

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Harbor Scenic Drive Enhancements

Resolution TCEP-P-2526-15B
(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 3/20/2026 (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 Long Beach Harbor Department, and the Implementing Agency, City of Long Beach Harbor Department, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 6/26/2025 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Harbor Scenic Drive Enhancements, 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 6/27/2025

- 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 Long Beach agrees to secure funds for any additional costs of the project.
- 4.6 City of Long Beach agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 City of Long Beach 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 Long Beach 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 department retains full discretion to determine whether and to what extent it will cover any additional costs, on a case-by-case basis. Any decision to provide funding for a cost overrun will be based on a thorough evaluation of the project's circumstances, including but not limited to the project's alignment with state priorities, the cause and nature of the overrun, and the project's financial management plan. Any supplemental TCEP funding added to a Caltrans-nominated project must also be approved by the Commission.

Projects must demonstrate responsible financial management, including taking appropriate steps to control costs and prevent further increases. The department reserves the right to deny funding for cost overruns at its sole discretion, particularly when cost escalations are deemed unreasonable or avoidable, or when no concrete plan is in place to mitigate future risks.

The Department will only consider supplemental TCEP funding on one phase per project. For example, if a project has a cost increase in PS&E or RW, the state will not consider funding a cost increase in Construction. The state's contribution to the overrun shall not exceed 20% of the original TCEP state share contribution at the time of TCEP adoption, as identified in the Project Programming Request (PPR) at the time of Baseline agreement.

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 **Harbor Scenic Drive Enhancements**

Resolution **TCEP-P-2526-15B**

(to be completed by CTC)

Dr. Noel Hacegaba

Date

APPROVED AS TO FORM AND RETURNED

CEO

Project Applicant

FEB 10 2026

DAWN McINTOSH, City Attorney

By  DEPUTY CITY ATTORNEY

Dr. Noel Hacegaba

Date

CEO


Implementing Agency

Gloria Roberts

Date

District Director
California Department of Transportation

Dina El-Tawansy

Date

Director
California Department of Transportation

Tanisha Taylor

Date

Executive Director
California Transportation Commission



Harbor Scenic Drive Enhancements Project

Innovative Technologies and Critical Infrastructure Upgrades will increase Freight Movement and ensure that the Harbor District is ready for the 2028 Olympic Games.

The Harbor Scenic Drive Enhancements project will provide roadway improvements along Harbor Scenic Drive at the terminus of the nationally significant Interstate 710 freight corridor. The project site extends from and connects the 710 Freeway to shipping terminals at Port of Long Beach, a vital economic engine for the local, state and national economies handling cargo worth \$200 billion annually.

Project Scope

HARBOR SCENIC DRIVE ENHANCEMENTS

Harbor Scenic Drive serves as an arterial gateway to the Port's marine terminals at Piers F, G, and J, as well as the Harbor District's Pier H recreational and



Harbor Scenic Drive: Gateway to the Harbor District
(Looking south from 710 terminus)

waterfront destinations, including the Queen Mary, Carnival Cruise Terminal, hotels and restaurants.

The project upgrades pavement, aligns roadways, installs changeable message signs and upgrades highway lighting and utilities to improve safety and traffic flow. Roadway realignment and improvements, as well as advanced Intelligent Transportation System (ITS) technologies will allow for continuous congestion management that will reduce delays and relieve bottlenecks along Harbor Scenic Drive. The project will be completed in time to welcome the L.A. 2028 Summer Olympics.

Benefits

FREIGHT SYSTEM & ECONOMY

The project is expected to have major economic benefits, including over \$50 million in value-added to California's economy and over \$100 million in total economic output. Cutting-edge ITS and dynamic lane assignment components of the project will improve

cargo movement for a critical component of the Port's roadway network and the national freight system, while also enhancing safety and wayfinding. Trucking operators and supply chain workers will benefit, as well as waterfront and Harbor District visitors. The improvements align with the goals of the Trade Corridor Enhancement Program as well as the National Highway Freight Program and the California Freight Mobility Plan by investing in sustainable state-of-the-art freight infrastructure that ensures the region achieves the 2050 emission reduction targets set forth by the Southern California Association of Governments.

LOCAL COMMUNITY

The Project advances transportation equity, reducing pollution on one of the corridors with the heaviest freight volumes and air pollutant exposure to improve community health outcomes for historically underserved and disadvantaged communities of color adjacent to the Port and 1-710 Corridor. The project will reduce traffic congestion to minimize heavy truck idling times and will improve air quality as outlined in the Port's Hazard Vulnerability Assessment and Adaptation Plan. Additional lighting, sustainable streetscape, and wayfinding improvements will improve commuter and community visitor experience.

2028 OLYMPIC GAMES

Long Beach will play a significant role in the Los Angeles 2028 Olympics and Paralympics. The city will host a series of key aquatic and other events including water polo, open water swimming, the triathlon, sailing, and other potential competitions as the committee solidifies the events list. Local beaches, the harbor area and the Harbor District's Pier H – including the Aquarium of the Pacific, Queen Mary, unique dining destinations and shopping areas – will be major destinations for Olympic visitors seeking activities in between sporting events. The Harbor Scenic Drive Enhancements project is one of the priority transit and infrastructure projects that will position Long Beach to welcome the surge of people expected to attend the events, bringing tourism to the city, and providing for economic growth for the local community. The project will strategically reach completion in early 2028 to ensure that Harbor Scenic Drive is attractive and safe, and provides for unimpeded flow of travelers, tourists, and commuters during and leading up to the Summer Olympic events.

Infrastructure Investment

HARBOR SCENIC DRIVE ENHANCEMENTS

The California Department of Transportation (Caltrans) in partnership with the City of Long Beach Harbor Department, the Port of Long Beach, are pursuing **\$26.9 million** in funding from the California Transportation Commission's **2024 Trade Corridor Enhancement Program** to invest in the City of Long Beach's Harbor District.

The **\$94.3 million** Harbor Scenic Drive Enhancements Project will be delivered by the Port of Long Beach with a Port funding commitment of **\$67.4 million**.

SCHEDULE

Design	2025 – 2026
Bid & Award	2026
Construction	2026 – 2028
Delivery	May 2028

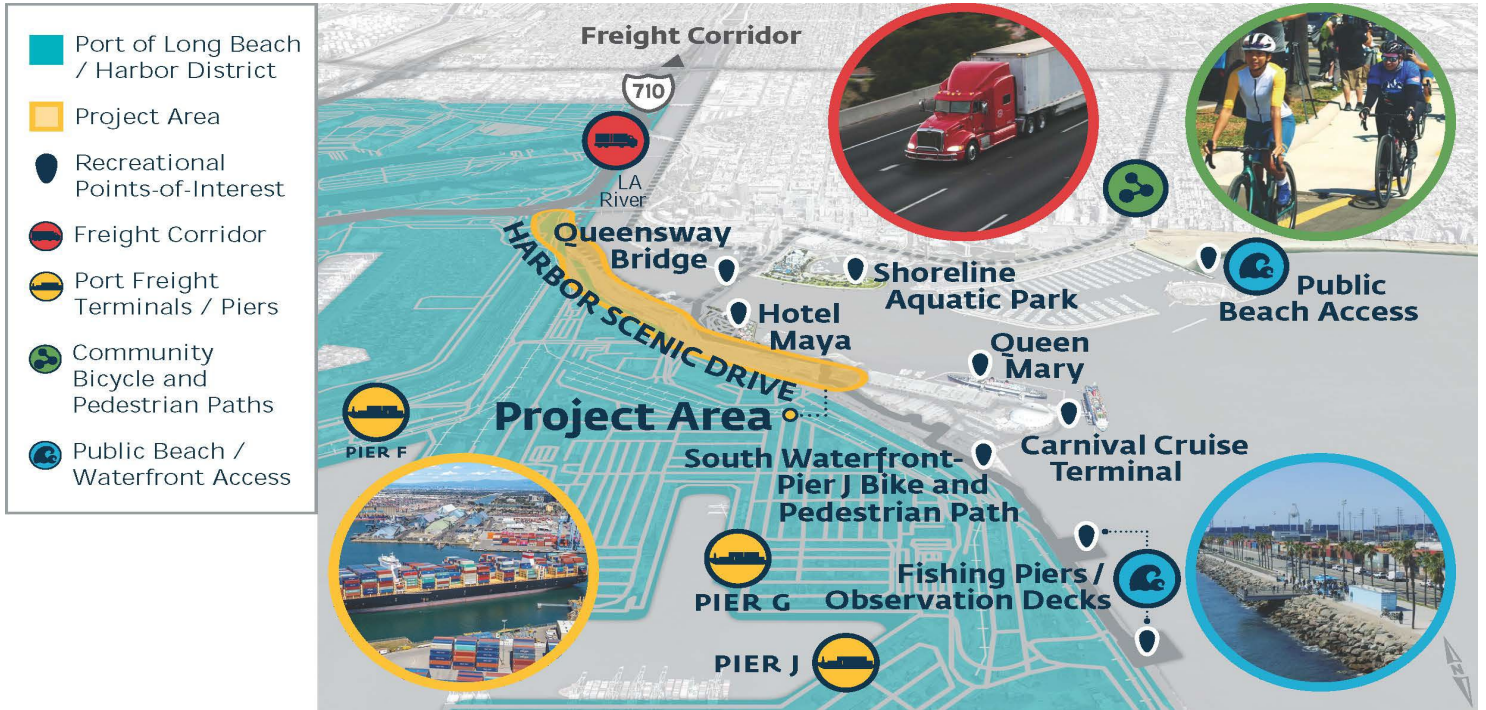
FUNDING

Project Cost	\$ 94.3 million
TCEP Funds	\$ 26.9 million
Port Funds	\$ 67.4 million






KEY PROJECT BENEFITS

				
Enhances Freight Movement	Creates Jobs in Disadvantaged Communities	Supports Economic Vitality	Improves Air Quality	Reduces Traffic Congestion





Project Benefits

Benefits	Impact
 Enhances Freight Movement	Increases traffic flow and enhances freight movement by deploying ITS technology, including changeable message signs, and reconfigures roadways for dynamic lane management and assignment.
 Creates Jobs in Disadvantaged Communities	Brings 1,040 jobs to disadvantaged communities in Long Beach and the region.
 Supports Economic Vitality	Provides over \$50 million in value-added to California's economy and over \$100 million in total economic output.
 Improves Air Quality	Improves air quality in a corridor with heavy freight volumes, to better community health outcomes and help ensure achievement of regional 2050 emission reduction targets
 Reduces Traffic Congestion	Deploys the latest ITS technology and reconfigures roadways for dynamic lane management and assignment that will relieve congestion and bottlenecks.

Contact Us

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Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	01/29/2026 15:18:58
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			6463	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				City of Long Beach	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Kate Holmquist			562-283-7125	kate.holmquist@polb.com	

Project Title
 Harbor Scenic Drive Enhancements Project

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

Located in the City of Long Beach Harbor District, on Harbor Scenic Drive; the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing and provides critical access to the Port of Long Beach shipping terminals at Piers F, G, and J, and to Long Beach Pier H community destinations.

The Project will deliver upgraded pavement; ramp modification and roadway enhancements; and advanced Intelligent Transportation Systems (ITS) technologies, including dynamic signage and an integrated communication and Data System, CCTV cameras and traffic detection technology, Real-Time Signal Adjustment, Remote Monitoring and Manual Control, and Transportation Prioritization Capability.

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

Legislative Districts

Assembly:	70	Senate:	33	Congressional:	47
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/01/2024	06/01/2024
Circulate Draft Environmental Document Document Type CE/CE	02/04/2025	02/04/2025
Draft Project Report	04/01/2025	04/01/2025
End Environmental Phase (PA&ED Milestone)	04/14/2025	04/14/2025
Begin Design (PS&E) Phase	03/27/2025	03/27/2025
End Design Phase (Ready to List for Advertisement Milestone)	07/15/2026	07/15/2026
Begin Right of Way Phase	07/15/2026	07/15/2026
End Right of Way Phase (Right of Way Certification Milestone)	07/15/2026	07/15/2026
Begin Construction Phase (Contract Award Milestone)	10/30/2026	10/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)	05/30/2028	05/30/2028
Begin Closeout Phase	05/02/2028	05/02/2028
End Closeout Phase (Closeout Report)	01/30/2029	01/30/2029

Date 01/29/2026 15:18:58

Purpose and Need

The Project will improve freight movement to and from the Port of Long Beach’s shipping terminals by reducing existing traffic congestion and bottlenecks, and increasing traffic flow through ITS technology, dynamic lane management and assignment at a vital link to the National Highway Freight Network and Critical Urban Freight Corridor; and will provide safe and efficient access for all Harbor Scenic Drive users.

In alignment with the goals of TCEP, the National Highway Freight Program, and the California Freight Mobility Plan, the Project invests in sustainable state-of-the-art infrastructure improvements to the freight system and ensures regional 2050 emission reduction targets set by the Southern California Association of Governments are met.

Disadvantaged communities will benefit from local and regional job creation, improved air quality and community health outcomes in a corridor with heavy freight volumes, and improved safety and wayfinding; and the project will support economic vitality through an expected \$50 million in value added to California’s economy and over \$100 million in total economic output.

Infrastructure improvements are strategically planned to with regional investments and associated increases in traffic along Harbor Scenic Drive.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 3	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
Information Technology	Data Management	EA	1
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	7
Operational Improvement	Turn pockets constructed	EA	2
TMS (Traffic Management Systems)	Changeable message signs	EA	7
TMS (Traffic Management Systems)	Real-Time Transit Information	EA	10
Operational Improvement	Ramp modifications	EA	3
Pavement (lane-miles)	Local road - reconstructed	Miles	4.4
Other	Port Improvements	EA	1

Date 01/29/2026 15:18:58

Additional Information

NOTE 1 - NO RIGHT OF WAY PHASE: The Project does NOT include a Right of Way (RW) Phase. Because start and end date entry are required for all phases in the Project Milestones Section, absence of a RW phase has been indicated through the entry of the same start and end dates under Right of Way Phase.

NOTE 2 - PERFORMANCE INDICATORS AND MEASURES NOT APPLICABLE DO NOT HAVE VALUE ENTRY: As the Project is a roadway project that does not include highway work or rail components, there are several non-applicable metric categories for which no values have been entered (zero entered). Additionally, metrics that are indicated as "optional" in The Performance Indicators and Metrics Table have been in many cases left blank as well.

NOTE 3 - OUTPUTS: Please find additional information provided following for several Project Output categories listed in the Project Outputs Section. Real-Time Transit information: The Project will implement real-time traffic information monitoring at ten (10) locations within the project area with loops installed on 1-4 lanes at each location for a total of (33) loops. Data Management: One Data Management system will be installed at one location where data will be processed. Other elements of the data management system are indicated in the other output categories. ADDED OUTPUT, other - Port Improvement (1): includes the following operational and safety improvements along northbound Harbor Scenic Drive (HSD): (a) 530 feet of additional weave length in weave area; (b) establishment of consistent speed limit along corridor; and (c) driveway relocation/consolidation.

NOTE 4 - ADDITIONAL INFORMATION ON IMPORTANCE OF PROJECT TO COMMUNITY EVENTS:

Harbor Scenic Drive also provides key access to Long Beach's Pier H community destinations, including the waterfront, the Queen Mary, Carnival Cruise Terminal, hotels and restaurants, multiuse pathway and fishing pier. The project will not only benefit trucking operators and supply chain workers, but secure safe and efficient access for visitors to Harbor District destinations who make up just over 50 percent of traffic along Harbor Scenic Drive, a City-Owned Street.

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	155	258	-103
	TCEP	Change in Daily Truck Hours of Delay	Hours	114	173	-59
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	7,180	7,180	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	482,213	342,142	140,071
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	36	30	6
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.19	0	-0.19
			PM 10 Tons	-0.2	0	-0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO ₂)	Tons	-2,163	0	-2,163
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-1.4	0	-1.4
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SO _x)	Tons	-0.03	0	-0.03
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-14	0	-14
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NO _x)	Tons	-10	0	-10
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	17	34	-17
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	6	7	-1
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	206	241	-35
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,040.5	0	1,040.5
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.3	0	1.3

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6463

Project Title
 Harbor Scenic Drive Enhancements Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)		920						920	City of Long Beach
PS&E			3,468					3,468	City of Long Beach
R/W SUP (CT)									City of Long Beach
CON SUP (CT)									City of Long Beach
R/W									City of Long Beach
CON					48,767			48,767	City of Long Beach
TOTAL		920	3,468		48,767			53,155	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)		920	1,946					2,866	
PS&E			4,991					4,991	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					86,406			86,406	
TOTAL		920	6,937		86,406			94,263	

Fund #1: Local Funds - Agency (Committed) Program Code

Existing Funding (\$1,000s) 20.10.400.100

Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		920						920	City of Long Beach
PS&E			3,468					3,468	Local committed funding from the City of Long Beach Harbor Department .
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					16,867			16,867	
TOTAL		920	3,468		16,867			21,255	

Proposed Funding (\$1,000s) Notes

E&P (PA&ED)		920	1,946					2,866	
PS&E			4,991					4,991	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					59,506			59,506	
TOTAL		920	6,937		59,506			67,363	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.320
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio Program Information: TCEP Regional: Regional 20.xx.723.200
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					19,140			19,140	
TOTAL					19,140			19,140	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional 20.xx.723.200
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					16,140			16,140	
TOTAL					16,140			16,140	
Fund #3:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio TCEP State: State 20.xx.723.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,760			12,760	
TOTAL					12,760			12,760	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State 20.xx.723.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					10,760			10,760	
TOTAL					10,760			10,760	

Complete this page for amendments only

Date 01/29/2026 15:18:58

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6463

SECTION 1 - All Projects

Project Background

The Harbor Scenic Drive Enhancements Project underwent a Scope Change and has submitted a Scope Change Request for the California Transportation Commission's consideration at the March 2026 CTC meeting.

Programming Change Requested

The Project is hereby adjusting the Proposed Funding Plan to reflect an anticipated reduction in State and Regional TCEP funding amounts and to reflect a commensurate increase in programmed committed Local Agency funding.

The Project Outputs have been updated to reflect the updated scope in the submitted Project Scope Change Request.

A minor error has been corrected under Location to remove the superfluous word "south" from the description to correctly reflect the limits of the project: the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing. (This previously read "extends south from the intersection at Harbor Plaza").

Reason for Proposed Change

Since the submission of the TCEP application, the Harbor Scenic Drive Enhancements Project's design has advanced, which was accompanied by a significantly higher cost estimate reflecting substantial market-driven cost escalation factors, including: construction inflation; commodity tariffs; intensified regional competition for labor and materials due to concurrent mega-projects such as the 2026 Los Angeles World Cup, Brightline West, and the LA28 Olympic and Paralympic Games; and elevated contractor contingencies resulting from expected elevated prices for steel, asphalt, and concrete combined with supply chain disruptions and extended lead times. This necessitated Project redesign and scope reconfiguration.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The amendments to the PPR reflect what is proposed in the Project Scope Change Request submitted by the City of Long Beach Harbor Department on October 30, 2025 for the California Transportation Commission's consideration and approval.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

-
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
 - 2) Project Location Map

Attachment 1: Performance Metrics Form

Metric		Existing or Future Quantity					
1	Existing Average Annual Daily Vehicle Volume on Harbor Scenic Drive	13,800					
2	Existing Average Annual Daily Truck Percent on Harbor Scenic Drive	47%					
3	Estimated Year 20 Average Annual Daily Vehicle Volume on Harbor Scenic Drive	22,100					
4	Estimated Year 20 Average Annual Truck Percent on Harbor Scenic Drive	57%					
Measure	Metric	Project Type	Future		Change	Increase/Decrease	
		(All Freight)	Build	No Build			
5	Congestion Reduction	5a. Change in Daily Vehicle Hours of Delay (VHD)	All	155	258	103	Decrease
		5b. Change in Daily Truck Hours of Delay	All (Except Rail)	114	173	59	Decrease
		5c. (Optional) Person Hours of Travel Time Saved (Per Day)		N/A	N/A	N/A	N/A
		5d. (Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	N/A	N/A	N/A	N/A
		5e. (Optional) Daily Truck Miles Traveled Due to Mode Shift	Rail, Sea Port	N/A	N/A	N/A	N/A
		5f. (Optional) Other Information	Shift in # of TEU's from Off-dock to On-dock	N/A	N/A	N/A	N/A
6	Throughput	6a. Change in Truck Volume	All	7,180	7,180	0	No Change
		6b. Change in Rail Volume (# Trains)	Rail				
		6c. (Optional) Change in Cargo Volume	Sea port, airport				
		6d. (Optional) Other Information	All				
7	System Reliability (Freight)	7a. Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System only	N/A	N/A	N/A	N/A
		7b. (Optional) other possible information for narrative discussion	All				
8	Velocity (Freight)	8a. Daily Truck travel time or total cargo transport time (Truck VHT)	All	482,213	342,142	140,071	Time Savings Will Be Realized
		8b. (Optional) Change in average peak period weekday speed for road facility	Road	36	30	+ 6 mph	Increase
		8c. (Optional) Average peak period weekday speed for rail facility	Rail				
		8d. (Optional) other possible information for narrative discussion	All				

Measure		Metric	Project Type (All Freight)	Future		Change	Increase/ Decrease	
				Build	No Build			
9	Air Quality (20 years Emissions Reductions in Short Tons)	9a.	Particulate Matter (PM 2.5)	All	Performance Measurement Methodology Guide Book states only enter a number in the Change Column		0.19	Decrease
		9b.	Particulate Matter (PM 10)				0.20	Decrease
		9c.	Carbon Dioxide (CO2)				2,163	Decrease
		9d.	Volatile Organic Compounds (VOC)				1.40	Decrease
		9e.	Sulphur Dioxides (SOx)				0.03	Decrease
		9f.	Carbon Monoxide (CO)				14	Decrease
		9g.	Nitrogen Oxides (NOx)				10	Decrease
10	Safety	10a.	Number of Fatalities and Rate of Fatalities per 100 Million VMT	Road, land port	0.00	1.00	-1.00	Decrease
		10b.	Rate of Fatalities per 100 Million VMT		17.00	34.00	-17.00	Decrease
		10c.	Number of Serious Injuries		6.00	7.00	-1.00	Decrease
		10d.	Number of Serious Injuries per 100 Million VMT		206.00	241.00	-35.00	Decrease
		10e.	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		6.00	6.00	0.00	No Change
		10f.	(Optional) other possible information for narrative discussion	All				
11	Cost Effectiveness	11a.	Cost Benefit Ratio	All	1.3			
		11b.	(Optional) other possible information for narrative discussion	All				
12	Economic Development	12a.	Jobs Created	All	1,040.5		1,040.5	Increase
		12b.	(Optional) other information	All				



Harbor Scenic Drive Enhancements Project

Project Report

January 2026

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.



01/27/2026

REGISTERED CIVIL ENGINEER

DATE



Project Location Description

Located in the City of Long Beach Harbor District (Port or Port of Long Beach), on Harbor Scenic Drive (HSD), the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing providing primary access to Port of Long Beach marine terminals at Piers F, G, and J, and to the community and Long Beach recreational destinations on Pier H.

Project Vicinity Map

Figure 1. Project Vicinity Map

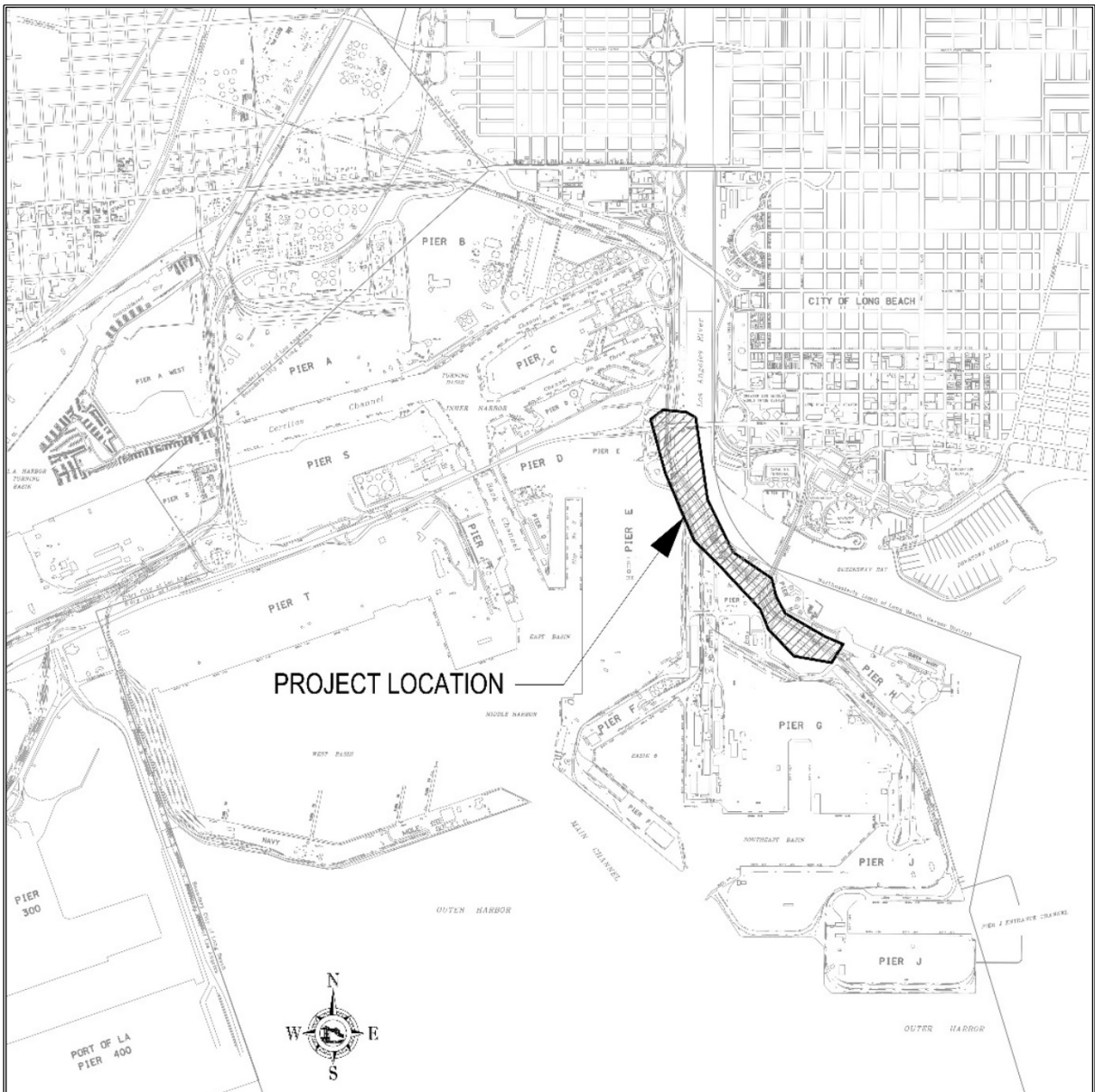


Table of Contents

1.	Introduction	1
2.	Background	3
3.	Purpose and Need	4
4.	Environmental Clearance Description.....	4
5.	Considerations Requiring Discussion	5
6.	Funding, Programming and Estimate.....	5
7.	Delivery Schedule	7
8.	Risks	7
10.	Additional Information	9
11.	Attachments.....	10

1. Introduction

Project Location:

Located in the City of Long Beach Harbor District (Port or Port of Long Beach), on Harbor Scenic Drive (HSD), the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing providing primary access to Port of Long Beach marine terminals at Piers F, G, and J, and to the community and Long Beach recreational destinations on Pier H.

Project Cost: \$94,263,000

Project Description:

The Project will deliver upgraded pavement; ramp modifications and roadway enhancements; and advanced Intelligent Transportation Systems (ITS) technologies, including dynamic signage and an integrated communication and data system, CCTV cameras and traffic detection technology, real-time signal adjustment, remote monitoring and manual control, and transportation prioritization capability.

Harbor Scenic Drive serves as an arterial gateway to the Port's marine terminals at Piers F, G, and J, as well as the Harbor District's Pier H recreational and waterfront destinations, including the Queen Mary, Carnival Cruise Terminal, hotels and restaurants. The project will reconstruct pavement, realigns the roadway, and upgrades utilities and highway lighting to enhance safety and improve traffic operations. It will also add changeable message and dynamic lane management signs, turn pockets and ramp configurations, while implementing advanced Intelligent Transportation System (ITS) technologies to allow for continuous congestion management. These improvements will reduce delays, alleviate bottlenecks to strengthen the Port's transportation network, and upgrade highway lighting and utilities to improve safety and traffic flow. The project is scheduled for completion in advance of the Los Angeles 2028 Olympics and Paralympics to ensure safe and reliable access for visitors and local stakeholders.

Benefits:

Freight System & Economy:

The Project is expected to have major economic benefits, including over \$50 million in value added to California's economy and over \$100 million in total economic output. By incorporating cutting-edge ITS and dynamic lane assignment components, the project will improve cargo movement on a critical segment of the Port's roadway network and the national freight system, while maintaining safety and wayfinding for all users. These improvements will directly benefit trucking operators, supply chain workers and visitors to the waterfront and the City of Long beach Harbor District. The project advances state and federal freight policy goals by investing in sustainable state-of-the-art infrastructure that supports goods movement. The improvements align with the goals of the Trade Corridor Enhancement Program, the National Highway Freight Program and the California Freight Mobility Plan, and will contribute to the regional 2050 emission reduction targets set forth by the Southern California Association of Governments.

Local Community:

The Project advances transportation equity by addressing one of the state’s busiest freight corridors where historically underserved and disadvantaged communities of color face some of the highest air pollutant exposures adjacent to the Port and 1-710 Corridor. By reducing traffic congestion and minimizing heavy truck idling, the Project will improve local air quality as outlined in the Port’s Hazard Vulnerability Assessment and Adaptation Plan. In addition, enhancements such as improved roadway lighting, sustainable streetscape elements, and upgraded wayfinding will create a safer, welcoming environment for commuters and visitors.

Table 1. Project Benefits & Impact

Benefits	Impact
Enhances Freight Movement	Enhances freight movement and traffic flow by deploying ITS technology, including changeable message signs, and reconfigures roadways for dynamic lane management and assignment.
Creates Jobs in Disadvantaged Communities	Brings 1,040 jobs to disadvantaged communities in Long Beach and the region.
Supports Economic Vitality	Provides over \$50 million in value-added to California’s economy and over \$100 million in total economic output.
Improves Air Quality	Improves air quality in a corridor with heavy freight volumes, to improve community health outcomes and help ensure achievement of regional 2050 emission reduction targets.
Reduces Traffic Congestion	Deploys the latest ITS technology and reconfigures roadways for dynamic lane management and assignment that will relieve congestion and bottlenecks.

Project Output:

Harbor Scenic Drive Enhancements Project is a surface transportation improvements project. The Project will enhance the efficiency of a major Port roadway, delivering productivity gains to Port operations and improving the reliability of goods movement. Serving as a critical link between the I-170 trade corridor and Port terminals, this Project strengthens a vital connection in the region’s freight network. Project outputs include:

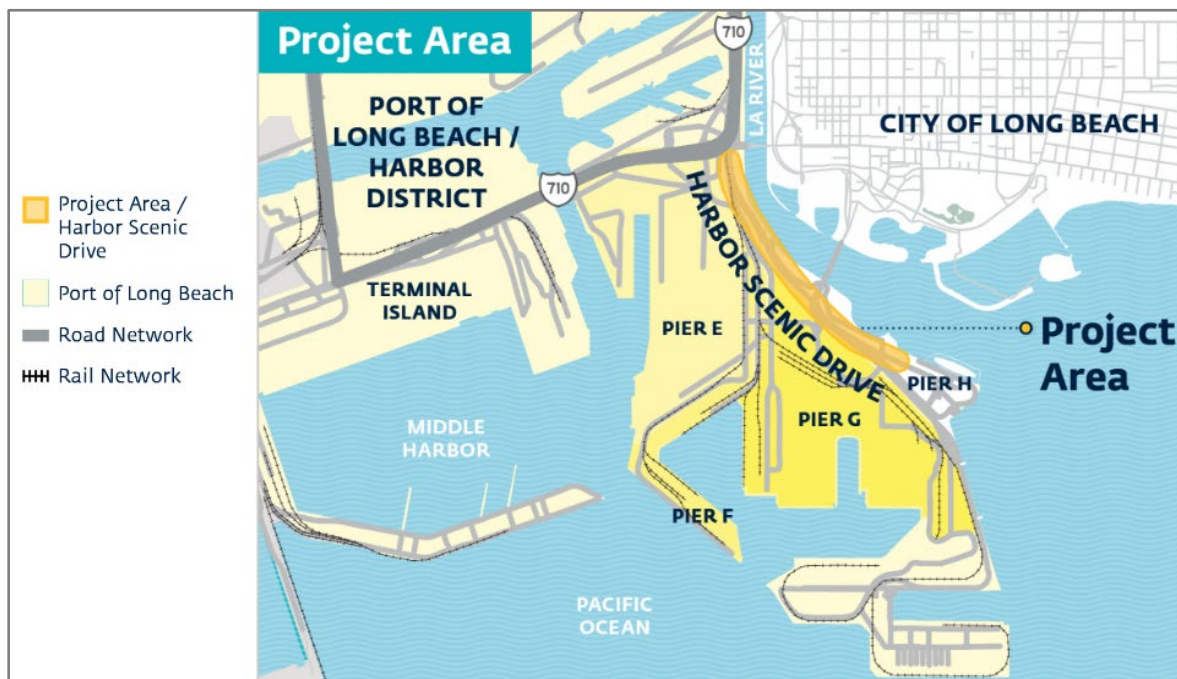
- Asphalt reconstruction along 4.4 lane-miles of roadway
- Modification of three (3) ramps: remove one (1) and rebuild two (2)
- Construction of two (2) Turn Pockets
- Installation of seven (7) Changeable Message Signs: three (3) Overhead Dynamic Lane Assignment Sign Arrays, and (4) Permanent Changeable Message Signs
- Installation of seven (7) Closed Circuit Television Cameras (CCTV)

- Real-Time Transit Information monitoring at ten (10) locations installed on 1-4 lanes at each location
- Installation of one (1) Data Management System
- Operational and safety improvements along northbound Harbor Scenic Drive comprising additional weave length; establishment of consistent speed limits, and driveway relocation and consolidation.

2. Background

The proposed Harbor Scenic Drive Enhancements Project at the Port of Long Beach will rehabilitate and modernize a critical transportation facility within the Harbor District that experiences heavy daily usage by both freight trucks and passenger vehicles. The project will relieve frequent traffic bottlenecks and truck queuing while providing for the safe and efficient movement of cargo, port employees and visitors. The project will incorporate sustainability and is being designed utilizing the Envision sustainable rating system, will include the use of recycled materials, and will install drought tolerant landscaping which will also improve the corridor’s visual appeal. The Port will pursue Envision verification at the gold certification level. Harbor Scenic Drive is a unique transportation corridor within the Port of Long Beach. This roadway serves as a critical point of convergence, providing access to major commercial hubs and community activity centers. While it primarily functions as a vital goods-movement artery that carries cargo to and from the Port for distribution nationwide, it also facilitates significant local travel, connecting visitors and residents to leisure and hospitality destinations on Pier H.

Figure 1. Project Location Map



3. Purpose and Need

Harbor Scenic Drive provides an essential link between the Port and the National Highway Freight Network, and is identified as a Critical Urban Freight Corridor in California's Freight Mobility Plan 2023. The Project is essential for optimizing goods movement associated with Port terminal operations and aligns with both Southern California Association of Governments (SCAG) and Caltrans goods movement goals. As an extension of Interstate 710 (I-710) corridor, Harbor Scenic Drive provides access to the Pacific Container Terminal located at Pier G, the International Transportation Services Terminal on Pier J and the non-container terminals situated on Pier F (see Figure 2). Presently, Harbor Scenic Drive experiences heavy congestion due to high traffic volumes generated by a combination of drayage trucks and passenger vehicles related to both worker and visitor trips. The Project is essential to streamline goods movement associated with Port terminal operations.

The current configuration of Harbor Scenic Drive results in frequent freight bottlenecks, leading to lengthy delays for drayage truck drivers. Time spent idling reduces fuel efficiency, increases emissions and reduces productivity (i.e., income) for drayage drivers, a large percentage of whom are independent owner-operators.

The Project will reconfigure and deliver critical improvements to Harbor Scenic Drive, including upgraded wayfinding and signage using the latest Intelligent Transportation System (ITS) technology. ITS components will reduce unnecessary lane changes and unsafe weaving by truck and passenger vehicles associated with confusing road striping and signage. These improvements will enhance safety, increase traffic flow and support more efficient cargo movement while also improving Pier H visitor's experience. The Project will ensure the city retains vital access to the community's recreational and iconic waterfront spaces, and will be equipped to support community events and associated visitor demand.

4. Environmental Clearance Description

Environmental Clearances:

The project has obtained California Environmental Quality Act (CEQA) clearance and was found to be Categorical Exempt based on state CEQA Guidelines Section 15303 (Class 3. New Construction or Conversion of Small Structures) and Section 15301 (Class 1. Existing Facilities). The Port has issued a Harbor Development Permit, as the lead agency pursuant to CEQA which requires compliance with all applicable laws, statutes, rules, regulations, and orders of all governmental agencies having jurisdiction over the project, including implementation of a Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to control runoff and pollution.

At this time, project funding is from 100 percent State sources, eliminating the need for NEPA compliance.

Certification Authority:

Harbor Scenic Drive is located within the City of Long Beach Harbor District which is operated by the Port of Long Beach; therefore, Right of Way certification will be self-certified by the Port, without requiring approval from this parties such as Caltrans.

5. Considerations Requiring Discussion

5A. Hazardous Waste

N/A.

5B. Value Analysis

N/A.

5C. Resource Conservation

N/A.

5D. Right-of-Way Issues

N/A. This project is located on City of Long Beach Harbor Department property and does not include a Right-of-Way phase or work.

5E. Environmental Compliance

N/A. The City of Long Beach Harbor Department has completed the Harbor Development Permit process, which includes compliance with CEQA. The Project is Categorically Exempt from the California Environmental Quality Act (CEQA) under State CEQA Guidelines Section 15303 (Class 3. New Construction or Conversion of Small Structures) and Section 15301 (Class 1. Existing Facilities).

5F. Air Quality Conformity

N/A.

5G. Title VI Considerations

N/A.

5H. Noise Abatement Decision Report

N/A.

6. Funding, Programming and Estimate

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

Funding:

\$26.9 million in TCEP funding will assist with the construction (bid and award, construction and close out) of the Harbor Scenic Drive Enhancements Project. The remaining project cost will be funded through committed POLB local funds. See Table 2 for the project funding. Port local funds are from stable committed lease payments and can be reasonably assumed to be available for the duration of the project.

The Port of Long Beach (Harbor Department of the City of Long Beach), is a local government enterprise department with an operating budget funded by lease revenues paid by Port tenants as well as wharfage and other fees paid by the shipping lines that call at the Port. Local funds for the Project are secure and committed funds.

The Port of Long Beach maintains a strong market position and generates sufficient revenues from its operations to fund any unforeseen project cost overruns. The Port assessed its revenue stream resilience in 2020 with a reported Moody's bond rating of 'AA', and received a Fitch Ratings 'AA'/'AA' rating in 2025.

Programming:

Table 2. Programming Funds (\$1,000s)

Funding Source	Committed Y/N	PA&ED Support	PS&E Support	Con/Con Support	TOTAL
SB1-TCEP-State				10,760	10,760
SB1-TCEP-Regional				16,140	16,140
Local Agency	Yes	2,866	4,991	59,506	67,363
Total		2,866	4,991	86,406	94,263

Estimate:

Since the submission of the Port's TCEP application, the Harbor Scenic Drive Enhancements Project has advanced to the 30 percent design milestone, accompanied by an updated detailed engineer's cost estimate, see Attachment IV. This estimate reflects substantial market-driven cost escalation, including construction inflation, commodity tariffs, and intensified regional competition for labor and materials due to concurrent mega-projects such as the 2026 Los Angeles World Cup, Brightline West, and the LA28 Olympic and Paralympic Games. Elevated prices for steel, asphalt, and concrete—combined with supply chain disruptions and extended lead times—are expected to drive up bid prices and contractor contingencies.

Construction phase costs are estimated at \$86,406,000, inclusive of Bid & Award, Contract, Construction Support and Close out escalated to the mid-point of construction without contingency.

7. Delivery Schedule

The schedule below is consistent with the approved Baseline Schedule.

Table 3: Project Delivery Schedule

Project Milestones	Project Schedule
Begin Environmental (PA&ED) Phase	06/01/2024
Circulate Draft Environmental Document (ND/MND/FONSI)	02/04/2025
Draft Project Report	04/01/2025
End Environmental (PA&ED) Phase	04/14/2025
Begin Design (PS&E) Phase	03/27/2025
End Design Phase (Ready to List for Advertisement)	07/15/2026
Begin Construction Phase (Contract Award)	10/30/2026
End Construction Phase (Con Contract Acceptance)	05/30/2028
Begin Closeout Phase	05/02/2028
End Closeout Phase (Closeout Report)	01/30/2029

8. Risks

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.

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. Table 4 outlines the identified project potential risks and details how the Port plans to address them to avoid project impact.

Table 4: Risk Assessment

Risk	Severity	Mitigation Method
Utility Coordination & Relocation	Low	The Project requires adjustments to existing utilities. Utility coordination is ongoing, and potholing has been conducted to confirm exact utility locations. Delays in securing relocation agreements with utility providers and implementing relocations could extend the schedule. To mitigate risk, potholing activities will be completed early and engagement with utility providers begun early to verify utility locations before finalizing relocation plans. Early relocation of utilities prior to roadway construction will minimize delays.
Environmental Permitting & Compliance	Low	The Project has obtained CEQA clearance and been issued a Harbor Development Permit (HDP) by the Harbor Department of the City of Long Beach (Port), as the lead agency pursuant to CEQA. Issuance of the HDP requires the Port to comply with all applicable laws, statutes, rules, regulations, and orders of all governmental agencies having jurisdiction over the Project, including implementation of Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to control runoff and pollution. The Port will work closely with relevant agencies to ensure compliance with applicable environmental requirements.
Traffic Management & Stakeholder Coordination	Low	Construction of the new southbound improvements will be accomplished by means of diverting traffic flows onto the existing northbound lanes then providing a detour around Harbor Scenic Drive for northbound traffic; and by Informing and coordinating the phased approach and detours with local stakeholders to maintain access and minimize disruptions. The traffic detour plan has been shared with stakeholders as part of early and ongoing communication and coordination.
Traffic Management & Stakeholder Coordination	Low	Construction of the new southbound improvements will be accomplished by means of diverting traffic flows onto the existing northbound lanes then providing a detour around Harbor Scenic Drive for northbound traffic. Informing and coordinating the phased approach and detours with local stakeholders to maintain access and minimize disruptions is critical. The traffic detour plan has been shared with the stakeholders to facility early and ongoing communication ensuring smooth coordination.

Additional permits and agreements are required	NA	The Project does not include Right of Way (ROW) and all work will take place on City of Long Beach property. The Project avoids risk normally associated with ROW work and time-consuming acquisition processes. There will be an encroachment permit required by Caltrans for temporary signage; however, permitting is estimated to be straightforward and pose no risk to the project schedule.
Contractor work windows and maintaining Port Operations during construction	Low	The Project team will continue meeting and coordinating with Port Operations to identify potential issues, minimize shutdowns, and minimize operation impacts during construction.
Construction Schedule	Low	The Port will prequalify contractors to ensure they possess the necessary experience, financial strength, safety record and bonding capacity to deliver the Project on time. The contract documents will include specific additional project milestones to ensure on-time project completion.

9. External Agency Coordination

Local Agency:

Agreements with the 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.

10. Additional Information

Project Updates to Scope and Cost:

The Project submitted a Scope Change Request dated October 30, 2025, in order to update the Project’s cost and scope reflected in this Agreement.

Project Reviews and Design:

The Port has advanced the Project design to 50 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 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.

Project Contacts:

- | | |
|--|---------------------|
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| 3. Suzanne Plezia, Managing Director of Engineering Services
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| 6. Salvador Madrigal, Civil Engineering Associate
415 W. Ocean Blvd., Long Beach, CA 90802 | Phone: 562.283.7885 |
| 7. Michael Sarullo, Consultant Project Manager
415 W. Ocean Blvd., Long Beach, CA 90802 | Phone: 310.594.9766 |

11. Attachments

- I. Project Programming Request (7 pages)
- II. Project Concept Plan (1 page)
- III. Approved Environmental Document (2 pages)
- IV. Engineers Estimate (1 page)

ATTACHMENT I
Project Programming Request

Amendment (Existing Project) YES NO Date 01/29/2026 15:18:58

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
07			6463	Caltrans HQ	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County				City of Long Beach	
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Kate Holmquist			562-283-7125	kate.holmquist@polb.com	

Project Title

Harbor Scenic Drive Enhancements Project

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

Located in the City of Long Beach Harbor District, on Harbor Scenic Drive; the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing and provides critical access to the Port of Long Beach shipping terminals at Piers F, G, and J, and to Long Beach Pier H community destinations.

The Project will deliver upgraded pavement; ramp modification and roadway enhancements; and advanced Intelligent Transportation Systems (ITS) technologies, including dynamic signage and an integrated communication and Data System, CCTV cameras and traffic detection technology, Real-Time Signal Adjustment, Remote Monitoring and Manual Control, and Transportation Prioritization Capability.

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

Legislative Districts

Assembly: 70 Senate: 33 Congressional: 47

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/01/2024	06/01/2024
Circulate Draft Environmental Document Document Type CE/CE	02/04/2025	02/04/2025
Draft Project Report	04/01/2025	04/01/2025
End Environmental Phase (PA&ED Milestone)	04/14/2025	04/14/2025
Begin Design (PS&E) Phase	03/27/2025	03/27/2025
End Design Phase (Ready to List for Advertisement Milestone)	07/15/2026	07/15/2026
Begin Right of Way Phase	07/15/2026	07/15/2026
End Right of Way Phase (Right of Way Certification Milestone)	07/15/2026	07/15/2026
Begin Construction Phase (Contract Award Milestone)	10/30/2026	10/30/2026
End Construction Phase (Construction Contract Acceptance Milestone)	05/30/2028	05/30/2028
Begin Closeout Phase	05/02/2028	05/02/2028
End Closeout Phase (Closeout Report)	01/30/2029	01/30/2029

Purpose and Need

The Project will improve freight movement to and from the Port of Long Beach’s shipping terminals by reducing existing traffic congestion and bottlenecks, and increasing traffic flow through ITS technology, dynamic lane management and assignment at a vital link to the National Highway Freight Network and Critical Urban Freight Corridor; and will provide safe and efficient access for all Harbor Scenic Drive users.

In alignment with the goals of TCEP, the National Highway Freight Program, and the California Freight Mobility Plan, the Project invests in sustainable state-of-the-art infrastructure improvements to the freight system and ensures regional 2050 emission reduction targets set by the Southern California Association of Governments are met.

Disadvantaged communities will benefit from local and regional job creation, improved air quality and community health outcomes in a corridor with heavy freight volumes, and improved safety and wayfinding; and the project will support economic vitality through an expected \$50 million in value added to California’s economy and over \$100 million in total economic output.

Infrastructure improvements are strategically planned to with regional investments and associated increases in traffic along Harbor Scenic Drive.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 3	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
Information Technology	Data Management	EA	1
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	7
Operational Improvement	Turn pockets constructed	EA	2
TMS (Traffic Management Systems)	Changeable message signs	EA	7
TMS (Traffic Management Systems)	Real-Time Transit Information	EA	10
Operational Improvement	Ramp modifications	EA	3
Pavement (lane-miles)	Local road - reconstructed	Miles	4.4
Other	Port Improvements	EA	1

Date 01/29/2026 15:18:58

Additional Information

NOTE 1 - NO RIGHT OF WAY PHASE: The Project does NOT include a Right of Way (RW) Phase. Because start and end date entry are required for all phases in the Project Milestones Section, absence of a RW phase has been indicated through the entry of the same start and end dates under Right of Way Phase.

NOTE 2 - PERFORMANCE INDICATORS AND MEASURES NOT APPLICABLE DO NOT HAVE VALUE ENTRY: As the Project is a roadway project that does not include highway work or rail components, there are several non-applicable metric categories for which no values have been entered (zero entered). Additionally, metrics that are indicated as "optional" in The Performance Indicators and Metrics Table have been in many cases left blank as well.

NOTE 3 - OUTPUTS: Please find additional information provided following for several Project Output categories listed in the Project Outputs Section. Real-Time Transit information: The Project will implement real-time traffic information monitoring at ten (10) locations within the project area with loops installed on 1-4 lanes at each location for a total of (33) loops. Data Management: One Data Management system will be installed at one location where data will be processed. Other elements of the data management system are indicated in the other output categories. ADDED OUTPUT, other - Port Improvement (1): includes the following operational and safety improvements along northbound Harbor Scenic Drive (HSD): (a) 530 feet of additional weave length in weave area; (b) establishment of consistent speed limit along corridor; and (c) driveway relocation/consolidation.

NOTE 4 - ADDITIONAL INFORMATION ON IMPORTANCE OF PROJECT TO COMMUNITY EVENTS:

Harbor Scenic Drive also provides key access to Long Beach's Pier H community destinations, including the waterfront, the Queen Mary, Carnival Cruise Terminal, hotels and restaurants, multiuse pathway and fishing pier. The project will not only benefit trucking operators and supply chain workers, but secure safe and efficient access for visitors to Harbor District destinations who make up just over 50 percent of traffic along Harbor Scenic Drive, a City-Owned Street.

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	155	258	-103
	TCEP	Change in Daily Truck Hours of Delay	Hours	114	173	-59
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	7,180	7,180	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	482,213	342,142	140,071
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	36	30	6
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.19	0	-0.19
			PM 10 Tons	-0.2	0	-0.2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-2,163	0	-2,163
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-1.4	0	-1.4
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.03	0	-0.03
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-14	0	-14
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-10	0	-10
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	17	34	-17
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	6	7	-1
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	206	241	-35
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,040.5	0	1,040.5
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.3	0	1.3

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6463

Project Title

Harbor Scenic Drive Enhancements Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)		920						920	City of Long Beach
PS&E			3,468					3,468	City of Long Beach
R/W SUP (CT)									City of Long Beach
CON SUP (CT)									City of Long Beach
R/W									City of Long Beach
CON					48,767			48,767	City of Long Beach
TOTAL		920	3,468		48,767			53,155	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)		920	1,946					2,866	
PS&E			4,991					4,991	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					86,406			86,406	
TOTAL		920	6,937		86,406			94,263	

Fund #1:	Local Funds - Agency (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		920						920	City of Long Beach
PS&E			3,468					3,468	Local committed funding from the City of Long Beach Harbor Department .
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					16,867			16,867	
TOTAL		920	3,468		16,867			21,255	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)		920	1,946					2,866	
PS&E			4,991					4,991	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					59,506			59,506	
TOTAL		920	6,937		59,506			67,363	

Fund #2:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.320
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio Program Information: TCEP Regional: Regional 20.xx.723.200
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					19,140			19,140	
TOTAL					19,140			19,140	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional 20.xx.723.200
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					16,140			16,140	
TOTAL					16,140			16,140	

Fund #3:	SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.310
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio TCEP State: State 20.xx.723.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,760			12,760	
TOTAL					12,760			12,760	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State 20.xx.723.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					10,760			10,760	
TOTAL					10,760			10,760	

Complete this page for amendments only

Date 01/29/2026 15:18:58

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6463

SECTION 1 - All Projects

Project Background

The Harbor Scenic Drive Enhancements Project underwent a Scope Change and has submitted a Scope Change Request for the California Transportation Commission's consideration at the March 2026 CTC meeting.

Programming Change Requested

The Project is hereby adjusting the Proposed Funding Plan to reflect an anticipated reduction in State and Regional TCEP funding amounts and to reflect a commensurate increase in programmed committed Local Agency funding.

The Project Outputs have been updated to reflect the updated scope in the submitted Project Scope Change Request.

A minor error has been corrected under Location to remove the superfluous word "south" from the description to correctly reflect the limits of the project: the project extends from the intersection at Harbor Plaza to the West Ocean Boulevard Overcrossing. (This previously read "extends south from the intersection at Harbor Plaza").

Reason for Proposed Change

Since the submission of the TCEP application, the Harbor Scenic Drive Enhancements Project's design has advanced, which was accompanied by a significantly higher cost estimate reflecting substantial market-driven cost escalation factors, including: construction inflation; commodity tariffs; intensified regional competition for labor and materials due to concurrent mega-projects such as the 2026 Los Angeles World Cup, Brightline West, and the LA28 Olympic and Paralympic Games; and elevated contractor contingencies resulting from expected elevated prices for steel, asphalt, and concrete combined with supply chain disruptions and extended lead times. This necessitated Project redesign and scope reconfiguration.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

The amendments to the PPR reflect what is proposed in the Project Scope Change Request submitted by the City of Long Beach Harbor Department on October 30, 2025 for the California Transportation Commission's consideration and approval.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

ATTACHMENT II
Project Concept Plan

ATTACHMENT III
Approved Environmental Document



Port of
LONG BEACH
THE GREEN PORT

THIS NOTICE WAS POSTED

ON April 17 2025

UNTIL May 19 2025

REGISTRAR – RECORDER/COUNTY CLERK

2025 078580



FILED
Apr 17 2025

Dean C. Logen, Registrar – Recorder/County Clerk

Electronically signed by COURTNEY MAFFITT

NOTICE OF EXEMPTION

To: County of Los Angeles
Registrar-Recorder/Clerk
Business Filing & Registration
12400 Imperial Highway, Room 1201
Norwalk, California 90650

From: Port of Long Beach
Environmental Planning Division
415 West Ocean Boulevard
Long Beach, California 90802

Project Title: Harbor Scenic Drive Roadway and Infrastructure Improvements Project – Harbor Development Permit No. 24-066(1)
State Clearinghouse No: 2025040719
Project Applicant: Port of Long Beach
Project Location – Specific: Harbor Scenic Drive from Ocean Blvd to Harbor Plaza; Various locations within the Harbor District
Project Location – City: Long Beach, California **Project Location – County:** Los Angeles County

Description of Nature, Purpose and Beneficiaries of Project:

The first amendment to HDP 24-066 is for improvements to Harbor Scenic Drive including new roadway pavement section, improved horizontal/vertical alignments, new way-finding signage, dynamic messaging signs, utility work including storm drains, street lighting, landscaping, irrigation, retaining walls and guardrail.

Name of Public Agency Approving Project: Port of Long Beach
Name of Person or Agency Carrying out Project: Port of Long Beach

Exempt Status: (check one):

- Ministerial Exemption [Section 21080(b)(1); 15268];
- Declared Emergency (Section 21080(b)(3); 15269(a));
- Emergency Project [Section 21080(b)(4); 15269(b)(c)]
- Categorical Exemption.

State type and section number: Section 15303 New Construction or Conversion of Small Structures and Section 15301 Existing Facilities

- Statutory Exemption.
State code number:

Reasons why project is exempt:

Section 15303 New Construction or Conversion of Small Structures (Class 3): The Class 3 Categorical Exemption consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The project involves the installation of various improvements such as a new roadway pavement section, improved horizontal/vertical alignments, new way-finding signage, dynamic messaging signs, utility work including storm drains, street lighting, landscaping, irrigation, retaining walls and guardrail.

Section 15301 Existing Facilities (Class 1): The Class 1 Categorical Exemption consists of the operation, repair, maintenance, permitting, leasing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The project involves the installation of various improvements to an existing roadway involving no expansion of existing or former use.

The Port has determined that none of the exceptions to the exemptions in the California Environmental Quality Act (CEQA) Guidelines Section 15300.2 foreclose the use of Categorical Exemption CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures) and Section 15301 (Existing Facilities); therefore the Project is exempt from CEQA and no further environmental review is required.

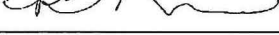
Lead Agency

Contact Person: Amy Wong

Area Code/Telephone/Extension: (562) 283-7100

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:** 4/14/25 **Title:** Director of Environmental Planning
Renee Moilanen
 Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

2025 078580

FILED
Apr 17 2025

Dean C. Logan, Registrar - Recorder/County Clerk
Electronically signed by CORTNEY MAFFITT

ATTACHMENT IV
Engineer's Estimate

**HARBOR SCENIC DRIVE ROADWAY AND INFRASTRUCTURE IMPROVEMENTS
 DETAILED ENGINEER'S ESTIMATE - 8/8/2025**

Bid Item	Description	Cost
1	Partnering	\$59,055
2	Construction Progress Schedule	\$222,905
3	Envision Sustainability Documentation	\$295,274
4	Owner Safety Requirements	\$543,981
5	Traffic Control	\$2,930,175
6	Temporary Environmental Controls	\$837,193
7	Mobilization	\$7,140,727
8	Demolition	\$10,947,469
9	Structural Metal Framing	\$3,355,339
10	Traffic Signage	\$441,954
11	Electronic Message Signage	\$3,692,079
12	Conduit for Electrical Systems	\$3,695,249
13	Lighting	\$2,715,003
14	Communications Optical Fiber Backbone Cabling	\$1,505,623
15	Earthwork	\$690,582
16	Bored Concrete Piles	\$2,296,411
17	Base Courses	\$1,799,992
18	Asphalt Paving	\$12,342,893
19	Decorative Concrete Paving	\$249,501
20	Curb, Gutter, Sidewalk and Driveways	\$304,427
21	Pavement Markings	\$516,088
22	Chain Link Fences and Gates	\$8,660
23	Irrigation	\$1,630,947
24	Planting	\$5,222,270
25	Planting Preparation	\$73,391
26	Storm Drainage Utilities	\$1,911,757
27	Traffic Signals	\$1,236,848
28	Vehicle Barriers	\$5,147,919
	DETAILED ENGINEER'S ESTIMATE TOTAL*	\$71,813,712

*Note: Estimate includes escalation to the mid-point of construction without contingency