

FOR IMMEDIATE RELEASE

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PORT BEGINS TALKS WITH BNSF RAILWAY FOR NEAR DOCK RAIL FACILITY *Intermodal Container Transfer Facility Will Eliminate Up To 1 Million Truck Trips Per Year*



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After 5:00 p.m.:

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SAN PEDRO, Calif. – In a move consistent with the Port of Los Angeles Rail Policy and Mayor Jim Hahn's "no net increase" policy, the Board of Harbor Commissioners today gave the green light for Port staff to begin discussions on terms for new near dock intermodal container transfer facility (ICTF) with Burlington Northern Santa Fe Railway (BNSF).

"The more containers we can move by rail instead of by truck, the better," said Mayor Jim Hahn. "This near dock rail facility will eliminate nearly 1 million truck trips per year, benefiting our commuters, our communities and our environment."

The Port of Los Angeles currently has one near dock intermodal container transfer facility in Wilmington operated by Union Pacific Railroad. This second near dock rail yard is being planned in the same general area, just south of the existing yard. Currently, trucks travel 20 miles from the Port to reach BNSF's closest rail yard at the end of the I-710 freeway, just east of downtown Los Angeles.

"As our roads and highways get more and more congested, we need to look for other ways to move our cargo besides trucks, and near dock rail is a great solution," said Councilwoman Hahn. "Let's just ensure that as we move trucks off our freeways, we aren't instead, moving into Wilmington and burdening the community. I am also hopeful that this new ICTF is environmentally friendly."

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Near Dock Rail Facility

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In 2004, the Board of Harbor Commissioners adopted an official Rail Policy. The Rail Policy focuses on increased rail usage at the Port as a means to alleviate traffic congestion and air emissions as Port operations continue to grow.

“We have the land, we have the rail, we want to utilize it in the best possible way to positively effect business and the environment to achieve Mayor Hahn’s policy of ‘no net increase’,” said Harbor Commission President Nicholas Tonsich. “The Rail Policy we adopted last year was well conceived and included public input. We intend to follow the Policy by utilizing rail wherever feasible, and this project is the first.”

BNSF was chosen as the recommended developer/operator of the ICTF after a lengthy selection process in compliance with the Port’s Draft Leasing Policy. The Port solicited letters of interest, and the responses were reviewed by a lease evaluation team. The proposal submitted by BNSF most effectively met the strategic and competitive needs of the Port while remaining consistent with the Rail Policy.

Next steps include preparation of a preliminary financial analysis based upon actual facility requirements, long-term lease discussions with BNSF, defining the project scope and benefits, and a full Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA).

The Port of Los Angeles is America’s premier port. As the leading containerport in the nation and a critical hub in the international supply chain, the Port generates thousands of stable, well paying jobs. It has also placed a high priority on smart growth initiatives combined with high security, environmental stewardship and community outreach. The Port of Los Angeles is a proprietary, self-supporting department of the City of Los Angeles. The Port of Los Angeles . . . Anchoring a bright future.

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