

Port of Long Beach

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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’s the 2nd busiest Port in the country and 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 6th busiest container Port. 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	3,200 acres
Container shipping terminals	6
Waterfront	25 miles
Deepwater berths	80
Cargo Terminals	12+

PORT TRADE CHARACTERISTICS

- 6,263,499 containers (TEUs) (2010)
- Cargo valued more than \$140 billion (2010)
- 76.6 million metric tons of cargo (2010)
- 4,898 vessel calls (2010)
- 90% trade is from East Asia (2010)

LEADING COMMODITIES

Imports	Exports
Crude oil	Petroleum coke
Electronics	Petroleum bulk
Plastics	Chemicals
Furniture	Waste Paper
Clothing	Food

TOP TRADING PARTNERS BY TONNAGE

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

MAJOR PORT PROJECTS

- Improve lead tracks to two rail yards and relieve chokepoint at Ocean Boulevard overcrossing (\$17 million TIGER Grant 2011)
- Gerald Desmond Bridge Replacement – New Bridge to span main channel (\$299.7 million TCIF/SHOPP)
- Ports Rail System – Tier 1, Pier F (\$8.7 million, TCIF)
- Ports Rail System – Tier 1, Ocean Boulevard, Track Realignment (\$27 million, TCIF)
- SR 47 Schuyler Heim Bridge Replacement and Expressway (ACTA Project, \$158 million, TCIF)
- 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)

SURFACE TRANSPORTATION NETWORK SERVING THE PORT

Trucking

Major Goods Movement Highways

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 Issues

- Southern California’s aging transportation system is at capacity, serving over 10 million people in LA County
- Caltrans District 7 has five of the ten worst truck bottlenecks in the U.S

Rail

Two Class I Railroads

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

Alameda Corridor

- 20 mile train expressway, opened 2002, connects POLB and POLA to the transcontinental rail yard in downtown LA. Operating agreement with BNSF and UP

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

Burlington Northern Santa Fe (BNSF) Railway

- Hobart Yard, located in Commerce, CA near the junction of I-710 and I-5: Largest intermodal rail yard in U.S. – 1 million containers and over 40,000 locomotives a year
- 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

Union Pacific (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

Major Rail Yards (Continued)

- 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 (PHL)** – operates 18 miles of track entirely inside the ports of Los Angeles and Long Beach interfacing with BNSF and UP.

CALTRANS FOCUS AREAS

- Truck VMT estimated to increase over 100% 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

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 opening in 2014
- Limited capacity and intermodal connections

ENVIRONMENTAL

- San Pedro Bay Clean Air Action Plan (CAAP) – reduce emissions 80% by 2014 – \$2 billion, five-year plan began in 2007. Goals set for 2014 have already been achieved. By 2011, air pollution reduced 45% and truck emissions 80%.
 - Clean Trucks Program bans pre-2007 polluting trucks by 2012. The Clean-Port Fee expires at the end of 2011. Trucks 2006 and older will be banned from the Port beginning January 1, 2012. In past three years, motor carriers have replaced almost 10,000 older trucks with compliant trucks.
 - Green Port Policy – cold ironing 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
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SOURCES AND ADDITIONAL INFORMATION

- Southern California Association of Governments (SCAG) – Goods Movement, <http://www.scag.ca.gov/goodsmove/>
- California Clean Trucks Program, <http://www.polb.com/environment/cleantrucks/default.asp>
- 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/>
- Los Angeles County Metropolitan Transportation Authority, <http://www.metro.net/>
- Gateway Cities Council of Governments (COG), <http://www.gatewaycog.org/index.php>
- FY 2011 TIGER Grant Award (Page 44), http://www.dot.gov/tiger/docs/FY2011_TIGER.pdf
- Caltrans Freight Planning Website: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>