

Dolores Yard Crossover Project

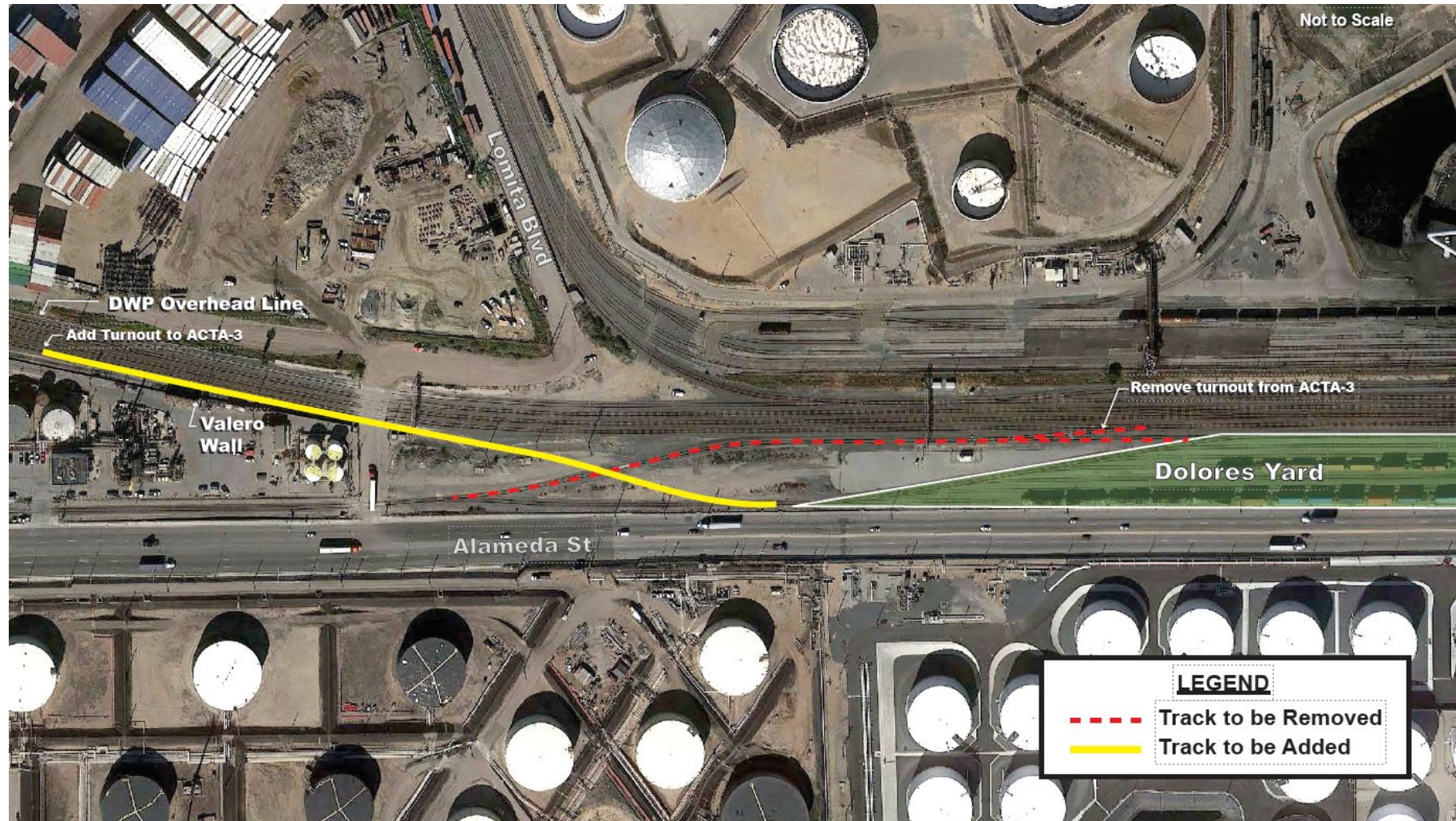
September 2021



Project Location



Project Components



Train Routes with and without Project

Without Project:
Existing route in orange

With Project:
ACTA route in magenta



Project Benefits

- Enables train route using ACTA tracks (magenta on previous slide). **Without Project, trains must use Wilmington Branch (orange).**
- Removes conflict between trains on ACTA vs trains on Wilmington Branch. **This reduces locomotive idling in vicinity of Wilmington.**
- Removes at-grade street crossing on Alameda Street. **Reduces vehicle idling on Alameda Street and improves safety.**
- Removes train v. train conflicts at Long Beach Lead. **This reduces locomotive idling.**
- Removes train v. train conflicts at CP Crucero. **This reduces locomotive idling.**
- Improves train route to Terminal Island. **This reduces locomotive operations in vicinity of Wilmington and Westside Long Beach; without Project trains had to travel into Long Beach and then reverse direction and shove onto Terminal Island.**



CEQA

Multiple Categorical Exemptions Apply to the Project

- Existing Facilities – 14 CCR 15301;
- New Construction or Conversion of Small Structures - 14 CCR 15302;
- Replacement or Reconstruction - 14 CCR 15303;
- Minor Alterations to Land - 14 CCR 15304;
- Accessory Structures - 14 CCR 15311



Wilmington Neighborhood Council Public Comment

1. There is already an overabundance of trucks that go through the Residential Area of Drumm Avenue as there is no proper truck route.
2. The Port of Long Beach is already wishing to expand into Wilmington with the Pier B project, and now the Dolores Yard Crossover.
3. All these projects will be within a few blocks of each other. It is difficult for us to reconcile how these projects are continuously being pushed through so close to our residences without the cumulative effects these projects have on our community being taken into consideration.



Reponses to Public Comment

1. There is already an overabundance of trucks that go through the Residential Area of Drumm Avenue as there is no proper truck route. **The Project does not affect this.**
2. The Port of Long Beach is already wishing to expand into Wilmington with the Pier B project, and now the Dolores Yard Crossover. **The Project does not expand rail into Wilmington; it provides a preferred route along Alameda Corridor instead of using the track along the west side of Alameda Street, which will enable trains to operate further from Wilmington.**
3. All these projects will be within a few blocks of each other. It is difficult for us to reconcile how these projects are continuously being pushed through so close to our residences without the cumulative effects these projects have on our community being taken into consideration. **The Project is over 2 miles from the future potential Pier B. The benefits described in Item 2 above would still be available if Pier B is built (i.e. any impacts to Wilmington found with Pier B would not be increased by the current Project, and conditions would be improved by the current Project without or with Pier B).**

