



GRID Port Modernization is an Environmentally Superior Alternative to the following proposed conventional infrastructure projects;

- Lane widening aspects to the SR-710 Freeway Corridor Project
- The BNSF Southern California International Gateway Project
- The Port of Long Beach Mid Harbor Expansion Project
- The proposed Union Pacific ICTF Modernization Development
- All On Dock rail expansion projects at both Ports of LA and Long Beach
- The proposed freeway double decking “East West Freightway” Project

A Total Transportation Solution – The GRID is a three part regional container supply chain network with large scale infrastructure connecting the ports of Los Angeles and Long Beach to the Inland regions of the So. Cal Basin East of Los Angeles into the Inland Empire regions with capacity to expand beyond.

1. **The SuperDock-** A 21st Century American designed Container Pier Superstructure having a high concentration of cranes and containers storage shafts. The system creates a high performing ship to rail container interface platform to include;
 - Conventional trains for immediate loading of unit trains into and out of the Alameda Corridor bringing the corridor to high capacity
 - Next generation of a zero emissions electrified container delivery guideway system supported by a “Freight Pipeline Network”.
2. **The Freight Pipeline** – An arterial electrified surface and subsurface rail guideway platform. The Freight Pipeline uses large diameter water transmission pipe housing a container deliver platform shuttling drone trains between the ports and inland freight centers of high concentration warehousing centers (i.e. Los Angeles, City of Industry, and Inland Empire Cities. The Freight Pipelines include;
 - A critical 3rd Right of Way (ROW) designed exclusively to move containers to from ports and warehousing centers. Guideway uses a combination using freeway, flood control channels and power transmission tower Rights of Way.
 - A system designed to eliminate the Freeway travel component to the container supply chain and reposition the trucking component to the last link limited to warehouse transfer to and from the “Micro Feeder Terminals”.
3. **Micro Feeder Terminals** – Receiving container transfer facilities connecting the Freight Pipeline to SuperDock. These facility superstructures are a fraction in size to the SuperDock however function nearly identical to rapid loading and unloading of containers in high volumes. The Micro Feeder Terminals;
 - Eliminate the freeway trucking delivery component from the container supply chain and thus eliminating millions of truck trips. A Metrans study concluded that truck delivery miles travelled to the Inland Empire could be reduced by 85%
 - The 85% reduction translates that a truck would reduce its container travel from 60 mile in average down to 8 miles on average. This reduction in delivery for each container creates an opportunity to use electric trucking fleets.