March 2017

On Track for Tomorrow

World Class On-Dock Rail Service

- Expanding Infrastructure
  - Delivering over $1 billion rail improvement program.
  - Addressing rail system bottlenecks.
  - Developing the Pier B On-Dock Rail Support Facility to assemble longer trains within the Harbor District.
  - Building Middle Harbor, the world’s most modern and sustainable cargo terminal, where 35 percent of cargo will be handled through on-dock rail.
  - Adding a second mainline track at Pier G to boost on-dock rail capacity.
  - Improving tracks at Terminal Island Wye to facilitate train arrivals and departures at multiple terminals.
  - Supporting better rail access across the Cerritos Channel.

- Rail Planning
  - Evaluating current rail projects on an ongoing basis to assess continued need and timing.
  - Leveraging technology and analyses to identify bottlenecks and other needs.
  - Identifying new projects and programs to address future business needs while protecting the environment and considering traffic and air quality impacts on the community.

- Operational Improvements
  - Supporting the industry’s use of the Rail Business Exchange Program.
  - Holding Rail Action Planning Committee meetings with industry partners to discuss challenges and opportunities to improve service.

Rail is Efficient and Cost Effective

- The Port of Long Beach, together with the Port of Los Angeles, handles about 40 percent of the nation’s containerized imports and 25 percent of its exports.
- Turnover containers inland—trucks from the Port reach every Congressional district—double-stack trains are the most fuel-efficient, sustainable and cost effective mode of transporting cargo.
- A full train eliminates between 280 and 750 truck trips.

- Trees are fuel-efficient than trucks and reduce air pollution.
- Five of the Port’s six container terminal are equipped with on-dock rail, which can be loaded onto trains at the dock.
- Every week, 60 trains leave from the Port complex to destinations across the county. The 20-mile Alameda Corridor is a freight rail expressway connecting the ports and the transcontinental rail network.
- The Port of Long Beach is investing over $1 billion in rail to increase efficiency and reduce environmental impacts.

How is on-dock rail different?
- Located within the harbor complex.
- Cargo is moved from the dock directly onto rail.
- No truck trips are generated at on-dock facilities, reducing roadway congestion and emissions.

Why is rail a good investment?

- Economic Competitiveness
  - A modern rail system is an efficient and reliable pathway for robust commerce.
- Environmental and Traffic Benefits
  - Cargo moving by rail directly from Port docks to the U.S. interior minimizes truck trips and associated traffic, safety, noise and air quality impacts.
  - Terminals become more efficient, reducing environmental impacts on the surrounding communities.
  - As rail use increases, terminal gates are less congested and less crowded for local importers and exporters.

Advantages for Business and the U.S. Economy
- Rail does not have road weight limitations, allowing heavier cargo volumes in each container.
- Moving containers by rail frees up truck chassis for other uses.
- Less exposure to cargo theft and tampering on trains.

The Port of Long Beach is investing over $1 billion in rail to increase efficiency and reduce environmental impacts.
On-dock rail — delivering containers directly to and from ships by train — is the most sustainable and efficient way to transport cargo inland. Investing in rail is crucial to our commitments under our Green Port Policy and Clean Air Action Plan. Each train eliminates as many as 750 truck trips, reducing traffic on roads, and trains are 75 percent more fuel efficient than trucks.

Cargo handling and transport generated by the Port helps support hundreds of thousands of jobs, from rail workers to warehouse clerks in the Inland Empire. With the Port of Long Beach handling about 7 million container units each year with more than half of our inbound cargo headed outside Southern California, rail is a big part of our Green Future. That’s why we’re investing more than a billion dollars in rail facilities and working closely with our railroad partners to build tomorrow’s infrastructure.

Pier F Support Yard
The Pier F Support Yard, finished in 2015, was part of a project that included the Ocean Boulevard track realignment. Almost 6 miles of new track was laid, allowing Port terminals to increase their use of on-dock rail, decreasing truck traffic and air pollution.

Middle Harbor Terminal On-Dock Rail Yard — Phase I
The first stage of the Middle Harbor Rail Yard was completed in 2017. The project included laying 12,000 linear feet of track and making related utility and wharf modifications.

Middle Harbor Terminal On-Dock Rail Yard — Phase II
Stage two of the Middle Harbor Rail Yard doubles the capacity of the existing rail yard. The project is expected to be completed in summer 2017.

Middle Harbor Terminal On-Dock Rail Yard — Phase III
The full build of the three-stage project gives the Middle Harbor Rail Yard 75,000 linear feet of track and five rail-mounted gantry cranes. The on-dock rail yard is designed to handle approximately 1.1 million containers a year, or about 24 trains each week.

Pier F North Rail Yard
Completed in 2012, the $51.2 million Pier F North Rail Yard almost doubled the terminal’s on-dock rail capacity.

Track Realignment at Ocean Boulevard
Realigned railway at Ocean Boulevard to help eliminate bottlenecks on the Port’s mainline track. Work was completed in 2017.

Pier G North Rail Yard
The $15.6 million project will be completed in 2017 and increases efficiency at the Pier G bulk cargo terminal. The work involves laying 8,500 linear feet of track and making related utility and wharf modifications.

Double Track Access from Pier G to Pier J
Creates a new 9,000-foot departure track for trains serving four marine terminals, removes an existing track and adds seven new storage tracks totaling 5,700 feet. The $25 million project is in the conceptual phase, with a tentative completion targeted for 2019.

Terminal Island Wye Track Realignment
This $27 million project would create a new 4,800-foot lead track for the Pier T on-dock rail terminal, and two new storage tracks on Pier S totaling 3,500 feet. The project would improve the rail network in an area used by both the ports of Long Beach and Los Angeles.

Pier B On-Dock Rail Support Facility
The $820 million project to redevelop the Pier B Rail Yard would allow rail workers to assemble longer trains within the Port. The project is vital to plans to shift more cargo onto trains and minimize truck trips and environmental impacts.