PORT AND FREIGHT INFRASTRUCTURE (PFIP) PROJECT DETAILS FUNDING
07/06/2023

Project Name 70% Support LA/Long Beach	Lead Agency	Key Project Elements	PFIP Funds Recommended	Total Project Cost
High Desert Corridor Operational Efficiency Project	Caltrans	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 BNSF Cajon Subdivision in San Bernardino County between railroad control points (CP) Martinez and CP Thorn.	$100,467,000	$150,467,000
Hobart/Commerce IMF Leads Project	Caltrans	PFIP will provide requested PA&ED and 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.	$15,000,000	$1,200,000,000
System-Wide Investment in Freight Transport (SWIFT)	City of Long Beach Harbor Department (Port of Long Beach)	The 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. 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 (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).	$383,346,997 (Total Request: $914,920,783)	$2,167,673,910
Maritime Support Facility (MSF) Improvement and Expansion Project	Port of Los Angeles	The 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.	$149,330,000	$198,250,000

Port of Los Angeles Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge	Port of Los Angeles	This project will construct a pedestrian bridge to connect the Wilmington community, which has eight schools within one mile, to the POLA's 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 US 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.	$42,080,000	$57,910,000
State Route 47-Seaside Avenue & Navy Way Interchange Improvement Project	Port of Los Angeles	The project augments an existing partial interchange at 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 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.	$41,790,000	$62,980,000
Freight Air Quality Solutions (FAQS)	South Coast Air Quality Management District	This project includes the deployment of Direct Current Fast Chargers (DCFC) and hydrogen refueling dispensers at seven (7) locations to support 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 U.S. and use the development of the locomotive to later demonstrate this technology in long haul operations.	$76,250,003	$240,394,401
Merced County Inland Port	Merced County	This project contains three distinctive elements: 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.	$14,936,000 (Total Request: $49,600,000, fully funded by PFIP)	$115,674,000
TOTAL			**$823,200,000**	

Project Name 30% Support Other State Areas	Lead Agency	Key Project Elements	PFIP Funds Recommended	Total Project Cost
Merced County Inland Port	Merced County	This project contains three distinctive elements: 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.	$34,664,000 (Total Request: $49,600,000, fully funded by PFIP)	$115,674,000
Port Action, Climate, and Environment Development (PACED)	Oxnard Harbor District (Port of Hueneme)	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.	$79,820,475 (Total Request: $118,632,628)	$216,592,920
Arterial Roadway Improvements Project	Port of Oakland	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. 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.	$17,343,178 (Total Request: $31,172,711)	$38,965,889

The Port of Oakland Terminal Modernization Project	Port of Oakland	PFIP will fund PA&ED and 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.	$102,335,929 (Total Request: $257,924,303)	$357,298,847
Maritime Eco-Industrial Complex Improvement Program	Port of San Francisco	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.	$21,582,000 (Total Request: $39,810,000)	$58,762,500
Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)	Port of Stockton	The RIISE project 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. PFIP fund will 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.	$45,908,418 (Total Request: $82,610,555)	$371,223,580
SNR Proposal to Advance Domestic Hydrogen Rail Switcher Locomotive Conversion	Sacramento Metropolitan Air Quality Management District	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 refueling infrastructure and protocols. The 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.	$15,646,000	$19,561,000
National City Balanced Freight Project	San Diego Unified Port District	The proposed Project funding application requests funds for four critical elements within the National City Marina District Balanced Plan: 1. Berth 24-3 and 24-4 Rehabilitation; 2. Realignment of Marina Way; 3. Rail Connector Track Construction; 4. Reconfiguration of the First Point of Rest adjacent to Pepper Park; 5. Lighting Upgrade in Warehouse 24-A.	$35,500,000	$55,000,000
TOTAL			**$ 352,800,000**	

Project Name Grade Separation Funding	Lead Agency	Key Project Elements	PFIP Funds Recommended	Total Project Cost
7th Street Grade Separation Project	Alameda County Transportation Commission	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 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.	$13,500,000	$378,000,000
Commerce Flyover Project	Caltrans	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.	$12,000,000	$939,000,000
Third Street Grade Separation Project	City of Riverside	The project proposes to construct a new four-lane underpass to replace the existing at-grade crossing along the BNSF San Bernardino Subdivision near the Third Street intersection with Commerce Street in Riverside. Commerce St will be realigned as well.	$22,000,000	$74,000,000
Turnbull Canyon Road Grade Separation Project	San Gabriel Valley Council of Governments	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.	$30,000,000	$98,000,000
Stockton South End Crossover Project	San Joaquin Regional Rail Commission	The project will construct crossovers and switches in the UPRR South Stockton Yard in order to maintain access to the BNSF Railroad and Port of Stockton during construction of the Stockton Diamond Project.	$6,000,000	$11,000,000

Rice Avenue Grade Separation	Ventura County Transportation Commission / City of Oxnard	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.	$15,000,000	$132,500,000
TOTAL			**$ 98,500,000**	

Project Name **Not Recommended for Funding**	**Lead Agency**	**Key Project Elements**	**PFIP Funds Requested**	**Total Project Cost**
Fix 5 Cascade Gateway	Caltrans	The F5CG project will install truck-only lanes, two (2) 350kw truck charging stations, construct auxiliary lanes between highway interchanges, and implement emergency adaptive lane management ITS system project components.	$15,765,000	$114,810,000
State Route 47 Adoption Project	Caltrans	SR 47 Route Adoption project supports the State's efforts to adopt the traversable segments of SR 47 into the State Highway System. PFIP funds would be used for the Project Approval & Environmental Document (PA&ED) phase of the project, serving as a route adoption Decision-Making document.	$5,000,000	$5,000,000
Statewide Truck Census and Weigh-In-Motion Modernization Project	Caltrans	The Project will upgrade or install new truck census or weigh-in-motion (WIM) equipment at approximately 172 sites throughout the State. The Project will also jumpstart a first-in-the-state pilot to capture truck origin-destination data that will be available to public agencies.	$60,000,000	$60,000,000
Pine Avenue Extension Project	City of Chino	The project provides the needed connection from Euclid Avenue to SR-71 and begin the process of developing Pine Avenue into an east-west transportation corridor between SR-71 and Interstate 15 to supplement the existing east-west freeways and roads in this area.	$3,000,000	$55,000,000
Blackstone & McKinley BNSF Grade Separation Project	City of Fresno	The project eliminates two existing at-grade crossings by grade separating North Blackstone Avenue and East McKinley Avenue under the BNSF Mainline Track.	$80,000,000	$151,900,000
County Road 32A Crossing Relocation Project	County of Yolo	The project relocates and grade separates the existing crossing with the UPRR Martinez Subdivision crossing. The current rail line carries 19 freight and 20 passenger trains daily, and the existing crossing's geometry creates safety and operational challenges. The project reduces conflicts between trains and roadway users, improves goods movement reliability, eases traffic congestion, and reduces environmental impacts.	$14,220,000	$45,500,000
TradePort California	Fresno Council of Governments	TradePort California (TPCA) creates a truly unique port-to-market streamlined logistics system that is anchored by a statewide clean energy cargo transportation platform. TPCA will build four TradePort Hubs and seven Satellite TradePorts. Each TradePort Hub strict is comprised of a 200-300-acre Logistics Core Zone and an adjacent large Investment Zone. The Logistics Core Zones will include truck (Truck Mobility Complex) and rail infrastructure while the Investment Zones will house an array of concentrated manufacturing and distribution investment. The Satellite TradePorts will be smaller hubs at existing business concentrations located throughout the central area of the state and will act as feeders to the main north-south logistics spine that will serve as the conduit connection to the ports.	$49,960,587	$76,753,087

Mojave Inland Port	Mojave Air and Space Port	The project proposes to build at Mojave the handling infrastructure required to manage the transloading of up to 2.6 million TEUs per year including: a regional container train-truck transload facility including a 3-track rail yard, 12,000 feet in length, parallel to and along the west side of UP's line, with triple truck loading / unload / bypass lanes and nine electric-powered overhead gantries; two 6,500+ feet long rail spurs providing electric locomotive charging positions and supporting rail freight movements; A 150-acre completed yard with perimeter fencing and lighting, along with secured entrance and exit kiosks intended for short-duration and empty container storage of up to 35,000 units, and truck and chassis parking and charging; A rail/truck/air freight direct link between the Mojave Inland Port and the Mojave Air & Space Port, with capacity for heavy-lift air freight service, making use of 12,500-foot Runway 12-30, and an airfreight transload center on over 50 secured acres within the airport; electric semi-truck parking and charging area; and Master-planned infrastructure improvements to support the entire development including vehicle and rail access; enhanced connections to Highways 14 and 58 along with improvements to adjacent perimeter roads; existing water, sanitary sewer, and storm drainage facilities; utility-grade electrical power via micro-grid, supported by alternate energy backup units.	$59,044,824	$118,089,648
Berth 300 Wharf Expansion/Vessel Emission Reduction Project	Port of Los Angeles	The project entails constructing 1,250 lineal feet of container terminal wharf and supporting backland for the new berth. This would add 1.053 million twenty-foot equivalent units (TEU)/year of terminal capacity. The project also includes electrical infrastructure to operate ship-to-shore cranes and shoreside power to operate all necessary vessel systems, which will reduce about 80 percent of emissions while at berth. This project is critical for obviating vessel queues that occurred between the fall of 2020 and mid-2022 (with corresponding emissions) and accommodating expected future cargo volume increases. If the expanded wharf had been available, 100 out the total 166 vessels destined for Pier 300 throughout 2021 would not have had to anchor (an average of about 8 days).	$185,328,000	$246,040,000
Maritime Support Facility (MSF) Access/Terminal Island Rail System Grade Separation Project	Port of Los Angeles	The remaining funds needed to fully fund this project were awarded in the California Transportation Commission's 2022 Trade Corridor Enhancement Program. The project entails constructing a four-lane, rail-roadway grade separation that eliminates a significant truck access impediment to an important container terminal support facility located on Terminal Island, at the centroid of the Ports of Los Angeles-Long Beach (POLA-POLB). The MSF provides chassis and 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. The MSF is also important for accommodating expected future cargo growth.	$14,936,000	$39,670,000

Tenth Avenue Marine Terminal Heavy-Ready Project	San Diego Unified Port District	The TAMT Heavy-Ready Project would resurface cargo handling areas of the Tenth Avenue Marine Terminal, replacing asphalt with concrete capable of supporting stacked, loaded containers, heavy lift cargo, military cargo, and two all-electric heavy lift cargo cranes. The project would also provide match funding for Caltrans TCEP application to complete the Design and Right of Way phases of the Harbor Drive 2.0 project and advance the redesign of on-terminal rail tracks to the 30% milestone, to prepare for the elimination of severe curvatures and overhead obstructions.	$32,500,000	$67,200,000