



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



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

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

Project Scope:

The Project is located on Terminal Island, southwest of the Badger Bridge, and entirely within the Harbor District. This project entails the installation of five (5) new crossovers and related rail infrastructure as follows:

- Demolition of 1,600 lineal feet of existing rail
- Removal of 2,000 lineal feet of fencing
- Grading/realignment of up to 10,000 lineal feet of existing rail (=approximately 5,000 lineal feet of track)
- Control system upgrades



Project Cost and Funding:

Total Project Cost: \$20,700,000

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

TCEP Cycle 4 Request: \$13,391,000 (70% of \$19.13 M)
 – Statewide TCEP Cycle 4 Request: \$5,356,000
 – Regional Corridor TCEP Cycle 4 Request: \$8,035,000
 Total eligible matching funds: \$5,739,000 (POLA)

Project Schedule:

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

National Significance:

The rail network serving the POLA and Port of Long Beach (POLB) is vital for the efficient transportation of cargo throughout the U.S. Maximizing the number of containers moved via on-dock railyards is desired for cargo velocity and reducing truck trips/emissions. These are key strategies of the *San Pedro Bay Ports Clean Air Action Plan (CAAP) 2017 Update*, *California Sustainable Freight Action Plan*, and *California Freight Mobility Plan 2023*. The Project addresses these strategies by providing five (5) new rail track crossovers (connections) between several existing POLA owned mainline tracks that serve both the POLA and POLB. The following demonstrates its national significance:

- Project located at centroid of largest port complex in the Western Hemisphere (combined POLA-POLB).
- Project will directly serve five percent of all waterborne containers moving through all ports in the United States (U.S.).
- Project enables BNSF Railway and Union Pacific Railroad to transport cargo between the POLA-POLB and the rest of the U.S. more safely, rapidly, efficiently, and cost-effectively, via the Alameda Corridor.

Benefits:

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

- Reduces annual train-hours of delay:

Annual Train-Hours of Delay Reduced

Year 2029	2,167
Year 2048	2,659

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

Project Site Location & Site Plan:

