</b>										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON		4,000						4,000		
TOTAL		4,000						4,000		
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)									Program Code
Existing Funding (\$1,000s)										20.30.210.320
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									TCEP Regional	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		4,000						4,000		
TOTAL		4,000						4,000		
<b>Proposed Funding (\$1,000s)</b>										Notes
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		4,000						4,000		
TOTAL		4,000						4,000		



# East Basin Rail Gateway Expansion: Fourth Track at Ocean

## Project Report

March 2021

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

*John Chun*

3/13/2021

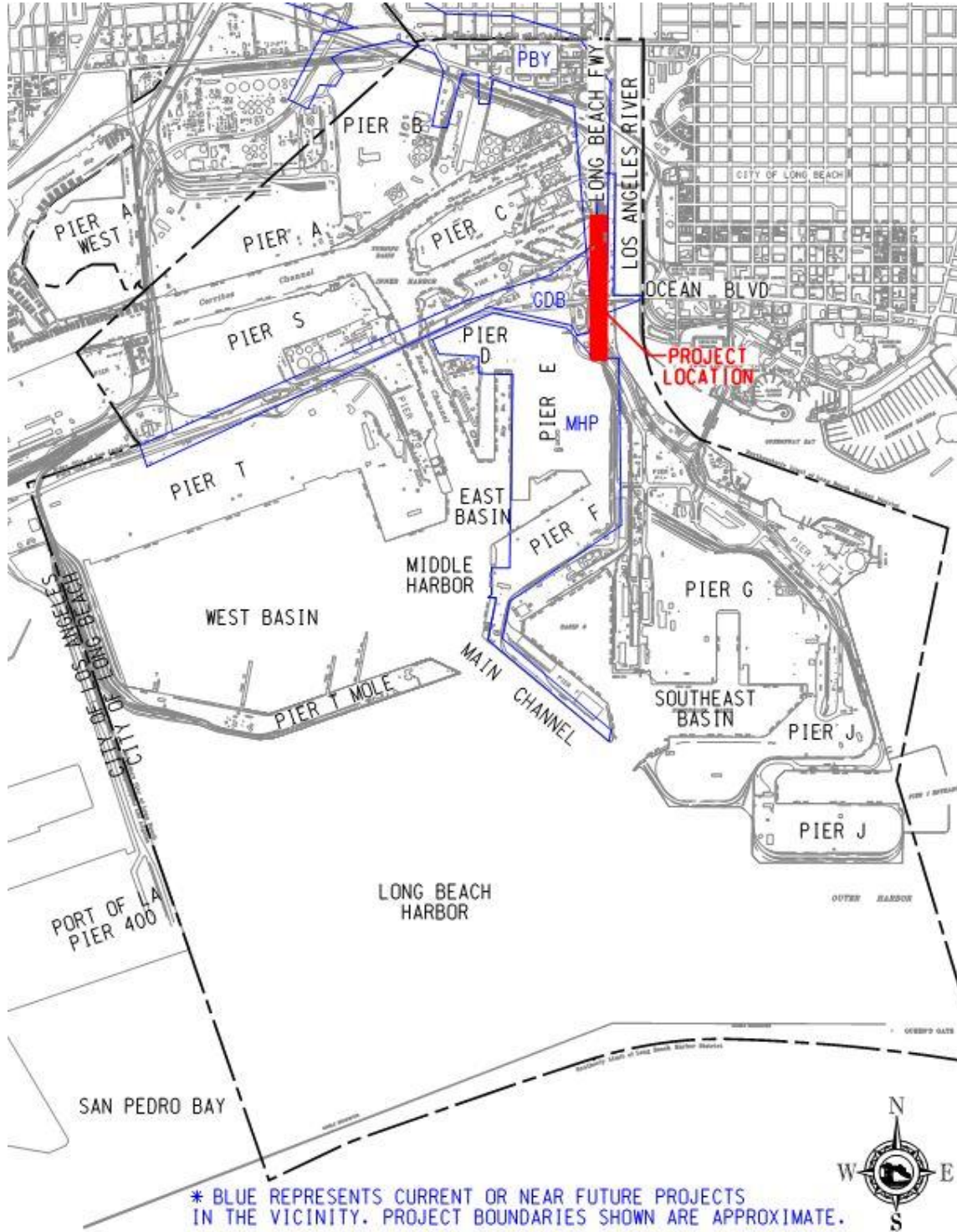
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REGISTERED CIVIL ENGINEER

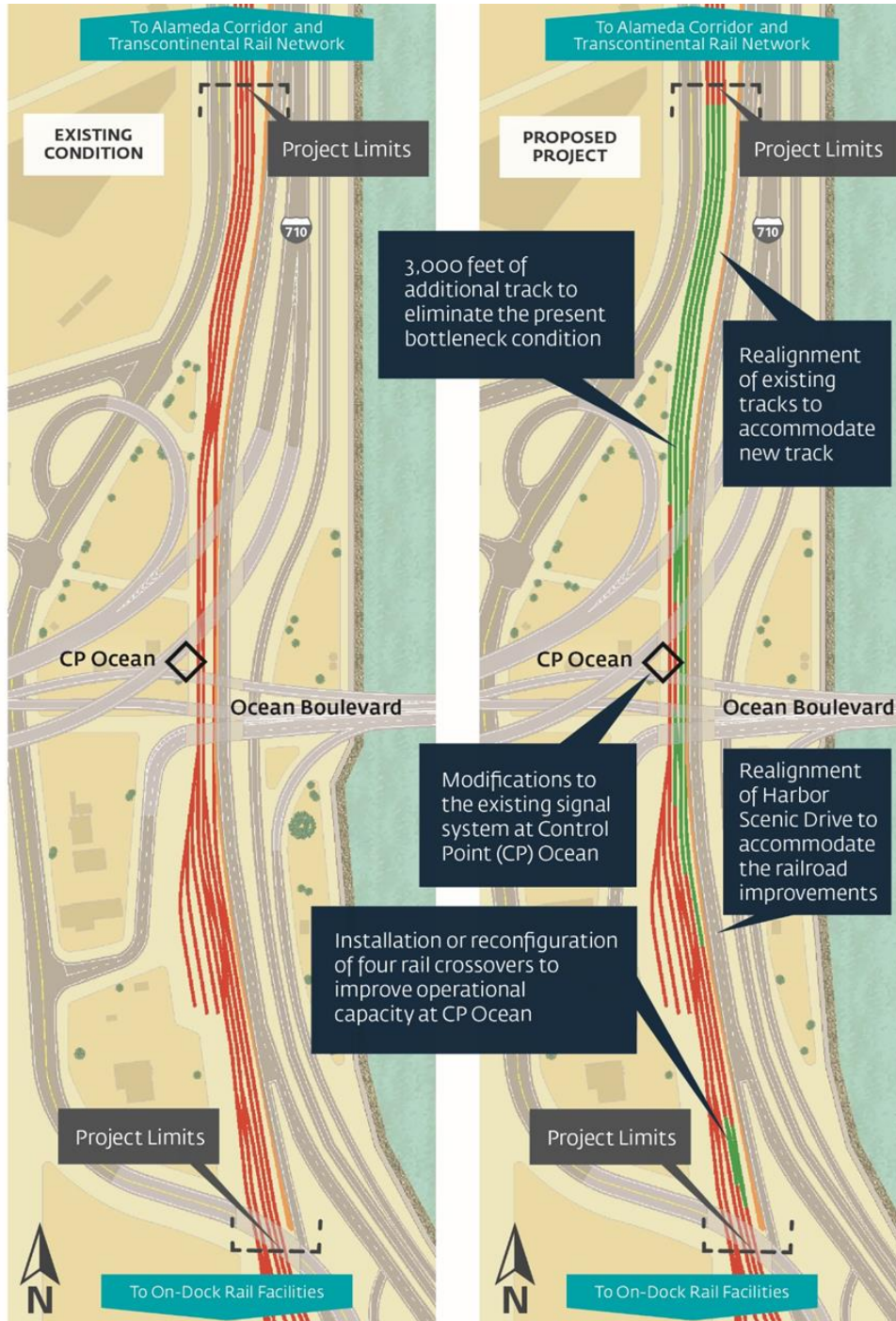
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# Project Vicinity Map



# Project Limits Map



Condition at CP Ocean Before and After the Project

Notes:

1. CP Ocean signal modification will be implemented in two phases: 1) convert Centralized Traffic Control (CTC) system to local yard system during right-of-way ROW phase; and 2) modify switches and signals within the yard system during construction phase.
2. A fifth rail crossover would be included that is paid for by Port funds.

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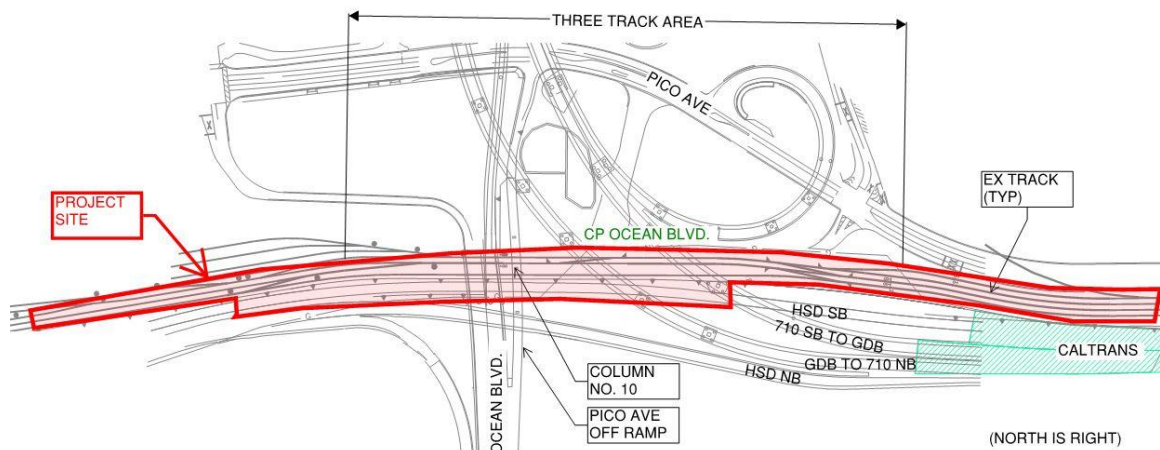
## 1. INTRODUCTION

### Project Description:

The East Basin Rail Gateway Expansion: Fourth Track at Ocean Project (Project) will add freight rail capacity at the nation's largest port complex and enhance the connectivity of United States (U.S.) producers and manufacturers to global markets. The Project adds a new fourth track within a critical freight corridor and reconfigures three existing freight tracks and associated crossovers and rail signals. These improvements will drive operational efficiency and increase the capacity of the Port of Long Beach (POLB) on-dock rail network.

The Project is a critical link between the national freight rail network and the San Pedro Bay port complex, which includes both POLB and the Port of Los Angeles (POLA). The Project will provide an additional 480,000 twenty-foot-equivalent units (TEU) of annual rail container capacity and increase freight network efficiency to address growing demand for on-dock rail service at the POLB Middle Harbor, Pier G, and Pier J marine terminals, collectively known as the East Basin. By shifting goods to rail, the Project will divert nearly 900 trucks from the local roadway network each day, relieving congestion and reducing drayage truck traffic through adjacent disadvantaged communities.

### Project Site Map



## 2. BACKGROUND

The Ports of Long Beach and Los Angeles provide for waterborne trade in the U.S. handling half of all international container volumes. The Port of Long Beach is committed to improving the environment, as demonstrated by its 20-year record of environmental protection programs. The Green Port policy is an aggressive, comprehensive and coordinated approach to reduce the negative impacts of port operations. One element of the Green Port policy is the Port truck reduction program, which aims to reduce emissions and eliminate trucks from congested regional

freeways. An important approach to the Truck Reduction program is to increase and improve efficiency of rail transportation at the port.

The 2001 San Pedro Bay Ports Rail Study and subsequent updates have been conducted by the Port of Long Beach with input from Port of Los Angeles. The Rail Study identifies a range of projects combined as the port's Rail Enhancement program. The Rail Study identifies the forecast cargo demand, on-dock terminal developments plans, and projected train volumes. The projected train volumes were studied using the Rail Traffic Controller (RTC) simulation model to determine the capability of the rail networks and identify any deficiencies that could cause train delays and level-of-service issues. To address these issues, a set of rail infrastructure improvements were recommended; the Fourth Track at Ocean Boulevard Rail Improvement (also named the East Basin Rail Gateway Expansion: Fourth Track at Ocean) is one of them.

An additional study was made in the fall of 2018 to analyze existing and future rail operations north and south of the Ocean Boulevard. The study included development of a dynamic rail simulation model to assess a 2017 base case operating condition and future 2025 operating condition that included the projected growth in rail volumes. Three design alternatives were considered to remedy the bottleneck created at Ocean Boulevard. The recommended alternative includes a fourth track addition which requires realigning approximately 1,000 feet of Southbound Harbor Scenic Drive to attain enough space to add fourth track.<sup>1</sup>

### Project Location Map



Project Location, Related Projects, and Affected Disadvantaged Communities

<sup>1</sup> Feasibility Study for Adding a Fourth Track at Ocean Boulevard (December 2018)

As of June 2020, the Port has increased the number of crossovers from four to five – which will be covered by Port funds. The materials for the additional fifth crossover were relocated from a nearby ex-location to improve rail operational efficiency.

### **3. PURPOSE AND NEED**

#### **Purpose:**

Project improvements provided by the Fourth Track at Ocean project will provide the freight rail capacity, reliability, and operational efficiency required to support current and future demand for on-dock rail service at the Middle Harbor, Pier G, and Pier J marine terminals, while also minimizing impacts of freight movement on surrounding communities.

#### **Need:**

Current track capacity at Ocean Boulevard is insufficient to meet the growing demand for on-dock rail through POLB East Basin marine terminals at Middle Harbor, Pier G, and Pier J. High train volumes and insufficient rail capacity will cause a freight rail bottleneck at Ocean Boulevard that hinders on-time delivery of U.S. goods, reduces efficiency through the nation's second-busiest seaport, and contributes to truck congestion, diminished air quality, and higher shipper costs.

More than 9,200 freight trains move through the Project site each year – including 6,900 switching moves and 2,300 transcontinental freight trains carrying approximately 1.1 million TEUs of containerized cargo and nearly 1.8 million metric tons of bulk cargo. These goods, handled by the Middle Harbor, Pier G, and Pier J marine terminals are valued at a combined total of more than \$108 billion, or 55 percent of the total POLB throughput. The Middle Harbor terminal is the nation's first fully zero-emissions terminal, and upon full-build out, could move enough cargo alone to rank as the nation's sixth busiest seaport. Increasing on-dock rail moves at Middle Harbor is key to realizing the goals of the San Pedro Bay Ports Clean Air Action Plan (CAAP) and the POLB Green Port Policy. The CAAP, which was developed in partnership with the Port of Los Angeles in 2006, outlines the strategies to achieving emission reductions and public health benefits to local disadvantaged communities surrounding the ports. In support of these goals, the POLB is working to increase freight rail volume through the port from 23.5 percent to 35 percent by 2040, with intermodal rail moves through the Project site projected to grow to 1.7 million TEU in that same period. This goal is not achievable with the current track condition. Additional freight rail capacity and fluid rail operations are needed to meet the throughput demands of East Basin complex.

### **4. TRAFFIC IMPROVEMENT**

All in-bound and out-bound containers moved by rail in the East Basin must pass through the Project location. The three intermodal terminals in the East Basin currently handle approximately 4.6 million TEUs annually, with nearly 25 percent (1.1 million TEUs) moved by rail. Of the 7.9 million TEUs estimated to move



through the East Basin by 2040, approximately 1.7 million are expected to move by on-dock rail, driven by demand for rail transport at Middle Harbor.

Diversion of freight from truck to freight rail reduced truck traffic on local roads and interstates – eliminating nearly 900 daily truck trips by 2030 – to make for a safer roadway network. Track infrastructure improvement supports Pacific Harbor Line (PHL) operations by improving freight rail alignment, reducing conflicting freight train movements and unnecessary switching.

## **5. DEFICIENCIES**

For the selected design of the East Basin Rail Gateway Expansion: Fourth Track at Ocean, it involves the relocation of Harbor Scenic Drive Southbound (HSD-SB). In addition, a large portion of the existing retaining wall between the tracks and HSD-SB will need to be relocated.<sup>2</sup> It was determined that the LBER gas line will be relocated and interfering portions removed prior to the project construction Notice to Proceed (NTP) milestone. This component will not be covered by grant funding, as this utility relocation is programmed in the Right-of-Way phase.

## **6. CORRIDOR AND SYSTEM COORDINATION**

The Project is consistent with regional transportation plans and policies. Policy makers at South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), and Southern California Association of Governments (SCAG) have supported the Port's overall efforts to expand the use of on-dock rail, including the Port's goal to handle 35 percent of all container cargo by rail in 2040. SCAG updated its Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), which demonstrates how Southern California goals for mobility and air quality will be achieved in the years 2020-2045. The Project, identified as RTP ID 1200P003, is included in the final Connect So Cal list of financially constrained projects, and the list of short-term Goods Movement projects (F.1-LB). The Project is not affected by the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.

## **7. ALTERNATIVES**

Three alternatives were studied, each with a different methodology for accommodating the fourth track addition. Alternative 1 relocates both the column and the adjacent roadway (Harbor Scenic Drive South Bound). Alternative 2 protects the column, relocates one of the three existing tracks, and relocates the roadway. Alternative 3 removes the existing column which is replaced with 2 new columns, and protects the roadway. Other than the method of creating space for the fourth track and their direct impacts, components of the design were kept identical in the alternatives.

<sup>2</sup> Feasibility Study for Adding a Fourth Track at Ocean Boulevard (December 2018)

The alternatives were evaluated based on estimated costs, estimated construction duration, estimated level of effort during design and environmental permit reviews, risk of train derailment and rail operation impact, traffic impact during construction, level of effort to transition to the future Pier B On-Dock Rail Support Facility project, and constructability requirements. Impacts that are identical in the three alternatives are treated neutral and significant differences in alternatives were noted. As a result, Alternative 2 showed the best scoring because it incurs the lowest costs and involves the least amount of temporary construction impacts.

Alternative 2 shows the best scoring largely because it involves the least amount of temporary construction impacts and lowest construction costs. It involves only the temporary Harbor Scenic Drive Southbound (HSD-SB) closure, as opposed to both the ramp and the roadway temporary closures. Not having to dewater for column construction and substructure seismic retrofit minimizes the environmental concern. In addition, not removing and replacing portion of deck, and not removing the existing column minimize impact to rail operation.

This project is needed to support the Middle Harbor on-dock rail yard expansion scheduled for completion by 2025, and will prepare the site for the future Pier B On-Dock Rail Support Facility Project. Alternative 2 was recommended as the best option for the proposed project.

## **8. RIGHT-OF-WAY**

All improvements fall within POLB right of way. Traffic control measures for the realignment of Harbor Scenic Drive will include temporary traffic control and advanced warning signs that will extend into the Caltrans right of way (I-710). An encroachment permit from Caltrans District 7 will be required for placement of temporary traffic control. The Port will self-certify right-of-way clearance.

In November 2020, the Port received notification from the Federal Railroad Administration (FRA) that the CP Ocean conversion has been approved by the federal agency. The scope of work for the CP Ocean conversion include:

- Change the end of CTC on the Long Beach branch line from CP Ocean to CP Gaspar. Replace existing switch machines and signals with new hydro powered switch machines.
- Install a new yard automation system with new switch circuit controllers, wheel detectors and point indicators at CP Ocean.
- Integrate the new equipment and system into the existing San Pedro Bay yard control system.

The CP Ocean conversion was originally planned for the Project construction phase. However, FRA approval was achieved 14 months in advance of Project construction NTP. PHL and Port Terminal Service and Operations Division (TSO) also requested that the CP Ocean conversion be implemented immediately for operational benefits.

Additional rationale behind implementing this conversion during the right-of-way phase, ahead of Construction NTP are as listed below:

1. Early Federal Railroad Administration (FRA)'s approval in November 2020 for retiring CP Ocean from the federally regulated centralized traffic control (CTC) system to a local yard system allows the project to implement the signal modification stated in the 2020 TCEP Grant Application in two phases:
  - a. converting CTC to local yard system during ROW phase; and
  - b. modifying switches and signals within the yard system during the Fourth Track construction.
2. With this FRA-approved work done before construction, the signal modification during the construction will only be modifying the local yard switches and signal.
3. Implementing CTC system conversion before construction would greatly reduce the construction phasing complexity and interruption of rail operation during construction, therefore reduce the risk of construction schedule delay.
  - a. The conversion would reduce the safety risks during construction as the switches and signals will be monitored and controlled by a local dispatcher with customized computer system.
  - b. Implementing the conversion would allow more efficient local rail operation, as FRA agreed when the change request was granted.

## **9. STAKEHOLDER INVOLVEMENT**

The Project is a key component of the Port's adopted Rail Enhancement Program, developed with community engagement and in collaboration with the Port of Los Angeles (POLA) and the Alameda Corridor Transportation Authority (ACTA) as well as railroad stakeholders: Pacific Harbor Line (PHL), Union Pacific Railroad (UP), and Burlington Northern Santa Fe Railway (BNSF). Through multiple, coordinated rail planning efforts, the current bottleneck at Ocean Boulevard was identified as a priority rail network deficiency that could cause significant train delay and level-of-service issues if unaddressed.

The Project is the product of years of stakeholder planning and collaboration. Regular updates to freight rail planning documents, including the San Pedro Bay Ports Rail Study and POLB Rail Primer document continued stakeholder interest and feedback related to the Project. Stakeholders that participated in the planning and preliminary design of the Project include terminal operators, the Port of Los Angeles, logistics partners, and railroad agencies. This collaborative process allows for the early identification of stakeholder needs and priorities.

Announcements and updates for projects to improve the port-wide rail network, including the Project, are regularly presented at industry group meetings as in the Rail Action Planning Committee. Members of this diverse group include railroad operators and agencies, marine terminal operators, port complexes, and shipping lines. This form of stakeholder engagement allows the Port to share information and

solicit input about the Project, while spreading awareness of new port initiatives, port rail project updates, supply chain optimization tools and freight rail efficiencies.

Stakeholder coordination through the Rail Action Planning Committee for the Fourth Track at Ocean will continue throughout the project, and regular meetings will be conducted. The Rail Action Planning Committee was officially established in 2005, and has been meeting on a near quarterly basis. The Rail Action Planning Committee will continue to meet after this project reaches completion, and if needed, any relevant updates related to this project will be brought up at the Committee.

Stakeholder involvement does not end at the planning or design phase. Railroad operators like PHL and the end users including terminal operators in Pier E, G and J will remain engaged in the Project, and especially during construction. These terminal operators include Long Beach Container Terminal (LBCT), Pacific Container Terminal (PCT), International Transportation Service (ITS) and Metro. During this project phase, a continued commitment to open and direct communication will be critical to minimize impacts to railroad operations during construction.

The Project was identified as one of the ongoing Port projects in the recent POLB Master Plan Update. To support the development of this strategic document, the Port engaged a broad range of stakeholders including community groups, environmental organizations, operators, tenants, and port users. The Port also prepared a Program Environmental Impact Report (PEIR) for the Port Master Plan (PMP) Update which has been circulated for public review. After reviewing the comments received during the review period, freight rail projects were not identified as a critical issue around future POLB development plans.

The San Pedro Bay Clean Air Action Plan (CAAP) is another avenue in which the Port engaged local communities to participate in developing measures that build on past successes and planning for the future, as part of the cleanest port complex in the world. The CAAP is a blueprint to balance community stewardship, drive economic competitiveness, improve air quality and reduce health risk. The CAAP, which was most recently updated in 2017, incorporated input from the local community through public workshops, formal comment letters, publicly-attended board meetings, and presentations to local business organizations. More than 70 stakeholder meetings and three public workshops were conducted during development of the 2017 CAAP Update. Specific targets of the CAAP, such as the 40 percent reduction in port-related greenhouse gas emissions from 1990 levels by 2030, and supporting air quality improvement projects such as expansion of the on-dock rail system including the Project, were identified and developed through collaborative input from community leaders and interest groups.

The Port of Long Beach Community Grant Program (CGP) is another tool used to work with residents and communities to foster communication and collaboration to address community needs. Within this program, community groups, local government, and non-profit organizations are encouraged to submit applications for

public infrastructure, healthcare, and facility improvement projects in their community. This program is partially funded by major capital programs at the Port. If proposed projects in the Port have significant environmental impacts that cannot be mitigated, it would contribute funding to the CGP. The Project is anticipated to have no significant adverse environmental effect and is therefore categorically exempt from the provisions from CEQA and would not contribute funding to the CGP.

## **10. ENVIRONMENTAL COMPLIANCE**

Pursuant to the California Coastal Act of 1976 (as amended) and Section 1215 of the City of Long Beach Charter, the proposed Project requires a Port Harbor Development Permit (HDP), which was issued in September 2019. Issuance of an HDP requires compliance with the California Environmental Quality Act (CEQA); the approved HDP concluded that the Project would have no significant adverse environmental effect. Therefore, the Project is categorically exempt from the provisions of CEQA.

POLB has already advanced several technical studies, permits, and approvals:

- Project Feasibility Study – completed December 2018
- Preliminary (30%) Design – completed December 2019
- Preliminary Risk Assessment – completed December 2019
- Incorporation into Regional Transportation Plan – completed September 2020
- Air Quality Analysis – completed February 2019
- Harbor Development Permit – issued September 2019
- Preliminary Basis of Design Report – completed December 2019
- Phase 1 Initial Site Assessment – May 2019
- CEQA Categorical Exemption – filed October 2019
- Baseline Budget and Schedule – adopted by Harbor Commission April 2020

## **11. FUNDING**

Work to be performed as part of the Project includes planning and permitting, final design, bid and award, construction, close out, and right-of-way preparation to complete all grading, drainage, paving, utility rearrangement, track, railroad signals, and supportive infrastructure improvements. The POLB Engineering Bureau will lead Project delivery, applying proven procedures and processes developed by POLB to successfully deliver capital projects of all types for more than 100 years.

Competitive solicitations will be used to procure professional services for non-TCEP funded project components, including final engineering services for preparation of PS&E and construction phase design services for track, civil, and signal design; and Construction management support. Competitive bids will be solicited for Project construction. All TCEP-funded work will be included in a single construction contract.

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 Project Funding Plan

Project Component	Cost	Port Funds Committed	Proposed TCEP Funds
<b>Planning &amp; Permitting</b>	\$1,097,700	\$1,097,700	
<b>Final Design</b>	\$3,171,880	\$3,171,880	
<b>Bid &amp; Award</b>	\$297,120	\$297,120	
<b>Construction</b>	\$15,617,800	\$7,617,800	\$8,000,000
<b>Close-Out</b>	\$214,820	\$214,820	
<b>Right-of-Way</b>	\$1,005,000	\$1,005,000	
<b>Contingencies</b>	\$3,395,690	\$3,395,690	
<b>Total Future Capital Cost</b>	\$ 24,800,010	\$16,800,010	\$8,000,000

## 12. DELIVERY SCHEDULE

The schedule below is consistent with the approved Baseline Schedule, updated as of February 2021.

Phase	Date
• Environmental Phase Start:	March 1, 2019
• Environmental Phase End:	October 15, 2019
• Design (PS&E) Phase Start:	March 6, 2020
• Design Phase End:	August 26, 2021
• Right-of-Way (ROW) Phase Start:	February 22, 2021
• ROW Phase End:	June 1, 2021
• Construction Phase Start:	December 13, 2021
• Construction Phase End:	October 23, 2023
• Closeout Phase Start:	November 13, 2023
• Closeout Phase End:	April 22, 2024

The anticipated funding fiscal year for construction is 2021/22.

## 13. RISKS

POLB has instituted a policy of risk assessment and mitigation to identify and document project risks before construction begins. To avoid budget overruns and project delays, a risk register is maintained throughout the project delivery process so that mitigation activities may be monitored and updated over time. This risk evaluation and mitigation process was established in 2015, and updated in 2019, to help the Port better understand and manage risks associated with each project in its extensive capital program.

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 Project Risk Summary

Risk	Severity	Mitigation Method
<b>Utility Coordination &amp; Relocation</b>	Medium	Team has notified and is continuing to coordinate with utility stakeholders with facilities on the project site. Relocate high risk conflicting utilities in the ROW phase before construction.
<b>Short Construction Window Due to Railroad Operations</b>	High	Team is coordinating with Pacific Harbor Line (PHL) to properly schedule and phase construction sequences, and avoid conflict with railroad operations.
<b>Project Cost</b>	High	Team is mitigating risk from cost estimate by using prepared costs from outside contractor and considering the costs of similar POLB projects as well as recent bid prices of project in the region.
<b>Soil Contamination</b>	Medium	Team is working with a geotechnical firm to assess the soil conditions at the project site.
<b>Permitting Delays</b>	Low	Advanced planning to limit the possibility of permitting delays. Early permit identification and tracking.

#### 14. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

Local Agency

Agreements with City of Long Beach

Railroads

The Port is coordinating with PHL and adjacent construction projects to minimize freight rail service disruptions and avoid conflicts with other projects during Project construction.

#### 15. PROJECT REVIEWS

The Port has advanced the Project design to 100 percent completion, developed a Baseline Cost Estimate and Schedule, and Preliminary Basis of Design Report. These Preliminary Design documents establish a clear scope of work and set forth a preliminary construction phasing plan to complete the roadway, utility, railroad, and site improvements required to successfully build the Project.

Engineering studies completed to date have included preliminary utilities investigation, geotechnical studies, and environmental soil characterization. Early identification of potential utility conflicts and notification of utility owners has already begun.

The Port will leverage its experience in transportation infrastructure planning and project delivery to ensure that the Project is completed in a timely manner and meets

quality standards. In addition to in-house teams for technical planning and engineering, the Port hires outside consultants and contractors to assist with activities that require expert knowledge or experience. The Port has capably managed more than \$1 billion in grant funding for individual transportation projects in the Port's portfolio, representing almost 25 percent of the Port's total capital program since 2002.

Building upon experience gained over more than 100 years of capital investment, the Port has developed a comprehensive project delivery process, reference guides, and standards into a single web-based platform. The site allows for accessing, sharing, and updating information for effective delivery of the Port's capital program. With direct, online access to program management, project controls, engineering design, and construction management resources, Port staff and consultants can assure consistency of approach and delivery from project planning through commissioning.

The Project has completed the first phase - Preliminary Design - of the Port's established project delivery process, having completed feasibility studies, 30 percent design development and associated budget and schedule, preliminary risk assessment, and California environmental review (CEQA). The Board of Harbor Commissioners has approved the Project's Baseline Budget and Baseline Schedule to which Port managers are accountable. The Project is now in Final Design.

## **16. PROJECT PERSONNEL**

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|--|---------------------|
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