

Port of Long Beach Pier S Marine Terminal & Back Channel Improvements Project
Draft Environmental Impact Report (DEIR) Draft Environmental Impact Statement (DEIS)

1.6 Alternatives and Project Description – 1.6.2.3 Rail Yard Alternative

Seven alternatives were considered during preparation of this EIS/EIR, including alternative terminal configurations and locations. However, only three alternatives meet most of the Proposed Project's objectives and were selected to be carried forward for detailed analysis (Section 1.6.3).

In the Rail Yard Alternative, the Port would construct a near-dock rail yard, where containers would be drayed by truck from terminals throughout the two ports on the Pier S site. A near-dock yard would allow increased use of intermodal rail transport directly from the Port area, thereby meeting the Project objective of providing efficient access to land-based rail and truck infrastructure systems that maximizes the use of rail. From a land use standpoint, constructing a near-dock yard within the Pier S site is theoretically possible. However, the Port evaluated the feasibility of a stand-alone near-dock rail yard on the Pier S site and concluded that it would not be a viable project. Throughput capacity modeling showed that the maximum practical capacity of each of the various possible rail yard configurations on Pier S would not be enough to meet the needs of future near-dock cargo volumes, so that additional near-dock facilities elsewhere would still be needed. The Pier S site is too short in its longest dimension to accommodate the 4,000-foot-long, double-ended tracks necessary to accommodate modern intermodal trains efficiently. Single-ended tracks could accommodate the low number of trains that a single small terminal would generate, but not the volumes necessary to serve the near-dock needs of multiple terminals. In addition, a near-dock facility on Terminal Island would dramatically increase rail congestion on Terminal Island to the point of being unworkable at some point in the future. The San Pedro Bay Ports Rail Study Update (Parsons 2006) showed that train traffic from existing and planned on-dock facilities on Terminal Island will overwhelm the mainline connection across the rail bridge by 2015, even after planned improvements to the mainline; there will be no additional capacity for a new near-dock facility. While the 2015 date is likely no longer the case given the recent reductions in cargo volumes, the 2009 Forecast indicates that the basic concept is still true: at some point in the foreseeable future, the Terminal Island rail network's capacity will be completely used by on-dock and carload train traffic from currently planned terminals.

DEIS/DEIR Deficiency: However the Port contradicts itself in 1.6.3.1 Three-Berth Alternative – Intermodal Rail Yard and Terminal Island Wye when it states: *The proposed Pier S Marine Terminal would include an intermodal rail yard facility designed for operation using top-picks, reach stackers, and rail-mounted, electric-powered gantry cranes (RMGs). The facility would have the capability to exchange information electronically with terminal administration through OCR portal(s). The rail yard would consist of 10 single-ended loading tracks, varying from approximately 1,400 to 1,700 feet of working length, and would be able to accommodate two unit trains, each composed of the equivalent of twenty-four, 309-foot-long, double-stack, articulating, deep-well rail cars (Figure 1-6). The rail yard would be served via a new lead track running parallel to the Pier T East lead track along the terminal's southwest corner (see below). The loading tracks would be connected directly to this lead track, which would also accommodate train movements from elsewhere on Terminal Island. Construction of the rail yard and new lead track would require realignment of approximately 2,800 feet of the existing Pier T East lead track, which would be accomplished as part of the Terminal Island Wye improvements (see below). The Project would add a second track on the southern leg of the Terminal Island Wye and along a portion of the Pier T East lead track, and would realign that portion of the lead track to accommodate the new Pier S rail yard (Figure 1-3). As mentioned above, the north track of the lead would serve as a lead track for the rail yard and allow two train movements to use the Terminal Island Wye at once, which is not possible under current conditions*



©2010 Google

Eye alt: 37848 ft

POLA - Pier 500 Future Expansion Land Fill Project

Data USGS
© 2011 Google
Gray Buildings © 2011 CyberCity

33°44'51.48"N 118°14'11.18"W Elev: 2 ft

Alternative Rail Intermodal Facility Locations

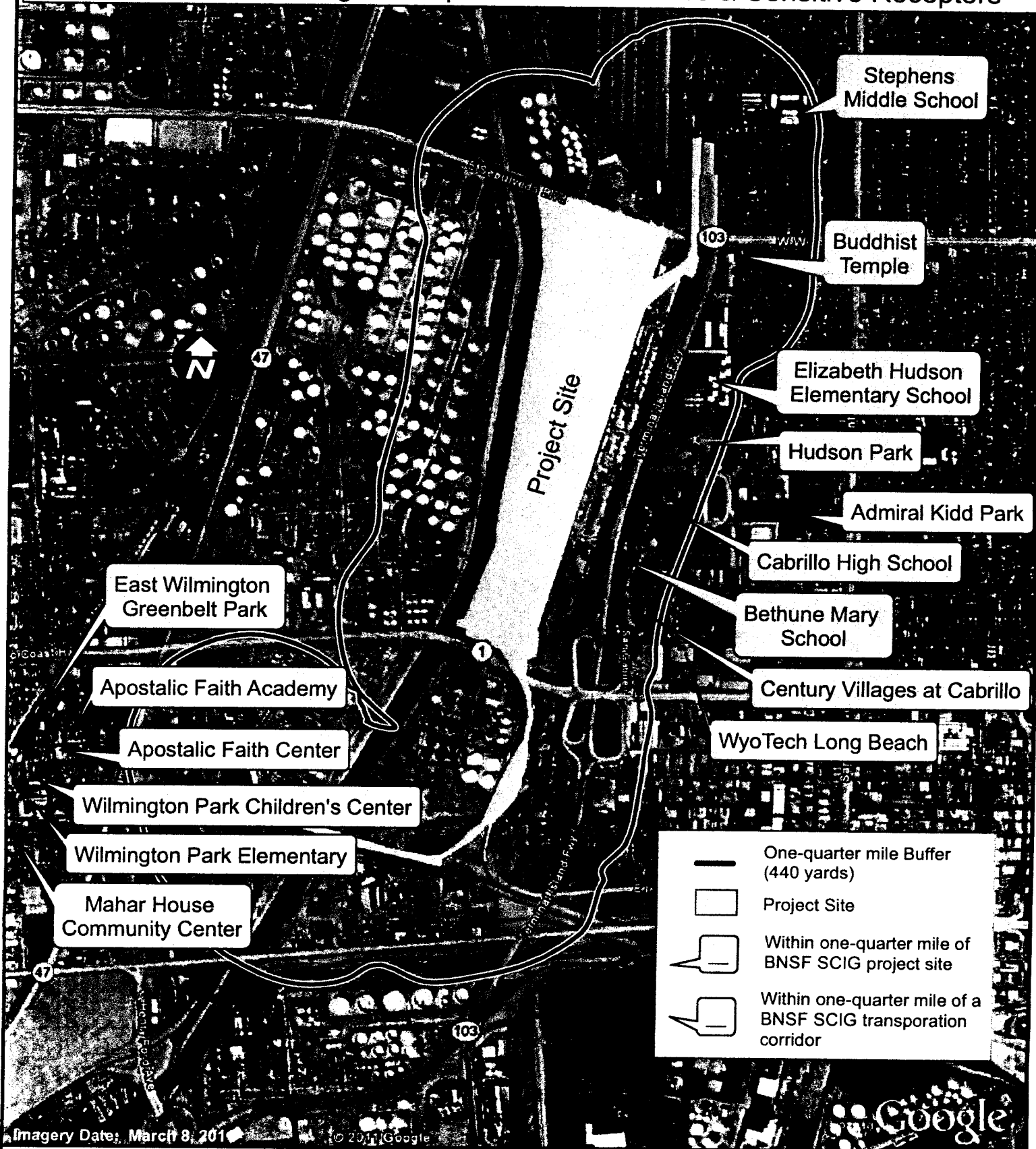
Port of Los Angeles - Pier 500 Future Expansion Land Fill Project - 300 acres

Port of Long Beach - Pier S Unoccupied Land Under Development - 160 acres

Port of Long Beach - Pier B Toyota Logistics Services - 168 acres - 2-3 Parking Lot Structures Could Make 100+ Acres Available

BNSF Railway Southern California International Gateway (SCIG) Project

Long Beach & Los Angeles Impacted Communities & Sensitive Receptors



Long Beach & Los Angeles Communities that will be impacted by increased air pollution, noise, traffic congestion, hazardous waste, public health problems and premature death.

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3.6 Ground Transportation

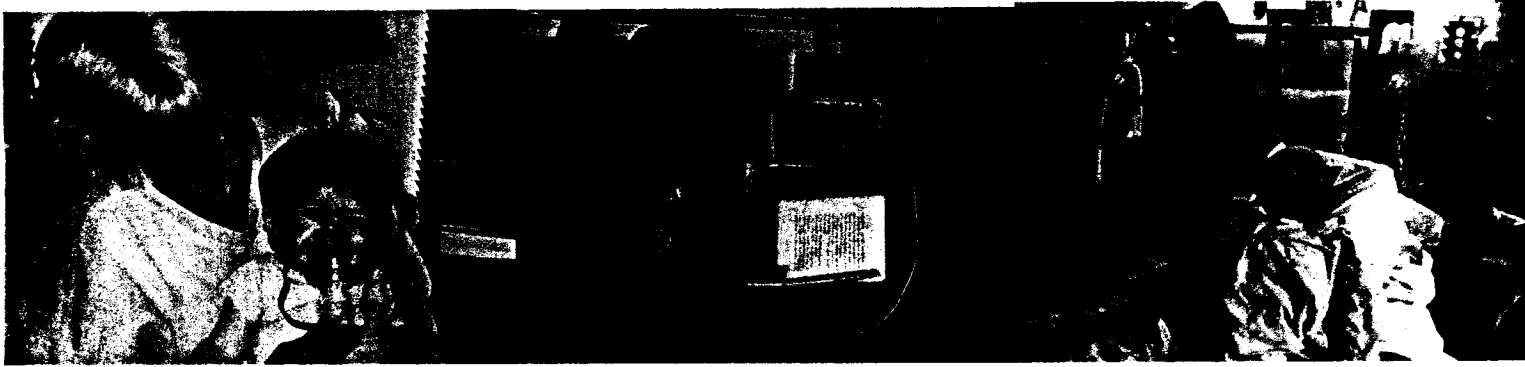
3.6.1.2 Setting

Existing Rail Facilities

Alameda Corridor

The Alameda Corridor is located in southern Los Angeles County, extending 20 miles from the POLB and POLA to rail yards near downtown Los Angeles, primarily along and adjacent to Alameda Street. This dedicated triple-track, grade-separated, rail corridor is operated by the Alameda Corridor Transportation Authority and used by both BNSF and UP. Completed in 2002, the Alameda Corridor has a daily capacity of 150 trains. For the first 3 months of 2011, the average demand on the corridor was 36 trains per day (<http://www.acta.org/PDF/CorridorTrainCounts.pdf>) (Alameda Corridor Transportation Authority. 2009).

IS THIS YOUR FAMILIES FUTURE ???



SAY **NO** TO PORT OF LOS ANGELES

BNSF Railroad Southern California International Gateway Project Proposal

Dear Resident:

The Port of Los Angeles BNSF Railroad Southern California International Gateway Project Proposal will cause significant public health, environmental, traffic and negative economic impacts to you, your family and community. More trains and 2 million truck trips every year operating 24hrs/7 days a week will pass through East Wilmington, West Long Beach and South Carson near resident's homes, community parks and public schools. The Port and BNSF refuse to build the project on port tidelands property or use clean zero emissions and low noise trains and trucks.

THE PROJECT WILL CAUSE

1. An increase in resident's premature death. Will it be you or your child's?
2. An increase asthma, other respiratory health problems & COPD
3. An increase in lung cancer and other cancers
4. An increase in heart attacks and other heart diseases
5. An increase in temporary & permanent physical disabilities
6. An increase in your health care costs & insurance rates
7. An increase in job losses & loss income due to missing work & illness
8. An increase in deadly port diesel train & truck air pollution
9. An increase in train & truck traffic passing near your home, public schools, community
10. An increase in truck traffic accidents on public streets, bridges and freeways
11. An increase in car insurance rates due to increased & more serious accidents
12. An increase in BNSF facility, train & truck traffic noise
13. An increase in global warming impacts from more air pollution
14. A diversion of public services such as paramedics, fire department & police from helping the local community to support port truck accidents & emergencies
15. A decrease in your house property value

THE REAL FACTS & WHY TO OPPOSE PROJECT !!!

- 1...We are not against a new rail intermodal facility if needed. We only want it built on Port tidelands property not in the community impacting resident's health, public safety and decreasing property values.**
- 2...Construction workers can still work and build the rail intermodal facility on Port tidelands property.**
- 3...The Port of Los Angeles and Port of Long Beach refuse to identify a location on their Port tidelands property. They have had over 10 years to identify potential sites and select a site.**
- 4...Environmental Justice Organizations, Public Health Organizations, Academic Institutions and Homeowners Associations have identified 3 on-port property locations and the Ports refuse to accept one.**
- 5...If the Port of Los Angeles built on-dock rail lines dockside to ships at each tenant terminal they would not need another off-port property rail intermodal terminal in the community. Containers are unloaded onto the ground or trucks because no rail lines are built next to ships ???**
- 6...The Ports management and engineers are not capable of rational and intelligent logistics planning and design. The public has more modern ideas that are more efficient ideas than the ports outdated technologies. We do not need another out dated technology BNSF rail facility.**
- 7...The Port refuses to require its shipping company tenants to maximize the use of the Alameda Corridor in its lease agreements. Why??? It should be operating at 100% capacity not 30%. That would eliminate thousands of truck trips on streets and freeways every day.**
- 8...The Port of Los Angeles and BNSF Railroad refuse to replace their outdated air polluting diesel locomotive trains with modern 21st century Zero Emissions Electric Trains like American MagLev Technology Trains, which are also near noiseless and made in USA. MagLev train cars are also faster and can travel independently, no need for 300 car long trains.**
- 9...The Port of Los Angeles and Port of Long Beach have refused to allow American MagLev Technology, Inc. (AMTI) to build a demonstration MagLev Container Train at no cost to the ports and public to prove it works. AMTI has agreed to build their manufacturing facility here to create good paying permanent jobs for Harbor Residents.**

- 10..The Port of Los Angeles and BNSF Railroad refuse to replace their outdated air polluting diesel trucks with modern 21st century Zero Emissions Electric Trucks like Vision Motor Corp Hydrogen Gas Fuel Cell Battery Electric Trucks, which are also near noiseless and made in USA. POLA purchased 2 Vision Motor Corp trucks when they should help truck companies replace thousands of old polluting trucks.**
- 11..There will be 2 million more air polluting and noisy diesel fuel trucks passing through East Wilmington, West Long Beach and South Carson every year.**
- 12..The BNSF Railroad SCIG Project will cause an increase in asthma, COPD, lung cancer, premature death and numerous other health problems.**
- 13..The Port of Los Angeles refuses to conduct a Health Impact Assessment to determine its current public health impacts and the projected increase in public health problems caused by the BNSF SCIG Project.**
- 14..The Port of Los Angeles and BNSF refuse to install air purification systems in the homes of residents, public schools and churches near the new rail facility and connecting truck transportation corridors.**
- 15..The Port of Los Angeles and BNSF refuse to install sound proof windows, doors and insulation in the homes of residents, public schools and churches near the new rail facility and connecting truck transportation corridors.**
- 16..There is no emergency rush to build a new intermodal rail facility in the next 5-8 years due to the economy. So there is time to evaluate more alternative sites, new zero emission technologies, new pollution control, low noise transportation technologies and demonstration projects.**
- 17..The Mayor of Los Angeles refuses to appoint local Harbor Residents onto the Port Board of Harbor Commissioners. All commissioners appointed by the Mayor had no experience. There are in fact many local residents with more knowledge, experience and qualifications.**
- 18..Ports and Port lands are owned by the public for the public's best interest not to maximize profits for shipping companies, exporters and big box retailers like Walmart, Kmart, Home Depot, Sears etc..**
- 19..Importers like Walmart, Kmart, Home Depot, Sears, JC Penny, Kohls etc. do not pay one dime for public health care from the air pollution, health problems and noise they cause from importing products and not using zero emissions and low noise trains and trucks.**