

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Port of Los Angeles Rail System Efficiency/Enhancement/Revolution Program - Terminal Island Rail Infrastructure Project

Resolution **TCEP-P-2526-26B**  
(to be completed by CTC)

CITY OF LOS ANGELES

HARBOR DEPARTMENT

AGREEMENT NO. 24-10216

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 **6/26/2026** (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, **City of Los Angeles, Harbor Department**, and the Implementing Agency, **City of Los Angeles, Harbor Department**, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its **06/26/2025** meeting the Commission approved the **Trade Corridor Enhancement Program** and included in this program of projects the **Port of Los Angeles Rail System Efficiency/Enhancement/Revolution Program**, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as *Exhibit A*, the Project Report attached hereto as *Exhibit B*, the Performance Metrics Form, if applicable, attached hereto as *Exhibit C*, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution **[REDACTED]**, "Adoption of Program of Projects for the Active Transportation Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Local Partnership Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated **[REDACTED]**
  - Resolution **[REDACTED]**, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated **[REDACTED]**
  - Resolution **G-25-42**, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated **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 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 TCEP-P-2526-26B

*(to be completed by CTC)*

Please see attached

City of Los Angeles, Harbor Department

Date


Project Applicant

PLEASE SEE ATTACHED

City of Los Angeles, Harbor Department

Date

Implementing Agency

 04/27/2026

Gloria Roberts (Apr 27, 2026 10:17:31 PDT)

Date

District Director  
California Department of Transportation

  
Dina El-Tawansy (Jun 23, 2026 19:55:23 PDT) 06/23/2026

FOR DINA EL-TAWANSY

Date

Director  
California Department of Transportation

 06/26/2026

Tanisha Taylor

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:

4 - 22, 2026

City Attorney

By 

Deputy City Attorney



America’s Port®: Port of Los Angeles Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project  
 Sponsor: Caltrans (applicant) in partnership with Port of Los Angeles (POLA)



Contact: Kerry Cartwright, Director of Goods Movement, Port of Los Angeles ([kcartwright@portla.org](mailto:kcartwright@portla.org)) (310) 357-4996

Project Location: City of Los Angeles – Port of Los Angeles (POLA)

**Project Scope:**

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 upgrades



**Project Cost and Funding:**

Total Project Cost: \$20,700,000

➤ Eligible Future Cost - Construction Phase: \$19,130,000

TCEP Cycle 4 Request: \$13,391,000 (70% of \$19.13 M)

– Statewide TCEP Cycle 4 Request: \$5,356,000

– Regional Corridor TCEP Cycle 4 Request: \$8,035,000

Total eligible matching funds: \$5,739,000 (POLA)

**Project Schedule:**

PA & ED:	PS&E:	Begin Construction:	End Construction:
11/1/2025	9/30/2026	4/1/2027	9/30/2028

**National Significance:**

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.

**Benefits:**

The Project yields a net present value of \$38.495 million and benefit-cost ratio = 3.1, and has the following benefits:

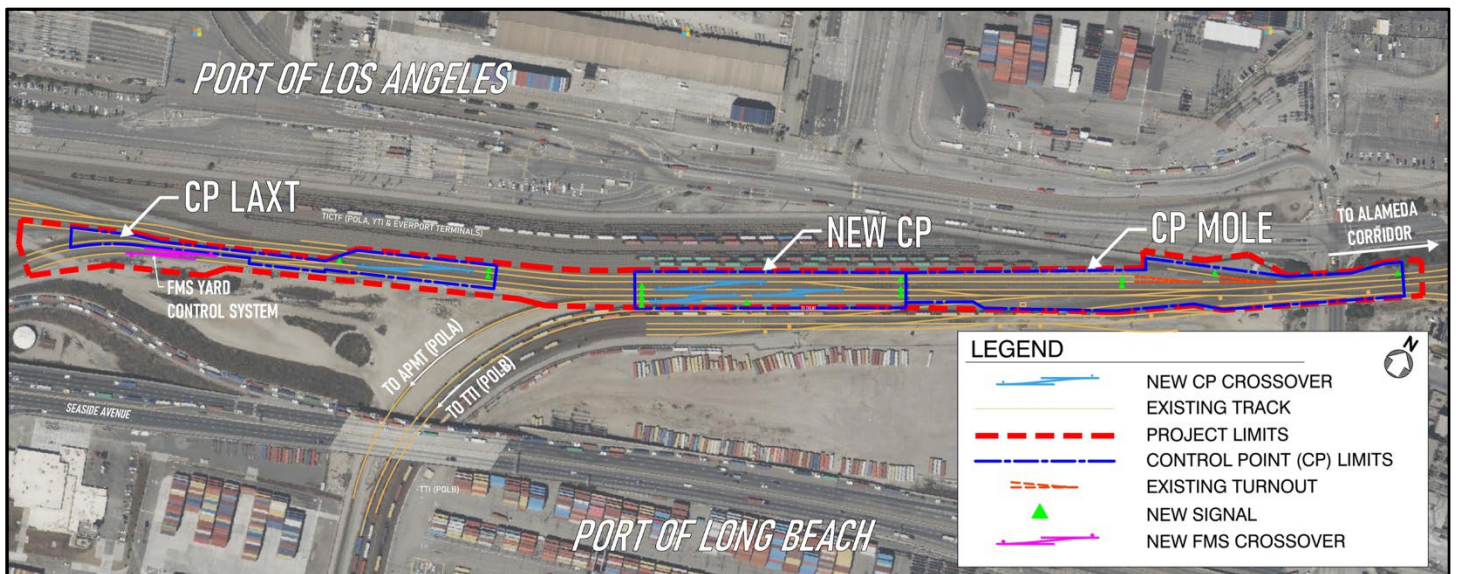
- Reduces annual train-hours of delay:

**Annual Train-Hours of Delay Reduced**

Year 2029	2,167
Year 2048	2,659

- Reduces 16,655 U.S. tons of emissions (including green-house gases) cumulatively over 20-year analysis period adjacent to State designated Disadvantaged/Low-income Communities.

**Project Site Location & Site Plan:**



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
-----------	----	---------	----	----------------	----

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

---

Date 08/19/2025 09:15:09

---

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
<b>TOTAL</b>									
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	
<b>TOTAL</b>		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									
<b>TOTAL</b>									
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	
<b>TOTAL</b>		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)									Notes
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)								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)									Notes
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 C. Performance Metrics Form**

**Trade Corridor Enhancement Program**

<b>Existing Average Annual Vehicle Volume on Project Segment</b>		N/A				
<b>Existing Average Annual Truck Percent on Project Segment</b>		N/A				
<b>Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project</b>		N/A				
<b>Estimated Year 20 Average Annual Truck Percent on Project Segment with Project</b>		N/A				
<b>Measure</b>	<b>Metric</b>	<b>Project Type</b>	<b>Build</b>	<b>Future No Build</b>	<b>Change</b>	<b>Increase/Decrease</b>
<b>Congestion Reduction (Freight)</b>	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
	(Optional) Other Information	All	0	0	0	0
<b>Throughput (Freight)</b>	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				
<b>System Reliability (Freight)</b>	Truck Travel Time Reliability Index (“No Build” Only) (Optional Metric)	National and State Highway System Only				
	(Optional) Other Information	All				
<b>Velocity (Freight)</b>	Travel time or total cargo transport time	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				
<b>Air Quality</b>	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
<b>Safety</b>	Number of Fatalities	Road and Land Port	0	0	0	No change
	Rate of Fatalities per 100 Million VMT		0	0	0	No change



California Transportation Commission  
2024 Trade Corridor Enhancement Program Guidelines

	Number of Serious Injuries		0	0	0	No change
	Number of Serious Injuries per 100 Million VMT		0	0	0	No change
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		0	0	0	No change
	(Optional) Other Information	All				
<b>Cost Effectiveness</b>	Cost Benefit Ratio	All	3.1	0	3.1	No change
	(Optional) Other Information	All				
<b>Economic Development</b>	Jobs Created	All	157	0	157	No change
	(Optional) Other Information	All				

#5  
3/20/26

RECOMMENDATION APPROVED;  
RESOLUTION 26-10688 ADOPTED;  
AGREEMENT 26-10216 APPROVED;  
BY THE BOARD OF HARBOR COMMISSIONERS

March 26, 2026

AMKlesges  
AMBER M. KLESGES  
Board Secretary



THE PORT  
OF LOS ANGELES

Executive Director's  
Report to the  
Board of Harbor Commissioners

DATE: MARCH 17, 2026

FROM: ENGINEERING

SUBJECT: RESOLUTION NO. 26-10688 APPROVAL OF TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) BASELINE AGREEMENT FOR THE PORT OF LOS ANGELES RAIL SYSTEM EFFICIENCY/EMISSIONS REDUCTION PROGRAM – TERMINAL ISLAND RAIL INFRASTRUCTURE PROJECT BETWEEN THE CITY OF LOS ANGELES HARBOR DEPARTMENT AND THE CALIFORNIA TRANSPORTATION COMMISSION

**SUMMARY:**

Staff requests approval of a funding agreement, referred to herein as the Baseline Agreement (Agreement) with the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) for \$13,391,000 of Trade Corridor Enhancement Program (TCEP) funds for the Port of Los Angeles Rail System Efficiency/Emissions Reduction Program – Terminal Island Rail Infrastructure Project (Project).

To receive the TCEP funds, the City of Los Angeles Harbor Department (Harbor Department) must enter into the proposed Agreement with the CTC and Caltrans. Upon approval by the Board, the Harbor Department will transmit this Agreement to the CTC for final approval, which is expected to occur at its May 2026 meeting. The Harbor Department is financially responsible for funding the Project, net of any grants received.

**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners (Board):

1. Find that the Director of Environmental Management has determined that the proposed action is administratively and categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(f) and Article III Class 1(3) of the Los Angeles City CEQA Guidelines;
2. Approve the Port of Los Angeles Rail System Efficiency/Emissions Reduction Program – Terminal Island Rail Infrastructure Project Baseline Agreement;

SUBJECT: TCEP BASELINE AGREEMENT FOR TERMINAL ISLAND RAIL INFRASTRUCTURE

- 3. Authorize the Executive Director to execute and the Board Secretary to attest to said Agreement, for and on behalf of the Board;
- 4. Authorize the Executive Director to execute future Baseline Agreement Amendments to account for revised project schedules, and/or revised project costs, for and on behalf of the Board, subject to the approval of the City Attorney as to form and legality; and
- 5. Adopt Resolution No. 26-1DU88.

**DISCUSSION:**

Background – This project is located on Terminal Island, southwest of the Badger Bridge, and entirely within the Port of Los Angeles (POLA). The project consists of the installation of five new rail crossovers and related rail infrastructure and will result in the improvement of rail operations throughout the entire rail system in and outside the POLA.

On June 26, 2025 the CTC awarded \$13,391,000 of TCEP funds for the Harbor Department’s Port of Los Angeles Rail System Efficiency/Emissions Reduction Program – Terminal Island Rail Infrastructure Project. To receive the TCEP funds, the Harbor Department must enter into the proposed Baseline Agreement (Transmittal 1) with the CTC.

Once approved by the Board, the Harbor Department will transmit the Agreement to the CTC for further processing. Approval by the CTC is expected to occur at its May 2026 meeting. The Agreement is needed in advance of obtaining the actual allocation of the funds, which requires another CTC approval, and is required before the Harbor Department can advertise for construction. The Agreement sets forth the project scope, expected benefits, schedule, costs and funding plan. If there are future changes in the Project’s schedule and/or costs, the Agreement will need to be amended prior to the allocation of funds. The total budget approved for the Project is \$24,000,000. Any expenditures beyond this approved amount require approval from the Project Development Committee (PDC) and Board through the Harbor Department’s Capital Improvement Program (CIP) budget. Any contracts for future design or construction service agreements will require Board approval. Thus, the Executive Director also seeks approval from the Board to execute subsequent amendments to this agreement in the future to account for changes in schedules and project cost. The project currently has one grant funding source from the State under the Trade Corridor Enhancement Program (TCEP) grant program. The following table summarizes the project funding sources.

TCEP	Port Revenue Funds	Total Cost
\$13,391,000	\$10,609,000	\$24,000,000

**SUBJECT: TCEP BASELINE AGREEMENT FOR TERMINAL ISLAND RAIL INFRASTRUCTURE**

The timetable presented in the Agreement document aligns with the schedule initially provided by the Harbor Department in the grant funding application for the TCEP funds as required by the State. The CTC allows for extensions to the project schedule in the future if deemed necessary.

**ENVIRONMENTAL ASSESSMENT:**

The proposed action is approval of the Agreement with CTC and Caltrans for TCEP funds for the Port of Los Angeles Rail System Efficiency/Emissions Reduction Program – Terminal Island Rail Infrastructure Project, which is an administrative activity to approve a funding agreement to support the operation, repair, maintenance or minor alteration of existing railroad. Therefore, the Director of Environmental Management has determined that the proposed action is administratively and categorically exempt from the requirements of CEQA in accordance with Article II Section 2(f) and Article III Class 1(3) of the Los Angeles City CEQA Guidelines. On December 18, 2025, Caltrans, acting as the Lead Agency under the National Environmental Policy Act, determined the project is eligible for a categorical exclusion under Section 23 CFR 771.117(c): activity (c)(18).

**FINANCIAL IMPACT:**

Approval of the proposed Agreement will enable the Harbor Department to receive TCEP funding in the amount of \$13,391,000 to complete the Project. The TCEP funds are paid on a regular reimbursement basis which requires the Harbor Department to fund project costs first, then seek reimbursement. The Harbor Department will be responsible for ongoing maintenance and operation costs for the Project.

The table below summarizes anticipated spending associated with the Project:

<b>Fiscal Year</b>	<b>Costs</b>
Previous Year	\$29,703
2025/2026	\$520,000
2026/2027	\$1,480,000
2027/2028	\$12,000,000
2028/2029	\$8,000,000
2029/2030	\$1,970,297
<b>Total</b>	<b>\$24,000,000</b>

Fiscal Year 2025/2026 funding in the amount of \$520,000 is available within Account 161305 (Construction in Progress), Division 00000 (Global Harbor), Project 65000027 (Terminal Island Rail Infrastructure Improvements). Future fiscal year funding will be requested as part of the annual budget adoption process, subject to Board approval. If

DATE: MARCH 17, 2026

PAGE 4 OF 4

SUBJECT: TCEP BASELINE AGREEMENT FOR TERMINAL ISLAND RAIL INFRASTRUCTURE

any subsequent fiscal year funds are not appropriated by the Board for the work required by this Agreement, the Agreement shall be terminated. However, such termination shall not relieve the parties of liability for any obligations previously incurred. A funding out clause is included in this Agreement.

**CITY ATTORNEY:**

The Office of the City Attorney has reviewed and approved the Baseline Agreement as to form and legality.

**TRANSMITTAL:**

1. TCEP Baseline Agreement for the Port of Los Angeles Rail System Efficiency/Emissions Reduction Program – Terminal Island Rail Infrastructure Project (Project).

FIS Approval: JS

CA Approval: SO



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



DINA ARYAN-ZAHLAN, P.E.  
Deputy Executive Director, Development

APPROVED:

*Erica M. Calhoun* for

EUGENE D. SEROKA  
Executive Director

Author: A. Deveria

AD:lp  
65000027b1

## **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

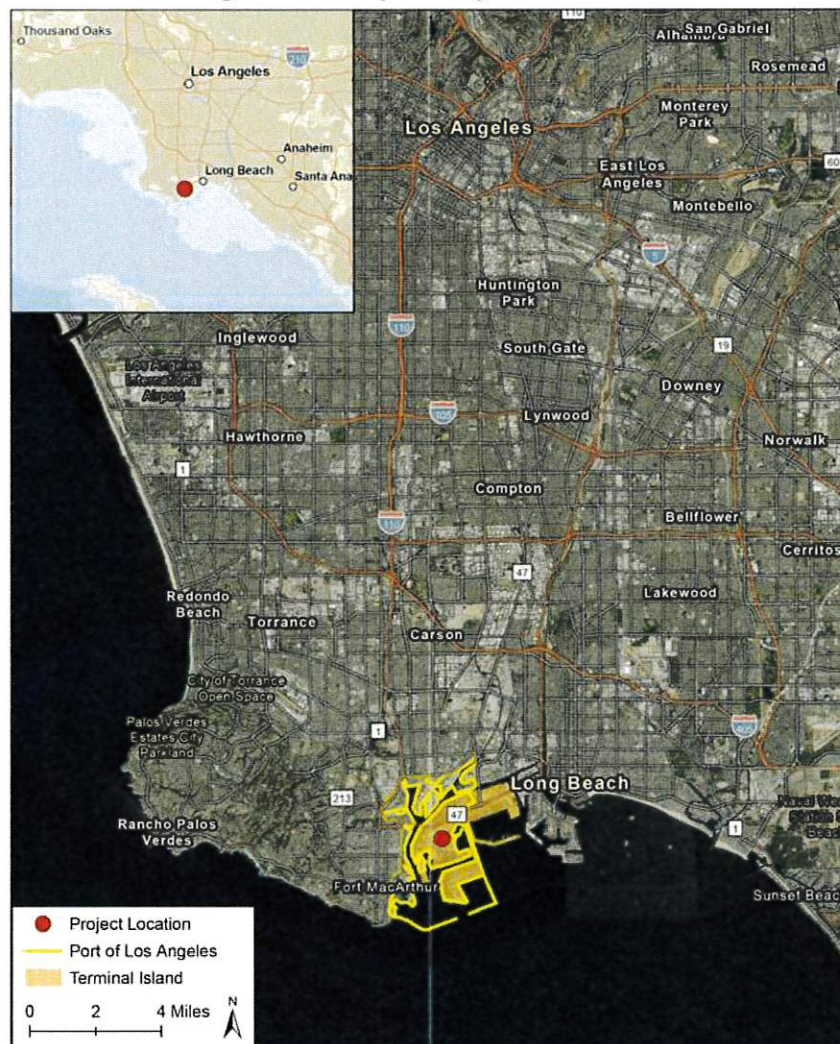


Figure 2- Project Local Setting

# Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025



Figure 3- Project Site Location



# Terminal Island Rail Infrastructure Project

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025

I, *Rosario Lauro* 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.



Rosario Lauro, PE

4/23/26

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



Melissa Harne, Senior Civil Engineer

4/23/2026

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

October, 2025

**Table of Contents**

1. INTRODUCTION ..... 6

2. BACKGROUND..... 6

3. PURPOSE AND NEED..... 7

4. ENVIRONMENTAL CLEARANCE DESCRIPTION ..... 8

5. CONSIDERATIONS REQUIRING DISCUSSION ..... 8

6. FUNDING, PROGRAMMING AND ESTIMATE..... 10

7. DELIVERY SCHEDULE..... 11

8. RISKS..... 11

9. EXTERNAL AGENCY COORDINATION (ANTICIPATED AGREEMENTS)..... 12

10. ADDITIONAL INFORMATION ..... 12

11. ATTACHMENTS ..... 12

# 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.

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

## 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

October, 2025

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

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025

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).

## **Terminal Island Rail Infrastructure Project**

District 7/Los Angeles

Planning Program Number (PPNO): 6465

October, 2025

### **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

Planning Program Number (PPNO): 6465

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
<i>SBI-TCEP (State)</i>					5,356	5,356
<i>SBI-TCEP (Regional)</i>					8,035	8,035
<i>Local-POLA</i>	200	1,370			5,739	7,309
<b>Total</b>	<b>200</b>	<b>1370</b>			<b>19,130</b>	<b>20,700</b>

### **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 (2)
- D. Engineers Estimate (1)
- E. Available project schematics (1)

Amendment (Existing Project)  YES  NO Date 08/19/2025 09:15:09

Programs  LPP-C  LPP-F  SCCP  TCEP  STIP  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

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

Date 08/19/2025 09:15:09

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
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
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](mailto: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  
426 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
<b>GENERAL REQUIREMENTS</b>				
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
<b>DEMOLITION/REMOVAL/RELOCATION</b>				
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
<b>RAILROAD TRACK WORK</b>				
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
<b>RAILROAD SIGNALIZATION</b>				
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

<b>CONSTRUCTION SUBTOTAL</b>	<b>\$13,300,768</b>
------------------------------	---------------------

Design Contingency	25%	\$3,325,192
--------------------	-----	-------------

<b>Total Construction Cost</b>	<b>\$16,625,960</b>
Environmental	\$200,000
Engineering	\$1,367,280.00
Construction Management	\$2,493,894

<b>2024 PROJECT TOTAL</b>	<b>\$20,687,134</b>
---------------------------	---------------------

<b>PROJECT TOTAL ROUNDED (\$1,000)</b>	<b>\$20,700,000</b>
--	---------------------

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

