ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation

Resolution **TCEP-P-2324-07B**
(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 **5/17/2024** (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 6/29/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the Port of Los Angeles Maritime Support Facility (MSF) Access/T, 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 _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ■ Resolution G-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/29/2023

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 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.)*

The state may cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with the project application. For example, if the state/regional TCEP funding share was a 40/60 ration, the state may fund no more than 40% of the cost overrun.

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 Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation

Resolution: **TCEP-P-2324-07B**

(to be completed by CTC)

(SEE ATTACHED)

City of Los Angeles Harbor Department

Project Applicant

Date

(SEE ATTACHED)

City of Los Angeles Harbor Department

Implementing Agency

Date

Gloria Roberts

District Director
California Department of Transportation

04/26/2024

Date

Michael Keever (May 28, 2024 18:14 PDT)

for

Tony Tavares
Director
California Department of Transportation

05/28/2024

Date

Tanisha Taylor

Executive Director
California Transportation Commission

07/31/2024

Date

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 Mark Blevins
EUGENE D. SEROKA, Executive Director

Attest:_____
AMBER M. KLESGES, Board Secretary

APPROVED AS TO FORM AND LEGALITY:

April 1, 2024
HYDEE FELDSTEIN SOTO, City Attorney
Steven Y. Otera, General Counsel

By for
Minah Park, Deputy City Attorney

Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation 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 (310) 357-4996

Project Location: City of Los Angeles – Port of Los Angeles

Project Scope:

- Four-lane crossing structure/roadway over POLA mainline tracks
  - conceptual structure type: single span, precast/pre-stressed concrete girder bridge with cast-in-place deck & abutments with piles
- Asphalt roadway approaches on fill material, on both sides of the rail crossing structure
- 9,800 square feet of retaining walls for roadway approaches
- Lighting, signage, striping & storm drainage infrastructure

Project Cost and Funding:

Total Project Cost: $39,670,000
- Eligible Future Cost - Construction Phase: $37.34M

Total combined TCEP Cycle 3 Request: $14,936,000 (40% of $37.34M)
- Statewide TCEP Cycle 3 Request: $5,974,000
- Regional Corridor TCEP Cycle 3 Request: $8,962,000

Total eligible matching funds: $22,404,000 (60% of $37.34M)
- Federal FY22 USDOT RAISE Grant Award: $20,000,000
- POLA funds: $2,404,000

Total ineligible funds: $2,330,000 (POLA funds)

Project Schedule:

PA & ED:	PS&E:	Begin Construction:	End Construction:
12/31/2023	3/15/2024	10/14/2024	6/30/2026

Project Benefits:

- Net present value benefit of $171.7 million; benefit-cost ratio = 5.7
- Eliminates 3,025 trucks/day (under year 2046 conditions) blocked by trains 580 minutes/day, eliminating 2,495 truck-hours of delay
- Eliminates stop-controlled MSF egress (via driveway on Ferry Street), which reduces delay and eliminates accident potential; provides all ingress/egress via existing traffic signal on Ferry Street
- Actual physical relocation of ingress/egress to MSF (with PROJECT) reduces 1,200 truck-miles travelled (TMT) & 55 truck-hours travelled (THT) per day on the NHFN, all of which reduce accident potential as well
- Reduces 14,370 tons of emissions (including green-house gases) cumulatively over 20-year analysis period adjacent to State designated Disadvantaged/Low-income Communities as follows:
- Reduces diesel fuel consumption
- Reduces accident potential ($7.15 million in accident cost savings over 20-years)

Project Images/Renderings:

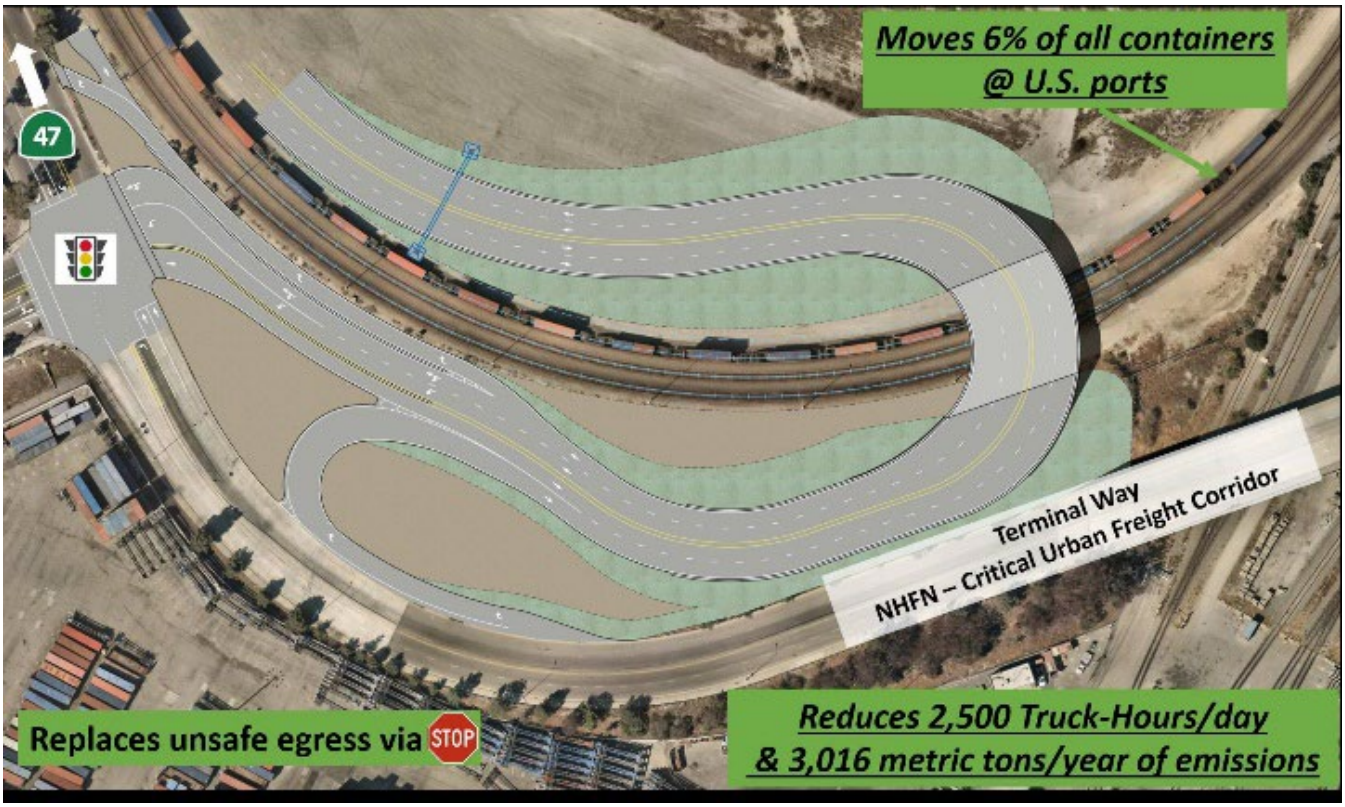


Exhibit C - Performance Metrics Form

Refer Appendix 1, BCA Technical Memorandum for further details

Trade Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment		269,100				
Existing Average Annual Truck Percent on Project Segment		93%				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		908,100				
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project		99%				
Measure	**Metric**	**Project Type**	**Build**	**Future No Build**	**Change**	**Increase/ Decrease**
Congestion Reduction (Freight) Horizon Year Values	Change in Daily Vehicle Hours of Delay	All	0	0	0	-
	Change in Daily Truck Hours of Delay	All (except rail)	77	2,572	-2,495	Decrease
	(Optional) Person Hours of Travel Time Saved	All	77	2,572	-2,495	Decrease
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port	-	-	-	-
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only	6,054	6,054	0	-

	Change in Rail Volume	Rail	0	0	0	-
	(Optional) Change in Cargo Volume	Sea port, airport	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
System Reliability (Freight)	Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only	-	-	-	-
	(Optional) Other Information	All	-	-	-	-
Velocity (Freight)	Travel time or total cargo transport time (truck hours)	All	77	2,572	-2,495	Decrease
	(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	-	-	-	-
Air Quality (tons/year) Cumulative over 20-year analysis period	Particulate Matter (PM 10)	All	4.270	6.395	-2.125	Decrease
	Particulate Matter (PM 2.5)		0.879	1.353	-0.474	Decrease
	Carbon Oxide (CO2)		10,602	28,849	-14,247	Decrease
	Volatile Organic Compounds (VOC)		0.071	3.808	-3.737	Decrease
	Sulphur Oxides (SOx)		0.098	0.225	-0.127	Decrease
	Carbon Monoxide (CO)		3.358	65.537	-62.179	Decrease
	Nitrogen Oxides (NOx)		10.170	64.147	-53.977	Decrease
Safety	Number of Fatalities	Road and	0	0.0046	-0.0046	Decrease

	Rate of Fatalities per 100 Million VMT	Land Port	10.170	64.147	-53.977	Decrease
	Number of Serious Injuries		0	0.0519	-0.0519	Decrease
	Number of Serious Injuries per 100 Million VMT		0	262	-262	Decrease
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		-	-	-	-
	(Optional) Other Information	All	-	-	-	-
Cost Effectiveness	Cost Benefit Ratio	All	7.7	0	7.7	Increase
	(Optional) Other Information	All	-	-	-	-
Economic Development	Jobs Created	All	356	0	356	Increase
	(Optional) Other Information	All	-	-	-	-

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

Exhibit A

PPR ID
ePPR-0723-2020-0013 v5

Amendment (Existing Project) ☒ YES ☐ NO				Date	12/14/2023 14:11:18
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			6201	Port of Los Angeles	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles County					
				MPO	Element
				SCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Kerry Cartwright			310-732-7702	kcartwright@portla.org	

Project Title

Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project

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

Construction of a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB).

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:	70	Senate:	35	Congressional:	44

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/01/2022	11/01/2022
Circulate Draft Environmental Document Document Type CE	04/01/2023	04/01/2023
Draft Project Report	12/31/2023	12/31/2023
End Environmental Phase (PA&ED Milestone)	12/31/2023	12/31/2023
Begin Design (PS&E) Phase	02/01/2023	02/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2024	03/31/2024
Begin Right of Way Phase	01/01/2024	01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2024	03/31/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2026	06/30/2026
Begin Closeout Phase	07/01/2026	07/01/2026
End Closeout Phase (Closeout Report)	12/31/2026	12/31/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-0723-2020-0013 v5

Date 12/14/2023 14:11:18

Purpose and Need

This proposed grade separation and Maritime Support Facility (MSF) serves all twelve container terminals located in the POLA-POLB, which combined handle 35% of all waterborne containers entering and exiting the entire U.S. The MSF 80-acre site is enclosed by a loop of three heavily used rail tracks. Current access is severely limited and constrained via an existing at-grade rail (three tracks) crossing. These tracks serve all rail traffic in the POLA-POLB complex. Under opening year (year 2027) and year 2046 conditions, an estimated 1,325 and 3,030 trucks per day, respectively, will be blocked by trains (moving and stationary) for about 580 minutes/day. Ingress to the MSF is constrained by a one-way tunnel with substandard vertical clearance, requiring manual flagging operation for non-concurrent movement in one direction.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO		Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1

Date 12/14/2023 14:11:18

Additional Information

ROW is scheduled from 1/1/2024 to 3/31/2024. This phase is not necessary as all ROW is owned by the Port of Los Angeles. However, dates are a required input for these items within the ePPR portal.

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	77	2,572	-2,495
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	77	2,572	-2,495
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	6,054	6,054	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	77	2,572	-2,495
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.879	1.353	-0.474
			PM 10 Tons	4.27	6.395	-2.125
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	10,602	24,849	-14,247
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.071	3.808	-3.737
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.098	0.225	-0.127
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	3.358	65.537	-62.179
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	10.17	64.147	-53.977
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0.0046	-0.0046
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	23	-23
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0.0519	-0.0519
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	262	-262
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	356	0	356
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	7.7	0	7.7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-0723-2020-0013 v5

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6201

Project Title

Port of Los Angeles Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)	100							100	Port of Los Angeles
PS&E	2,230							2,230	Port of Los Angeles
R/W SUP (CT)									Port of Los Angeles
CON SUP (CT)			4,726					4,726	Port of Los Angeles
R/W									Port of Los Angeles
CON			32,614					32,614	Port of Los Angeles
TOTAL	2,330		37,340					39,670	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E	2,230							2,230	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			37,340					37,340	
TOTAL	2,330		37,340					39,670	

Fund #1:	State 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
PS&E									TCEP Cycle 3 - State
R/W SUP (CT)									
CON SUP (CT)			757					757	
R/W									
CON			5,217					5,217	
TOTAL			5,974					5,974	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									TCEP Cycle 3 - State
PS&E									
R/W SUP (CT)									757 will be CON SUP
CON SUP (CT)									
R/W									
CON			5,974					5,974	
TOTAL			5,974					5,974	

PPR ID
ePPR-0723-2020-0013 v5

Fund #2:	State 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
PS&E									TCEP Cycle 3 - Regional
R/W SUP (CT)									
CON SUP (CT)			1,135					1,135	
R/W									
CON			7,827					7,827	
TOTAL			8,962					8,962	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									TCEP Cycle 3 - Regional
PS&E									
R/W SUP (CT)									1,135 will be CON SUP
CON SUP (CT)									
R/W									
CON			8,962					8,962	
TOTAL			8,962					8,962	

Fund #3:	Federal Disc. - USDOT RAISE (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.400.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									U.S.D.O.T. Funds
R/W SUP (CT)									
CON SUP (CT)			2,530					2,530	
R/W									
CON			17,470					17,470	
TOTAL			20,000					20,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									U.S.D.O.T. Funds
PS&E									
R/W SUP (CT)									2,530 will be CON SUP
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-0723-2020-0013 v5

Fund #4:	Local Funds - Port Funds (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)	100							100	Port of Los Angeles
PS&E	2,230							2,230	
R/W SUP (CT)									
CON SUP (CT)			304					304	
R/W									
CON			2,100					2,100	
TOTAL	2,330		2,404					4,734	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	100							100	304 will be CON SUP
PS&E	2,230							2,230	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,404					2,404	
TOTAL	2,330		2,404					4,734	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-0723-2020-0013 v5

Complete this page for amendments only Date 12/14/2023 14:11:18

District	County	Route	EA	Project ID	PPNO
07	Los Angeles County				6201

SECTION 1 - All Projects

Project Background

Construction of a four-lane grade separated roadway to create unimpeded access into the Terminal Island Maritime Support Facility.

Programming Change Requested

Shifting CON SUP funding to CON for each funding source.

Reason for Proposed Change

Combining CON and CON SUP funds as this is a locally implemented project, not Caltrans implemented project.

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)

Combining CON and CON SUP funds as this is a locally implemented project, not Caltrans implemented project.

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
Alex Hunt	Alex Hunt	Project Manager	01/02/24

SECTION 3 - All Projects

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

EXHIBIT B - PROJECT REPORT EQUIVALENT

Project Title – Maritime Support Facility Access/Terminal Island Rail System Grade Separation

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

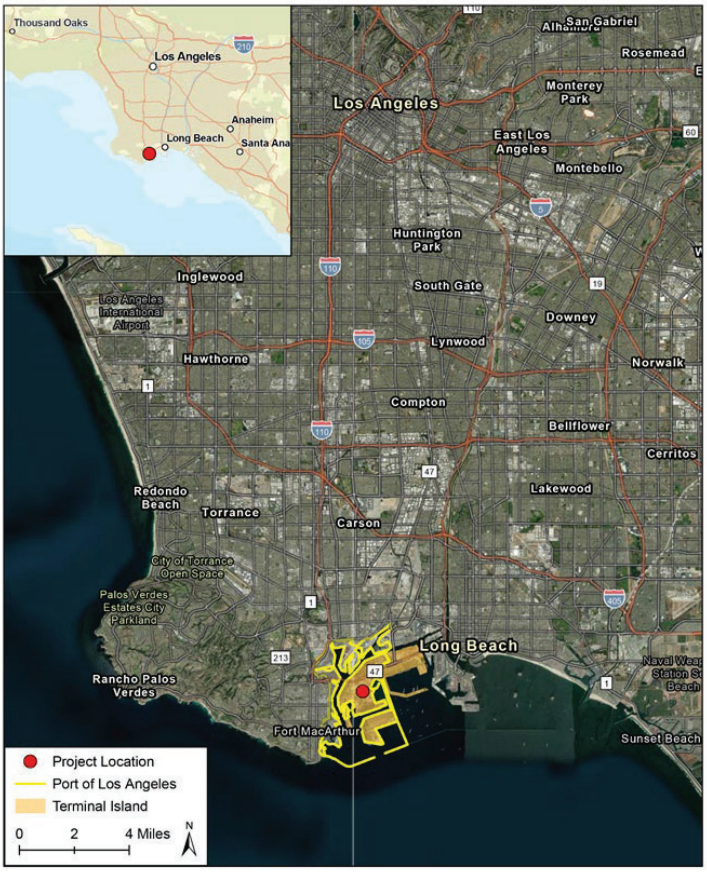


Figure 2- Project Local Setting

Figure 3- Project Site Location

I, *Alex Hunt* 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.

Alex Hunt _____ 4/1/2024

Alex Hunt, PE 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

Christina Sar _____ 4/1/2024

Christina Sar, Harbor Engineer Date

City of Los Angeles – Harbor Department (Port of Los Angeles)
Agency

Table of Contents

1. INTRODUCTION

*The **PORT OF LOS ANGELES MARITIME SUPPORT FACILITY (MSF) ACCESS/TERMINAL ISLAND RAIL SYSTEM GRADE SEPARATION PROJECT** is part of the USDOT designated National Multimodal Freight Network (NMFN) located on Terminal Island in the Port of Los Angeles (POLA). The Project will construct a four-lane, rail-roadway grade separation will eliminate a significant truck access impediment to a critical container terminal support facility located on Terminal Island, that serves 12 container terminals located in the Ports of Los Angeles and Long Beach that combined handle 35% of all waterborne containers entering and exiting the United States. The Project will accommodate the expected future cargo growth at the POLA-POLB.*

Project Limit/Footprint	*07-Los Angeles County* *Ferry Street and Terminal Way, San Pedro*
Total Project Cost	$39,670,000
Outputs	*Grade separation/rail crossing improvements*

2. PURPOSE AND NEED

Purpose

The completion of this project will eliminate a significant truck access impediment into the Terminal Island Maritime Support Facility (TIMSF), and connect the TIMSF to Terminal Way, Ferry Street, and Pier 300.

Need

The Terminal Island Maritime Support Facility (TIMSF) is located at the former LAXT 80-acre site and is enclosed by a loop of three heavily used rail tracks. These tracks serve all rail traffic in the San Pedro Bay Port Complex. Current access is severely limited and constrained via an existing at-grade rail crossing, and by a one-way tunnel with substandard vertical clearance which requires manual flagging operation for non-concurrent movement in one direction. The Port of Los Angeles (POLA) and Port of Long Beach completed a joint rail study in December 2020 using current rail data and projections to identify future expansion needs over the next 25 years. Under opening year 2027 and year 2046 conditions, an estimated 1,325 and 3,030 trucks per day, respectively, will be blocked by trains (moving and stationary) for about 10 hours/day. The completion of this project will eliminate a significant truck access impediment into the TIMSF, and connect the TIMSF to Terminal Way, Ferry Street, and Pier 300.

The Port of Los Angeles (POLA) completed 23.3-acres of temporary site improvements to the existing 80-acre TIMSF in October 2021. The project was completed under emergency development to help alleviate vessel congestion by providing additional storage area to stack empty containers and chassis.

The development improved import and export container velocity and reduced the vessel queues and terminal delays. The storage/supply of chassis and empty containers at the POLA is critical for cargo movement throughout the country. By the year 2035, the San Pedro Bay Port Complex is projected to handle 35.3 million twenty-foot equivalent units (TEUs) of containerized cargo. To accommodate these demand volumes, the POLA will further develop the TIMSF to operate at full capacity and permanent conditions.

The grade separation project at the Terminal Island Maritime Support Facility (TIMSF) is a critical initiative aimed at mitigating the existing access limitations and enhancing overall transportation efficiency. By eliminating the constraints imposed by the current at-grade rail crossing and the substandard tunnel, the project will substantially improve rail traffic flow, reducing the blockage of trucks caused by both moving and stationary trains. With an estimated 1,325 trucks per day affected under opening year 2027 conditions and 3,030 trucks per day under year 2046 conditions, the grade separation will alleviate congestion, ensuring smoother access to the TIMSF.

This development aligns with the findings of the joint rail study conducted by the Port of Los Angeles (POLA) and Port of Long Beach, projecting significant truck access impediments over the next 25 years. By seamlessly connecting the TIMSF to Terminal Way, Ferry Street, and Pier 300, the grade separation project will not only enhance accessibility but also contribute to the efficient movement of goods within the San Pedro Bay Port Complex.

Furthermore, the completion of the grade separation project will complement the temporary site improvements completed in October 2021, addressing emergency development needs and alleviating vessel congestion. As the San Pedro Bay Port Complex anticipates handling 35.3 million twenty-foot equivalent units (TEUs) of containerized cargo by 2035, the enhanced capacity and improved connectivity resulting from the grade separation project will play a crucial role in ensuring the seamless flow of cargo, reducing delays, and meeting the growing demands of the region. In essence, the grade separation initiative is a strategic solution to the identified issues, fostering a more efficient and sustainable future for the Terminal Island Maritime Support Facility.

1. ENVIRONMENTAL CLEARANCE DESCRIPTION

Environmental assessment for the project was completed on February 15, 2023. It was determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 21080.13, of the State 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.

An evaluation for categorical exclusion under the National Environmental Policy Act (NEPA) is scheduled to be completed by December 28, 2023.

3. CONSIDERATIONS REQUIRING DISCUSSION

4A. Hazardous Waste

Two hazardous materials sites are located in proximity to the Proposed Project site: a Leaking Underground Storage Tank (LUST) site (U.S. Customs), which involved diesel contaminants in groundwater but was cleaned up and the case was closed in May 1997; and another LUST site (Terminal Island Treatment Plant), which involved waste oil, motor, hydraulic, and lubricating oil contaminants in soil but was cleaned up and the case was closed in January 1997. No active hazardous material sites are located within or in proximity to the Proposed Project site. However, the Proposed Project site is located adjacent to an existing railroad and is being used for industrial operations involving shipping containers. In addition, the Proposed Project site is located within a former naval installation (Long Beach Naval Complex). The industrial uses at the Proposed Project site indicate the potential for hazardous materials or hazardous waste to be within or immediately adjacent to the construction area. A site screening was conducted within the Proposed Project boundary in 2017. Soil samples were collected from 33 borings, soil vapor samples were collected from nine borings, and groundwater samples were collected from four borings. All collected 66 soil samples and four groundwater samples were analyzed for total petroleum hydrocarbon (TPH), Title 22 Metals, volatile organic compounds (VOCs), Semi-VOCs (SVOCs), polychlorinated biphenyls (PCBs), and organochlorine pesticides. Nine soil vapor samples were analyzed for VOCs and gasoline range organics. Concentration exceedances were not delineated. Also note that these are compared to 2017 screening criteria. Soil within the Proposed Project Site has limited impact with TPH (one sample exceeded the industrial Environmental Screening Level [ESL]), arsenic (one sample exceeded Department of

Toxic Substances Control background concentration of 12 mg/kg), and dieldrin (three samples exceeded industrial ESL). Metals, VOCs, SVOCs, and PCBs were detected in low concentrations, all below respective 2017 industrial ESLs. Only one groundwater sample contained copper concentrations that exceeded the 2017 ESL. Low levels of TPH, metals, and VOCs were detected in groundwater samples. SVOCs, PCBs, and pesticides were not detected in any groundwater samples. All detected VOCs and gasoline range organic concentrations in the soil vapor samples were below the respective 2017 ESL for sub-slab vapor intrusion. Excavation required during construction is anticipated be a maximum of 80 feet deep for abutment piles. However, excavated soil would be sampled for reuse or disposal in compliance with State and Federal hazardous waste requirements and regulations.

4B. Value Analysis

A value analysis (VA) has not been conducted since the total project cost is estimated under $40 million, which is the current threshold requiring a VA study for bridge projects as determined by Title 23 United States Code, Section 106.

4C. 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.

4D. Right-of-Way Issues

None. All property is within Port of Los Angeles jurisdiction and ownership.

4E. Environmental Compliance

Please refer to section 3.

4F. Air Quality Conformity

The Proposed Project site is located in Los Angeles County, which according to the Table of Conformity Areas, is an area that is in nonattainment for ozone, particulate matter less than 2.5 microns in diameter (PM2.5), and lead; and in maintenance for carbon monoxide, particulate matter less than 10 microns in diameter (PM10), and nitrogen dioxide. Therefore, the Proposed Project is in a National Ambient Air Quality Standard (NAAQS) nonattainment or maintenance area.

4G. Title VI Considerations

Any sidewalks and curb ramps along Ferry Street and Terminal Way will be designed in accordance with the latest Americans with Disabilities Act

(ADA) standards.

4H. Noise Abatement Decision Report

The Proposed Project site is located in the central portion of Terminal Island, which is separated from residential neighborhoods by water-filled channels. The nearest residential areas are approximately 1.25 miles from the Proposed Project site. The Proposed Project site is surrounded by existing 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. The Proposed Project would require the installation of 24-inch octagonal piles to maximum depth of 80 feet to support the abutments. However, the Proposed Project site is not located in proximity to noise-sensitive receptors, and any additional noise from the Proposed Project construction would likely be similar to existing noise at the Port. Therefore, the Proposed Project does not have the potential for adverse construction-related noise impacts

4. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

The project has been awarded $20 million in grant funding from the United States Department of Transportation's (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. Additionally, the project has been awarded $15 million in grant funding via the Trade Corridor Enhancement Program (TCEP).

Programming

Estimate

Fund Source	Project Component (in $1,000)						
	PA&ED Support	PS&E Support	Right-of-Way Support	Construction Support	Right-of-Way Support	Construction	Total
SB1-TCEP (State)						5,974	5,974
SB1-TCEP (Regional)						8,962	8,962
USDOT - RAISE						20,000	20,000
Local-POLA	100	2,230				2,404	4,734
Total	**100**	**2,230**				**37,340**	**39,670**

Please refer to the attached Engineer's estimate.

5. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)
Project Study Report Approved	
Begin Environmental (PA&ED) Phase	11/01/2022
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	04/01/2023
Draft Project Report	12/31/2023
End Environmental Phase (PA&ED Milestone)	12/31/2023
Begin Design (PS&E) Phase	02/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2024

Project Milestones	**Milestone Date (Month/Day/Year)**
Begin Right of Way Phase	01/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2024
Begin Construction Phase (Contract Award Milestone)	10/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2026
Begin Closeout Phase	07/01/2026
End Closeout Phase (Closeout Report)	12/31/2026

6. RISKS

No project risks identified at this time.

7. EXTERNAL AGENCY COORDINATION (anticipated agreements)

There is no external coordination; all property is within Port of Los Angeles jurisdiction and ownership.

8. ADDITIONAL INFORMATION

Permits

The following permits are anticipated during the preliminary engineering, project design, and construction phases:

- *Public Utility Commission (PUC) Permit*
- *City of Los Angeles Bureau of Engineering B Permit*
- *City of Los Angeles Fire (hydrant relocation)*
- *City of Los Angeles Building and Safety (water line relocation, electrical, grading)*

9. ATTACHMENTS

List attachments with the number of pages, such as:

1. Project Location Map (1)
2. Approved Environmental Document (3)
3. Engineers Estimate (3)
4. Available project schematics or preliminary-design plans (2)

Attachment 3 - CEQA CE

To		From
	BOARD OF HARBOR COMMISSIONERS	
	EXECUTIVE DIRECTOR	
	DED & CHIEF OF STAFF	
	DED & CHIEF FINANCIAL OFFICER	
	CHIEF OF PUBLIC SAFETY & EMERG MGT	
	DED - MKTG & CUSTOMER RELATIONS	
	DED - DEVELOPMENT	
	SR DIRECTOR, COMMUNICATIONS	
	SR DIRECTOR, GOVERNMENT AFFAIRS	
	ACCOUNTING	
X	CARGO/ INDUSTRIAL REAL ESTATE	
	CARGO MARKETING	
	CITY ATTORNEY	
	COMMISSION OFFICE	
	COMMUNITY RELATIONS	
	CONSTRUCTION	
	CONSTRUCTION & MAINTENANCE	
	CONTRACTS & PURCHASING	
	DEBT & TREASURY MANAGEMENT	
	EMERGENCY MANAGEMENT	

CITY OF LOS ANGELES
HARBOR DEPARTMENT

OFFICE MEMORANDUM

February 6, 2023

To		From
X	ENGINEERING	
	ENVIRONMENTAL MANAGEMENT	X
	FINANCIAL MANAGEMENT	
	GOODS MOVEMENT	
	GRAPHICS	
	HUMAN RESOURCES	
	INFORMATION TECHNOLOGY	
	LEGISLATIVE AFFAIRS	
	MANAGEMENT AUDIT	
	MEDIA RELATIONS	
X	PLANNING & STRATEGY	
	PORT PILOTS	
	PORT POLICE	
	RISK MANAGEMENT	
	TRADE DEVELOPMENT	
X	WATERFRONT/ COMM REAL ESTATE	
	WHARFINGERS	
CC	Daniel Samaro - Engineering	
CC	Christina Sar - Engineering	

SUBJECT: ENVIRONMENTAL ASSESSMENT

The environmental assessment for the following:

LAHD - Terminal Island Railyard System Grade Separation

as requested by Planning Division on January 24, 2023, has been completed. We have determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 21080.13, of the State 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.

If this project does not involve Board action, please notify this office upon issuance of any permit or entitlement so that we may file the Notice of Exemption.

CHRISTOPHER CANNON
Director of Environmental Management

CC: LW:NE
APP No.: 220810-140

Notice Of Exemption

To: ☐ **Office of Planning and Research**
PO Box 3044, 1400 Tenth Street, Room 22
Sacramento, CA 95812-3044

☑ **County Clerk**
County of Los Angeles

From: Los Angeles Harbor Department
425 S. Palos Verdes St.
San Pedro, CA 90731

Project Title: LAHD - Terminal Island Railyard System Grade Separation

Project Location - Specific: Terminal Island Maritime Support Facility

Project Location - City: Los Angeles **Project Location - County:** Los Angeles

Description of Project:

The proposed project is a grade separation that will eliminate the existing crossing. It would include construction of a 2,000 ft long four- lane, grade-separated roadway over Port of Los Angeles mainline tracks, and includes connecting roadway approaches on both ends. Proposed construction would include a 115 ft span, precast girder bridge; retaining walls, embankment fill, grading & paving, landscaping, and intersection/ traffic signal modifications at the intersection of Ferry Street and Terminal Way. Upon completion of the grade separation, access to the grade- separated tunnel that traverses beneath the 3 existing tracks will be restricted to emergency vehicles only by installing a gate. This will effectively close the tunnel and require vehicles to utilize the reconstructed grade separation over the mainline tracks.

Name of Public Agency Approving Project: Los Angeles Harbor Department

Name of Person or Agency Carrying Out Project:

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:
- ☑ Statutory Exemptions. State code number: Section 21080.13

Reasons why project is exempt:

This division shall not apply to any railroad grade separation project that eliminates an existing grade crossing or that reconstructs an existing grade separation. (b) (1) Whenever a state agency determines that a project is not subject to this division pursuant to this section, and it approves or determines to carry out the project, the state agency shall file a notice with the Office of Planning and Research in the manner specified in subdivisions (b) and (c) of Section 21108. (2) Whenever a local agency determines that a project is not subject to this division pursuant to this section, and it approves or determines to carry out the project, the local agency shall file a notice with the Office of Planning and Research and with the county clerk in each county in which the project will be located in the manner specified in subdivisions (b) and (c) of Section 21152.

Lead Agency Contact Person: Nicole Enciso **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: Christopher Cannon **Date:** 02/15/2023 **Title:** Director of Environmental Management

☑ Signed by Lead Agency

☐ Signed by Applicant

Date received for filing at OPR: _____

Attachment 3 - Engineer's Estimate

Project: Maritime Support Facility Access/Terminal Island Rail System Grade Separation

Scope: Grade Separation, Traffic Signal Modifications

Class: C

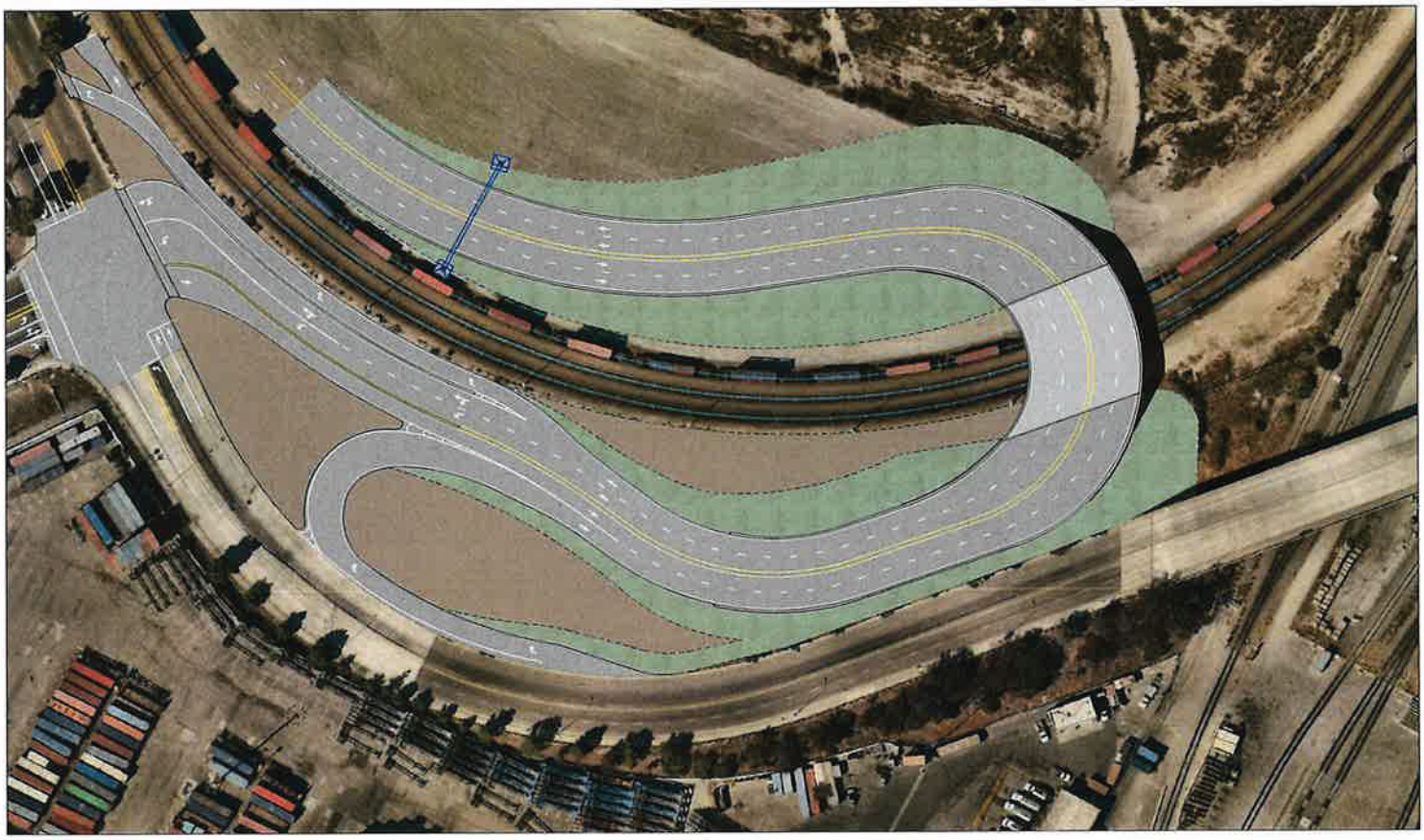
Date: 9/14/2022 Prepared By: A. Hunt

	DESCRIPTION	QTY	UNIT	UNIT COST	CONSTRUCTION SUBTOTAL
	Demolition/Removals				
	Roadway Excavation (inc. AC & PCC)	7,320	CY	$ 100.00	$ 731,981.70
	Concrete Slab Excavation	520	CY	$ 100.00	$ 51,998.70
	Clear & Grub	7	ACRE	$ 33,332.50	$ 233,327.50
	Structure Excavation (Retaining Wall)	3,920	CY	$ 399.99	$ 1,567,960.80
	Site Work				
	Fill				
	Embankment	116,250	CY	$ 46.67	$ 5,424,864.38
	Pavement Structural Section				
	Jointed Plain Concrete Pavement	5,060	CY	$ 439.99	$ 2,226,344.34
	Hot Mix Asphalt (Type A)	1,200	TON	$ 146.66	$ 175,995.60
	Class 2 Aggregate Base	8,670	CY	$ 66.67	$ 577,985.55
	Minor Concrete (Driveways)	1,740	SF	$ 16.00	$ 27,839.30
	Minor Concrete (Curb/Curb & Gutter)	3,010	LF	$ 40.00	$ 120,396.99
	Cold Plane Asphalt Concrete Pavement	1,330	SY	$ 2.67	$ 3,546.58
	Site Fencing				
	Chain Link Fence	2,000	LF	$ 86.66	$ 173,329.00
	Landscape				
	Highway Planting	150,210	SF	$ 10.67	$ 1,602,199.94
	Irrigation System	150,210	SF	$ 6.67	$ 1,001,374.97
	Plant Establishment Work	1	LS	$ 66,665.00	$ 66,665.00
	Storm Drain				
	24" RCP	260	LF	$ 399.99	$ 103,997.40
	Area Inlets	2	EA	$ 26,666.00	$ 53,332.00
	Maintanence Hole/Junction	2	EA	$ 15,999.60	$ 31,999.20
	Catch Basins (7-10')	3	LS	$ 19,999.50	$ 59,998.50
	Additional Drainage	1	LS	$ 133,330.00	$ 133,330.00
	Structural				

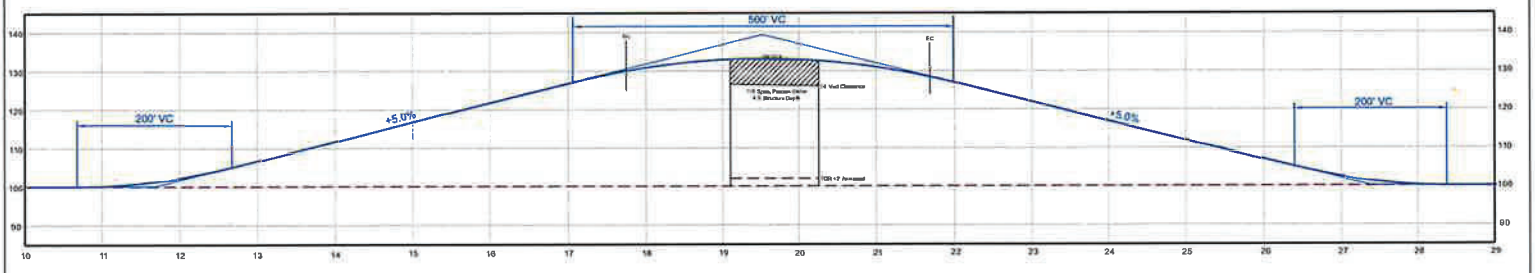
	Retaining Walls	9,740	SF	$ 233.33	$ 2,272,609.85
	Bridge Structure	1	LS	$5,719,857.00	$ 5,719,857.00
	Electrical				
	Street Lights (w/ conduit/conductors)	3	EA	$ 33,332.50	$ 99,997.50
	On-Site Lighting (w/ conduit/conductors)	20	EA	$ 26,666.00	$ 533,320.00
	Traffic Signal				
	Traffic Signal Modification	1	LS	$ 399,990.00	$ 399,990.00
	Inductive Loop Detectors	20	EA	$ 1,333.30	$ 26,666.00
	Striping & Signage				
	Signing & Striping	1	LS	$ 59,998.50	$ 59,998.50
	Environmental				
	Lead Compliance Plan	1	LS	$ 3,999.90	$ 3,999.90
	Temporary Reinforced Silt Fence	4,000	LF	$ 6.67	$ 26,666.00
	SWPPP	1	LS	$ 19,999.50	$ 19,999.50
	Temporary Hydroseed	10,336	SY	$ 2.67	$ 27,561.98
	Temporary Fiber Roll	10,000	LF	$ 6.67	$ 66,665.00
	Temporary Concrete Washout	1	LS	$ 13,333.00	$ 13,333.00
	Temporary Drainage Inlet Protection	4	EA	$ 3,333.25	$ 13,333.00
	Street Sweeping	1	LS	$ 19,999.50	$ 19,999.50
	Water Pollution Control Maintanence Sharing	1	LS	$ 133,330.00	$ 133,330.00
	Additional Water Pollution Control	1	LS	$ 13,333.00	$ 13,333.00
	Specialty Items				
	Terminal System (Type CAT)	5	EA	$ 6,666.50	$ 33,332.50
	Concrete Barrier (Type 736)	2,570	LF	$ 200.00	$ 513,987.15
	Architectural Treatment	9,740	SF	$ 20.00	$ 194,795.13
	Other				
	Traffic Control	1	LS	$ 74,664.80	$ 74,664.80
	ADA Items	1	LS	$ 179,995.50	$ 179,995.50
	Other Minor Items	1	LS	$1,466,630.00	$ 1,466,630.00
	Supplemental Work	1	LS	$ 586,652.00	$ 590,170.25
	Develop Water Supply	1	LS	$ 19,999.50	$ 19,999.50

CONSTRUCTION SUBTOTAL		**$**	**26,892,702.00**
Contingency	5.0%	$	1,344,635.10
Subtotal		$	28,237,337.10
CONSTRUCTION COST (Rounded)		**$**	**29,582,000.00**
Project Total 2024 (5% Escalation)		$	31,061,100.00
Project Total 2025 (5% Escalation)		**$**	**32,614,000.00**
Labor			
Design		$	2,230,000.00
Construction Management		$	4,726,000.00
Environmental		$	100,000.00
PROJECT TOTAL (Rounded)		**$**	**39,670,000.00**

ATTACHMENT 4 - CONCEPTUTAL PLANS



ATTACHMENT 5 - CONCEPTUTAL PLANS



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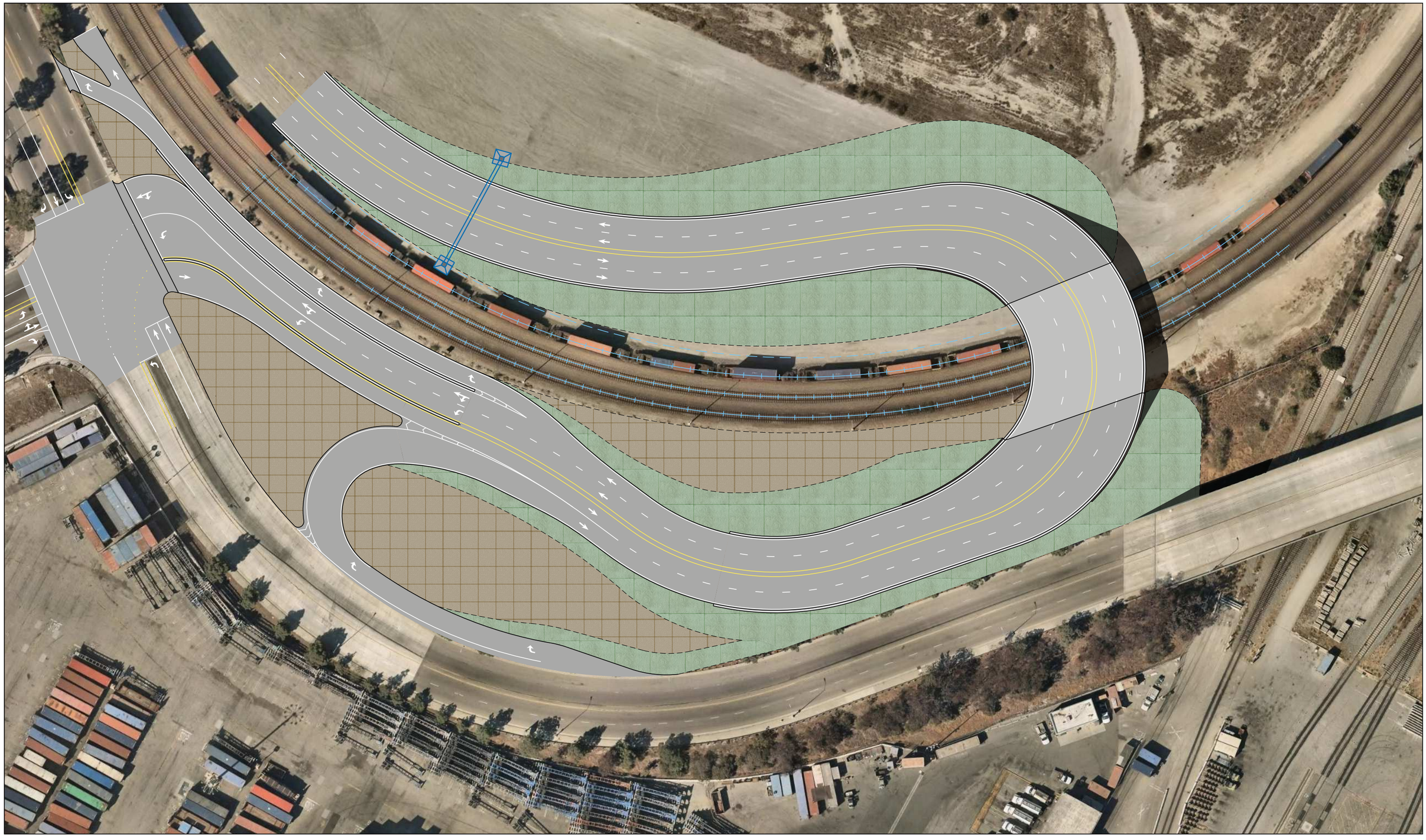

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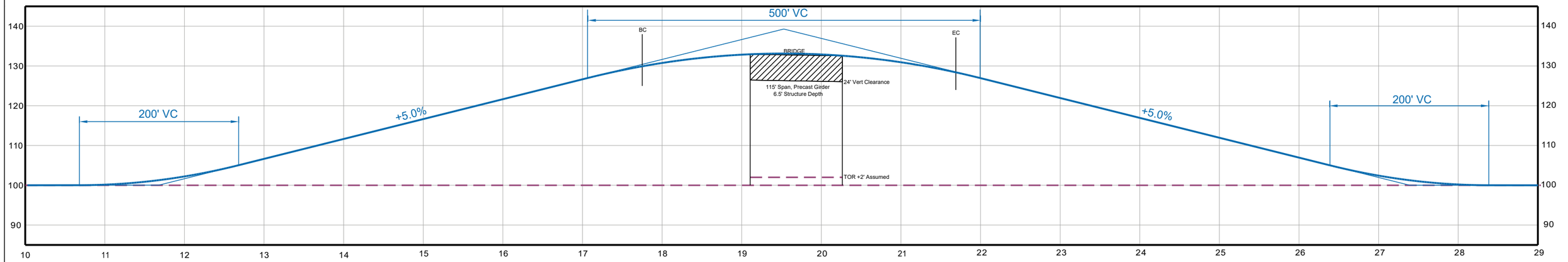

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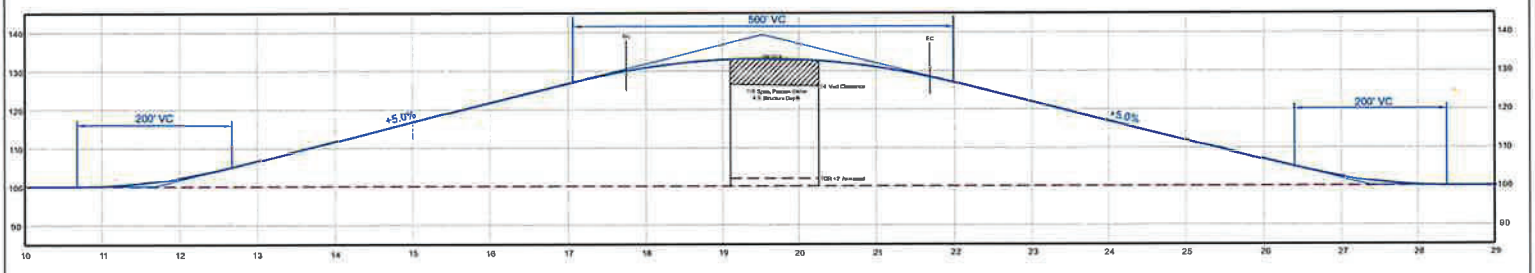

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Terminal Island Grade Separation

DIST-CO-RTE: 07-LA-0-0 **PM/PM:**

CE: 202310000 **Project Number:** LA9919170

Project Description

The Los Angeles Harbor Department (LAHD) proposes to construct a 1,800-foot long, four-lane, grade-separation over the Port of Los Angeles (POLA) mainline tracks at 740 Terminal Way, San Pedro, California on Terminal Island ***(please see continuation sheet for additional project details)***.

Caltrans CEQA Determination (Check one)

☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)

- ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

N/A	N/A	N/A
Print Name	Signature	Date

Project Manager

N/A	N/A	N/A
Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:
https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-771#p-771.117(e)

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(28)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Garrett Damrath		12/28/2023
Print Name	Signature	Date

Project Manager/ DLA Engineer

Steve Novotny		12/28/2023
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 11/29/23

Continuation sheet:

PROJECT ELEMENTS:

The proposed Project is comprised of the following elements:

• **Grade-Separated Roadway.** The Proposed Project would include the construction of a four-lane, grade-separated roadway with connecting roadway approaches. The roadway would be approximately 1,800 feet long, 100 feet wide, and composed of asphalt concrete. The grade separation structure would consist of an approximately 115-foot-long, 6.5-foot-deep, and 100-foot-wide precast girder bridge composed of reinforced concrete. The bridge structure would have a maximum height of approximately 35 feet. The clearance under the bridge to the railroad tracks would be approximately 24 feet.

• **Retaining/Abutment Walls.** Retaining walls and abutment walls composed of reinforced concrete would be constructed to support the grade separation structure. The retaining walls would vary in height, would range in length from approximately 80 feet to 100 feet, and would be approximately 1 foot wide. The abutment walls would be approximately 115 feet high and 100 feet wide.

• **Intersection/Signal Modifications.** Intersection/signal modifications to accommodate the grade separation structure would be completed at the intersection of Ferry Street and Terminal Way. The eastern leg of the intersection would be widened, and the traffic signal would be modified to accommodate the change in street geometry.

• **Tunnel Gate.** A tunnel gate would be constructed to restrict access to emergency vehicles only. The gate would be approximately 20 feet wide, approximately 8 feet tall, and composed of aluminum.

• **Landscaping and Lighting.** Landscaping would be installed in accordance with Caltrans standards. Standard, 30-foot-high lighting would be added on top of the bridge structure.

PROJECT CONSTRUCTION:

The following sections provide details on the Proposed Project's construction activities.

Construction Schedule. Construction of the Proposed Project is anticipated to be completed over approximately 18 months. Construction would be mostly limited to Monday through Friday between 7:00 a.m. and 4:00 p.m. and as needed between 8:00 a.m. and 4:00 p.m. on Saturdays.

Grading and Paving. On the Proposed Project site, 14 acres would need to be graded or disturbed. Vegetation removal of all trees and brush within the bridge footprint would be required. A plant survey of the Proposed Project site indicates that no special status plant species are present. Excavated soil would be sampled for reuse or disposal. The source and quantity of embankment fill required for the grade separation structure would depend on the availability of stockpiled soil that is consistent with LAHD's Environmental Requirements for Industrial Fill Material. If additional fill is required, the contractor would be responsible for providing the necessary quantity that is acceptable to the LAHD. Approximately 4 acres of the site would be paved for roadways. The estimated vertical ground disturbance would range from 5 feet deep for the over-excavation of soil, 5 feet to 10 feet deep for the storm drain trench, 65

feet deep for 14-inch square piles to support retaining walls, and up to a maximum of 80 feet deep for 24-inch octagonal piles to support the abutments.

Utilities. Storm drain modifications would be required due to the proposed improvements and would include catch basins, inlets, pipelines, and maintenance holes. These components have been designed in accordance with the City of Los Angeles and other relevant agency standards. Full trash capture devices would be included on storm drain inlets in compliance with the Los Angeles Regional Water Quality Control Board Phase I Municipal Separate Storm Sewer Systems (MS4) National Pollutant Discharge Elimination System (NPDES) Permit – Trash Prohibitions. Electrical and fiber optic cables would need to be relocated. New water lines and one to two fire hydrants would also be
installed.

Construction Staging and Access. The staging area for the storage of construction materials and equipment would be limited to a 3-acre area within the Proposed Project site or directly adjacent on the 80-acre site within the railroad loop. Construction access to the Proposed Project site outside the railroad loop area would be provided by the Ferry Street and Terminal Way intersection. Construction access within the loop would be provided by the existing tunnel (using the same intersection) or the at-grade railroad crossing at Eldridge Street.

Construction Workforce and Equipment. A maximum of 60 staff would be on site during construction for a limited time, with as few as 30 staff, depending on the work being conducted. Construction equipment would include excavators, bulldozers, loaders, dump trucks, graders, concrete mixers, vibratory compactors, concrete pumps, cranes, jackhammers, an asphalt paver, roller compactor, concrete paver, scaffolding and formwork, and traffic control equipment.

Construction Best Management Practices. Proposed Project construction would comply with the Stormwater Pollution Prevention Plan (SWPPP) that would be prepared in accordance with the Construction General Permit. Implementation of the SWPPP would minimize the amount of sediment and other pollutants associated with the construction site that are discharged in stormwater runoff, through best management practices (BMPs) to control erosion and sedimentation. BMPs required by the SWPPP would be included in the design of the Proposed Project and do not serve as mitigation measures (see “Erosion and Sediment Control” below).

Traffic Control. LAHD would prepare a traffic control plan that would include the use of temporary traffic control systems, delineators, signs, and flaggers conforming to the current California Manual of Uniform Traffic Control Devices. Coordination would be conducted to maintain freight access around the railroad loop during construction, as well as truck access across the railroad loop.

Cultural Resources. No historic properties were identified within the vicinity of the project site; thus, no historic properties are affected. In the event that cultural materials are inadvertently discovered during ground disturbing activity, the following will occur:

- *Inadvertent Discovery of Cultural Resources:* A professional archaeologist meeting the Secretary of Interior qualifications should be available on-call to identify and evaluate previously unidentified cultural resources discovered during construction activities. Upon inadvertent discovery of a potential resource, avoidance measures will be implemented by construction crews. These should include halting construction work within 100 feet of the find and directing construction away from the discovery until the archaeologist assesses the significance of the resource. The archaeologist will consult with the appropriate responsible

public agency regarding necessary plans for treatment of the find(s), and for the evaluation and mitigation of impacts.

- *Inadvertent Discovery of Human Remains:* In the event that human remains, or potential human remains are discovered, construction activities within 100 feet of the find shall be immediately halted. The construction Project Manager shall immediately notify the appropriate responsible public agency and the County Coroner. The County Coroner will make a determination as to the origin of the remains and, if determined to be of Native American origin, will contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. If the remains are not of Native American origin, the County Coroner will make a determination as to the disposition of the remains. Once contacted by the County Coroner, the NAHC shall immediately identify and notify the Most Likely Descendant (MLD). The MLD has 48 hours to make recommendations to the landowner for treatment or disposition of the human remains. If the descendant does not make recommendations within 48 hours, the appropriate responsible public agency shall reinter the remains in an area of the property secure from further disturbance. If the responsible public agency does not accept the descendant's recommendations, the appropriate responsible public agency or the descendant may request mediation by the NAHC. Construction may continue once compliance with all relevant sections of the California Health and Safety Code have been addressed and authorization to proceed is issued by the County Coroner and the responsible public agency.

Biological Resources. In order to avoid / minimize the potential for biological resources to be adversely impacted by the implementation of the project, the following measures will be incorporated into the project scope:

- *Nesting Birds*: To avoid impacts to nesting birds, project activities should occur outside of the bird breeding season (typically defined as February 1 through September 15), if practicable. If construction must begin during the breeding season, then a pre-construction nesting bird survey should be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. If active nests or protected species are observed, an avoidance buffer should be established to avoid potential direct impacts and reduce potential indirect impacts from construction activities. The buffer should be determined by a qualified biologist. Encroachment into the buffer should occur at the discretion of a qualified biological monitor.

- *Native Trees:* The City of Los Angeles Tree Ordinance (Ordinance No. 177404) protects certain tree and shrub species that have a trunk diameter that measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, which includes the following species: valley oak and coast live oak or any other tree of the oak genus indigenous to California, excluding scrub oak; southern California black walnut; western sycamore; California bay; Mexican elderberry; and toyon. No protected trees may be removed without a permit. An application for a permit should include a plot plan identifying each protected tree or shrub and should identifying each proposed protected tree or shrub to be retained, relocated, or removed.

- *Worker Environmental Awareness Program:* Prior to initiation of all construction activities (including staging and mobilization), all personnel associated with project construction shall attend a Worker Environmental Awareness Program (WEAP) training, conducted by a qualified biologist to assist workers in recognizing special status biological resources which may occur in the Study Area. The training shall include information about nesting birds and the special status species potentially occurring in the Study Area, if applicable.

  The specifics of this program shall include identification of special status species and habitats, a description of the regulatory status and general ecological characteristics of special status resources, and review of the limits of construction and measures required to avoid and minimize impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employees, and other personnel involved with construction of the project. All employees shall sign a form provided by the trainer documenting they have attended the WEAP and understand the information presented to them. The crew foreperson shall be responsible for ensuring crew members adhere to the guidelines and restrictions designed to avoid impacts to special status species. If new construction personnel are added to the project, the crew foreman shall confirm new personnel receive the WEAP training before starting work. The subsequent training of personnel can include video of the initial training and/or the use of written materials rather than in-person training by a biologist.

- *Wildlife Avoidance During Construction:* The following measures shall be adhered to during project construction:
  - The contractor shall clearly delineate the construction limits and prohibit any construction related traffic outside those boundaries.
  - Project-related vehicles shall observe a 10-mile-per-hour speed limit within the unpaved limits of construction.
  - All open trenches or excavations shall be fenced and/or sloped to prevent entrapment of wildlife species.
  - All food-related trash shall be disposed of in closed containers and removed from the project site at the end of each day. Construction personnel shall not feed or otherwise attract wildlife to the construction area.
  - At project completion, all project-generated debris, vehicles, building materials, and rubbish shall be removed from the project site.
  - No construction worker pets shall be allowed on the project site.
  - If construction must occur at night (between dusk and dawn), all lighting shall be shielded and directed downward to minimize the potential for glare or spillover onto adjacent properties and to reduce impacts on local wildlife.