

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

America's Green Port Gateway: Pier B Early Rail Enhancements

Resolution TCEP-P-2324-02B
(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 12/6/2023 (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 6/28/2023 meeting the Commission approved the Trade Corridor Enhancement Program and included in this program of projects the America's Green Port Gateway: Pier B Early Rail 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-23-46, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated 6/28/2023

- 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 Long Beach, Harbor Department agrees to secure funds for any additional costs of the project.
- 4.6 City of Long Beach, 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 Long Beach, 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 Long Beach, Harbor Department agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

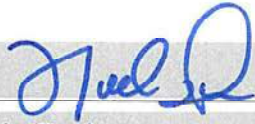
In the event of a cost overrun, at the discretion of the department on a case-by-case basis, the state may cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with the project application. For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost over run. In the event a cost overrun occurs, Port revenues will fund the difference.

Attachments:


- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

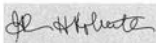
Project Name America's Green Port Gateway: Pier B Early Rail Enhancements
Resolution TCEP-P-2324-02B
(to be completed by CTC)



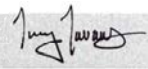
Mario Cordero
Chief Executive Officer
Project Applicant
Date 10/3/23



Mario Cordero
Chief Executive Officer
Implementing Agency
Date 10/3/23



Gloria Roberts
District Director
California Department of Transportation
Date 10/17/2023



Tony Tavares
Director
California Department of Transportation
Date 11/27/2023



Tanisha Taylor
Executive Director
California Transportation Commission
Date 1/4/2024

B. FACT SHEET

Project Scope: The Port of Long Beach (POLB) proposes to construct the America's Green Port Gateway: Pier B Early Rail Enhancements Project (Project). The existing Pier B Rail Yard is currently operating at its practical limit. The Project will address existing inefficiencies and allow the Port to accommodate future throughput demand. The completion of the Project will align the economic and environmental sustainability goals of POLB and its users. The Project will strengthen national competitiveness by increasing the productivity of the San Pedro Bay Port Complex rail network. The increase in rail network efficiency will also address climate change and port-related community impacts.

The Pier B Early Rail Enhancements Project is comprised of three stand-alone components, each having independent utility. POLB is seeking funding for two of the three components for TCEP Cycle 3. The first component, the East Expansion will provide staging for more and longer trains. It is comprised of two lengthened yard tracks, permanent closure of the Ninth Street At-Grade Crossing, and a new Interstate 710 (I-710) retaining wall at Pier C Street. The Locomotive Facility, the second component, includes a new 24-locomotive support facility with capacity to expand to 30 locomotives and a new fourth mainline creating a 10,000-foot support track enabling rail operators to separate motive

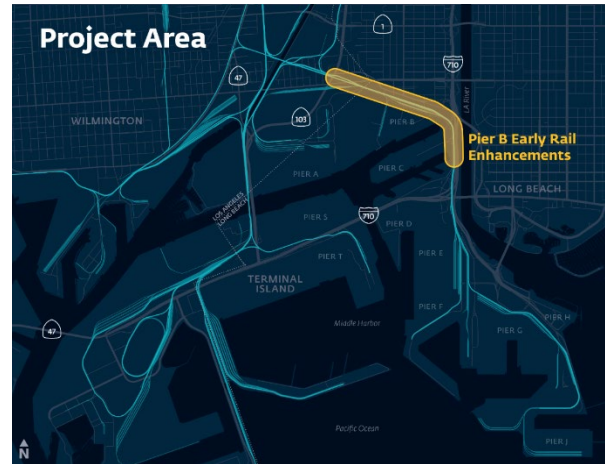


Figure 1 (above) – The Project is in the Northern portion of the POLB Harbor District.

power from rail cars without blocking adjacent tracks or trapping rail cars in on-dock terminals.

Nominating Agencies:

- Caltrans and Port of Long Beach

Project Cost:

- Total Project Cost: \$127,017,000
- Eligible Project Cost: \$100,496,687
- Funding Request: \$70,440,430

Project Schedule – East Expansion:

- Design: May 2021 – November 2023
- Bid & Award: Dec 2023 – May 2024
- Construction: May 2024 – Sep 2026
- Closeout: Sep 2026 – May 2027

Project Schedule – Locomotive Facility:

- Design: May 2021 – Feb 2024
- Bid & Award: Mar 2024 – Aug 2024
- Construction: Aug 2024 – Nov 2025
- Closeout: Nov 2025 – Aug 2026

Key Project Benefits



Increases Rail Throughput



Improves Air Quality



Supports Economic Vitality



Reduces Container Hours of Delay



Creates Jobs in Areas of Persistent Poverty

Attachment 2. Performance Metrics Form

Trade Corridor Enhancement Program

Existing Average Annual Vehicle Volume on Project Segment		93,167				
Existing Average Annual Truck Percent on Project Segment		21.36%				
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project		104,300				
Estimated Year 20 Average Annual Truck Percent on Project Segment with Project		19.53%				
Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction (Freight)	Change in Daily Vehicle Hours of Delay	All	385,846	387,511	-1,666	VHD reduction due to Pier B Project
	Change in Daily Truck Hours of Delay	All (except rail)	45,981	48,136	-2,155	Decrease in truck hrs. of delay due to Pier B projects
	(Optional) Person Hours of Travel Time Saved	All				
	(Optional) Daily Truck Trips Due to Mode Shift	Rail, Sea Port				
	(Optional) Daily Truck Miles Travelled Due to Mode Shift	Rail, Sea Port	6,375,856	6,468,472	92,616	Decrease truck miles traveled
	(Optional) Other Information	All	8,056,000	6,922,000	1,134,000	Annual increase of TEUs to on-dock rail
Throughput (Freight)	Change in Truck Volume	Highway, road, and port projects only	106,962	111,458	-4,495	Decrease of 4,495 trips daily due to mode shift

	Change in Rail Volume	Rail	10	7	3	Increase 3 trains per day
	(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	All	173,737	177,768	-4,031	Decrease in total truck hrs traveled
	(Optional) Change in Average Peak Period Weekday Speed for Road Facility	Road				
	(Optional) Average Peak Period Weekday Speed for Rail Facility	Rail	10 MPH	10 MPH	0	No Change
	(Optional) Other Information	All				
Air Quality	Particulate Matter (PM 10)	All			1.76	Emissions reduced
	Particulate Matter (PM 2.5)				1.68	Decrease
	Carbon Oxide (CO2)				157,548	Decrease
	Volatile Organic Compounds (VOC)				2.16	Decrease
	Sulphur Oxides (SOx)				1.43	Decrease
	Carbon Monoxide (CO)				-114	Increase
	Nitrogen Oxides (NOx)				199	Decrease
Safety	Number of Fatalities	Road and				

	Rate of Fatalities per 100 Million VMT	Land Port				
	Number of Serious Injuries					
	Number of Serious Injuries per 100 Million VMT					
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information		All			
Cost Effectiveness	Cost Benefit Ratio	All	3.57			
	(Optional) Other Information	All				
Economic Development	Jobs Created	All	1,306	-0-	1,306	Increase
	(Optional) Other Information	All				

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	09/28/2023 10:57:02	
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			
75	4			Caltrans District 7			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles County				City of Long Beach			
				MPO	Element		
				SCAG	Rail		
Project Manager/Contact			Phone	Email Address			
Theresa Dau-Ngo			562-283-7182	theresa.dau-ngo@polb.com			

Project Title

America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion

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

Within the City of Long Beach 's Harbor Department (known as Port of Long Beach) at Pier B Construct:
 East Expansion
 - Add two (2) yard tracks and realign four (4) existing tracks for a total of six tracks along the Pico Rail Corridor
 - Permanent closure of the Ninth Street At-Grade Crossing
 - Construct a new I-710 Retaining wall at Pier C Street to provide staging for more and longer trains

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		06/01/2020
Circulate Draft Environmental Document	Document Type EIS	06/01/2020
Draft Project Report		10/18/2022
End Environmental Phase (PA&ED Milestone)		02/25/2022
Begin Design (PS&E) Phase		05/18/2021
End Design Phase (Ready to List for Advertisement Milestone)		11/16/2023
Begin Right of Way Phase		05/18/2021
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2023
Begin Construction Phase (Contract Award Milestone)		04/22/2024
End Construction Phase (Construction Contract Acceptance Milestone)		09/23/2026
Begin Closeout Phase		09/24/2026
End Closeout Phase (Closeout Report)		05/26/2027

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Purpose and Need

The Project is one of twelve components of the Pier B On-Dock Rail Support Facility Program (Program). The East Expansion will build two lengthened yard tracks, permanently close the Ninth Street At-Grade Crossing, and build a new I-710 retaining wall at Pier C Street to provide staging for more and longer trains. The purpose of the Program, which would reconfigure and expand the Pier B On-Dock Rail Support Facility, is to:

- Relieve current inefficiencies and bottlenecks in the POLB rail cargo handling system.
- Provide a sufficient facility to accommodate the anticipated increase in cargo volume and demand for rail transport of that cargo into the foreseeable future.
- Support the transition to a more efficient, more economically competitive, and less polluting freight transport system as envisioned in the California Sustainable Freight Action Plan (State of California 2016).
- Support the shared goals of local and regional transportation agencies to increase Port, rail, and highway capacities.
- Promote a mode shift from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards.
- Maximize on-dock rail operations to a targeted goal of 30 to 35 percent of containers handled by the Port, as defined in the 2006 Port Rail Study Update (POLA and POLB 42006).
- Improve motorist and rail safety by eliminating an existing at-grade crossing where 9th Street meets Pico Avenue.

There is a need to expand and improve the Pier B Rail Yard to accommodate current and future demand for container handling by rail, which has been increasing over time and is expected to continue to increase through the next decade (San Pedro Bay Long-term Unconstrained Cargo Forecast 2016). In addition to growth in overall demand, typical container trains have been increasing in length from 8,000 feet to 10,000 feet and longer. These two factors have made it necessary for the POLB to consider options for maximizing efficient container management into the future. The ability of the POLB to handle increasing container demand is currently limited, and longer trains (8,000 feet or more) must be broken down into smaller units to have them loaded via the existing POLB on-dock facilities. Because there currently is no space within the POLB that can handle the assembly/disassembly of the longer trains, requiring track space at varying locations in the Port, including main line tracks. Expansion of the existing Pier B Rail Yard was identified by the POLB as the most efficient and cost effective solution to address the Port's rail needs with least impact to the Port's existing operations. The Pier B Rail Yard does not currently have space to handle 10,000-foot-long trains without using tracks outside the rail yard, which causes delays at grade crossings in the vicinity. Therefore, the proposed Project is needed for more efficient and rational rail operations—both within and to/from the San Pedro Bay Port Complex—to address the physical deficiencies and shortcomings of the existing Pier B Rail Yard with respect to supporting on-dock rail operations, and to address local roadway deficiencies and enhance utilities and aging infrastructure.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Miles of new track	Miles	1.89
Other	Port Improvements	EA	1

Date 09/28/2023 10:57:02

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	385,846	387,511	-1,665
	TCEP	Change in Daily Truck Hours of Delay	Hours	45,981	48,136	-2,155
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	106,962	111,458	-4,496
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	8,056,000	6,922,000	1,134,000
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	173,737	177,768	-4,031
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1.68	0	1.68
			PM 10 Tons	1.76	0	1.76
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	157,548	0	157,548
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	2.16	0	2.16
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1.43	0	1.43
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-114	0	-114
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	199	0	199
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,306	0	1,306
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.57	0	3.57

District	County	Route	EA	Project ID	PPNO
75	Los Angeles County		4		

Project Title

America's Green Port Gateway: Pier B Early Rail Enhancements Project - East Expansion

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)									City of Long Beach
PS&E									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									City of Long Beach
TOTAL									

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)	3,000							3,000	
PS&E	4,000							4,000	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)		1,929			496			2,425	
R/W	5,708							5,708	
CON		35,523	5,036	11,269	1,402			53,230	
TOTAL	13,708	37,452	5,036	11,269	1,898			69,363	

Fund #1: Federal Disc. - Port Infrastructure Development Program (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					496			496	
R/W									
CON		116	5,036	11,269	1,402			17,823	
TOTAL		116	5,036	11,269	1,898			18,319	

Fund #2:	Local Funds - Port Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Port of Long Beach
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E	4,000							4,000	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	5,708							5,708	
CON									
TOTAL	13,708							13,708	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional Funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,157						1,157	
R/W									
CON		21,244						21,244	
TOTAL		22,401						22,401	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State Funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)		772						772	
R/W									
CON		14,163						14,163	
TOTAL		14,935						14,935	

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/02/2023 10:15:05
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
75			6198	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Los Angeles County				City of Long Beach		
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact			Phone	Email Address		
Theresa Dau-Ngo			562-283-7182	theresa.dau-ngo@polb.com		

Project Title

America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility

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

Within the City of Long Beach s Harbor Department (known as Port of Long Beach) at Pier B Construct:
 Locomotive Facility
 - A new 24-locomotive support facility, with the capacity to expand to 30 locomotives
 - A new fourth mainline creating a 10,000-foot support track enabling rail operators to separate motive power from rail cars without blocking adjacent tracks or being "trapped" in on-dock terminals

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	06/01/2020	06/01/2020
Circulate Draft Environmental Document Document Type EIS	06/01/2020	06/01/2020
Draft Project Report	10/18/2022	10/18/2022
End Environmental Phase (PA&ED Milestone)	02/25/2022	02/25/2022
Begin Design (PS&E) Phase	05/18/2021	05/18/2021
End Design Phase (Ready to List for Advertisement Milestone)	02/29/2024	02/29/2024
Begin Right of Way Phase	05/18/2021	05/18/2021
End Right of Way Phase (Right of Way Certification Milestone)	11/17/2023	11/17/2023
Begin Construction Phase (Contract Award Milestone)	08/06/2024	08/06/2024
End Construction Phase (Construction Contract Acceptance Milestone)	11/14/2025	11/14/2025
Begin Closeout Phase	11/17/2025	11/17/2025
End Closeout Phase (Closeout Report)	08/19/2026	08/19/2026

Date 11/02/2023 10:15:05

Purpose and Need

The Project is one of twelve components of the Pier B On-Dock Rail Support Facility Program (Program). The Locomotive Facility will build a new 24-locomotive support facility, with capacity to expand to 30 locomotives and a new fourth mainline creating a 10,000-foot support track enabling rail operators to separate motive power from rail cars without blocking adjacent tracks or being “trapped” in on-dock terminals. The purpose of the Program, which would reconfigure and expand the Pier B On-Dock Rail Support Facility, is to:

- Relieve current inefficiencies and bottlenecks in the POLB rail cargo handling system.
- Provide a sufficient facility to accommodate the anticipated increase in cargo volume and demand for rail transport of that cargo into the foreseeable future.
- Support the transition to a more efficient, more economically competitive, and less polluting freight transport system as envisioned in the California Sustainable Freight Action Plan (State of California 2016).
- Support the shared goals of local and regional transportation agencies to increase Port, rail, and highway capacities.
- Promote a mode shift from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards.
- Maximize on-dock rail operations to a targeted goal of 30 to 35 percent of containers handled by the Port, as defined in the 2006 Port Rail Study Update (POLA and POLB 42006).
- Improve motorist and rail safety by eliminating an existing at-grade crossing where 9th Street meets Pico Avenue.

There is a need to expand and improve the Pier B Rail Yard to accommodate current and future demand for container handling by rail, which has been increasing over time and is expected to continue to increase through the next decade (San Pedro Bay Long-term Unconstrained Cargo Forecast 2016). In addition to growth in overall demand, typical container trains have been increasing in length from 8,000 feet to 10,000 feet and longer. These two factors have made it necessary for the POLB to consider options for maximizing efficient container management into the future. The ability of the POLB to handle increasing container demand is currently limited, and longer trains (8,000 feet or more) must be broken down into smaller units to have them loaded via the existing POLB on-dock facilities. Because there currently is no space within the POLB that can handle the assembly/disassembly of the longer trains, requiring track space at varying locations in the Port, including main line tracks. Expansion of the existing Pier B Rail Yard was identified by the POLB as the most efficient and cost effective solution to address the Port’s rail needs with least impact to the Port’s existing operations. The Pier B Rail Yard does not currently have space to handle 10,000-foot-long trains without using tracks outside the rail yard, which causes delays at grade crossings in the vicinity. Therefore, the proposed Project is needed for more efficient and rational rail operations; both within and to/from the San Pedro Bay Port Complex; to address the physical deficiencies and shortcomings of the existing Pier B Rail Yard with respect to supporting on-dock rail operations, and to address local roadway deficiencies and enhance utilities and aging infrastructure.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
---	------------------	---

Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO
--	--

Project Outputs

Category	Outputs	Unit	Total
Other	Port Improvements	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	385,846	387,511	-1,665
	TCEP	Change in Daily Truck Hours of Delay	Hours	45,981	48,136	-2,155
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	106,962	111,458	-4,496
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	8,052,000	6,922,000	1,130,000
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	173,737	177,768	-4,031
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	1.68	0	1.68
			PM 10 Tons	1.76	0	1.76
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	157,548	0	157,548
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	2.16	0	2.16
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1.43	0	1.43
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-114	0	-114
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	199	0	199
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,306	0	1,306
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.57	0	3.57

District	County	Route	EA	Project ID	PPNO
75	Los Angeles County				6198

Project Title

America's Green Port Gateway: Pier B Early Rail Enhancements Project - Locomotive Facility

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)	3,000							3,000	City of Long Beach
PS&E	3,000							3,000	City of Long Beach
R/W SUP (CT)	1,000							1,000	City of Long Beach
CON SUP (CT)				279		63		342	City of Long Beach
R/W	5,811							5,811	City of Long Beach
CON		33,106	5,983	5,412				44,501	City of Long Beach
TOTAL	12,811	33,106	5,983	5,691		63		57,654	

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)	3,000							3,000	
PS&E	3,000							3,000	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)				279		63		342	
R/W	5,811							5,811	
CON		33,106	5,983	5,412				44,501	
TOTAL	12,811	33,106	5,983	5,691		63		57,654	

Fund #1:	Federal Disc. - Port Infrastructure Development Program (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)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)				279		63		342	
R/W									
CON			5,983	5,412				11,395	
TOTAL			5,983	5,691		63		11,737	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				279		63		342	
R/W									
CON			5,983	5,412				11,395	
TOTAL			5,983	5,691		63		11,737	

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.723.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,242						13,242	
TOTAL		13,242						13,242	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									States TCEP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,242						13,242	
TOTAL		13,242						13,242	
Fund #3:	Local Funds - Port Funds (Committed)								
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)	3,000							3,000	Port of Long Beach
PS&E	3,000							3,000	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	5,811							5,811	
CON									
TOTAL	12,811							12,811	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	3,000							3,000	
PS&E	3,000							3,000	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	5,811							5,811	
CON									
TOTAL	12,811							12,811	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									30.20.723.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		19,864						19,864	
TOTAL		19,864						19,864	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Regional TCEP share
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		19,864						19,864	
TOTAL		19,864						19,864	

Complete this page for amendments only

Date 11/02/2023 10:15:05

District	County	Route	EA	Project ID	PPNO
75	Los Angeles County				6198

SECTION 1 - All Projects

Project Background

printing for baseline agreement

Programming Change Requested

Reason for Proposed Change

printing for baseline agreement

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)

printing for baseline agreement

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



Pier B On-Dock Rail Support Facility Program: Early Rail Enhancements Project

Project Report

October 2022

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

John Chun

10/27/22

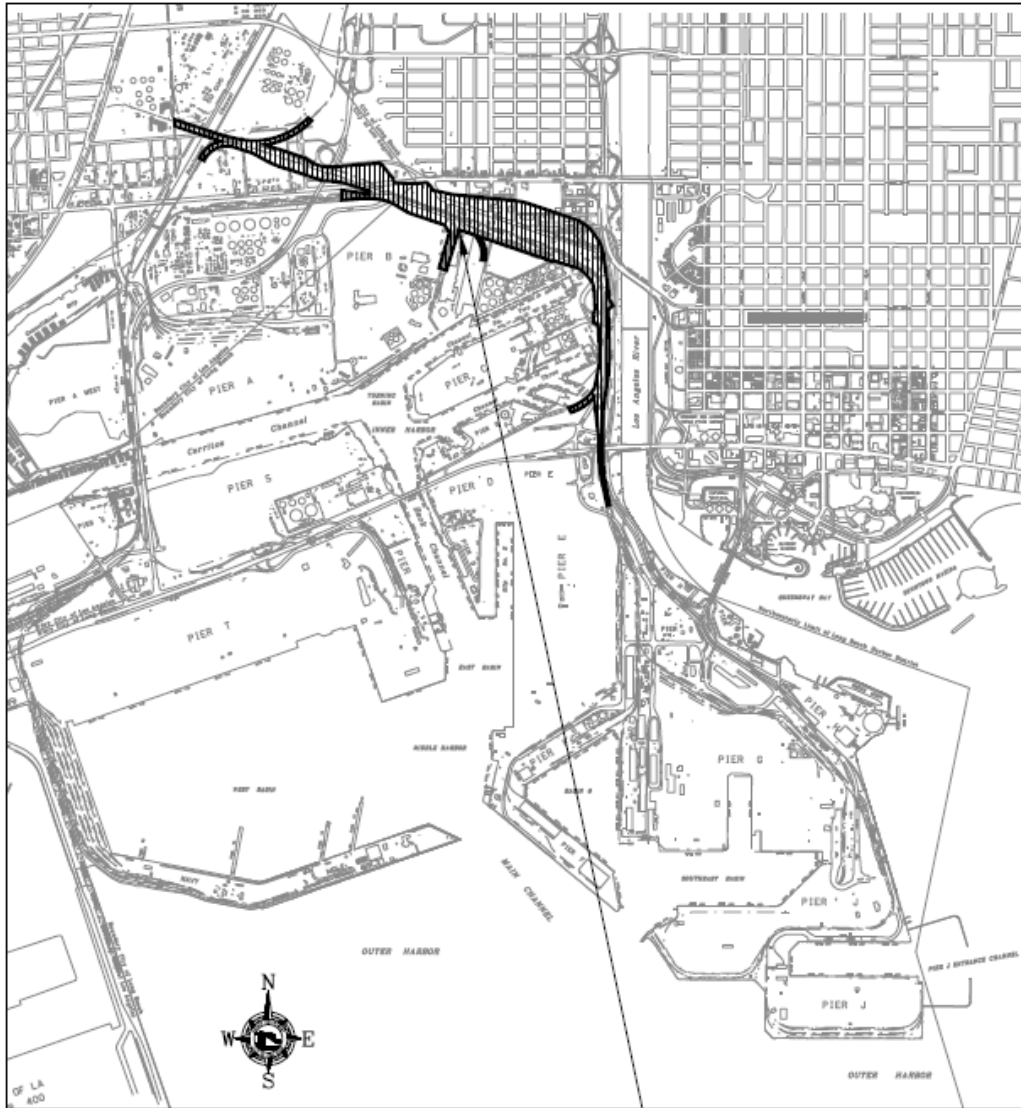
REGISTERED CIVIL ENGINEER

DATE



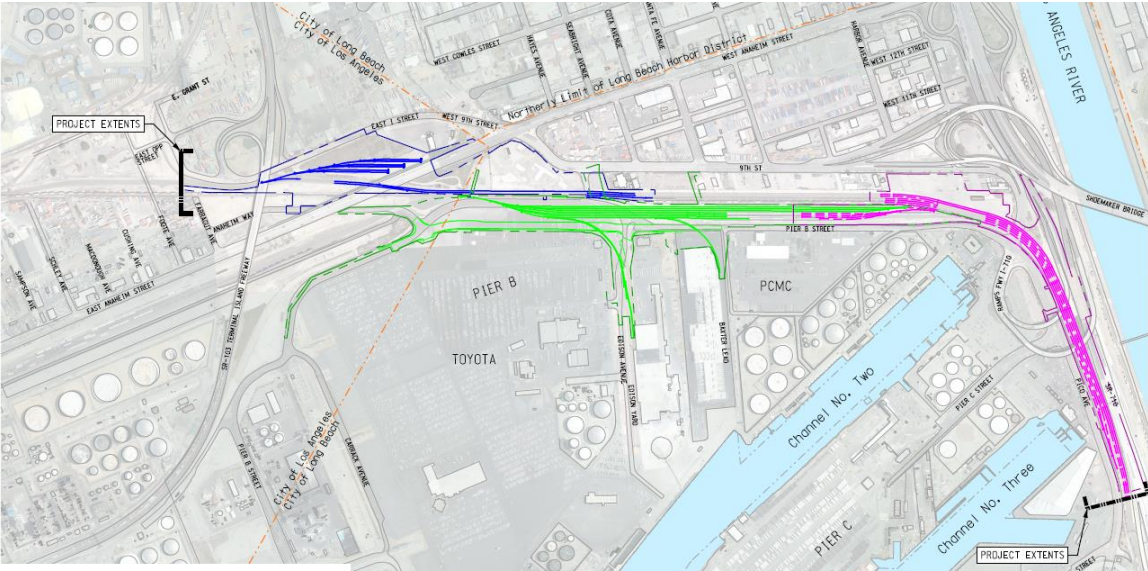
Project Vicinity Map

PIER B ON-DOCK RAIL SUPPORT FACILITY PROGRAM



PROJECT LOCATION

Project Limits Map



- LEGEND**
- EXISTING TRACK
 - PROPOSED PIER B RAIL YARD LOCOMOTIVE FACILITY
 - PROPOSED PIER B RAIL YARD EAST EXPANSION
 - PROPOSED PIER B RAIL YARD WEST EXPANSION & PIER B ST REALIGNMENT
 - - - - - CITY BOUNDARY

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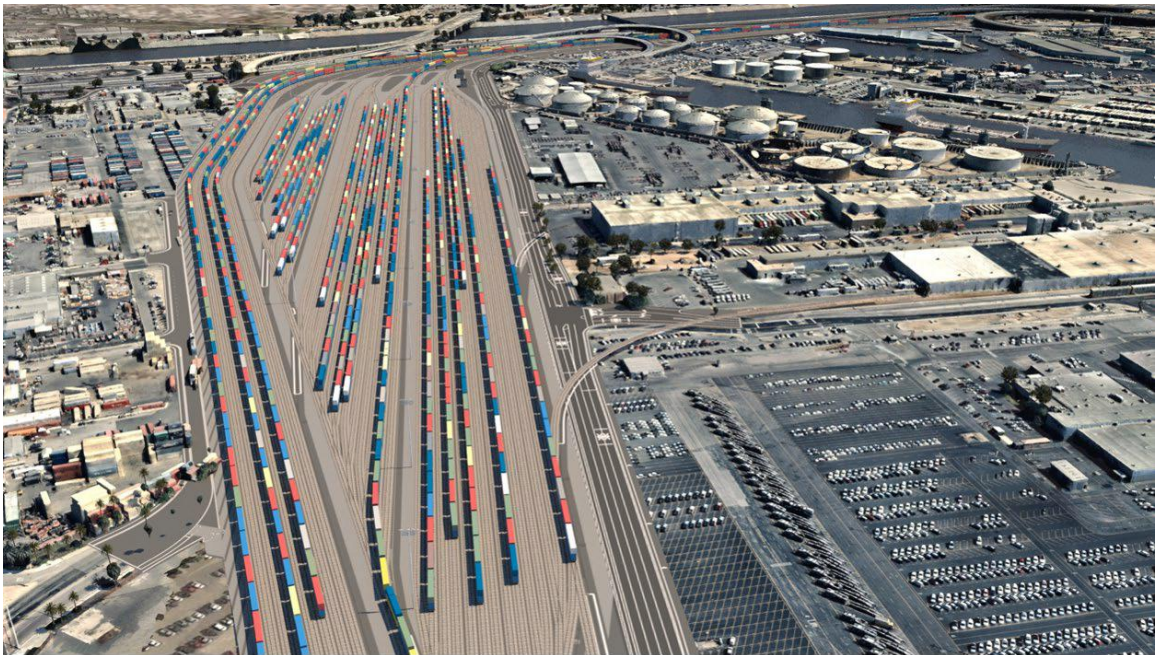
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1. INTRODUCTION

Project Description:

To enhance its operational excellence and competitiveness, Port of Long Beach (POLB) plans to improve terminal efficiency by investing in its rail network. To relieve terminal and roadway congestion, future on-dock rail terminal operations will involve increased movements of intermodal rail cars into and out of supporting yards with greater speed to accommodate long unit trains in POLB. The Program includes reconfiguring, expanding, and enhancing the capacity of the existing Pier B Rail Facility, which is located along Pier B Street. The Program will provide a nearby train marshaling area to receive and manage the cargo volume growth and cargo surges, will provide a destination for westbound trains that currently are not able to enter POLB when on-dock track space is unavailable, and will allow multiple marine terminals to send cuts of rail cars to be assembled into destination trains. Figure 1-1 depicts a conceptual rendering of the Program once the full build-out is completed.

Figure 1-1. Conceptual Pier B On-Dock Rail Support Facility Program Rendering



The Program proposes to:

- Relocate existing mainline tracks into the North Harbor area.
- Reconfigure existing tracks and add tracks to allow for five 10,000-foot-long arrival/departure tracks, with direct connection to the on-dock rail facilities and the Alameda Corridor.
- Provide for additional rail car storage and staging with 38 storage tracks totaling 93,000 track-feet.

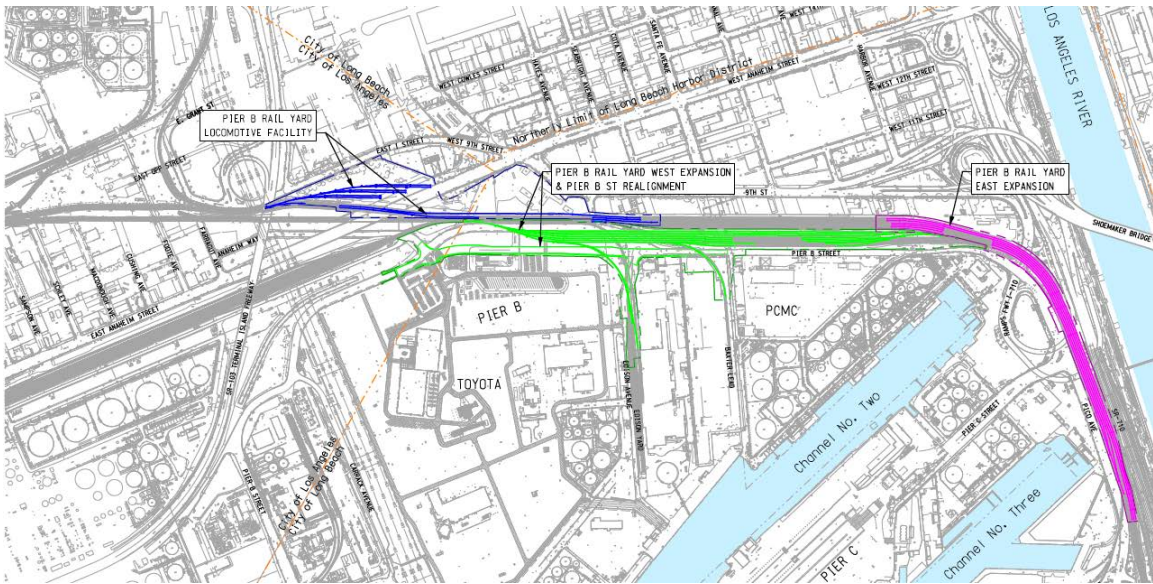
- Construct a locomotive storage and fueling facility .
- Relocate and/or reconfigure four at-grade railroad crossings on Anaheim Way, Edison Avenue, and Pier B Street.
- Realign Pico Avenue to provide space for the expanded rail corridor.
- Widen and realign Pier B Street to improve safety and truck traffic.
- Provide efficient street lighting and rail yard lighting.
- Partially remove the Shoemaker Bridge ramps.
- Remove existing streets between 9th Street and 12th Street in the North Harbor area.
- Widen the existing Dominguez Channel Bridge to accommodate an additional track.
- Provide crash walls to protect existing SR-103 (Terminal Island Freeway) and Anaheim Street overcrossing bridge columns.
- Construct retaining and tie-back walls along I-710 to accommodate up to eight railroad tracks.
- Modify existing Berth 54 Crescent Warehouse to accommodate Pico Avenue realignment.
- Relocate existing Los Angeles County LA-04 Pump Station.
- Relocate agency-owned utilities outside of the rail corridors.
- Coordinate Third-Party utility relocations outside of the rail corridors.
- Relocate 16 existing active oil production associated wells outside of the rail corridors.

The full build-out of the Program strives to provide the rail infrastructure capacity that would enhance POLB competitiveness for decades to come. However, given the scale, complexity, utility, and right-of-way challenges of the fully built-out Program, it will be many years before POLB fully realizes any rail enhancement benefits. The POLB recognizes the risk that this poses on its near-term competitiveness. Early Action Build Project was identified, conceptualized, and designed to address perceived near-term rail car storage and long-track capacity deficiencies. The early action build project was subsequently named Early Rail Enhancements Project (Project) and will be constructed in phases per the following:

- Phase I - East Expansion
- Phase II - Locomotive Facility
- Phase III - West Expansion & Pier B Street Realignment

Completion of Early Rail as soon as practical within the Program will provide much-needed relief to an already stressed rail network and allow POLB to retain more discretionary cargo by enhancing its competitiveness. The POLB plans to complete construction of near-term enhancements of the Phase III and have them in operation by December 2027. Figure 1-2 depicts the early rail enhancements project phases.

Figure 1-2. Early Rail Enhancements Project

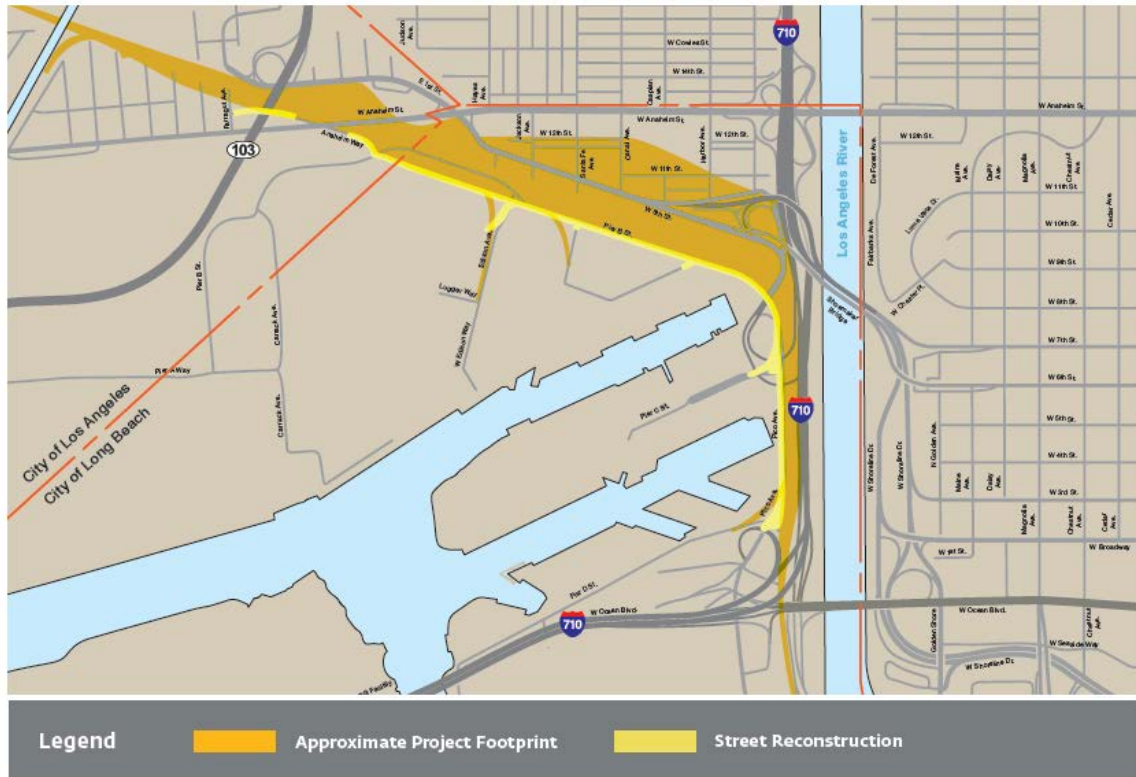


2. BACKGROUND

The Port is a primary gateway for U.S. international trade. POLB has evaluated the existing cargo movement within the Port and the existing Port infrastructure and has concluded that the most efficient means of moving the 30–35 percent anticipated cargo increase to its ultimate destination is by rail. This is relative to POLB’s goal to provide a sufficient facility to accommodate the anticipated increase in cargo volume and demand for rail transport of that cargo into the foreseeable future. POLB’s goal for the proposed Project would be to transfer containers directly to rail, assemble trains carrying an average of 250 containers each, and dispatch those trains to their respective Class I railroad main lines as quickly as possible. POLB has determined that modifying the existing on-dock facilities rather than constructing a new facility would be the most efficient method for handling transfer of the anticipated cargo load. Both near-dock and off-dock facilities assist in this effort. To the extent that more containers can be handled via the on-dock facilities, rather than near- and off-dock facilities, cargo-handling would be more efficient.

The Pier B Rail Yard is a critical component of overall goods movement handling within the Port because it is the only rail-serving facility within the entire San Pedro Bay Ports (SPBP) Complex that can assist the on-dock terminals with the task of assembling trains and dispatching them onto the Alameda Corridor and then to the Class I railroad main lines. However, it does not have the necessary storage tracks or sufficient track lengths to handle the longer trains that are becoming standard.

Figure 2-1. Project Location Map



3. PURPOSE AND NEED

Purpose:

The purpose of the proposed Project, which would reconfigure and expand the Pier B On-Dock Rail Support Facility is to:

- Relieve current inefficiencies and bottlenecks in the POLB rail cargo handling system.
- Provide a sufficient facility to accommodate the anticipated increase in cargo volume and demand for rail transport of that cargo into the foreseeable future.
- Support the transition to a more efficient, more economically competitive, and less polluting freight transport system as envisioned in the California Sustainable Freight Action Plan (State of California 2016).
- Support the shared goals of local and regional transportation agencies to increase Port, rail, and highway capacities.
- Promote a mode shift from containers shipped by truck to near-dock and/or off-dock facilities to containers shipped by rail from the on-dock and supporting rail yards.
- Maximize on-dock rail operations to a targeted goal of 30 to 35 percent of containers handled by the Port, as defined in the 2006 Port Rail Study Update (POLA and POLB 2006).

- Receive and depart, within the confines of the rail yard, up to 10,000-foot-long trains to accommodate the increasing use of such trains by the Class I railroads.
- Improve motorist and rail safety by eliminating an existing at-grade crossing where 9th Street meets Pico Avenue.
- Enhance sustainability and achieve clean energy goals by implementing Envision Gold requirements and accommodating infrastructure to integrate future innovation and technology such as Zero Emission Locomotives and safety-improving yard automation components.

Need:

There is a need to expand and improve the Pier B Rail Yard to accommodate current and future demand for container handling by rail, which has been increasing over time and is expected to continue to increase through the next decade. In addition to growth in overall demand, typical container trains have been increasing in length from 8,000 feet to 10,000 feet and greater. These two factors have made it necessary for the POLB to consider options for maximizing efficient container management into the future.

POLB's ability to address increasing demand for cargo handling by rail to and from the Port is currently limited. Longer trains (8,000 feet or more) must be broken down off site into smaller units, called cuts, that are then moved into the Port to have them loaded via the existing POLB on-dock facilities because there is currently no space within the Port that can handle the assembly/disassembly of the longer trains. This movement of cuts requires track space, including active main line tracks, at various locations in the Port. Expansion of the existing Pier B Rail Yard was identified by the POLB as the most efficient and cost-effective solution to address the Port's rail needs with the least impact on the Port's existing operations. The Pier B Rail Yard does not currently have space to handle 10,000-foot-long trains that are becoming more common as the industry evolves, without using tracks outside the rail yard. Delays at grade crossings in the vicinity are caused by needing to use tracks outside the existing rail yard. Therefore, the proposed Project is needed for more efficient and rational rail operations, both within and to/from the SPBP Complex to address the physical deficiencies and shortcomings of the existing Pier B Rail Yard with respect to supporting on-dock rail operations, and to address local roadway deficiencies and enhance utilities and aging infrastructure.

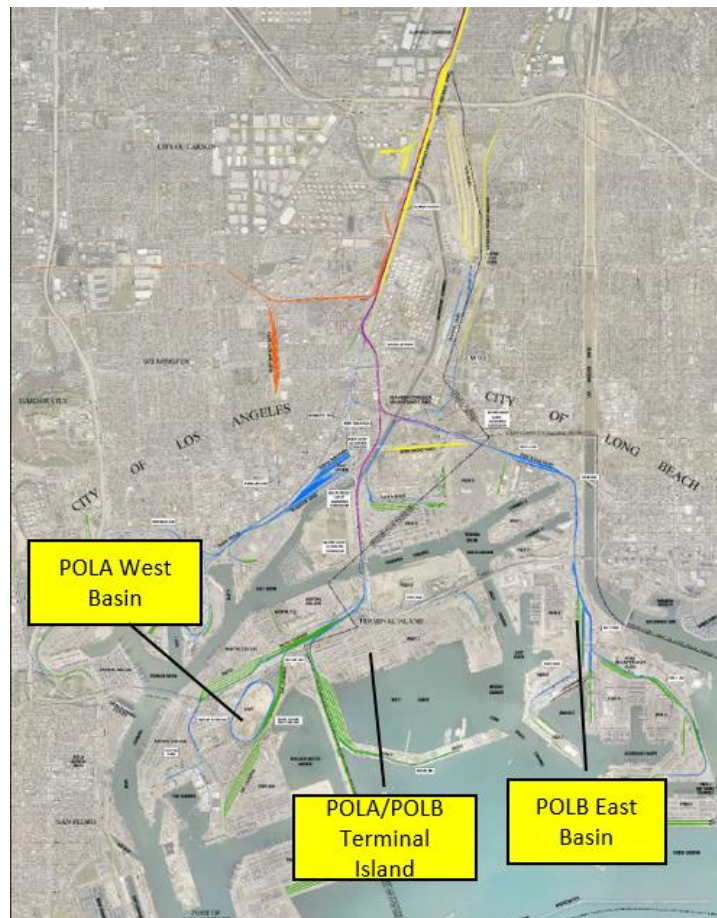
The need for the proposed Project as underscored by the currently deficient rail operations, existing site operations and deficiencies, and local roadway and utility deficiencies is discussed throughout the Final Environmental Impact Statements.

4. TRAFFIC IMPROVEMENTS

San Pedro Bay Ports Overview:

POLB and Port of Los Angeles (POLA), the largest port complex in the Western Hemisphere, are both part of the San Pedro Bay (SPB) Ports on-dock rail network. Within SPB, there are 12 marine container terminals connected to the on-dock rail system. The SPB marine terminals are spread across three rail-served areas: 1) West Basin (POLA), 2) Terminal Island (POLA/POLB), and 3) East Basin (POLB). This rail network is served by two Class I railroads, BNSF Railway (BNSF) and Union Pacific Railroad (UP). Both ports are serviced by Pacific Harbor Lines (PHL), a short-line carrier that operates over port, terminal, and railroad-owned track. The rail network is connected to Alameda Corridor Transportation Authority (ACTA) rail line which runs from the SBP to Downtown Los Angeles. The areas of the SPB rail system are depicted in Figure 4-1.

Figure 4-1. San Pedro Bay On-dock Rail System Areas



On-Dock Rail System Overview:

A successful intermodal on-dock system must support the requirements of the railroads and marine terminal operators. The SPB rail network provides access

between the SPB ports and the U.S. rail system for arriving westbound (WB) trains and departing eastbound (EB) trains. The intermodal marine terminals lift containers from WB trains, on their on-dock or working tracks, and load them onto outgoing vessels. Inside the marine terminals, the empty rail equipment (baretables [BTs], also referred to as double-stack cars) from the WB trains are then used to load EB containers that have arrived by vessel. There can often be an imbalance of WB and EB rail equipment to support the intermodal cycle, as some EB containers are reloaded at southern or eastern ports. This imbalance needs to be supported with additional BTs that are supplied by the railroads. Each railroad currently manages its own inventory of BTs. An example of a loaded double-stack and BT railcar are shown in Figure 4-2.

Figure 4-2. Double-stack Rail Cars, Showing Loaded and Empty Baretables



All inbound and outbound containers moved by rail in the East Basin must pass through the Project location. The four marine terminals in the East Basin currently handle approximately 4.6 million Twenty-foot Equivalent Units (TEUs) annually, with nearly 25 percent (1.1 million TEUs) moved by rail. Of the 7.9 million TEUs estimated to move through the East Basin by 2040, approximately 1.7 million are expected to move by on-dock rail, driven by demand for rail transport as an alternative to truck traffic.

Diversion of freight from truck to freight rail will reduce truck traffic on local roads and freeways to help reduce vehicle emissions and make for a safer roadway network. For example, one 10,000-foot train can eliminate as many as 750 truck movements from local roads and freeways. Track infrastructure improvements also support Pacific Harbor Line (PHL) operations by improving freight rail capacity and efficiency, reducing conflicting freight train movements and unnecessary switching

5. DEFICIENCIES

On-dock Rail Challenges:

The biggest challenge in the current SPB on-dock rail system is the lack of long tracks suitable for arriving and departing full-length trains. Longer trains often have to arrive and depart far from the terminals and are broken or made up by shuttle rail movements to and from the terminals.

Lack of a steady car supply is also a major issue. WB trains are often delayed en route, creating temporary shortages of cars for marine terminals to efficiently load EB containers. Most of the marine terminals in the East Basin, especially the smaller terminal Piers G, J, and A, have little or no storage capacity to hold WB cars. This creates further difficulties in providing a reliable supply of cars for EB loading.

The smaller marine terminals need to create large enough blocks of cars to meet railroad destination length minimums. The ability to store these loaded EB cars outside of the terminals is critical to maintaining terminal efficiency and capacity. In addition, the ability to aggregate EB destination cars from multiple terminals provides a way to create smaller destination blocks more quickly, reducing container transit times to these destinations.

6. CORRIDOR AND SYSTEM COORDINATION

The Project is consistent with regional transportation plans and policies. Policy makers at South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB), and Southern California Association of Governments (SCAG) have supported POLB's overall efforts to expand the use of on-dock rail, including POLB's goal to handle 35 percent of all container cargo by rail in 2040. SCAG updated its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which demonstrates how Southern California goals for mobility and air quality will be achieved in the years 2020–2045.

The Project, identified as RTP/SCS ID LA0C8094, is included in the final Connect So Cal list of financially constrained projects, and the list of short-term Goods Movement projects (F.2-LB). The Project is not affected by the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.

POLA and POLB are served by two Class I railroads: UP and BNSF. PHL is a rail switching company that is responsible for building the trains that UP and BNSF transport outside the ports. North of the harbor area, the POLA-POLB are served by ACTA through the Alameda Corridor, which opened in 2002. All Port-related trains of the UP and the BNSF use the Alameda Corridor to access the railroads' mainlines, which begin just east of the Los Angeles River and west of the Cities of Vernon and Commerce. Port trains use either the BNSF-San Bernardino Subdivision, the UP Los Angeles Subdivision, or the UP Alhambra Subdivision. Figure 6-1 illustrates the rail network serving the POLA-POLB on the local level.

7. ALTERNATIVES

Full Build-Out of the Pier B On-Dock Rail Support Facility:

Multiple alternatives were evaluated based on estimated costs, estimated construction duration, estimated level of effort during design and environmental permit reviews, risk of train derailment and rail operation impact, traffic impact during construction, level of effort to transition to the future Pier B On-Dock Rail Support Facility project, and constructability requirements. Maritime Administration (MARAD) completed a thorough and objective review of a range of reasonable alternatives in accordance with CEQ regulations (40 CFR 1502.14). MARAD established a two-step screening process to identify a range of reasonable rail support alternatives that were capable of achieving the Purpose and Need for MARAD's Preferred Alternative.

The alternatives considered included three build alternatives:

- 12th Street Alternative (Preferred)
- 10th Street Alternative
- 9th Street Alternative
- No Action Alternative

Table 7-1 list the comparison of Pier B On-Dock Rail Support Facility Alternatives.

Table 7-1. Comparison of Pier B On-Dock Rail Support Facility Alternatives

	Existing Configuration (No Action)	Proposed Project (12 th Street)	10 th Street Alternative	9 th Street Alternative
Total Area (gross acres)	82	171	155	140
Total Number of Tracks	12 existing tracks: <ul style="list-style-type: none"> • 2 main line tracks • 10 yard tracks • 0 arrival/ departure tracks 	48 total tracks (new + existing): <ul style="list-style-type: none"> • 2 main line tracks (existing) • 41 yard tracks (31 new) • 5 arrival/ departure tracks (5 new) 	34 total tracks (new+ existing): <ul style="list-style-type: none"> • 2 main line tracks (existing) • 29 yard tracks (19 new) • 3 arrival/ departure tracks (3 new) 	21 total tracks (new + existing): <ul style="list-style-type: none"> • 2 main line tracks (existing) • 16 yard tracks (6 new) • 3 arrival/ departure tracks (3 new)
Dominguez Channel Bridge	No change	1 track added	1 track added	No change
Pico Avenue Corridor	No change	Realign street westerly; add 4 tracks	Realign street westerly; add 2 tracks	Realign street westerly; add 2 tracks
Permanent Street Closures	<u>COLB:</u> No streets would require closure. <u>COLA:</u> No streets would require closure. <u>Shoemaker Ramps:</u>	<u>COLB:</u> Portions of the following roads would be closed: <ul style="list-style-type: none"> • Edison Avenue • Jackson Avenue • Santa Fe Avenue 	<u>COLB:</u> Portions of the following roads would be closed: <ul style="list-style-type: none"> • Edison Avenue • Jackson Avenue • Santa Fe Avenue • Canal Avenue 	<u>COLB:</u> Portions of the following roads would be closed: <ul style="list-style-type: none"> • Edison Avenue • Jackson Avenue • Santa Fe Avenue • Canal Avenue

Table 7-1. Comparison of Pier B On-Dock Rail Support Facility Alternatives

	Existing Configuration (No Action)	Proposed Project (12th Street)	10th Street Alternative	9th Street Alternative
	The Shoemaker ramps would remain unchanged.	<ul style="list-style-type: none"> • Canal Avenue • Caspian Avenue • Harbor Avenue • 9th, 10th, 11th, and 12th Streets • Fashion Avenue <p><u>COLA:</u> Portions of the following roads would be closed:</p> <ul style="list-style-type: none"> • Farragut Avenue • Foote Avenue • Cushing Avenue • Macdonough Avenue • Schley Avenue <p><u>Shoemaker Ramps:</u> The Shoemaker ramps are removed.</p>	<ul style="list-style-type: none"> • Caspian Avenue • Harbor Avenue • 9th and 10th Streets <p><u>COLA:</u> Portions of the following roads would be closed:</p> <ul style="list-style-type: none"> • Farragut Avenue • Foote Avenue • Cushing Avenue • Macdonough Avenue • Schley Avenue <p><u>Shoemaker Ramps:</u> The Shoemaker ramps would be reconfigured to maintain a connection between Anaheim Street and downtown via Harbor Avenue.</p>	<ul style="list-style-type: none"> • Caspian Avenue • 9th Street <p><u>COLA:</u> Portions of the following roads would be closed:</p> <ul style="list-style-type: none"> • Farragut Avenue • Foote Avenue • Cushing Avenue • Macdonough Avenue • Schley Avenue <p><u>Shoemaker Ramps:</u> The Shoemaker ramps would remain unchanged.</p>

Proposed Full Build Project (12th Street Alternative):

The Proposed Action involves the reconfiguration and expansion of the existing 82-acre Pier B On-Dock Rail Support Facility. The proposed Project would be constructed within a contiguous 171-acre footprint in three phases over an estimated 7 years. Figure 7-1 shows the proposed Project components. Components of the proposed Project would include the following:

- Adding 31 yard tracks and five arrival/departure tracks, thereby expanding the yard from an existing 12 tracks (2 main line tracks, 10 yard tracks, and no arrival/departure tracks) to a total of 48 tracks (2 main line tracks, 41 yard tracks, and five arrival/departure tracks).
- Providing for up to 10,000-foot-long receiving/departure tracks.
- Widening the existing rail bridge over Dominguez Channel to accommodate one additional track.
- Realignments and closures of some roadways would be required to accommodate the expanded rail yard. Pier B Street would be realigned to the south, its geometrics would be improved, and two lanes of traffic in each direction would be provided.
- The realignment of Pier B Street would require the reconstruction of two intersections at Anaheim Way and Edison Avenue.
- The existing at-grade 9th Street railroad grade crossing would be closed and the existing access ramps to the Shoemaker Bridge would be removed.

- Pico Avenue would be realigned to the west beginning at the Interstate (I-) 710 ramps south to approximately Pier D Street, allowing space for four additional tracks between Pico Avenue and I-710.
- Areas needed for new rail tracks would require the closure of portions of 9th, 10th, 11th, and 12th Streets and Edison, Jackson, Santa Fe, Canal, Caspian, Harbor, and Fashion Avenues between Anaheim Street to the north and Pier B Street to the south, in the City of Long Beach (COLB).
- Portions of Farragut, Foote, Cushing, Macdonough, and Schley Avenues would be closed in the vicinity of existing railroad right-of-way (ROW) in the City of Los Angeles (COLA).

Figure 7-1. Proposed Project 12th Street Alternative Components



10th Street Alternative:

Project Elements

Railroad Track Work

The 10th Street Alternative would be similar to the proposed Project, except that the footprint would not extend as far north as the proposed Project. The 10th Street Alternative would be constructed between Pier B Street and the main line track, to the north of 10th Street from approximately the Anaheim Street Overhead to the 9th Street/I-710 freeway ramps. The yard would be expanded from 12 to 34 tracks, including 29 yard tracks (10 existing, 19 new) and 3 arrival/departure tracks (all new; currently there are none). The two existing main line tracks would be realigned.

Road Work

Road work for the 10th Street Alternative in COLB would be similar to the proposed Project, with the following exceptions: the new rail lines would force the closure of all or portions of Edison, Jackson, Santa Fe, Canal, Caspian, and Harbor Avenues and 10th Street between 11th Street and Pier B Street. The Shoemaker ramps would be reconfigured to maintain the connection between Anaheim Street and downtown Long Beach via Harbor Avenue. The changes in COLA would be the same as the proposed Project.

Utility Work

Utility work for the 10th Street Alternative would be the same as that described under the proposed Project.

9th Street Alternative:

Project Elements

The 9th Street Alternative would be similar to the proposed Project, except the facility would have fewer arrival/departure and yard tracks, and less road reconstruction would be necessary. The number of rail cars and trains that could be accommodated would be less than under the proposed Project.

Railroad Track Work

Railroad track work for the 9th Street Alternative would be similar to the proposed Project, except that new tracks would be constructed between Pier B Street and 9th Street (instead of 12th Street) from the Anaheim Street Overhead to the 9th Street/I-710 ramps. The yard would be expanded from 12 to 21 tracks, including 16 yard tracks, 6 of which would be new, and 3 new arrival/departure tracks (currently there are none). The 2 existing main line tracks would be relocated to the north side of the yard and extended west and south.

Road Work

Road work involved with the 9th Street Alternative in COLB would be similar to that for the proposed Project, with the following exceptions: the new rail lines would require Edison, Jackson, Santa Fe, Canal, and Caspian Avenues to dead-end at 9th Street. The Shoemaker ramps would not be removed or realigned under the 9th Street Alternative. Changes in COLA would be the same as described for the proposed Project.

Utility Work

Utility work for the 9th Street Alternative would be the same as that described under the proposed Project, although the area affected would be smaller.

No Action Alternative:

The No Action Alternative refers to the continuation of existing conditions of the affected environment, without implementation of the proposed Project or the 10th St or 9th St alternatives. Inclusion of the No Action Alternative is prescribed by the CEQ's NEPA implementing regulations and serves as a benchmark against which federal actions can be evaluated. Under the No Action Alternative, normal ongoing operations and maintenance activities would continue. The existing Pier B Rail Yard's function would continue as it is able. The yard would continue to have 2 main line tracks, 10 yard tracks, and no arrival/departure tracks. Without any improvements, the facility would not be able to meet the POLB long-term on-dock Purpose and Need of 30 to 35 percent intermodal cargo. Currently, when the rail yard reaches the limit of its ability to handle train movements, the remaining direct intermodal cargo that is not accommodated by on-dock rail yards is transported into and out of the POLB by trucks to either a near-dock yard (e.g., Intermodal Container Transfer Facility) or to one of the existing yards located in downtown Los Angeles. This often results in an increase in truck trips from the terminals served by the Pier B Rail Yard. The most recent comprehensive long-term cargo forecast for the San Pedro Bay Port completed in February 2016 projected an increase in the cargo volume handled by POLB from 8.7 million TEUs in 2020 to 15.4 million TEUs in 2035.

Under the No Action Alternative, with Pier B Rail Yard's existing limitations to handle train movements and current operations at or near practical limit, the projected increase in cargo at POLB would result in an increased volume of cargo that would need to be transported by trucks to a near-dock yard or yards in downtown Los Angeles, thereby increasing truck traffic. Under the No Action Alternative, the existing at-grade crossing located at the intersection of 9th Street and Pico Avenue would remain in place, forcing increasing numbers of extra train movements (i.e., splitting and building the train) to keep the road open. This requirement would limit the ability of the Pier B Rail Yard to efficiently receive and depart intermodal trains. An estimated five to seven trains per day are currently departing the yard, and the baseline is estimated to be seven trains per day, on average, which reflects operations at capacity.

As part of the No Action Alternative, Pier B Street would not be improved. The roadway would remain poorly aligned and continue with at-grade rail crossings. The Shoemaker ramps would not be removed or realigned, and vehicles would continue to have access to the ramps. None of the roadways would be closed. The No Action Alternative would not result in any property acquisition or business relocations, and it would not displace any people or businesses. The No Action Alternative does not meet the Purpose and Need for the Project. CFR Title 40, Section 1502.14(d) guidelines require a No Action Alternative be included in the evaluation of environmental consequences; therefore, this alternative was carried forward for detailed analysis.

Selected Alternative:

The CEQ regulations (40 CFR 1502.14(e)) require that a lead agency identify its Preferred Alternative in the Final EIS and identify the Environmentally Preferred Alternative (40 CFR 1505.2(b)) in the Record of Decision (ROD). MARAD's Preferred Alternative is the alternative "the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical and other factors." The Environmentally Preferred Alternative is the alternative that best promotes the national environmental policies incorporated into Section 101 of NEPA. In general, this would be the alternative that results in the least impact on the environment while still meeting the Purpose and Need, and that best protects natural and cultural resources.

The Approving Official for the Project EIS ROD has selected the Preferred Alternative based on a review of "each alternative's ability to fulfill the agency's mission while considering their economic and environmental impacts, and technical factors." MARAD identified the proposed Project (12th Street Alternative) as meeting the Sponsor's Purpose and Need by improving safety, and with similar adverse environmental impacts as identified for the 9th Street Alternative and 10th Street Alternative. As the more comprehensive alternative, the proposed Project (12th Street Alternative) would reduce the need for additional modifications as the use of rail increases over time and the use of truck container transport diminishes.

Of all alternatives considered, the No Action Alternative has the fewest environmental impacts and is considered the Environmentally Preferred Alternative. However, the No Action Alternative does not meet the proposed Project's Purpose and Need. Of the action alternatives, the smaller footprint of the 10th Street Alternative and 9th Street Alternative would have fewer direct impacts. However, the 9th Street Alternative would not support POLB's long-term rail goals. The 10th Street Alternative would address the short-term rail container management, but the bottlenecks left would result in longer delays for trains and would increase localized air pollutant emissions over time, as compared to the proposed Project (12th Street Alternative). Based on anticipated increase in demand for rail cargo handling, the 10th Street Alternative would result in additional environmental impacts similar to, or greater than, the proposed Project (12th Street Alternative).

Early Action Build of the Pier B On-Dock Rail Support Facility:

The full build-out of the Proposed Project strives to provide the rail infrastructure capacity that sets POLB up to be competitive for decades to come. However, given the scale, complexity, significant number of utilities, and right-of-way challenges of the fully built-out Program, it will be up to 13 years before POLB realizes the full benefits. The POLB recognizes an opportunity to construct some improvements earlier in the program lifecycle to improve the Port's competitiveness and promote an early mode shift to rail in the near term. In addition, there are other terminal rail infrastructure projects expected to be completed and significantly increase rail traffic in the 2020–2025 timeframe, which further justifies early action.

Early completion of rail enhancements has been undertaken under the guidance of POLB Management as a single phase, called the Early Rail Enhancements Project, to precede the full build-out of the Program. Completion of the rail enhancements project as soon as practical within the Program will provide much-needed relief to an already stressed rail network, align POLB's and shippers' interests immediately, and allow POLB to retain more discretionary cargo in a cost-effective way before it leaves for other ports. Early Rail is necessary to keep the POLB rail service operating with projected new terminal traffic and remain competitive while the main Program is constructed. The POLB plans to complete near-term rail enhancements and have them in operation within the first 5 years of the 13-year Program.

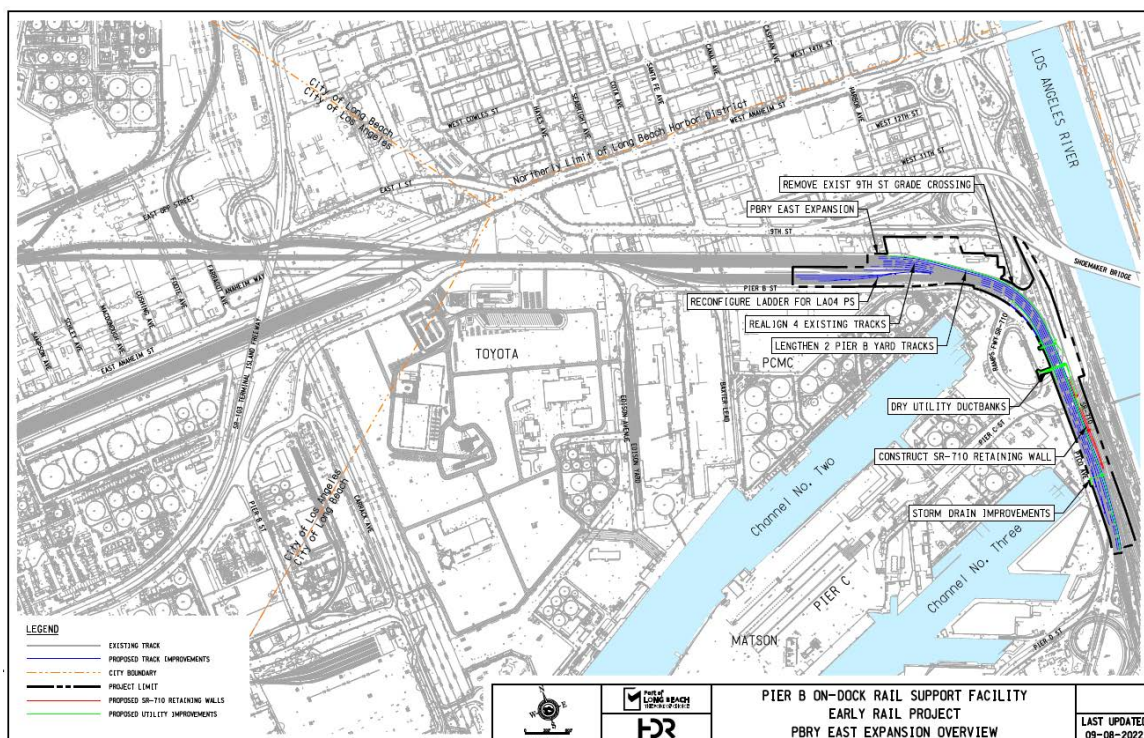
A feasibility study of the early rail enhancements project was conducted and completed in October 2020. Selection of alternatives that should make up the rail enhancements project became clear when considering the benefits each alternative will bring against the backdrop of their Early Action Premium costs, and then reviewing their implementation schedule against potential delay risks. The three phases of the early rail enhancements project will be constructed in phases as follows:

Phase I East Expansion

This phase of the work (Figure 7-2) includes the following scope:

- Removal of the existing 9th Street railroad grade crossing.
- Lengthening two Pier B yard tracks by 2,500 feet each from Harbor Avenue to Pier D, Berths 52-54.
- Realigning existing 4 tracks to accommodate future tracks.
- Constructing new I-710 retaining wall south of Pier C Street to accommodate Track expansion.
- Relocating ChemOil 10-inch oil line in conflict.

Figure 7-2. Phase I East Expansion Layout

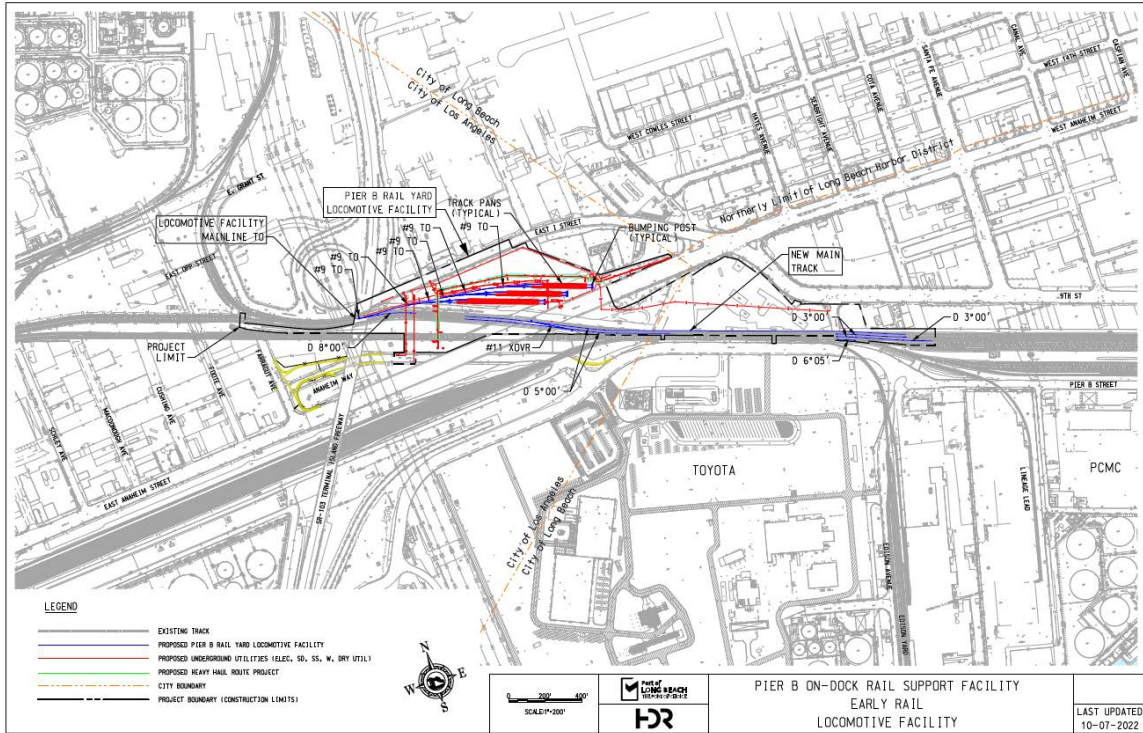


Phase II Locomotive Facility

This phase of the work (Figure 7-3) includes the following scope:

- Adding a 4th track between Anaheim Street and Edison Avenue to complete a 10,000-foot-long yard track. This includes significant earthwork, realigning track and installing turnouts.
- Constructing a 6-track, 30-locomotive support facility for refueling and light servicing of motive power.
- Making improvements along frontage to I Street.
- Relocating an LADWP 12-inch water line from East I Street.
- Installing track pans at fueling locations, an Oil-Water separator, and sewer/SD connections and possible realignment/improvements.

Figure 7-3. Phase II Locomotive Facility Layout

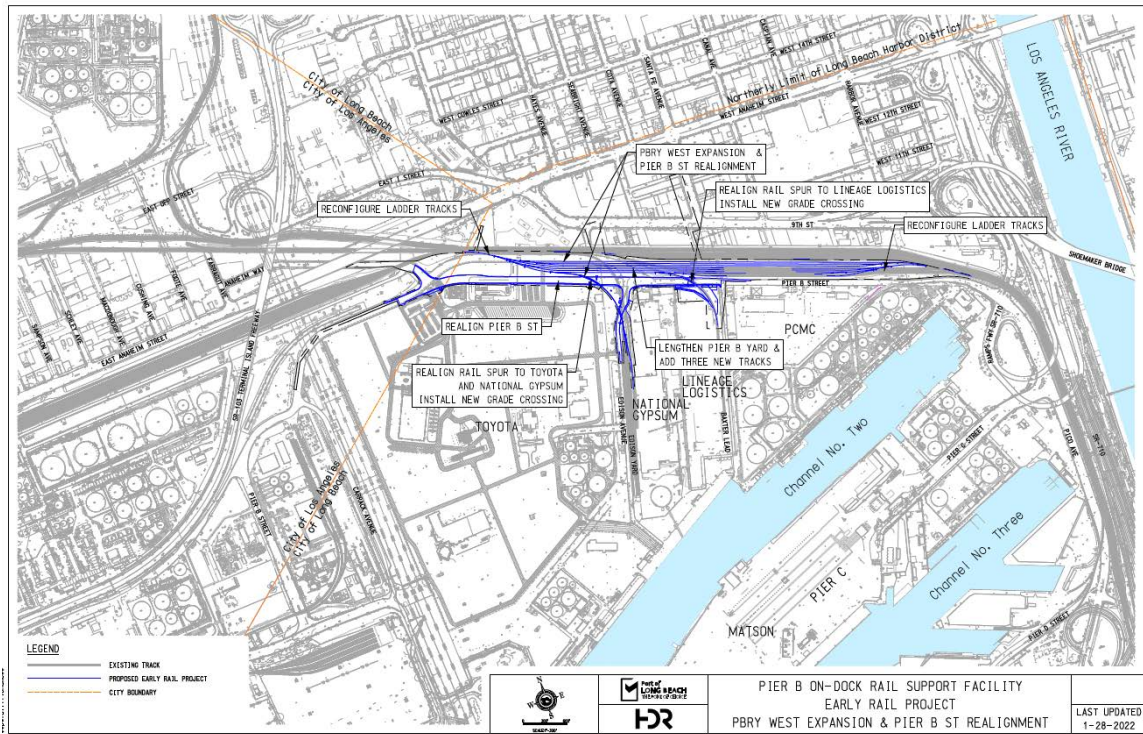


Phase III West Expansion & Pier B Street Realignment

This phase of the work (Figure 7-4) includes the following scope:

- Lengthening Pier B Yard westerly and adding three new tracks.
- Reconfiguring ladder tracks at the west and east ends of the Project limits to construct new yard lead.
- Realigning Pier B Street from Anaheim Way to Baker/Lineage Logistics.
- Raising road and installing new grade crossing.
- Realigning/reconfiguring rail spur to Toyota and National Gypsum. Installing new grade crossing.
- Modifying east yard ladder to clear space for future LA.

Figure 7-4. Phase III West Expansion & Pier B Street Realignment Layout



8. RIGHT-OF-WAY

One of the main criteria for the development of the Early Rail Enhancements Project was to ensure there are no major impacts to adjacent property owners or current Port Tenants. Table 8-1 summarizes the minor Property Acquisition for the Proposed Project.

Table 8-1. Potential Property Acquisition for the Proposed Project

Ownership	Number of Parcels	Number of Potential Partial Acquisitions	Existing Uses
Ports and COLB	2	0	Automobile cargo/storage, and bulk gypsum
COLA	0	0	
LACFCD	0	0	
Private	1	1	Commercial cold storage
Total	3	1	

9. STAKEHOLDER INVOLVEMENT

The Project is a major key component of the Port’s adopted Rail Enhancement Program, developed with community engagement and in collaboration with the POLA and the ACTA as well as railroad stakeholders: PHL, UP, and BNSF.

The Project is the product of years of stakeholder planning and collaboration. Regular updates to freight rail planning documents, include the SPBP Rail Study and the Pier B On-Dock Rail Support Facility Rail Modeling that was completed in 2010, and the recently completed Pier B Rail Yard Operation Study in June 2021.

The Pier B Rail Operation Study preferred operating plans for the proposed Pier B Yard were developed based on stakeholder preferences to use a forward-looking perspective, with most of the information gathering focused on objectives and future strategies rather than current tactics. The primary source of operating plan objectives and stakeholder requirements was meetings and interviews. Parallel to the Rail Operating Model (ROM) team, Strategic Railroad Finance (SRF) conducted interviews with the railroads and other stakeholders as a part of their study. The ROM team participated in these meetings as required. Additionally, the ROM team conducted focused interviews with the marine terminal operators to review their objectives as well as document constraints and challenges. The following stakeholders were engaged for the Yard Operation Report:

- PHL
- BSNF
- UP
- SSA – Pier A and J
- ITS – Pier G
- LBCT – Pier E/MHT
- TTI – Pier T
- TTX

The Project was identified as one of the ongoing Port projects in the recent POLB Master Plan Update. To support the development of this strategic document, the POLB engaged a broad range of stakeholders including community groups, environmental organizations, operators, tenants, and Port users.

POLB has been holding community stakeholder outreach meetings on a quarterly basis. The purpose of these meetings is for the team to provide updates to the public on status of the Project. Past meetings and information are on POLB's project website.

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

improvement projects such as expansion of the on-dock rail system including the Project, were identified and developed through collaborative input from community leaders and interest groups.

The Port of Long Beach Community Grant Program (CGP) is another tool used to work with residents and communities to foster communication and collaboration to address community needs. Within this program, community groups, local government, and non-profit organizations are encouraged to submit applications for public infrastructure, healthcare, and facility improvement projects in their community. This program is partially funded by major capital programs at the Port. If proposed projects in the Port have significant environmental impacts that cannot be mitigated, it would contribute funding to the CGP. The Project is anticipated to have no significant adverse environmental effect and is therefore categorically exempt from the provisions from CEQA and would not contribute funding to the CGP.

10. ENVIRONMENTAL COMPLIANCE

Pursuant to the California Coastal Act of 1976 (as amended) and Section 1215 of the City of Long Beach Charter, the proposed Project requires a Port Harbor Development Permit (HDP), which was issued on 1/22/2020. Issuance of an HDP requires compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The Pier B On-Dock Rail Support Facility Project environmental compliance is covered by the Approved Environmental Impact Statement (EIS) for which a Record of Decision was issued in April 2022, and the Environmental Impact Report (EIR) approved in January 2018 for the Pier B On-Dock Rail Support Facility. The EIR/EIS documents the potential impacts of the Project as well as the Mitigation Measures, Avoidance and Minimization Measures, and Best Management Practices (BMPs) that will be implemented for the proposed Project.

For the Early Rail Enhancements Project, POLB has already advanced several technical studies, permits, and approvals:

- Alternative Analysis Report / Engineering Studies – May 2010
- Initial Full Build 30% Design – March 2011
- Environmental Impact Report (CEQA) – January 2018
- Early Rail Enhancements Project Feasibility Study – completed October 2020
- Early Rail Enhancements Project 30% PSE Design – October 2020
- Updated Full Build Program 30% PSE Design – April 2021
- Environmental Impact Statement (EIS) – April 2022
- Early Rail Enhancements Project 50% PSE Design:
 - West Expansion – January 2022
 - East Expansion – March 2022
 - Locomotive Facility – April 2022

The Project received Coastal Development Permit approval from:

- City of Los Angeles – June 28, 2022
- City of Long Beach – January 22, 2018.

11. FUNDING

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

Competitive solicitations will be used to procure professional services for non-TCEP funded project components, including final engineering services for preparation of PS&E and construction phase design services for track and signal, roadway, drainage and utility, and structure design. Competitive bids will be solicited for Project construction.

Table 11-1. Project Funding Plan

Project Component	Cost	Port Funds Committed	PIDP Funds Committed	Proposed TCEP Funds
Planning & Permitting	\$1,596,731	\$1,596,731	\$0	\$0
Final Design	\$35,825,558	\$35,825,558	\$0	\$0
Bid & Award	\$2,546,290	\$1,076,444	\$0	\$1,469,846
Construction, Close-Out, Hard Cost Contingencies	\$182,140,444	\$60,869,860	\$52,300,000	\$68,970,584
Right-of-Way	\$0	\$0	\$0	\$0
Soft and Scope Contingencies	\$10,530,635	\$10,530,635	\$0	\$0
Total Future Capital Cost	\$232,639,658	\$109,899,228	\$52,300,000	\$70,440,430

The construction of the Early Rail Enhancements Project will be administered with 3 different construction contracts – one for each phase.

12. DELIVERY SCHEDULE

The schedule below is consistent with the approved Baseline Schedule, updated as of October 2022, represents the envelope of all three phases of the Early Rail Enhancements Project.

- | Phase | Date |
|---|-------------------|
| • Environmental Phase Start: | August 24, 2009 |
| • Environmental Phase End: | April 15, 2022 |
| • Design (PS&E) Phase Start: | June 10, 2020 |
| • Design Phase End: | December 10, 2025 |
| • Right-of-Way (ROW) Phase Start: | January 3, 2022 |
| • ROW Phase End: | November 20, 2025 |

- Construction Phase Start:.....May 14, 2024
- Construction Phase End:.....September 6, 2027
- Closeout Phase Start:.....November 17, 2025
- Closeout Phase End:.....June 9, 2028

The anticipated funding fiscal year for construction is 2024–2027.

13. RISKS

POLB has instituted a policy of risk assessment and mitigation to identify and document project risks before construction begins. To avoid budget overruns and project delays, a risk register is maintained throughout the project delivery process so that mitigation activities may be monitored and updated over time. This risk evaluation and mitigation process was established in 2015, and updated in 2019, to help POLB better understand and manage risks associated with each project in its extensive capital program. A risk workshop was performed for the overall Pier B Program and additional risk workshops are held for the Early Rail Enhancements Project at 50%, 100%, and Final design milestones. The most significant risks are summarized in Table 13-1 below.

Table 13-1. Risk Workshop Results

Risk	Severity	Mitigation Method
Unknown Utilities Encountered During Construction	High	Team is performing extensive utility potholing and trenching to confirm depth and locations of mapped utilities. Team has performed GPR investigations in areas of proposed utility relocations to determine if any unknown utilities can be identified that were not previously mapped.
Utility Coordination & Relocation	Medium	Team has notified and is continuing to coordinate with utility stakeholders with facilities on the project site. Relocate high-risk conflicting utilities before NTP for construction.
Short Construction Window Due to Railroad Operations	High	Team is coordinating with Pacific Harbor Line (PHL) to properly schedule and phase construction sequences and avoid conflicts with railroad operations.
Right-of-Way	High	Team is working with private property owners and tenants to identify project impacts and develop owner/tenant modifications that reduce temporary and permanent impacts to aid in temporary construction access and lease modification negotiations.
Soil Contamination	High	Team is working with a hazardous materials sampling and analysis company to perform Phase 1 and Phase 2 Environmental Site Assessments in order to identify the location and type of contaminants within the project area.
Permitting Delays	Low	Advanced planning to limit the possibility of permitting delays. Early permit identification and tracking.

14. EXTERNAL AGENCY COORDINATION

CFR Part 1501.6 emphasizes early and continuous agency cooperation in the NEPA process. Other federal agencies that have jurisdiction by law will be cooperating agencies.

- The cooperating agencies were:
 - USDOT FRA

- EPA, Region 9
- Caltrans, District 7
- Local Agencies
 - Agreements with City of Long Beach
 - Agreements with City of Los Angeles
 - Agreements with Alameda Corridor Transportation Authority (ACTA)
 - Agreements with Port of Los Angeles
 - Agreements with Los Angeles County
 - Agreements with Caltrans
 - Agreements with UPRR
 - Agreements with BSNF
- Railroads
 - The Port is coordinating with PHL and adjacent construction projects to minimize freight rail service disruptions and avoid conflicts with other projects during Project construction.

15. PROJECT REVIEWS

The Early Rail Enhancements project has already completed the 30% PSE and 50% PSE milestones.

Currently, POLB is proceeding with 100% design level for the Project, which will include detail Cost Estimate and Schedule, and project engineering reports. These design documents establish a clear scope of work and set forth a final 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 utilities investigation for the full build project, and geotechnical studies; ongoing study is the environmental soil characterization. Early identification of potential utility conflicts and notification of utility owners has already been ongoing. Impacted third-party utility owners and public utility owners have already coordinated on the Project. Additional potholing has been initiated for the Project to gather additional data to inform the design. This additional investigation will be completed by December 2022.

POLB 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, POLB hires outside consultants and contractors to assist with activities that require expert knowledge or experience. POLB has capably managed more than \$1 billion in grant funding for individual transportation projects in its portfolio, representing almost 25 percent of its total capital program since 2002.

Building upon experience gained over more than 100 years of capital investment, POLB 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 POLB's capital program. With

direct, online access to program management, project controls, engineering design, and construction management resources, POLB staff and consultants can ensure consistency of approach and delivery from project planning through commissioning.

The Early Rail Enhancements Project has completed the 30% PSE and 50% PSE. The Board of Harbor Commissioners has approved the Project's Baseline Budget and Baseline Schedule after the 50% PSE milestone to which POLB managers are accountable. The following Early Rail Enhancements Project Baseline Budget and Schedule have been adopted by Harbor Commission:

- West Expansion & Pier B Street Realignment – July 2022
- East Expansion – September 2022
- Locomotive Facility – October 2022

16. PROJECT PERSONNEL

1. Mark Erickson, Deputy Chief Harbor Engineer
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7367
2. Sailendra Bandatmakur, Senior Civil Engineer
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7356
3. Fred Patricio, Civil Engineering Associate
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562-283-7373
4. Suzanne Plezia, Chief Harbor Engineer
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7208
5. John Chun, Director of Engineering Division
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7854
6. Joel Aguilar, Deputy Chief Harbor Engineer
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7882
7. Ron Richardson, Senior Civil Engineer
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7862
8. Francisco Aragon, Deputy Chief Harbor Engineer
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7254
9. Tom Becker, Rail Operations Coordinator
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7775
10. Carlo Luzzi, Rail Operations Manager
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7278
11. Theresa Dau-Ngo, Director of Port Planning Division
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7182
12. Kimberly Ritter, Manager of Economics and Funding
415 W. Ocean Blvd., Long Beach, CA 90802
Phone: 562.283.7159
13. Charlene Wynne, Harbor Grants Manager
Phone: 562.283.7816

415 W. Ocean Blvd., Long Beach, CA 90802