



# Freight Planning Fact Sheet

## Port of Long Beach

**PORT CONTACT** Eric Shen; (562) 283-7175, [shen@polb.com](mailto:shen@polb.com)  
**PORT ADDRESS** 925 Harbor Plaza, Long Beach, CA 90802  
**PORT WEBSITE** [www.polb.com](http://www.polb.com)  
**CALTRANS CONTACTS** District 7: Kathleen Wanda, [Kathleen\\_Wanda@dot.ca.gov](mailto:Kathleen_Wanda@dot.ca.gov), (213) 897-0587  
 Headquarters: Terri Bridges, [Terri\\_Bridges@dot.ca.gov](mailto:Terri_Bridges@dot.ca.gov), (916) 654-3419

### LOCATION & HISTORY

The Port of Long Beach (POLB/Port) is located at the south end of the I-710 Freeway; approximately 25 miles south of downtown Los Angeles (LA). The Port is a premier gateway for trade between the U.S. and Asia. Nationally known for its “Green Port Policy,” it is the 2nd busiest Port in the U.S. and the 18th busiest container cargo Port in the world. If combined, POLB and the Port of Los Angeles (POLA), known together as the San Pedro Bay Ports, would be the world’s 8th busiest port complex by container volume, with 90 percent of the trade volume coming from East Asia. Port lands are owned by the City of Long Beach (City) in trust for the people of the State of California. In 1911, the California Legislature approved a Tidelands grant, giving the City the right to manage and develop the Harbor District. Port-related trade generates 1.4 million U.S. jobs and \$4.9 billion a year in tax revenue.



### PORT INFRASTRUCTURE

Channel Depth	76 feet
Maritime Area	3,200 acres
Container Terminals	6
Waterfront	25 miles
Deepwater Berths	80
Piers	10
Non-container Terminals	23
Post-Panamax Cranes	66

### PORT TRADE CHARACTERISTICS

#### IMPORTS

Crude oil  
 Electronics  
 Plastics  
 Furniture  
 Clothing

#### EXPORTS

Petroleum coke  
 Petroleum bulk  
 Chemicals  
 Waste Paper  
 Food

#### MAJOR TRADING PARTNERS

China	Vietnam
South Korea	Iraq
Japan	Australia
Hong Kong	Ecuador
Taiwan	Indonesia

### 2011 THROUGHPUT

- 6 million+ 20-foot equivalent unit (TEU) containers
- Average of 16,600 TEUs handled each day
- 4,898 vessel calls
- Cargo valued at \$155 billion
- 76.6 million metric tons of cargo

### MAJOR PORT PROJECTS

#### TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROJECTS

- Gerald Desmond Bridge Replacement – New Bridge to span main channel (TCIF/SHOPP)
- Ports Rail Realignment and Expansion Project – Project will enable Port to move 35 percent of goods via on-dock rail by 2035 (TCIF/TIGER III)

#### OTHER PORT PROJECTS

- Middle Harbor Redevelopment Project – Modernize two aging shipping terminals into one (Port Project, \$1 billion)
- Long Beach Harbor Dredging in partnership with the Army Corps of Engineers (\$40 million)
- Pier S Marine Terminal Development Project – Develop a currently vacant 160-acre parcel into a cargo shipping facility
- I-710 Corridor Improvement Study – Analyze potential alternatives or improvements for this major freight corridor

## MAJOR PORT ISSUES

- Environmental and community health concerns
- International security
- Infrastructure needed to handle larger ships
- Navigation maintenance – channel dredging
- Freight congestion
- Intermodal road and rail access
- Coastal environmental protection
- Harbor Maintenance Tax Funding for continued dredging and other infrastructure improvements being borrowed against to assist other federal programs and not available for intended purpose
- Unknown impacts of the Panama Canal expansion, scheduled to open in 2014
- Limited capacity and intermodal connections

## SURFACE TRANSPORTATION NETWORK

### ACCESS ROUTES

I-710	I-5	I-110	I-105
I-210	I-405	I-605	SR-57
SR-47	SR-91	SR-60	US 101
SR-103			

## TRUCKING

- 75 percent of all Port-related freight movements are made by truck for at least one segment
- Caltrans District 7 has five of the 10 worst truck bottlenecks in the U.S.
- Limited funding available while Southern California's aging transportation system is at capacity
- 660 million square feet of warehouse and distribution facilities within 80 miles of Port

## RAIL

- About 40 percent of all containers at the POLA/POLB 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, and therefore providing sufficient infrastructure.
- Rail traffic is estimated to increase from about 95 to 315 trains/per day between now and 2035. The POLA/POLB developed a comprehensive Rail System Program estimated to cost about \$2 billion over the next 10-15 years.

### TWO CLASS I RAILROADS

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

### ALAMEDA CORRIDOR

- 20 mile train expressway, opened 2002, connects POLB and POLA to transcontinental rail yard in downtown LA (BNSF and UP operating agreement)

### ALAMEDA CORRIDOR EAST

- Extends benefits of Alameda Corridor through construction of safety improvements and 20 grade separations across 70 additional miles of mainline railroad in San Gabriel Valley
- The Port averages over 100 train trips per day – Intermodal yards are reaching capacity, resulting in time delays moving cargo between trains and trucks

### MAJOR RAIL YARDS

#### BNSF RAILWAY

- Hobart Yard, located in Commerce, CA near the junction of I-710 and I-5. Largest intermodal rail yard in U.S. – processes about 1.2 million containers annually. 40,000 line haul locomotives arriving and departing a year (2007).
- Southern California International Gateway (SCIG): Proposed new intermodal yard adjacent to the Alameda Corridor near the San Pedro Bay Ports 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.

#### UP RAILROAD

- Commerce Yard: Across the street from BNSF's Hobart Yard, facility primarily used for cargo handling – processes over 350,000 containers per year.
- Intermodal Container Transfer Facility (ICTF) and Dolores Yards: five miles from POLA, adjacent to the Alameda Corridor near San Pedro Bay Ports. 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. The Dolores Yard is an adjacent servicing and switching facility.

#### SHORTLINE

- Pacific Harbor Line – Operates 18 miles of track entirely inside the San Pedro Bay Ports each interfacing with BNSF and UP.

#### CRITICAL ROADWAY AND RAIL BRIDGES

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

## CALTRANS FOCUS AREAS

- Truck VMT estimated to increase over 100 percent by 2030, as a result highway system's performance will deteriorate significantly (Metro's 2008 MCGMAP)
- Existing roadway and rail capacity, safety, operational, and design constraints
- Analyzing the need and feasibility of a dedicated East-West Freight Corridor
- Most of the Port's trade is simply "through-traffic," which degrades air quality and impacts the region's quality of life, while providing limited regional economic benefits. Caltrans is advocating for more federal funding to address these impacts.
- Environmental, community, and health impacts – diesel engine emissions from marine vessels, trucks, locomotives, cargo-handling equipment – and off-road diesel equipment – as well as noise, light, and vibration have significant impacts on neighboring communities and regional air quality.
- The impacts of port expansion projects on the State Highway System

## ENVIRONMENTAL

- San Pedro Bay Clean Air Action Plan (CAAP) – reduce emissions 80 percent by 2014 – \$2 billion, five-year plan began in 2007. Goals set for 2014 have already been achieved. By 2011, air pollution reduced 45 percent and truck emissions 80 percent.
- As of January 1, 2012, the 11,000 trucks that serve the port terminals are model years 2007 or newer; the Clean Trucks Program effectively banned older, polluting trucks and reduced diesel pollution by nearly 90 percent since 2008
- Green Port Policy – cold ironing (shore-side electric power) and green building (2005).
- Technology Advancement Program (TAP) – adopt newer, cleaner technology
- Green Flag Program aka Vessel Speed Reduction Program – reduce speed to 12 knots within 40 miles of Port (2009)
- Hybrid-powered tugboats

---

## SOURCES AND ADDITIONAL INFORMATION

- California Clean Trucks Program, <http://www.polb.com/environment/cleantrucks/default.asp>
- Caltrans Freight Planning Website: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>
- Gateway Cities Council of Governments (COG), <http://www.gatewaycog.org/index.php>
- Los Angeles County Metropolitan Transportation Authority, <http://www.metro.net/>
- PierPASS -- PierPASS was created by marine terminal operators at the ports of Los Angeles and Long Beach in 2005 to address multi-terminal issues such as congestion, security and air quality, <http://pierpass.org/>
- Port of Los Angeles, <http://www.portoflosangeles.org/>
- Southern California Association of Governments (SCAG) – Goods Movement, <http://www.scag.ca.gov/goodsmove/>
- SCAG Goods Movement 2012-2035 RTP, Draft December 2011: [http://rtpscsc.scag.ca.gov/Documents/2012/draft/SR/2012dRTP\\_GoodsMovement.pdf](http://rtpscsc.scag.ca.gov/Documents/2012/draft/SR/2012dRTP_GoodsMovement.pdf)
- TIGER Grant Award FY 2011 (Page 44), [http://www.dot.gov/tiger/docs/FY2011\\_TIGER.pdf](http://www.dot.gov/tiger/docs/FY2011_TIGER.pdf)