



Port & Freight Infrastructure Program (PFIP) Annual Report

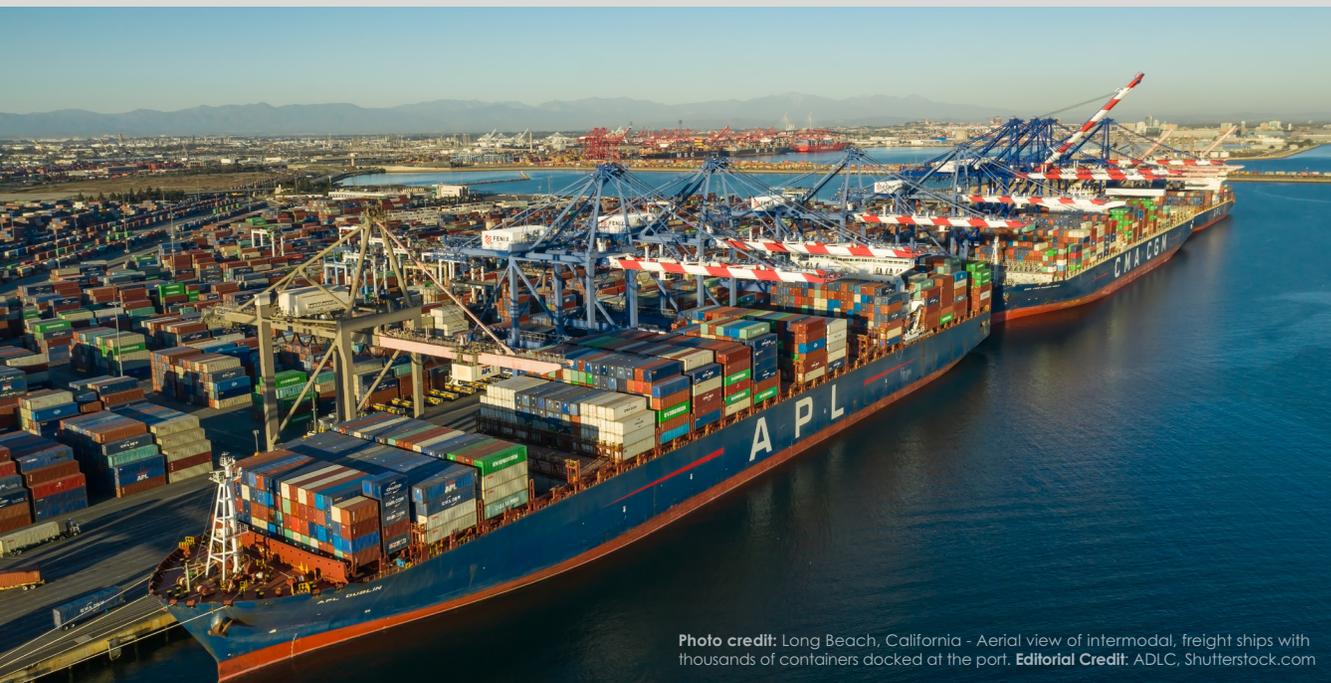


Photo credit: Long Beach, California - Aerial view of intermodal, freight ships with thousands of containers docked at the port. Editorial Credit: ADLC, Shutterstock.com

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EXECUTIVE SUMMARY

Background and Authority

In October 2021, Governor Newsom signed Executive Order N-19-21 to address global disruptions to the goods movement supply chain and directed California state agencies to take near and long-term actions to address national port congestion and supply chain challenges.

Governor Newsom proposed a \$2.3 billion supply chain resilience budget package in January 2022, including one-time funding totaling \$1.2 billion for port and freight infrastructure.

In June 2022, the California State Legislature enacted Governor Newsom's Port and Freight Infrastructure proposal through Senate Bill 198 (SB 198; Section 13 of Chapter 71, Statutes of 2022), which also provides policy direction for the California State Transportation Agency (CalSTA) to implement the Port and Freight Infrastructure Program (PFIP).

CalSTA announced PFIP and PFIP High-Priority Grade Crossing Improvement and Separation Projects (HPGS) awards on July 6, 2023, and delegated Administration of the Program to Caltrans.

SB 198 requires CalSTA to provide an annual report to the Legislature that should include the following:

- The number of PFIP grants awarded, the dollar value of those awards, and the location of those awards.
- A description of the PFIP projects, including the specific improvements funded and the likely impact of those projects on the port with which they are associated.
- Any lessons learned from the implementation of the PFIP program, including opportunities for additional investments in California's multimodal freight transportation system.

This is the first PFIP annual report to the Legislature.

Purpose, Goals, and Objectives

The Port and Freight Infrastructure Program seeks to improve the capacity, safety, efficiency, and resilience of goods movement to, from, and through California's maritime ports, while also reducing greenhouse gas emissions, air pollution, public health impacts, and negative economic impacts to communities adjacent to the corridors and facilities used for goods movement while promoting port, freight, and construction sector jobs. These improvements are critical to enhancing and modernizing the multimodal freight transportation system, transitioning to zero-emission freight transportation, growing the economic competitiveness of California's freight sector, promoting transportation equity and environmental justice, avoiding public health harms, moving toward zero freight-related deaths and injuries (including death or illness due to exposure to air pollutants), and improving system resilience by addressing infrastructure vulnerabilities associated with security threats, climate change, and natural disasters.

Additionally, the Port and Freight Infrastructure Program seeks to advance the goals and objectives of the Climate Action Plan for Transportation Infrastructure (CAPTI), the National Highway Freight Program (NHFP), the California Freight Mobility Plan (CFMP), the California Sustainable Freight Action Plan (CSFAP), the California Transportation Plan (CTP), and Executive Order N-79-20.

Improvements and appropriate mitigation measures are expected to be identified throughout the state, at and near the maritime ports, along rail and highway corridors (including grade crossing and interchange improvements), and at intermodal sites, transloading locations, storage yards for freight-related equipment, and warehousing facilities.

PFIP Project Awards

PFIP Projects Awarded:
15

Total PFIP Funds Awarded:
\$1,176,000,000

70% of Funds Support Southern California
\$823,200,000

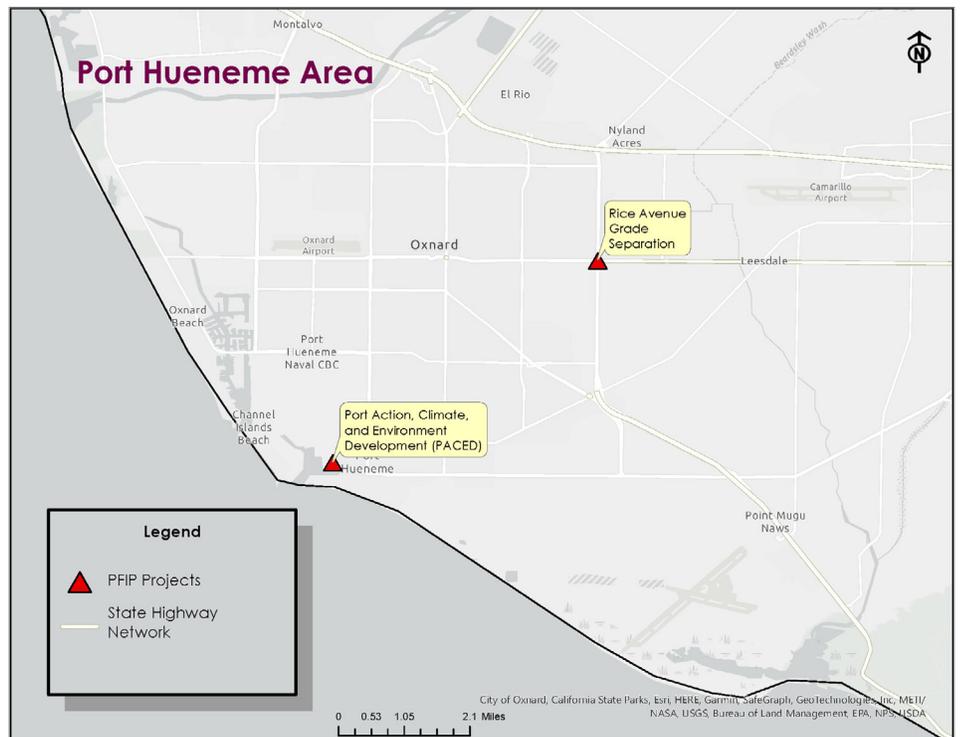
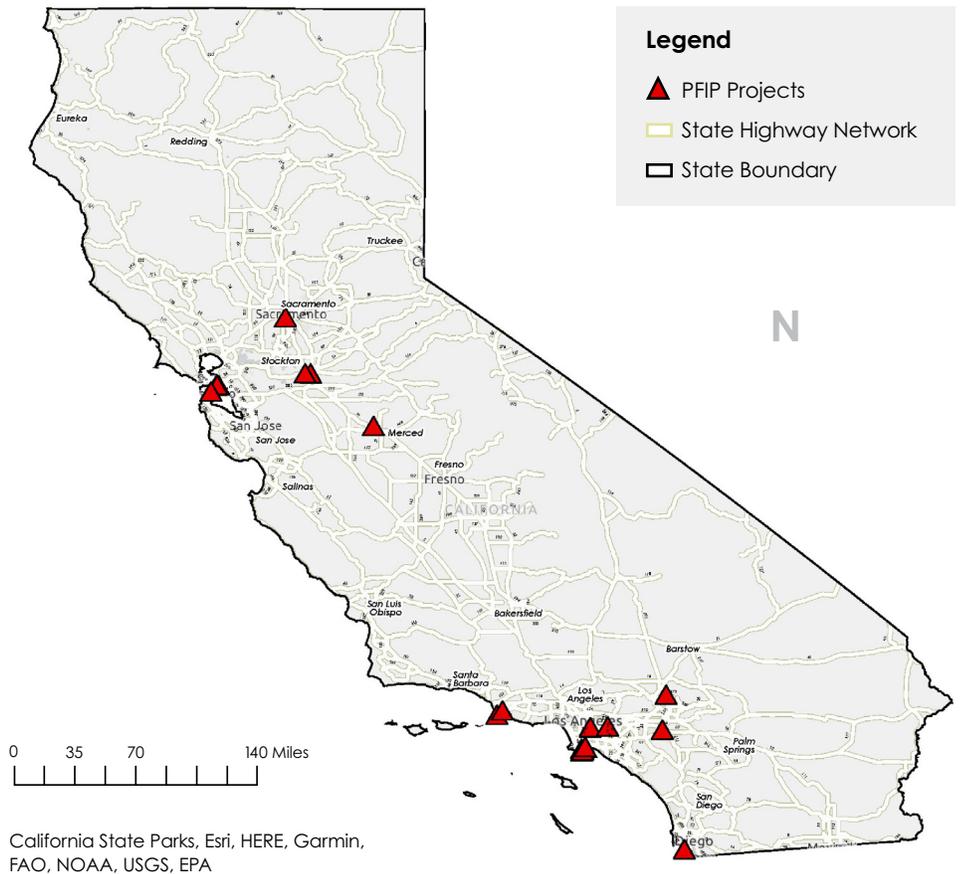
30% of Funds Support Other State Areas
\$352,800,000

Grade Separation Project Awards

PFIP Grade Separation Projects Awarded:
6

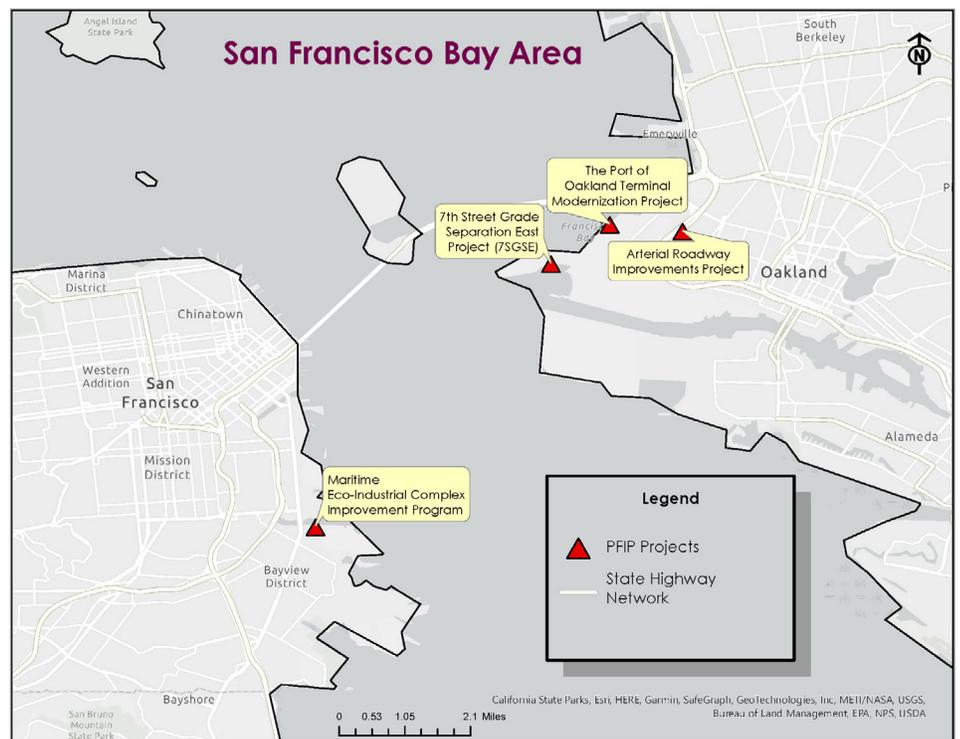
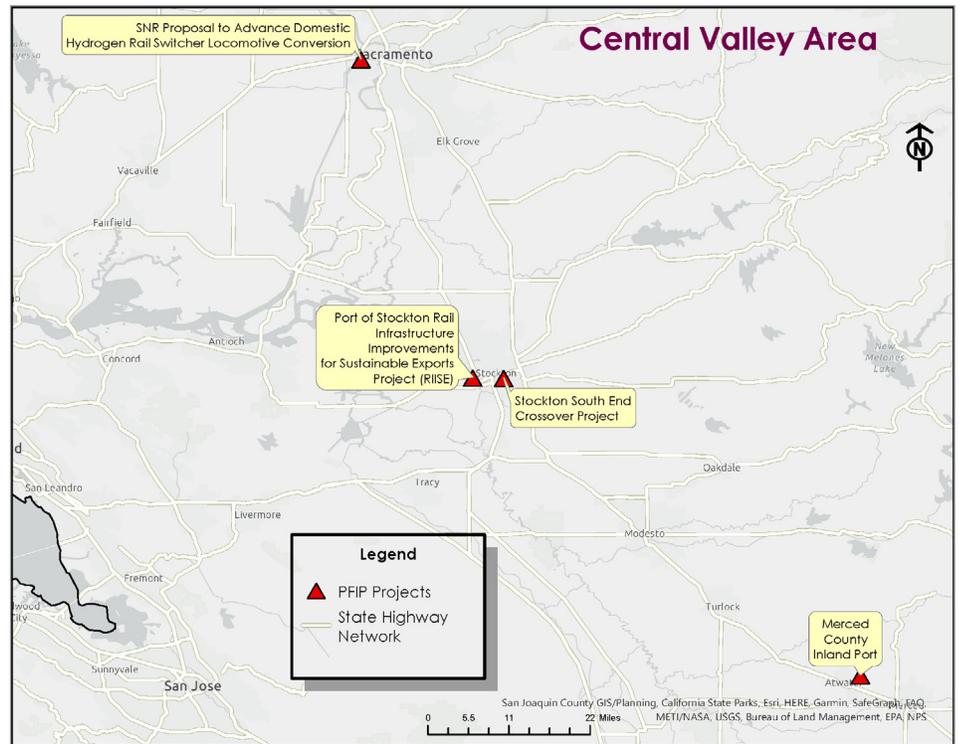
Total PFIP Grade Separation Funds Awarded:
\$98,500,000

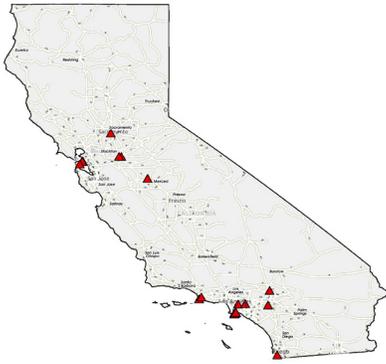
PFIP Project Locations



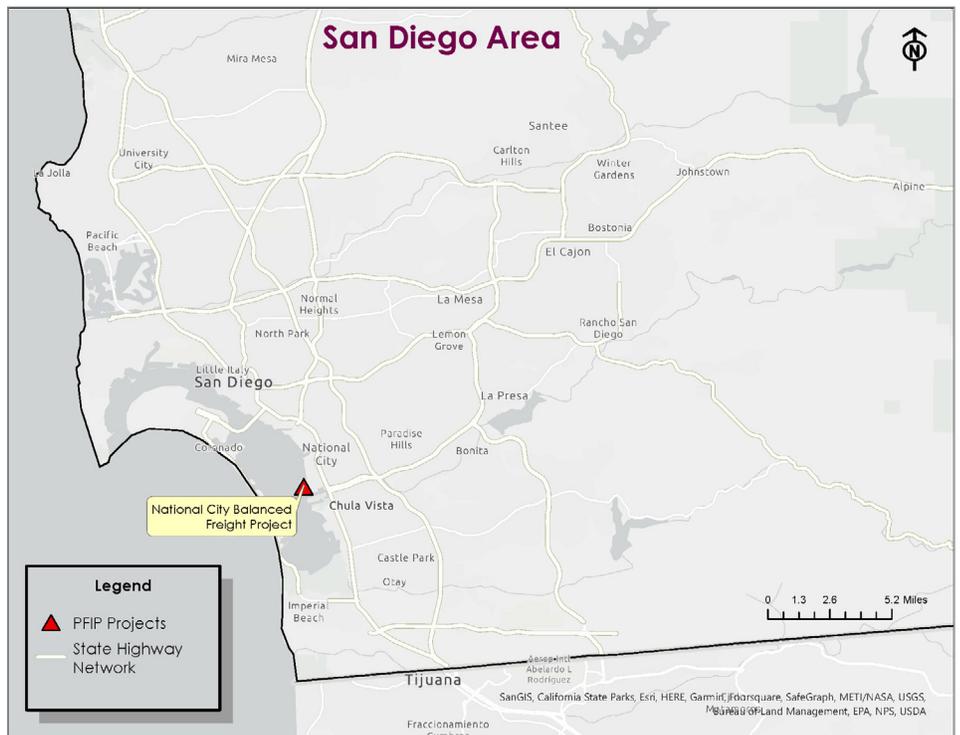
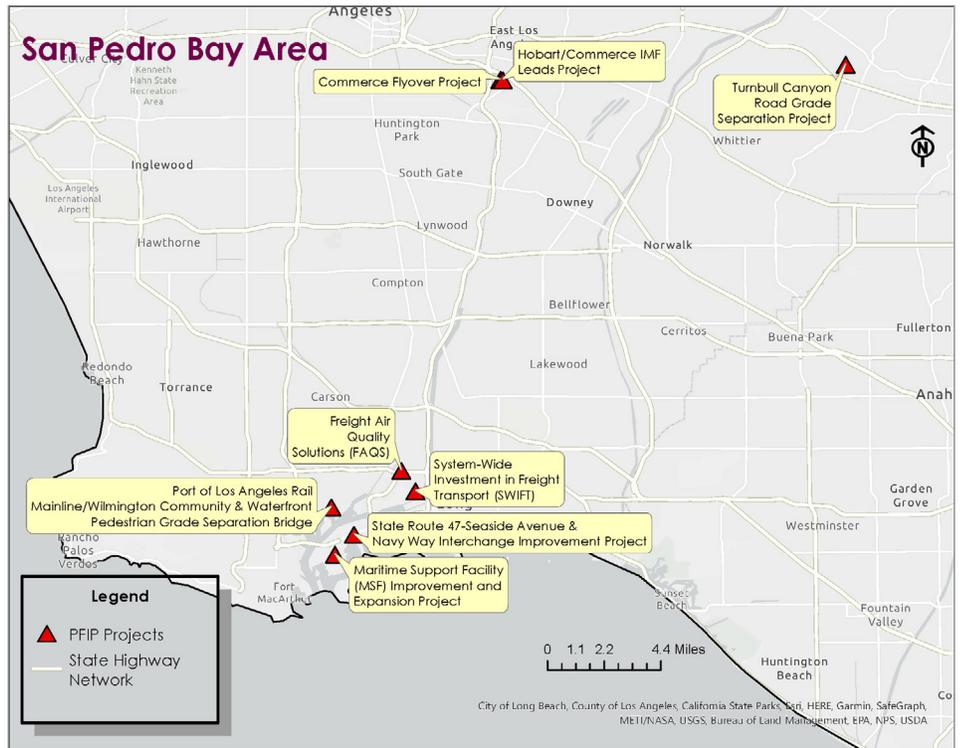


PFIP Project Locations *cont.*





PFIP Project Locations *cont.*



PROGRAM STATUS

Development of the PFIP Guidelines

In April 2022, the California State Transportation Agency (CalSTA) hosted listening sessions across Southern California, the Central Valley, and Northern California. The objective was to gather input from various stakeholders, including U.S. Department of Transportation (U.S. DOT) leadership, port authorities, railroads, state and local government officials, and various transportation stakeholders. These listening sessions were instrumental in shaping the draft Guidelines for the Port and Freight Infrastructure Program (PFIP).

Building on this valuable input, CalSTA hosted two workshops in August 2022. These workshops were designed to actively engage ports, stakeholders, and the public, providing them with an opportunity to offer feedback and comments on the draft PFIP Guidelines. After a thorough review of the feedback received during this process, CalSTA officially published the final PFIP Guidelines on October 12, 2022.

PFIP Evaluation Process

Recognizing the importance of diverse perspectives, Caltrans sought volunteer technical review committee members from various state agencies, including CalSTA, the California Transportation Commission (CTC), the California Energy Commission (CEC), the California Air Resources Board (CARB), the California Governor's Office of Business and Development (GO-Biz), the California Department of Food and Agriculture (CDFA), and Caltrans. Five committees were established, each consisting of five reviewers, with one serving as the Committee Chair. Each committee included at least one member with expertise in freight, serving as the Committee Chair, as well as regional representation to ensure diversity within each committee. The committees were designed to encompass various expertise areas, including sustainability, zero emissions (ZE),

and investment planning, to provide comprehensive evaluations.

Applications were distributed to the evaluation committees based on geography, transportation mode, cost considerations (including total project cost and PFIP requested funds), project type, and other relevant factors. In cases where an applicant submitted multiple applications, Caltrans ensured that no committee reviewed more than one application from the same applicant. As Caltrans was a PFIP applicant, and to address any potential conflict of interest, a committee comprised of all non-Caltrans reviewers was tasked with evaluating Caltrans applications.

In December 2022, Caltrans hosted two technical review training sessions with PFIP evaluators, and 32 applications totaling \$2.6 billion were reviewed. In July 2023, CalSTA announced the final PFIP awards.

Completed Activities	
Activity	Proposed Completion Date
Published Draft PFIP Guidelines	July 2022
Call for Projects	October 2022 - January 2023
Announced Project Awards	July 2023
Next Steps letter to Awardees	July 2023
Individual Kick-off meetings with Awardees	September 2023
Debrief meetings with applicants not awarded	July 2023 - September 2023

Next Steps

Activity	Proposed Completion Date
Updated Project Programming Requests (PPRs)	September - December 2023
Final Programming document and Next Steps letters to awardees	December 2023
Program Supplement Agreements (Grant Agreements) Executed and Anticipated project start	January 2024
Awardees submit 1st Quarterly Report	January 2024
Awardees submit Engagement Summary	March 2024

LIST OF PROJECTS

Port and Freight Infrastructure Program

- ▶ Arterial Roadway Improvements Project
- ▶ Freight Air Quality Solutions (FAQS)
- ▶ High Desert Corridor Operational Efficiency Project
- ▶ Hobart/Commerce IMF Leads Project
- ▶ Maritime Eco-Industrial Complex Improvement Program
- ▶ Maritime Support Facility (MSF) Improvement and Expansion Project
- ▶ Merced County Inland Port
- ▶ National City Balanced Freight Project
- ▶ Port Action, Climate, and Environment Development (PACED)
- ▶ Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge
- ▶ The Port of Oakland Terminal Modernization Project
- ▶ Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)
- ▶ Sierra Northern Railway Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion
- ▶ State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project
- ▶ System-Wide Investment in Freight Transport (SWIFT)

LIST OF PROJECTS *cont.*

Project Name: **Arterial Roadway Improvements Project**

Lead Agency:
Port of Oakland

Award Type:
 Support Other State Areas

Caltrans District: 4

County: Alameda

Assembly District: 18

Senate District: 9

Congressional District: 13

Awarded PFIP Funds:
\$17,343,178

Total Project Cost:
\$38,965,889

Key Project Elements:

The project will improve aging roadway infrastructure serving the Port and improve the capacity and resiliency to meet the growing demand for freight movement in the region. The Port and Freight Infrastructure Program (PFIP) will fund two components of the project to improve arterial streets serving the Port: improvements to and near Adeline Street and the 3rd Street Truck Corridor. These project components will rehabilitate Adeline Street between 3rd Street and 7th Street, rehabilitate 5th Street between Union Street and Adeline Street and rehabilitate 3rd Street between Market Street and Broadway. The project will better accommodate heavy duty freight vehicles and improve bike and pedestrian safety.



Project Title: Arterial Roadway Improvements Project | **Photo Credit:** Caltrans/ Burlington Northern and Santa Fe Railway (BNSF).

LIST OF PROJECTS *cont.*

Project Name: **Freight Air Quality Solutions (FAQS)**

Lead Agency:
South Coast Air Quality Management District

Award Type:
 Support
 LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly Districts:
 46 / 50 / 53 / 54 / 65 / 69

Senate Districts:
 20 / 22 / 23 / 26 / 33 / 35

Congressional Districts:
 29 / 32 / 33 / 34 / 35 / 37 / 38 / 42 / 43 / 44

Awarded PFIP Funds:
\$76,250,003

Total Project Cost:
\$240,394,401

Key Project Elements:

This project includes the deployment of Direct Current Fast Chargers (DCFC) and hydrogen refueling dispensers at seven (7) locations to support zero-emission (ZE) drayage fleets. A total of 376 DCFC ports will be installed, as well as 19 hydrogen refueling dispensers, all with Battery Electric Storage Systems (BESS) and on-site linear power generation. The project also includes a short line hydrogen fuel cell locomotive demonstration operating in and around Southern California that will support the largest container Ports in the United States (U.S.) and use the development of the locomotive to later demonstrate this technology in long haul operations.



Project Title: Freight Air Quality Solutions (FAQS) | **Photo Credit:** South Coast Air Quality Management District

LIST OF PROJECTS *cont.*

Project Name: **High Desert Corridor Operational Efficiency Project**

Lead Agency:
Caltrans

Award Type:



Caltrans District: 8

County: San Bernardino

Assembly Districts: 34 / 39

Senate District: 21

Congressional District: 23

Awarded PFIP Funds:
\$100,467,000

Total Project Cost:
\$150,467,000

Key Project Elements:

The project will construct two freight rail staging tracks and add a third main track to extend the existing triple track by 11 miles on the Burlington Northern and Santa Fe (BNSF) Cajon Subdivision in San Bernardino County between railroad control points (CP) Martinez and CP Thorn. The project will increase freight efficiency in the Southern California region, and it received support from the Port of Los Angeles for potentially increasing goods movement capacity, safety, efficiency and resilience to, from and through the port.



Photo Credit: Burlington Northern and Santa Fe Railway (BNSF)

LIST OF PROJECTS *cont.*

Project Name: **Hobart/Commerce IMF Leads Project**

Lead Agency:

Caltrans

Award Type:



Caltrans District: 7

County: Los Angeles

Assembly Districts: 54 / 64

Senate Districts: 26 / 30 / 33

Congressional District: 42

Awarded PFIP Funds:

\$15,000,000

Total Project Cost:

\$1,200,000,000

Key Project Elements:

The Port and Freight Infrastructure Program (PFIP) will provide requested Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) funding to support construction of improvements to the shared-use (both passenger and freight rail operations) rail corridor and to the lead tracks (connecting the mainline to the rail yard) and staging tracks in the adjacent Hobart Intermodal Facility (IMF), Commerce IMF, as well as staging tracks at C-Yard. The San Pedro Bay ports support this project, citing its potential to release mainline rail capacity by improving the freight landing procedure and thereby increasing efficiency for goods movement in Southern California.



Photo Credit: Burlington Northern and Santa Fe Railway (BNSF)

LIST OF PROJECTS *cont.*

Project Name: **Maritime Eco-Industrial Complex Improvement Program**

Lead Agency:
Port of San Francisco

Award Type:



30% Support Other State Areas

Caltrans District: 4

County: San Francisco

Assembly District: 17

Senate District: 11

Congressional District: 12

Awarded PFIP Funds:
\$21,582,000

Total Project Cost:
\$58,762,500

Key Project Elements:

The Port and Freight Infrastructure Program (PFIP) funds will support marine fendering and mooring improvements at Pier 80 that will accommodate larger ocean-going vessels for greater goods movement. The essential project for drainage and subsidence improvements at Pier 80 will maximize roll-on/roll-off (RO/RO) throughput and improve mobility. PFIP will also support roadway improvements along Amador Street to advance the flow of goods in the Port's jurisdiction and for the national supply chain. PFIP will also fund a Truck Fleets Zero Emissions Pilot Demonstration.



Project Title: Maritime Eco-Industrial Complex Improvement Program | **Photo Credit:** Port of San Francisco

LIST OF PROJECTS *cont.*

Project Name: **Maritime Support Facility (MSF) Improvement and Expansion Project**

Lead Agency:
Port of Los Angeles

Award Type:
 Support
 LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 65

Senate District: 35

Congressional District: 44

Awarded PFIP Funds:
\$149,330,000

Total Project Cost:
\$198,250,000

Key Project Elements:

The Maritime Support Facility (MSF) is an existing important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA- POLB). The existing MSF currently provides up to 30 acres of chassis and empty container storage, on a temporary surface that is inadequate for long-term use. The MSF will be improved and expanded to provide 71 net acres of chassis/empty container storage for all twelve container terminals located in the POLA-POLB. These terminals, combined, handle 35% of all waterborne containers entering and exiting the entire United States (U.S.). The MSF has been critical in mitigating the recent U.S. supply chain crisis since mid-2020, and is also important for accommodating future cargo growth.



Project Title: Maritime Support Facility (MSF) Improvement and Expansion Project
Photo Credit: Port of Long Beach, City of Long Beach Harbor Department

LIST OF PROJECTS *cont.*

Project Name: **Merced County Inland Port**

Lead Agency:
Merced County

Award Type:



Caltrans District: 10

County: Merced

Assembly District: 21

Senate District: 12

Congressional District: 16

Awarded PFIP Funds:
\$49,600,000

Total Project Cost:
\$115,674,000

Key Project Elements:

This project contains three distinctive elements: Project I (a): development of 70 acres within Castle Commerce Center to support pre-shipment processing and intermodal crossdocking for Central Valley Growers; Project I(b): Rail expansion to a new staging and container laydown area, replacing the former “Alert Area” on the Center airport tarmac to support cross-docking and processing. Examples of proposed uses for this area include the decommissioning of wind blades, transloading of intermodal containers and container laydown space; and Project II: Evaluation, engineering, and planning for further expansion on existing land inside the Center. This will include identifying targeted inbound industries, additional unit train staging and cross-docking areas, a larger storage area for containers, and exploration of emerging opportunities to merge rail-air using Castle’s existing active runway. The project was supported by the Port of Los Angeles for creating new off-port areas for staging and transferring goods that may decrease port hold and wait times, and for providing new access to the port for Central Valley growers and processors through the proposed processing and packaging facility.



Project Title: Merced County Inland Port | **Photo Credit:** Merced County

LIST OF PROJECTS *cont.*

Project Name: **National City Balanced Freight Project**

Lead Agency:
**San Diego Unified
 Port District**

Award Type:



30% Support Other
 State Areas

Caltrans District: 11

County: San Diego

Assembly Districts: 80

Senate Districts: 18

Congressional Districts: 52

Awarded PFIP Funds:
\$35,500,000

Total Project Cost:
\$55,000,000

Key Project Elements:

This project will reconfigure maritime and commercial uses within the National City bayfront to balance the anticipated future market demands for those uses, while also increasing public access to bayfront amenities. The proposed project requests funds for five critical elements within the National City Marina District Balanced Plan:

- Berth 24-3 and 24-4 Rehabilitation
- Realignment of Marina Way
- Rail Connector Track Construction
- Reconfiguration of the First Point of Rest adjacent to Pepper Park
- Lighting Upgrade in Warehouse 24-A.



Photo Credit: San Diego Unified Port District

LIST OF PROJECTS *cont.*

Project Name: **Port Action, Climate, and Environment Development (PACED)**

Lead Agency:
Port of Hueneme
(Oxnard Harbor District)

Award Type:



Support Other
 State Areas

Caltrans District: 7

County: Ventura

Assembly District: 38

Senate District: 19

Congressional District: 26

Awarded PFIP Funds:
\$79,820,475

Total Project Cost:
\$216,592,920

Key Project Elements:

The Port of Hueneme’s Port Action, Climate, and Environment Development (PACED) program serves as the overarching long-term capital development plan for the Port. This program consists of multiple components, each of which will be executed over the coming five years and beyond. Eight of the components will enhance the Port’s container line of business. Four of the components will enhance the Port’s automobile import/export line of business. The final three components will position the Port for an even more sustainable future by improving the Port’s ability to manage stormwater, developing a port-wide programmatic Environmental Impact Report (EIR) and enhancing Port- led workforce development and training efforts.



Project Title: Port Action, Climate, and Environment Development (PACED) | **Photo Credit:** Port of Hueneme (Oxnard Harbor District)

LIST OF PROJECTS *cont.*

Project Name: **Port of Los Angeles Rail Mainline/Wilmington Community and Waterfront Pedestrian Grade Separation Bridge**

Lead Agency:
Port of Los Angeles

Award Type:
 Support
 LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 65

Senate District: 35

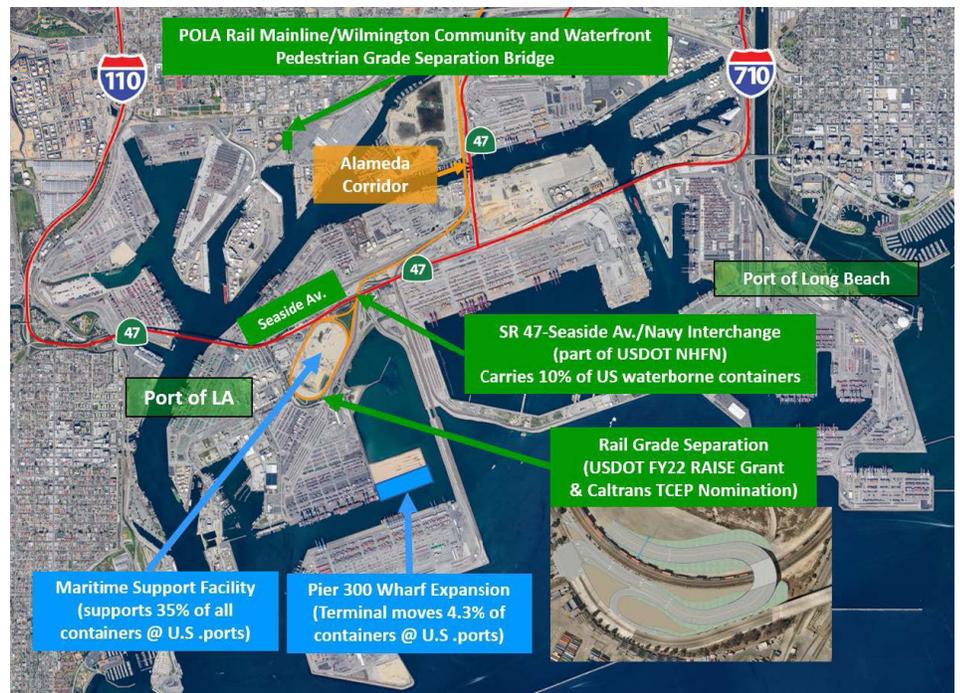
Congressional District: 44

Awarded PFIP Funds:
\$42,080,000

Total Project Cost:
\$57,910,000

Key Project Elements:

This project will construct a pedestrian bridge to connect the Wilmington community, which has eight schools within one mile, to the Port of Los Angeles' (POLA) Wilmington Waterfront area and Banning's Landing Community Center. Currently, two freight mainline tracks in the POLA bifurcate the Wilmington Waterfront with the Wilmington community itself. The rail tracks being grade separated move six percent of all United States (U.S.) waterborne containers. The project will provide a dedicated pedestrian/ cycling bridge over these freight rail tracks and connect to the State designated California Coast Trail.



Project Title: Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge | **Photo Credit:** Port of Los Angeles

LIST OF PROJECTS *cont.*

Project Name: **The Port of Oakland Terminal Modernization Project**

Lead Agency:
Port of Oakland

Award Type:
 Support Other State Areas

Caltrans District: 4

County: Alameda

Assembly District: 18

Senate District: 9

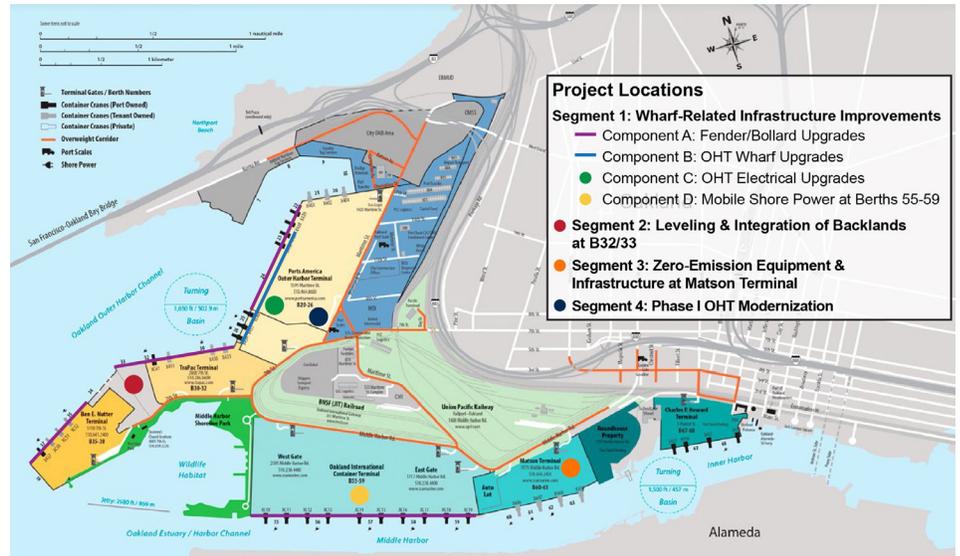
Congressional District: 13

Awarded PFIIP Funds:
\$102,335,929

Total Project Cost:
\$357,298,847

Key Project Elements:

The Port and Freight Infrastructure Program (PFIIP) will fund Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimates (PS&E) for wharf-related infrastructure improvements (Segment 1) and fully fund the rest of the project (Segments 2-4), which will improve underutilized and dilapidated marine terminal infrastructure, promote innovative technologies (including zero-emissions equipment and infrastructure), and generally modernize marine terminal assets while furthering the Port's commitment to reduce emissions and potential adverse effects on the environment and surrounding communities.



Project Title: The Port of Oakland Terminal Modernization Project | **Photo Credit:** Port of Oakland

LIST OF PROJECTS *cont.*

Project Name: **Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)**

Lead Agency:
Port of Stockton

Award Type:

 Support Other State Areas

Caltrans District: 10

County: San Joaquin

Assembly District: 13

Senate District: 5

Congressional District: 9

Awarded PFIP Funds:
\$45,908,418

Total Project Cost:
\$371,223,580

Key Project Elements:

The Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE) supports building new infrastructure to enhance rail capacity, accommodate increased freight tonnage and train frequencies, mitigate potential service disruptions, and reduce long-term repair and maintenance costs. The Port and Freight Infrastructure Program (PFIP) will fund elements of this project including a replacement of the San Joaquin River rail bridge; expansion of the Port's long lead track to two tracks; and procurement of a zero-emission electric railcar mover.



Project Title: Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)
Photo Credit: Port of Stockton

LIST OF PROJECTS *cont.*

Project Name: **Sierra Northern Railway (SNR) Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion**

Lead Agency:

Sacramento Metropolitan Air Quality Management District

Award Type:



Caltrans District: 3

County: Sacramento

Assembly District: 7

Senate District: 3

Congressional District: 6

Awarded PFIP Funds:

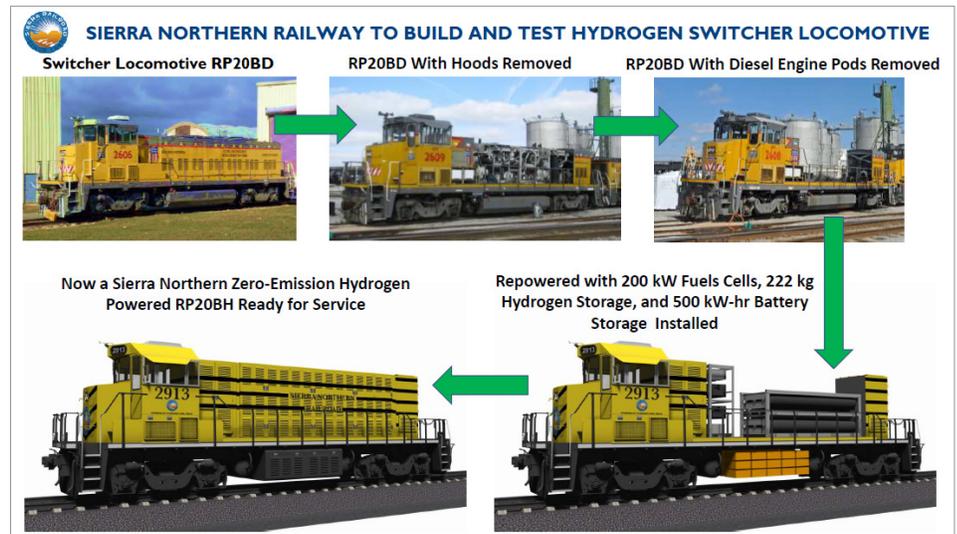
\$15,646,000

Total Project Cost:

\$19,561,000

Key Project Elements:

The project is a public-private partnership to expand on Sierra Northern Railway's (SNR) current efforts and develop, demonstrate, and test three additional hydrogen-fueled, zero-emissions switcher locomotives on to be constructed test track in SNR's West Sacramento rail yard. The Project includes the construction of approximately 2000 feet of 10906 ancillary test trackage, conversion of three locomotives, and development of refuelling infrastructure and protocols. The Molecular hydrogen gas (H2) Locomotive technology advances SNR's desire to convert 50% of its own locomotives to H2 technology in the next decade, while simultaneously commercializing the technology and encouraging other short lines to do the same. The project will potentially reduce harmful emissions and benefit the port of West Sacramento and adjacent disadvantaged communities.



Project Title: SNR Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion
Photo Credit: Sierra Northern Railway, Sacramento Metropolitan Air Quality Management District

LIST OF PROJECTS *cont.*

Project Name: **State Route 47-Seaside Avenue and Navy Way Interchange Improvement Project**

Lead Agency:
Port of Los Angeles

Award Type:

 Support
 LA/Long Beach

Caltrans District: 7

County: Los Angeles

Assembly District: 65

Senate District: 35

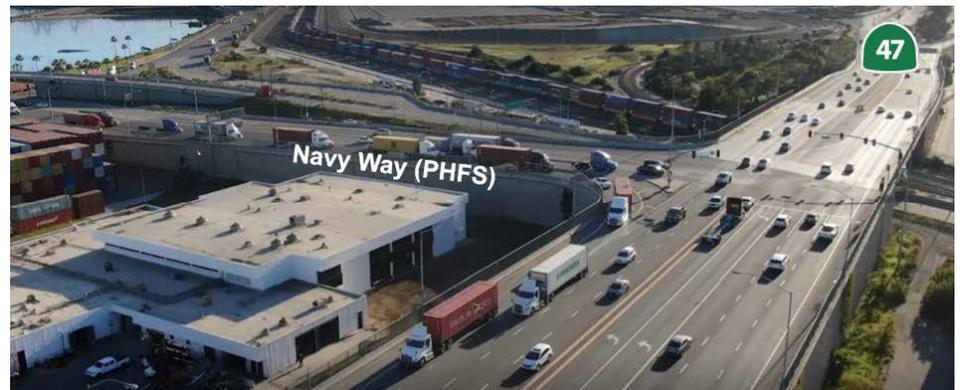
Congressional District: 44

Awarded PFIP Funds:
\$41,790,000

Total Project Cost:
\$62,980,000

Key Project Elements:

The project augments an existing partial interchange at State Route (SR) 47/Seaside Avenue/Navy Way and entails the following: removal of last traffic signal and at-grade intersection on Terminal Island/SR 47, between I-110 and I-710, which is at the apex of largest port complex in the Western Hemisphere; new westbound auxiliary lane on SR 47, between Pier S Avenue and Navy Way; new eastbound, 2-lane collector-distributor road, all within the existing facility and Right of Way (ROW), between Ferry Street interchange eastbound on-ramp and Pier S Avenue interchange eastbound off-ramp; channelization improvements at Navy Way/Terminal Way intersection, and new 5th leg/westbound off-ramp termini. The project will improve safety, reduce emissions, and increase cargo flow through the port complexes.



Project Title: State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project Separation Bridge | **Photo Credit:** Port of Los Angeles

LIST OF PROJECTS *cont.*

Project Name: **System-Wide Investment in Freight Transport (SWIFT)**

Lead Agency:
City of Long Beach Harbor Department (Port of Long Beach)

Award Type:
 Support LA/Long Beach

Caltrans District: 7
County: Los Angeles
Assembly District: 69
Senate District: 33
Congressional District: 47

Awarded PFIP Funds:
\$383,346,997

Total Project Cost:
\$2,167,673,910

Key Project Elements:

The System-Wide Investment in Freight Transport (SWIFT) proposal touches every part of the goods movement logistics chain in the Port of Long Beach by building a new rail facility that maximizes on-dock rail capacity and reduces the need for local truck trips and by deploying new human-operated zero-emission equipment and permanent infrastructure. The Port and Infrastructure Program (PFIP) will fund elements of three related SWIFT projects: 1. Rail Efficiency and Advancement Project, including Pier B On-Dock Rail Support Facility (\$158.4 million) and Zero-Emission Locomotive Demonstration Program (\$50 million), 2. Terminal Efficiency and Zero-Emission Transformation Project, including zero-emission terminal equipment demonstration projects (Long Beach Container Terminal (LBCT) Equipment Replacement/Charging, SSA Fuel-Cell Top Handlers, SSA Heavy Forklifts – Total: \$73 million), 3. Vessel Continuity and Anchorage-Reduction Project, including zero-emission harbor craft and shore power demonstration projects (Crowley Battery Hybrid Tug Boat, Tesoro T121, LBT and T2 Shore Power Demonstrations – Total: \$44.5 million). PFIP will also partially fund a Zero-Emission Terminal Transformation / Harbor Craft Emission Reduction port-administered program (\$57.4 million).



Project Title: System-Wide Investment in Freight Transport (SWIFT) | **Photo Credit:** Port of Long Beach, City of Long Beach Harbor Department

LIST OF PROJECTS *cont.*

Grade Separation

- ▶ 7th Street Grade Separation Project
- ▶ Commerce Flyover Project
- ▶ Rice Avenue Grade Separation
- ▶ Stockton South End Crossover Project
- ▶ Third Street Grade Separation Project
- ▶ Turnbull Canyon Road Grade Separation Project

LIST OF PROJECTS *cont.*

Project Name: **7th Street Grade Separation Project**

Lead Agency:
**Alameda County
 Transportation
 Commission**

Award Type:
**Grade Separation
 Funding**

Caltrans District: 4

County: Alameda

Assembly District: 18

Senate District: 9

Congressional District: 13

Awarded PFIP Funds:

\$13,500,000

Total Project Cost:

\$378,000,000

Key Project Elements:

The project consists of: realignment and reconstruction of the aging substandard four-lane underpass structure that carries Union Pacific Railroad tracks over 7th Street that has been subjected to damage from repeated truck strikes; reconstruction, widening and lighting of the existing, substandard, dark and narrow multi-use bicycle and pedestrian path; reconstruction of the affected railroad tracks, switches and appurtenant rail infrastructure; reconstruction of all appurtenant features to the roadway, including street lighting, storm drain infrastructure, pumping plant, clean water program elements, signage and striping; installation of intelligent transportation system technology elements such as changeable message signs, radio frequency identification readers and signal synchronization; installation of video detection pedestrian/bicycle signal activators; implementation of greening of project walls by planting vines along the multi-use pathway.



Project Title: 7th Street Grade Separation Project | **Photo Credit:** WSP Construction Management, Alameda County Transportation Commission

LIST OF PROJECTS *cont.*

Project Name: **Commerce Flyover Project**

Lead Agency:
Caltrans

Award Type:
**Grade Separation
Funding**

Caltrans District: 7

County: Los Angeles

Assembly Districts: 56 / 64

Senate Districts: 26 / 30 / 33

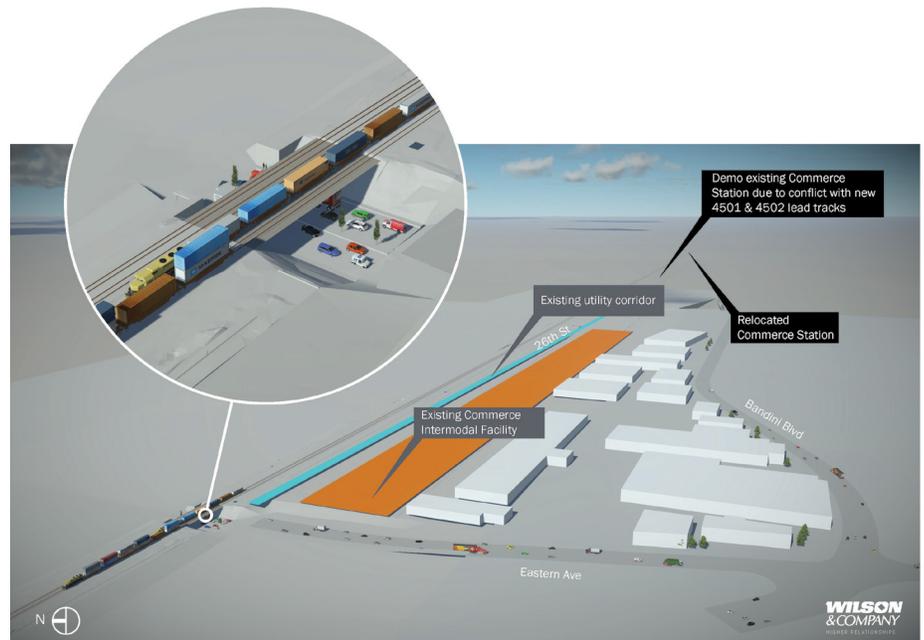
Congressional District: 42

Awarded PFIP Funds:
\$12,000,000

Total Project Cost:
\$939,000,000

Key Project Elements:

The project proposes to construct a two-track flyover (grade-separated rail bridge) on a rail corridor segment just east of downtown Los Angeles on the BNSF San Bernardino Subdivision (Commerce Corridor). The Project will construct improvements to separate two tracks to serve passenger rail service from the other main tracks, lead tracks, and staging tracks that serve the freight rail within this segment of the corridor. The award will fund final design and environmental clearance for the project.



Project Title: Commerce Flyover Project | **Photo Credit:** Wilson & Company

LIST OF PROJECTS *cont.*

Project Name: **Rice Avenue Grade Separation**

Lead Agency:

**Ventura County
Transportation
Commission/
City of Oxnard**

Award Type:

**Grade Separation
Funding**

Caltrans District: 7**County:** Ventura**Assembly District:** 38**Senate District:** 19**Congressional District:** 26**Awarded PFIP Funds:****\$15,000,000****Total Project Cost:****\$132,500,000****Key Project Elements:**

The project will construct a grade separation structure at the existing Rice Avenue (SR 1) and Fifth Street (SR 34) intersection in order to eliminate an existing at-grade railroad crossing to improve safety, reduce congestion for trucks and vehicles traveling to and from the Port of Hueneme, and increase rail service reliability. Rice Avenue would be constructed over Fifth Street and the Union Pacific Railroad tracks.



Project Title: Rice Avenue Grade Separation | **Photo Credit:** Ventura County Transportation Commission/ City of Oxnard

LIST OF PROJECTS *cont.*

Project Name: **Stockton South End Crossover Project**

Lead Agency:
**San Joaquin Regional
Rail Commission**

Award Type:
**Grade Separation
Funding**

Caltrans District: 10

County: San Joaquin

Assembly District: 12

Senate District: 5

Congressional District: 9

Awarded PFIP Funds:
\$6,000,000

Total Project Cost:
\$11,000,000

Key Project Elements:

The Stockton South End Crossover project will construct crossovers and switches in the Union Pacific Rail Road (UPRR) South Stockton Yard in order to maintain access to the Burlington Northern and Santa Fe (BNSF) Railroad and Port of Stockton during construction of the Stockton Diamond Project.



Project Title: Stockton South End Crossover Project | **Photo Credit:** Robert Hynes, San Joaquin Regional Rail Commission

LIST OF PROJECTS *cont.*

Project Name: **Third Street Grade Separation Project**

Lead Agency:
City of Riverside

Award Type:
**Grade Separation
 Funding**

Caltrans District: 8

County: City of Riverside

Assembly District: 61

Senate District: 31

Congressional District: 41

Awarded PFIP Funds:
\$22,000,000

Total Project Cost:
\$74,000,000

Key Project Elements:

The project proposes to construct a new four-lane underpass to replace the existing at-grade crossing along the Burlington Northern and Santa Fe (BNSF) San Bernardino Subdivision near the Third Street intersection with Commerce Street in Riverside. Commerce Street will be realigned as well.



Project Title: Third Street Grade Separation Project | **Photo Credit:** HDR, Inc., City of Riverside

LIST OF PROJECTS *cont.*

Project Name: **Turnbull Canyon Road Grade Separation Project**

Lead Agency:
**San Gabriel Valley
Council of Governments**

Award Type:
**Grade Separation
Funding**

Caltrans District: 7

County: Los Angeles

Assembly District: 56

Senate District: 30

Congressional District: 31 / 38

Awarded PFIP Funds:
\$30,000,000

Total Project Cost:
\$98,000,000

Key Project Elements:

The project is the last grade separation of the comprehensive Alameda Corridor-East (ACE) Program that improves safety and mitigates the effects of growing freight rail traffic to and from the San Pedro port complex. The proposed grade separation consists of eliminating the existing at-grade crossing at Turnbull Canyon Road between Salt Lake Avenue and Clark Avenue in the City of Industry and unincorporated Los Angeles County community of Hacienda Heights by constructing a two-lane roadway overpass to carry vehicles over the railroad tracks and a separate pedestrian bridge for bicyclists and pedestrians.



Project Title: Turnbull Canyon Road Grade Separation Project | **Photo Credit:** San Gabriel Valley Council of Governments

LESSONS LEARNED AND OPPORTUNITIES FOR FUTURE MULTIMODAL FREIGHT INVESTMENT

Lessons Learned

CalSTA and Caltrans moved swiftly to develop the Port and Freight Infrastructure Program (PFIP) by publishing draft guidelines for the program less than one month after SB 198 was enacted.

CalSTA and Caltrans also awarded the entire \$1.2 billion in PFIP projects less than one month after the Fiscal Year (FY) 2023-24 State Budget was signed, providing the fully planned \$1.2 billion for PFIP. (Note: the FY 2022-23 State Budget appropriated only \$600 million for the program, and the FY 2023-24 State Budget appropriated an additional \$600 million over three FYs).

Nevertheless, PFIP is a new program and CalSTA and Caltrans have had to work through staffing up the Caltrans Division of Local Assistance (DLA) and the Division of Transportation Planning (DOTP) to adequately administer the program, including updating Project Programming Requests with grant recipients, developing a PFIP programming document, and executing Program Supplement Agreements (grant agreements). Caltrans will execute Program Supplement Agreements and begin allocating PFIP funding in January 2024.

Building out the human capital to support the PFIP program will create new efficiencies in administering potential future PFIP funding and project awards. Furthermore, CalSTA and Caltrans anticipate identifying additional opportunities to create program management and project delivery efficiencies as we get deeper into the grant administration process.

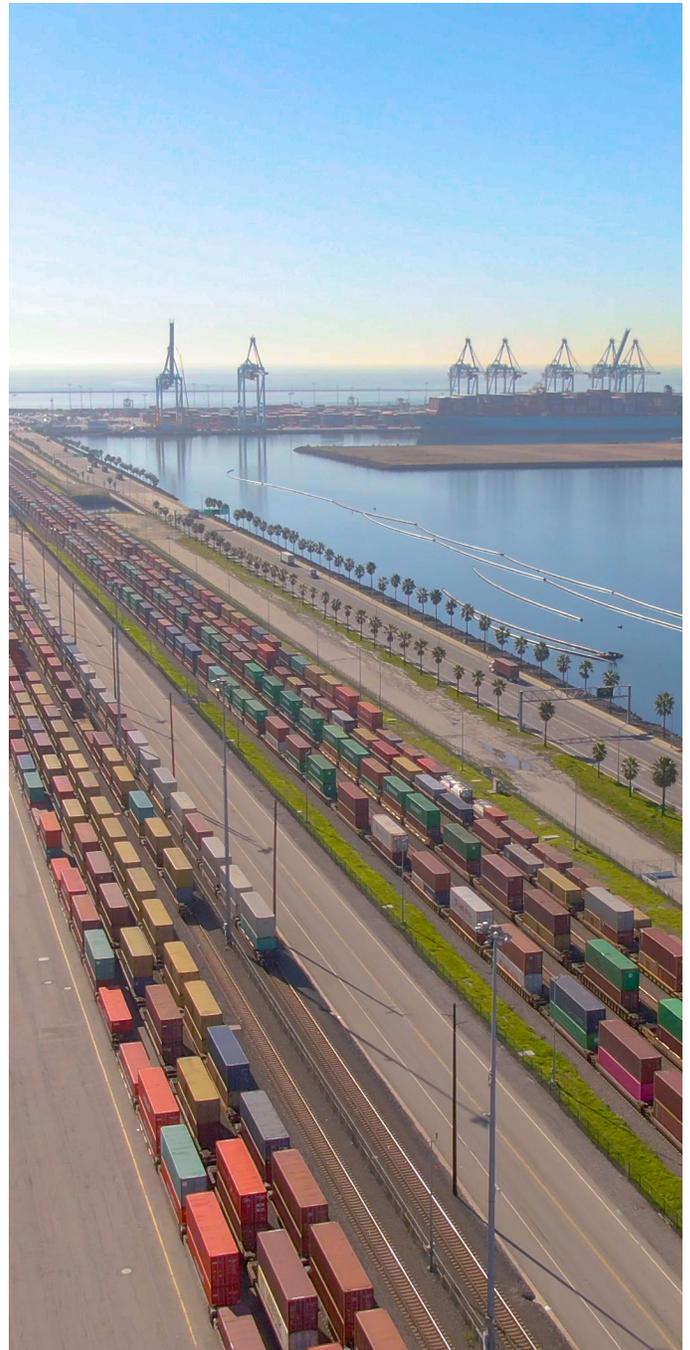


Photo Credit: A busy industrial railway by the Port of Los Angeles on a sunny day. **Editorial Credit:** Flystock, Shutterstock.com



Photo Credit: An aerial view of cargo containers in the shipment area of the Port of Long Beach. Editorial Credit: ADLC, Shutterstock.com

Opportunities for Future Multimodal Freight Investment

Regarding opportunities for future investment, it is worth noting that the PFIP program was oversubscribed by approximately 220 percent: 32 applications requesting approximately \$2.6 billion in PFIP funding were submitted to the Program; 15 PFIP projects were awarded \$1,176,000,000. The California Freight Mobility Plan (CFMP) 2020 identified \$57,089,788 (1,000 USD) in freight infrastructure needs throughout the state, adjusted for inflation to 2023 dollars. The CFMP 2020 project list was an unconstrained list of projects that met the definition of a freight project, was identified in a Metropolitan or Regional Transportation Plan, and projects were related to one of the four categories: 1) Grade Separation, 2) Inter/Intra-State, 3) Port Access, and 4) Rail Systems. Freight infrastructure needs have been identified in other assessments, such as in the Senate Bill 671 Clean Freight Corridor Assessment adopted in 2023 by the California Transportation Commission, which primarily identifies freight infrastructure needs that support Zero Emission Vehicle deployment. There are clearly opportunities for future multimodal freight investment through the PFIP program.

Finally, it is worth noting that PFIP has had some early success leveraging federal infrastructure investment, which is an SB 198 objective. In the weeks after PFIP grants were awarded, CalSTA Secretary Toks Omishakin led a delegation of California port leaders to Washington D.C. to advocate for federal *Infrastructure Investment and Jobs Act (IIJA)* and

Inflation Reduction Act (IRA) support for PFIP projects. CalSTA also worked with California U.S. Congressional delegation offices to develop a letter signed by 27 Members of Congress asking the U.S. Department of Transportation and U.S. Environmental Protection Agency to prioritize IRA and IIJA funding for PFIP projects. In the months since PFIP grants have been awarded, PFIP projects have received almost \$350 million in federal IIJA funding:

- The Port of Long Beach's SWIFT (Pier B On-Dock Rail) received a \$283.4 million IIJA MEGA grant and a \$52.6 million Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) Grant
- The Port of San Diego National City Marine Terminal Berth Rehabilitation & Electrification Project received \$11.3 million from the PIDP program.
- The Port of Hueneme PACED project received \$2 million from the PIDP program.

PFIP Applications

Total applications submitted to the PFIP Program:
32

Funds requested:
\$2,588,988,394

