

BNSF Railway

Intermodal Linkage – Ports Partnering with Railroads

Southern California International Gateway Overview

Jim FitzGerald

November 9, 2011



Rail's Environmental Value

From an environmental, economic, traffic congestion and safety perspective, rail is the best way to move goods – today and in the future



**Reduced
Highway
Congestion**



**Fuel
Efficiency**



**Fewer
Emissions**

Railroad Efforts to Improve Air Quality

- 1998 – Developed enforceable MOU with ARB and EPA to achieve a 67% reduction in emissions from line haul locomotives in Southern California by 2010
- 2001 – Railroads invest \$5 million for particulate trap research
- 2005 – Supplemental MOU with ARB to accelerate PM reductions an estimated 20% in and around rail yards
- Ongoing – Funding and demonstrating new locomotive technologies
- 2008 – EPA set new Tier III and IV standards for locomotives

On-Dock Not Feasible for all Cargo



- BNSF and the San Pedro bay ports strongly support on-dock
- Not all intermodal cargo can be handled at on-dock railyards
- Not all marine terminals have on-dock railyards
- SCIG supports on-dock by allowing containers that can't be loaded on-dock to be transported just four miles before being loaded onto rail, rather than being trucked on the 710 freeway

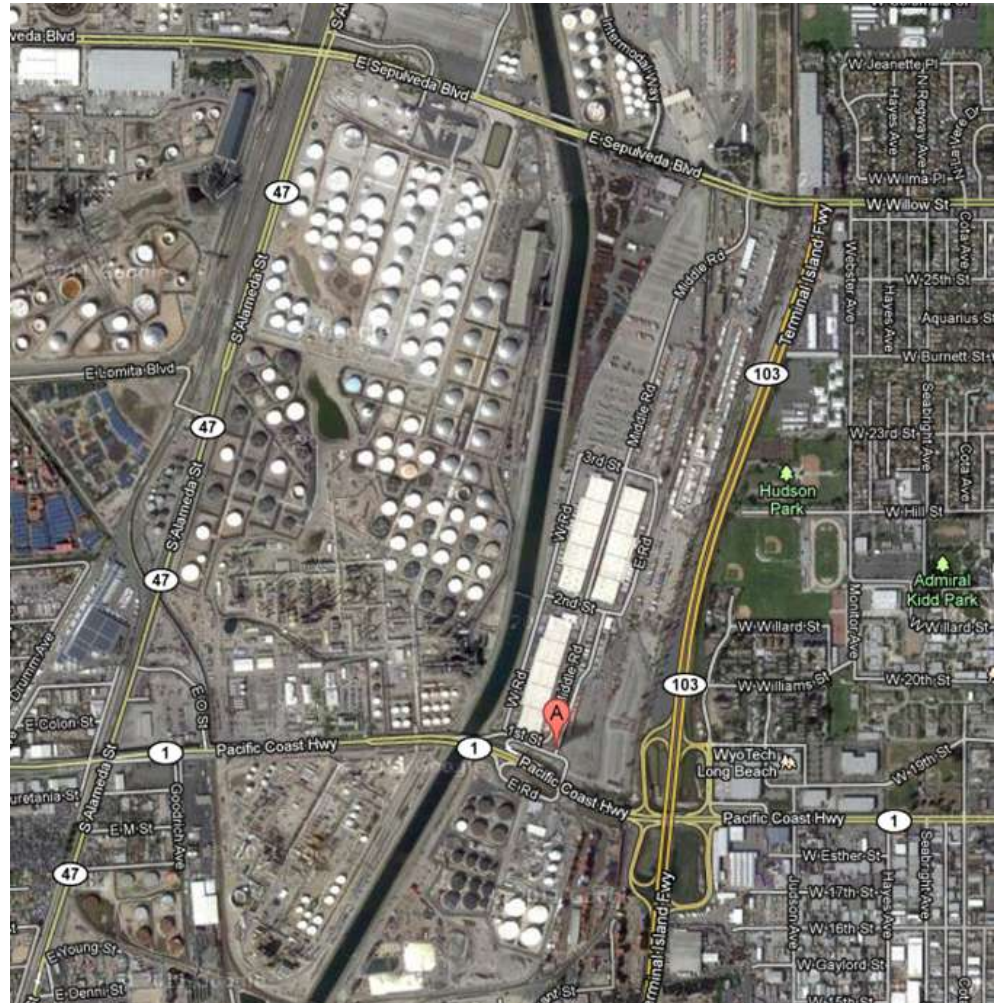
Near-Dock is an Effective Way to Handle Cargo

- Near-dock offers:
 - Short truck trips, reducing freeway congestion
 - New technology to increase efficiency and minimize community impact
 - Increased use of Alameda Corridor
- Near-dock provides an alternative to existing cargo transport:
 - BNSF will eliminate more than 1.5 million truck trips from the 710 to rail yards east of downtown Los Angeles



SCIG's Location

- Located in a primarily industrial area
- Positioned between PCH, Terminal Island Fwy, Sepulveda and the Dominguez Channel
- ≈4 miles from ports
- Direct access to the Alameda Corridor



Strategic Facility Design

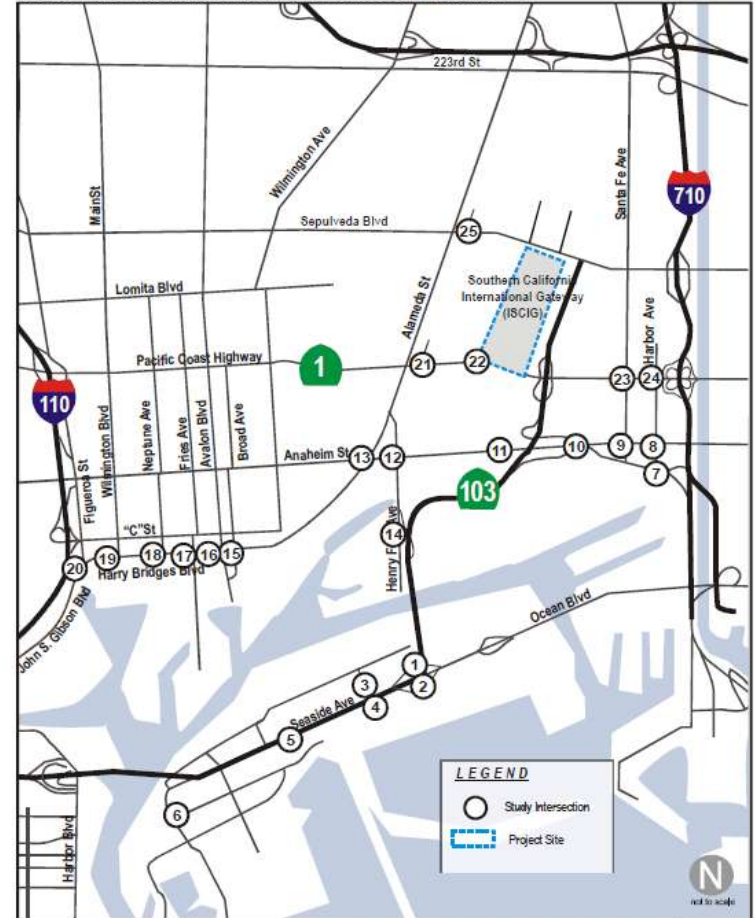
- Community input
- Non-residential, GPS-monitored truck routes
- Minimal operational noise:
 - All-electric cranes
 - No switching
 - Welded rails to reduce clicking
 - Lubricated wheels
- Directional lighting on the cranes minimizes need for perimeter lighting
- SCIG will also use ultra-low emissions switching locomotives and low-emission yard hostlers



Traffic/Circulation Improvements

- The draft EIR analyzed 25 intersections
 - No intersection would see a significant decrease in level of service
 - Three intersections (all in West Long Beach) will see improvements in service
- SCIG will remove 1.5 million truck trips per year from the 710 Freeway, while keeping trucks out of residential neighborhoods

Figure 3.10-1. Proposed Project Study Area and Study Intersections.



Specified, Non-Residential Truck Routes

- Trucking companies that move containers between the marine terminals and SCIG will be required to move containers on specified, non-residential truck routes:
 - Seaside/710 Fwy
 - Terminal Island Fwy
 - Alameda St
 - 9th St
 - Anaheim St
 - N. Pacific Ave/W. Harry Bridges Blvd
 - PCH
- Trucks will exit at PCH and will not travel on the Terminal Island Fwy north of PCH

Figure 3.10-5. SCIG Designated Truck Routes.



Clean Trucks

- Only trucks meeting the Port's Clean Air Action Plan (CAAP) goal of 2007 or newer will transport cargo between the port and SCIG
- BNSF will require that by 2023, 75% of the trucks will be LNG or equivalent emissions vehicles
- By 2026, 90% of the truck fleet serving SCIG will meet this requirement
- All trucks would be required to adhere to specific routes to avoid residential neighborhoods
- The EIR concluded SCIG not only meets the Port's goal for new projects, but is 17 times cleaner



Benefits of SCIG

- Approximately 1,500 jobs annually during the three-year construction.
 - Aggregate wages and salaries during construction would reach over \$39.4 million annually.
 - Overall, project construction is estimated to contribute \$57.6 million in federal taxes and \$28.9 million in state and local taxes.
- According to IHS Global Insight, SCIG would create up to 22,000 direct and indirect jobs by 2036.
- Eliminate millions of truck-miles annually
- Provide additional near-dock capacity with direct access to the Alameda Corridor
- Optimize use of the Alameda Corridor



Looking Ahead

Current Status

- Draft EIR was released in September 2011
- Public comment period is open until Dec. 22
- Public comment meetings on Nov. 10 in Long Beach and Nov. 16 in Wilmington

Next Steps

- Response to comments
- Release of Final EIR and vote by Board of Harbor Commissioners
- Anticipate facility completion by 2016

Public Comment

- Submit official comments for inclusion in the final EIR by mail or email to the Port of Los Angeles:

Christopher Cannon, Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731
ceqacomment@portla.org