A key bottleneck constrains Pier B rail operations.

Today, a narrow section of the Pier B Railyard limits the Port’s ability to receive arriving westbound trains while storing enough railcars to support marine terminals. This constraint increases costs through delayed Port operations, causes rail traffic congestion throughout Southern California, and increases greenhouse gas emissions from more cargo moving inland by truck.

Three initial, CEQA-cleared and NEPA-pending enhancements can dramatically improve the Port’s near-term rail operations. These improvements create additional staging tracks that augment the capacity of the Pier B Railyard:

- Locomotive Facility
- West Expansion
- East Expansion

Phase 1 Rail Enhancements—delivered an estimated 6 years early—will improve operational efficiencies that reduce transportation costs and improve community outcomes. Early rail enhancements will provide much-needed relief to an at-capacity rail network, align Port and shipper interests, and allow more long-distance cargo to shift from trucks to trains.

Fact Sheet

AMERICA’S GREEN GATEWAY PHASE 1:

Pier B Early Rail Enhancements

Today’s Challenge

A key bottleneck constrains Pier B rail operations.

Near-Term Benefits by 2025

Pier B Early Rail Enhancements provide critical improvements.

Planning for the Future

Building now lays vital groundwork for national freight sustainability.

(continued on back)
### Locomotive Facility

**HIGHLIGHTS**
- New 24-locomotive support facility, with capacity to expand to 30 locomotives
- New 4th mainline track creating a 10,000-foot support track

Constructing a locomotive facility will allow railroads to refuel locomotives directly at the Pier B Railyard. This addition will reduce train moves on the constrained rail network and improve utilization.

Early construction of a 10,000-foot support track improves handling of trains up to 16,000 feet that can be held on only 2 yard tracks, rather than 3 or 4 shorter tracks. This reduces the amount of time to accommodate each arriving or departing train.

**COST:** $31.3 MILLION

### West Expansion

**HIGHLIGHTS**
- 3 new yard tracks
- 5 lengthened yard tracks
- Realigned Pier B Street and two rail spurs to accommodate the expanded rail yard

Realigning the western portion of Pier B Street provides space to extend the existing Pier B Railyard. A new west yard ladder track would be added, and five of the existing Pier B Railyard tracks would be extended to connect with the new ladder. Three new “infill” tracks would be added within the rail yard to increase train operational flexibility, and, together with the track extensions, provide an additional 12,355 feet of railcar storage—with space to stage railcar cuts up to 3,000 feet long.

**COST:** $88.7 MILLION

### East Expansion

**HIGHLIGHTS**
- 2 lengthened yard tracks
- Permanent closure of 9th Street at-grade rail crossing
- New I-710 retaining wall at Pier C Street

Two arrival/departure tracks would be lengthened from approximately 1,950-ft to 4,450-feet. Longer tracks better support longer trains, reducing the number of segments a train must be split to hold in the Pier B Railyard. Closing the 9th Street at-grade rail crossing enhances safety and rail operations and also eliminates the issue of lengthy crossing gate down-times during rail switching. This project also isolates the I-710 retaining wall work, narrowing Caltrans’ oversight to a tailored section of the Program.

**COST:** $48.8 MILLION

**TOTAL PIER B EARLY RAIL COST:** $168.8 MILLION