

# APPENDIX B-4-5: PORT OF LOS ANGELES

## Port Address

425 South Palos Verdes Street, P.O. Box 151, San Pedro, CA 90733-0151

## Port Website

<http://www.portoflosangeles.org/>

## Port Contact

Kerry Cartwright, Director of Goods Movement, (310) 732-7678  
[kcartwright@portla.org](mailto:kcartwright@portla.org)

## Caltrans Contacts

District 7: Dan Kopulsky, (213) 897-0213; [Dan\\_Kopulsky@dot.ca.gov](mailto:Dan_Kopulsky@dot.ca.gov)  
 Headquarters: Julie Hutcheson, (916) 653-1965; [Julie\\_Hutcheson@dot.ca.gov](mailto:Julie_Hutcheson@dot.ca.gov)

The Port of Los Angeles (POLA) is located on San Pedro Bay, 20 miles south of downtown Los Angeles (LA), at the south end of Interstate 110. The Port is the busiest container port in the U.S. (ranked 1<sup>st</sup> since 2000) and the 16<sup>th</sup> busiest container port in the world. When combined with the neighboring Port of Long Beach (POLB), these two ports, known as the San Pedro Bay Ports, are ranked the 6<sup>th</sup> busiest container complex in the world, with 90 percent of the Ports' trade coming from East Asia.

In 2011, the Port exported over 2 million containers, setting a new national record. As the nearest major American ports west of the Panama Canal, the San Pedro Bay Ports have become the natural ports-of-call for most trans-Pacific and coastal users of the waterway.

The Port is an independent, self-supporting department of the City of Los Angeles and is managed by the Board of Harbor Commissioners. The Port's primary revenue comes from shipping services and leasing property to tenants who operate their own facilities. The Port provides 896,000 jobs regionally and generates 1.2 million port-related jobs throughout California and 3.6 million port-related jobs nationwide.



## PORT INFRASTRUCTURE

Channel depth	53 feet
Maritime area	7,500 acres
Terminal Acreage	1,600 acres
Cargo terminals	23
Waterfront	43 miles
Deepwater berths	270
Gantry Cranes	85
Post-Panamax Cranes	36 (of the above)
Container terminals	9
Rail (on-port)	113 miles

## PORT TRADE CHARACTERISTICS

Imports	Exports
Furniture	Wastepaper
Apparel	Animal Feeds
Automobile parts	Scrap metal
Electronic products	Cotton
Apparel	Resins

## Major Trading Partners – cargo value

- |                |            |
|----------------|------------|
| 1. China       | 4. Taiwan  |
| 2. Japan       | 5. Vietnam |
| 3. South Korea |            |

## Port Trade Characteristics (con't)

In 2012, the port handled:

- 206,865 automobiles
- 175.2 million metric revenue tones
- Cargo valued at \$283.6 billion
- Container volume was at 8.1 million twenty-
- 2,080 vessels arrival

### PORT STATISTICS

- Over 100 trains per day in and out of the San Pedro Bay Gateway to 14 U.S. markets
- 30 percent of all containerized cargo moves by on-dock rail
- The Port is spending over \$1 million a day in capital improvements
- 8.1 million twenty-foot equivalent units were handled in calendar year (CY) 2012
- When combined with the Port of Long Beach, it ranks 8<sup>th</sup> in the world for container volume

## SURFACE TRANSPORTATION NETWORK & INTERMODAL CONNECTIONS

### Highway Access Routes

- Major State Highway System routes serving the Port of Los Angeles include US 101, I-5, I-10, I-15, I-105, I-110, I-210, I-405, I-605, I-710, SR 47, SR 60, SR 57, SR 91, and SR 138.
- Containers are moved primarily on I-110, I-710, SR 47/SR 103, and Alameda Corridor (rail).

### Trucking

- 75 percent of all port-related freight movements are made by truck for at least one segment.
- The Los Angeles region served by the Port has five of the 10 worst truck bottlenecks in the U.S.
- Limited funding availability while Southern California's aging transportation system is at capacity and in poor condition.

- 660 million square feet of warehouse and distribution facilities within 80 miles of the Port

### Freight Rail

- About 40 percent of all containers at the San Pedro Ports are loaded onto trains via on-dock and off-dock rail yards. Of this 40 percent, about 25 percent is loaded via on-dock rail yards. It is the policy of the ports to maximize the movement of containers via on-dock rail by providing sufficient infrastructure.
- Rail traffic is estimated to increase from about 95 to 315 trains per day between now and 2035. The San Pedro Ports have developed a comprehensive Rail System Program estimated to cost about \$2 billion over the next 10 to 15 years.

### *Class I Railroads*

- Union Pacific (UP) Railroad
- Burlington Northern Santa Fe (BNSF) Railway

### *Shortline Rail*

- *Pacific Harbor Line*. Operates 18 miles of track entirely inside the San Pedro Bay Ports each interfacing with BNSF and UP. It operates on tracks and facilities owned by the ports.

### *Alameda Corridor*

- Twenty-mile freight train expressway, opened in 2002; connects the San Pedro Ports to the transcontinental railyard in downtown LA (operating agreement between BNSF and UP)

### *Alameda Corridor-East*

- Extends the benefits of Alameda Corridor through the construction of safety improvements and 22 grade separations across 70 additional miles of mainline railroad in the San Gabriel Valley; 19 grade separations have been completed.

### *Roadway and Rail Bridges*

- Critical roadway and rail bridges for the San Pedro Ports:
  - Vincent Thomas Bridge (SR 47)
  - Gerald Desmond Bridge (POLB; soon to be part of SR 710)
  - Badger Avenue Railroad Bridge (POLA)
  - Schuyler Heim Bridge (SR 47/103)

## Major Rail Yards

### **BNSF Railway**

- *Hobart Yard*, located in the City of Commerce, near the junction of I-710 and I-5, is the largest intermodal railyard in U.S. The facility handled about 1.1 million lifts in 2010 (port and non-port cargo); 40,000 line haul locomotives arrived and departed in 2007.
- *Southern California International Gateway (SCIG)*: Proposed new intermodal yard will be adjacent to the Alameda Corridor near the San Pedro Bay Ports and would increase use of the Alameda Corridor, reducing the need for trucks to haul containers on I-710 to the Hobart Yard. Project is currently in the environmental review process.

### **Union Pacific (UP) Railroad**

- *Commerce Yard (East Yard)*: Across the street from BNSF's Hobart Yard; handled 430,000 lifts in 2010.
- *Intermodal Container Transfer Facility (ICTF) and Dolores Yards*: Five miles from POLA, adjacent to the Alameda Corridor near San Pedro Bay Ports and owned by UP. UP intends to enhance the facility by increasing capacity and purchasing electrified cranes. The ICTF Joint Powers Authority is jointly funded and created by the Ports of Los Angeles and Long Beach. The ICTF is an intermodal facility for moving containers from the ports onto the Alameda Corridor, thereby reducing truck trips to Commerce and Industry Yards. Dolores Yard is adjacent to ICTF and is a servicing and switching facility; handled about 422,000 lifts in 2010.

## MAJOR PORT ISSUES

- Port competitiveness: To retain its premier position as America's number one container port and to incentivize carriers for moving cargo through the Port, ocean carriers will earn \$5 for each 20-foot equivalent unit (TEU) a carrier ships through the Port and \$15 per unit if a carrier exceeds 100,000 or more TEUs for CY 2014.
- International security
- Terminal, rail, and roadway infrastructure requirements
- Channel dredging and maintenance
- Freight congestion and bottlenecks

- Protection and stewardship of coastal environment
- Secure sources for funding and financing
- Environmental and community concerns

## CALTRANS FOCUS AREAS

- Impacts of increased cargo volumes and trade on the State Highway System
- Existing roadway and rail capacity, safety, operational, and design constraints
- Ongoing studies analyzing the need and feasibility of a dedicated East-West Freight Corridor
- Environmental, community, and health impacts from diesel engine emissions, as well as noise, blight, and vibration

## PORT-RELATED PROJECTS

### **Trade Corridor Improvement Fund (TCIF)**

#### ***Under construction***

- I-110 Freeway Access Ramp Improvement , SR 47 and I-110 Northbound Connector Widening
- C Street Access Ramp Improvements
- South Wilmington Grade Separation
- Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements)
- Alameda Corridor West Terminus Intermodal Rail Yard-West Basin Rail Yard Extension
- POLA Cargo Transportation Improvement-Emission Program (CTIER) – 2 phases

#### ***Design Phase***

- Washington Boulevard Widening and Reconstruction Project

### **Other Port-Related Projects**

- Harry Bridges Boulevard Enhancements: Roadway Improvement Project. Federal American Recovery and Reinvestment Act (ARRA) stimulus project
- Port plans to invest \$1.5 billion in capital improvements over the next five years; 10-year plan is to spend \$3.2 billion on port projects (access channel deepening, marine terminals expansion, adding on-dock rail capacity, and improving traffic flow through street and bridge improvements in the harbor area).
- Port's FY 2011-12 budget includes \$44 million for surface transportation projects to improve

goods movement on port-owned and non-port-owned roads.

- TraPac Terminal Expansion provides on-dock rail, scheduled to be completed by 2015.
- China Shipping Terminal Expansion will include 10 Super Post-Panamax cranes and 2,500 feet of wharves. Completion scheduled for early 2014.

## ENVIRONMENTAL INITIATIVES

- POLA Voluntary Environmental Ship Index Program (ESI) started in July 1, 2012. ESI is a web-based tool used to reward vessel operators with financial incentives for going beyond compliance in reducing polluting air emissions, green house gases, and uses technology that promotes sustainability.
- San Pedro Bay Clean Air Action Plan (CAAP) – Ports implemented a five-year plan to reduce emissions 80 percent by 2014.
- Clean Truck Program – Set a progressive ban on older-model, heavy polluting trucks serving the Port. Program began in 2008 and has reduced 80 percent of particulate matter emissions.
- Alternative Maritime Power Program – providing shore-side electric power to ships.
- San Pedro Bay Vessel Speed Reduction Program – a voluntary vessel speed reduction program for ships entering or leaving the Bay to reduce nitrogen oxide emissions and fuel consumption.
- Implemented Mitigation Monitoring and Reporting Program tracking system - addresses and looks at the long term impact of varying development options on the Port's natural and economic environment.
- Implemented a Water Resources Action Plan including Sediment Management Plan and a tenant storm water outreach program to improve water quality.
- Provide timely and cost-effective hazmat services in support of capital development construction projects
- Create and implement clean soil and groundwater action plan
- Implemented an effective cost recovery process from responsible parties for contaminated sites in the Port.

- Technology Advancement Program (TAP) – in collaboration with POLB, fund development of new technologies for demonstrations in a port environment

## Transportation Planning Partners

- Alameda Corridor-East Construction Authority
- Alameda Corridor Transportation Authority
- California Air Resources Board (CARB)
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Orange County Transportation Authority (OCTA)
- Port of Long Beach
- Port of Hueneme
- Riverside County Transportation Commission
- San Bernardino Associated Governments (SANBAG)
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District (South Coast AQMD)
- Southern California Consensus Group, a coalition of all the transportation agencies and ports in Southern California, including the five regional transportation planning/programming agencies (RTPAs) in the SCAG region (Metro, OCTA, RCTC, SANBAG, and Ventura County Transportation Commission)
- Southern California National Freight Gateway Cooperation Agreement (signatory agencies): United States Department of Transportation (USDOT), United States Environmental Protection Agency (USEPA), United States Army Corps of Engineers, United States Fish and Wildlife Service, National Marine Fisheries Service, and National Oceanic and Atmospheric Administration; California Transportation Agency, California Environmental Protection Agency and (CalEPA), Caltrans
- U.S. Customs & Border Patrol

## PLANNING DOCUMENTS

- Diesel Particulate Matter Mitigation Plan for the BNSF Railway Hobart Rail Yard, BNSF, September 2008: <http://www.arb.ca.gov/railyard/hra/drftmitplanbnsfhob.pdf>
- On the Move: Southern California Delivers the Goods (2013), Southern California Association of Governments (SCAG). [http://www.camsys.com/pubs/CRGM\\_OnTheMove\\_ExecSummary.pdf](http://www.camsys.com/pubs/CRGM_OnTheMove_ExecSummary.pdf)
- Port of Los Angeles Handbook & Business Directory 2011-2012, Port of Los Angeles [http://www.portoflosangeles.org/pdf/POLA\\_Handbook\\_2011-12.pdf](http://www.portoflosangeles.org/pdf/POLA_Handbook_2011-12.pdf)
- San Pedro Bay Clean Air Action Plan (CAAP), 2010 Update, Port of Los Angeles and Port of Long Beach.
- Strategic Plan 2012 - 2017, Port of Los Angeles, 2012. [http://www.portoflosangeles.org/pdf/strategic\\_plan\\_2012\\_lowres.pdf](http://www.portoflosangeles.org/pdf/strategic_plan_2012_lowres.pdf)

## SOURCES AND ADDITIONAL INFORMATION

California Air Resource Board: <http://www.arb.ca.gov/homepage.htm>

Gateway Cities Council of Governments: <http://www.gatewaycog.org/index.php>

PierPASS, Terminal Operators at the Ports of Long Beach and Los Angeles: <http://pierpass.org/>

SCAG Regional Transportation Plan, 2012-2035, April 2012, including Goods Movement appendix: <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>

Port of Los Angeles Inventory of Air Emissions, Port of Los Angeles, 2010:

[http://www.portoflosangeles.org/pdf/2010\\_Air\\_Emissions\\_Inventory.pdf](http://www.portoflosangeles.org/pdf/2010_Air_Emissions_Inventory.pdf)