

Port and Freight Infrastructure Program Applications Received - January 2023

Project Title	Lead Agency	Key Project Elements*	PFIP Funds Requested**	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.	\$ 12,000,000	\$ 939,000,000
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
High Desert Corridor Operational Efficiency Project	Caltrans	High Desert Operational Efficiency 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	The Project will construct 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 IMF, Commerce IMF, as well as staging tracks at C-Yard.	\$ 15,000,000	\$ 1,200,000,000
State Route 47 Adoption Project	Caltrans	SR 47 Route Adoption project supports the State of California's efforts to adopt the traversable segments of SR 47 into the State Highway System. PFIP funds will be used for the Project Approval & Environmental Document (PA&ED) phase of the project, which will serve 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 will provide 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 (I-15) to supplement the existing east-west freeways and roads in this area.	\$ 3,000,000	\$ 55,000,000

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Blackstone & McKinley BNSF Grade Separation Project	City of Fresno	The Project will eliminate 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
System-Wide Investment in Freight Transport (SWIFT)	City of Long Beach Harbor Department (Port of Long Beach)	SWIFT (System-Wide Investment in Freight Transport) is a \$2.1 billion modernization of the Southern California supply chain, eliminating cargo chokepoints, improving goods movement efficiency, avoiding public harms that disproportionately impact communities of color, and bolstering the local workforce and economy. SWIFT 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 program includes three related projects: 1. Rail Efficiency and Advancement Project (including Pier B On-Dock Rail Support Facility), 2. Terminal Efficiency and Zero-Emission Transformation Project, 3. Vessel Continuity and Anchorage-Reduction Project.	\$ 914,920,783	\$ 2,167,673,910
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
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 will reduce conflicts between trains and roadway users, improve goods movement reliability, ease traffic congestion, and reduce 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

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Merced County Inland Port	Merced County	<p>This project contains three distinctive elements: development of 70 acres within Castle 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 Castle Commerce 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 Castle Commerce 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.</p>	\$ 49,600,000	\$ 115,674,000
Mojave Inland Port	Mojave Air and Space Port	<p>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.</p>	\$ 59,044,824	\$ 118,089,648
Port Action, Climate, and Environment Development (PACED)	Oxnard Harbor District (Port of Hueneme)	<p>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 portwide programmatic Environmental Impact Report (EIR) and enhancing Port-led workforce development and training efforts.</p>	\$ 118,632,628	\$ 216,592,920

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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 will 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 in 2021, one hundred (100) out of the total 166 vessels destined for Pier 300 throughout the year 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 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 has been critical in mitigating the on-going supply chain crisis in the POLA-POLB and entire nation since mid-2020, by reducing current cargo dwell time. The project and MSF are also important for accommodating expected future cargo growth at the POLA-POLB.	\$ 14,936,000	\$ 39,670,000
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 on-going supply chain crisis throughout the U.S. 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

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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.	\$ 41,790,000	\$ 62,980,000
Arterial Roadway Improvements Project	Port of Oakland	The project proposes five components to improve arterial streets serving the Port: Rehabilitate Adeline Street between 3rd Street and 7th Street, and rehabilitate 5th Street between Union Street and Adeline Street; Rehabilitate 3rd Street between Market Street and Broadway; construct a new roadway connecting Adeline Street to Market Street via Embarcadero West that will accommodate heavy container permitted vehicles and emergency vehicles; planning and environmental studies to rehabilitate or reconstruct the existing Adeline Street bridge spanning the Union Pacific corridor; and planning, outreach, and environmental studies to redesign streetscape to enhance the function of Frontage Road for community users while maintaining the essential function as a truck route for the Port and for industries in West Oakland.	\$ 31,172,711	\$ 38,965,889
The Port of Oakland Terminal Modernization Project	Port of Oakland	This project will advance the ability of the port to accommodate ultra large container vessels capable of handling up to 24,000 twenty-foot equivalent units at all deep water international berths, 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.	\$ 257,924,303	\$ 357,298,847
Maritime Eco-Industrial Complex Improvement Program	Port of San Francisco	The project includes marine fendering and mooring improvements at Piers 80 and 94 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. Roadway improvements along Amador Street will advance the flow of goods in the Port's jurisdiction and for the national supply chain. The project includes the demolition of dilapidated and abandoned grain silos to create over 85,000 square feet of sought-after maritime terminal space that will increase economic activity, both import and export. Also, the project proposes a Truck Fleets Zero Emissions Pilot Demonstration.	\$ 39,810,000	\$ 58,762,500

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Port of Stockton Rail Infrastructure Improvements for Sustainable Exports Project (RIISE)	Port of Stockton	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. Five components make up the Port's application for critical transportation infrastructure improvements: San Joaquin Rail Bridge Replacement and Long Lead Double Track; New West Complex McCloy Yard; procurement of a zero-emission electric railcar mover; rehabilitation of a World War II-era building to serve as the Port Administration Security and Facilities Command Center; In partnership with Denmar US LLC, development of a soda ash export facility, to include a 43,800-foot-long loop track at the western edge of the port with rail unloading equipment, storage buildings, cargo-handling equipment/ conveyor belts, a shipping berth and two stationary shiploaders.	\$ 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. SNR is seeking a grant to refine its H2 Locomotive technology in furtherance of 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
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
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

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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
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 this locomotive to later demonstrate this technology in long haul operations.	\$ 76,250,003	\$ 240,394,401
Rice Avenue Grade Separation	Ventura County Transportation Commission / City of Oxnard	The Rice Avenue Grade Separation 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			\$ 2,547,723,394	\$ 6,491,406,782
*Many projects include scalable or phased elements that may be considered, if funding of the entire request cannot be achieved.				
*Projects and budgets are presented based on application summaries submitted by the applicants and are subject to revision and confirmation based on the evaluation process.				
**PFIP funds requested and total budgets including matching funds are based on an initial screening of the applications and are subject to change pending further review and confirmation.				