



PORT OF LONG BEACH







LEADING GATEWAY FOR U.S.-ASIA TRADE

An aerial photograph of a port facility, likely in New York City, showing a large container yard with many colorful shipping containers, several piers with cranes, and a large body of water. The surrounding urban area is densely packed with buildings and streets.

STATE TIDELANDS TRUST

PROMOTE TRADE, BUILD PORT



HARBOR AREA LAND USE


- AUTOMOTIVE
- BREAK BULK
- CONTAINER
- DRY BULK
- LIQUID BULK
- MISCELLANEOUS
- OIL
- OTHER GOVERNMENT LAND
- POLB/POLA
- PRIVATE
- UNALLOCATED POLB PROPERTY
- VISITOR/SERVICING

Aerial Photo: 2012

Prepared by Master Planning (September 2014)





An aerial photograph showing the Port of Los Angeles and the Port of Long Beach. The Port of Los Angeles is on the left, and the Port of Long Beach is on the right. The water is a deep blue-green color. The surrounding urban areas are visible in shades of brown and grey.

PORT OF LOS ANGELES

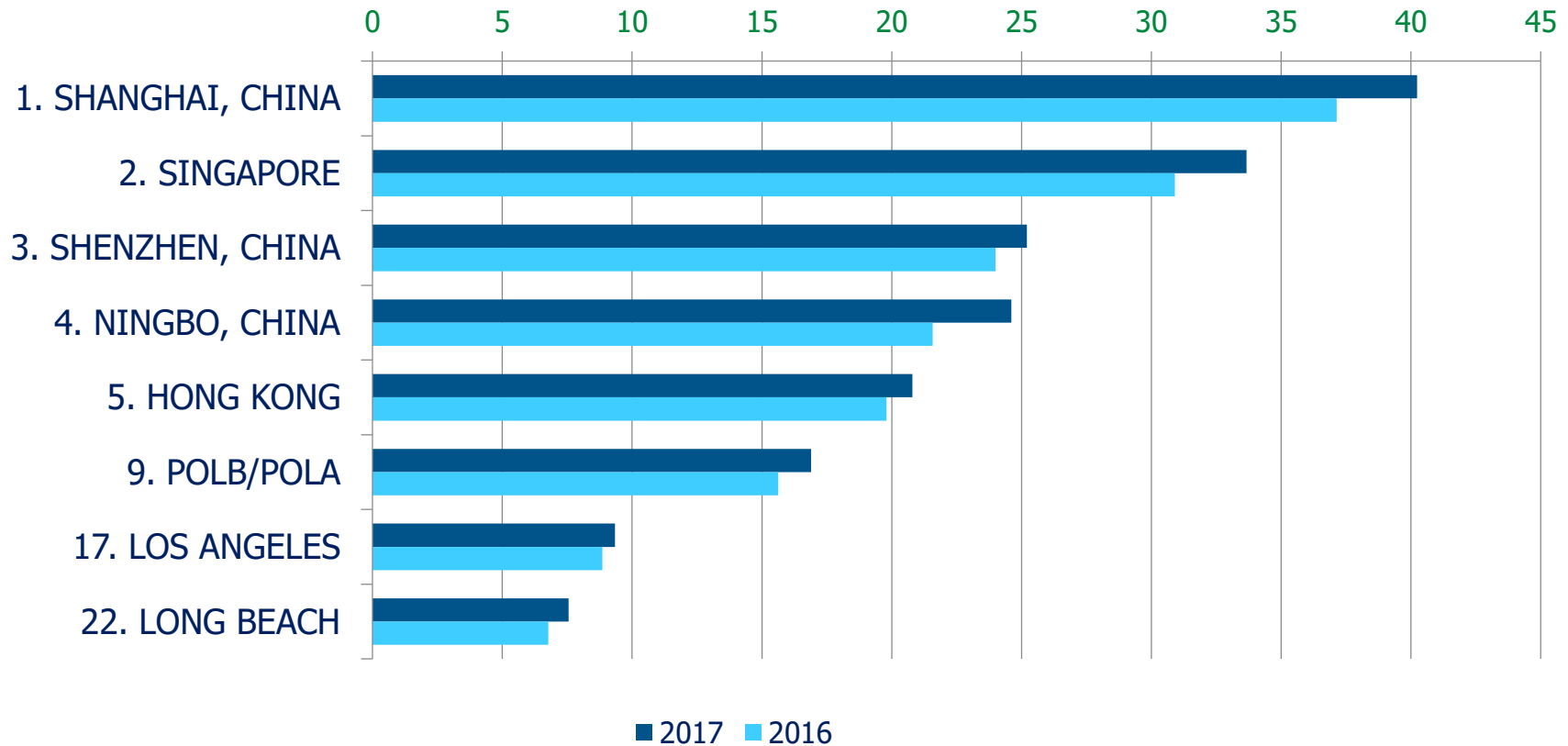
PORT OF LONG BEACH

WORLD'S 9TH BUSIEST PORT COMPLEX

*BASED ON 2017 CONTAINER CARGO VOLUMES

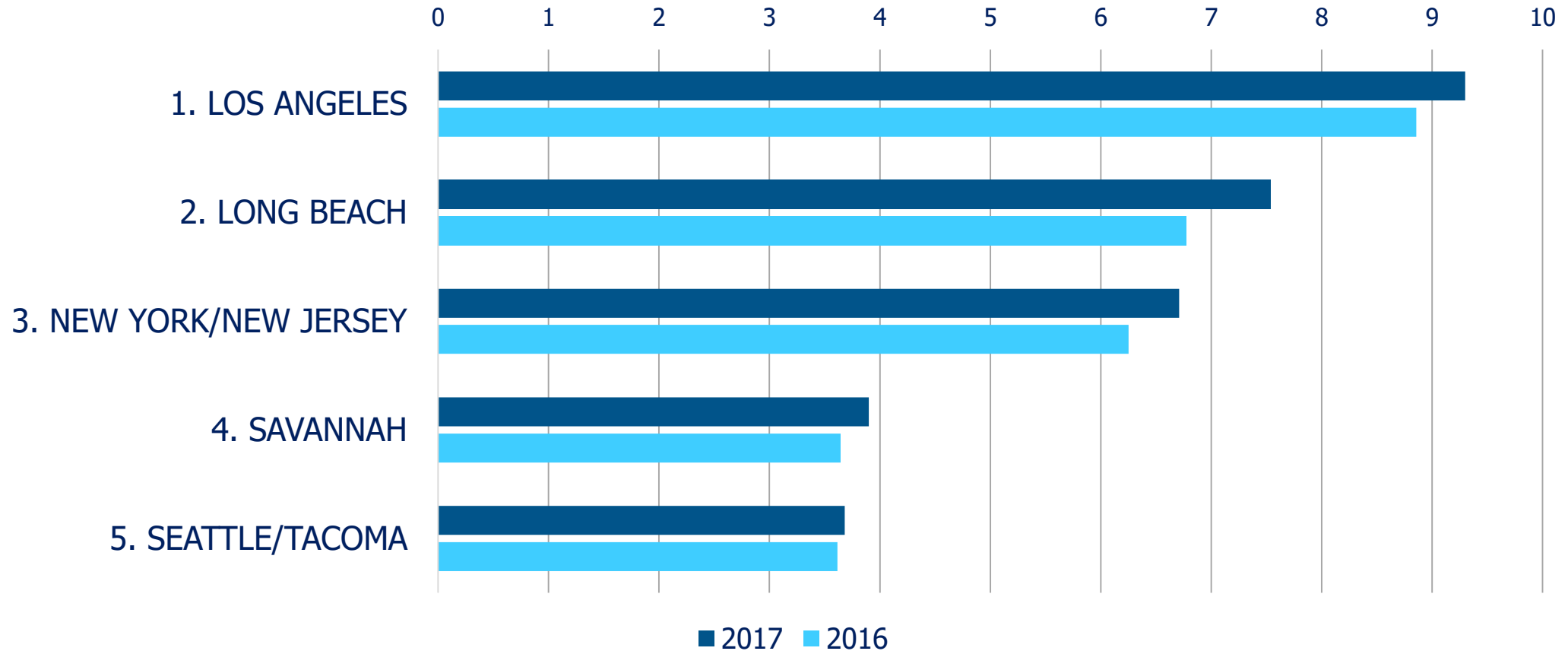


BUSIEST CONTAINER PORTS



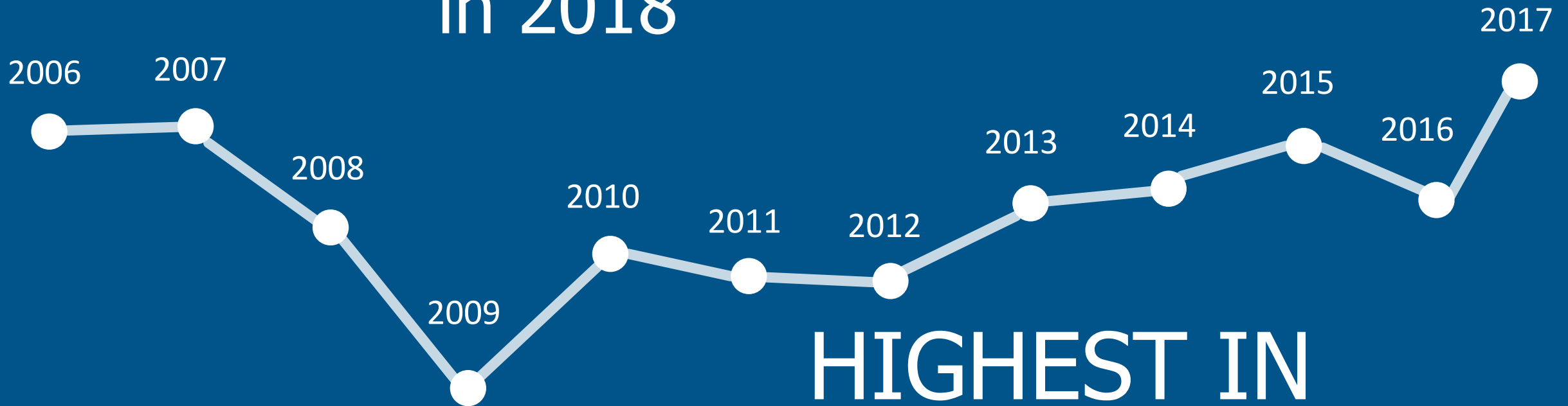
*millions of twenty-foot equivalent units (teus) or 20-foot-long containers

BUSIEST U.S. CONTAINER PORTS



*millions of twenty-foot equivalent units (teus) or 20-foot-long containers

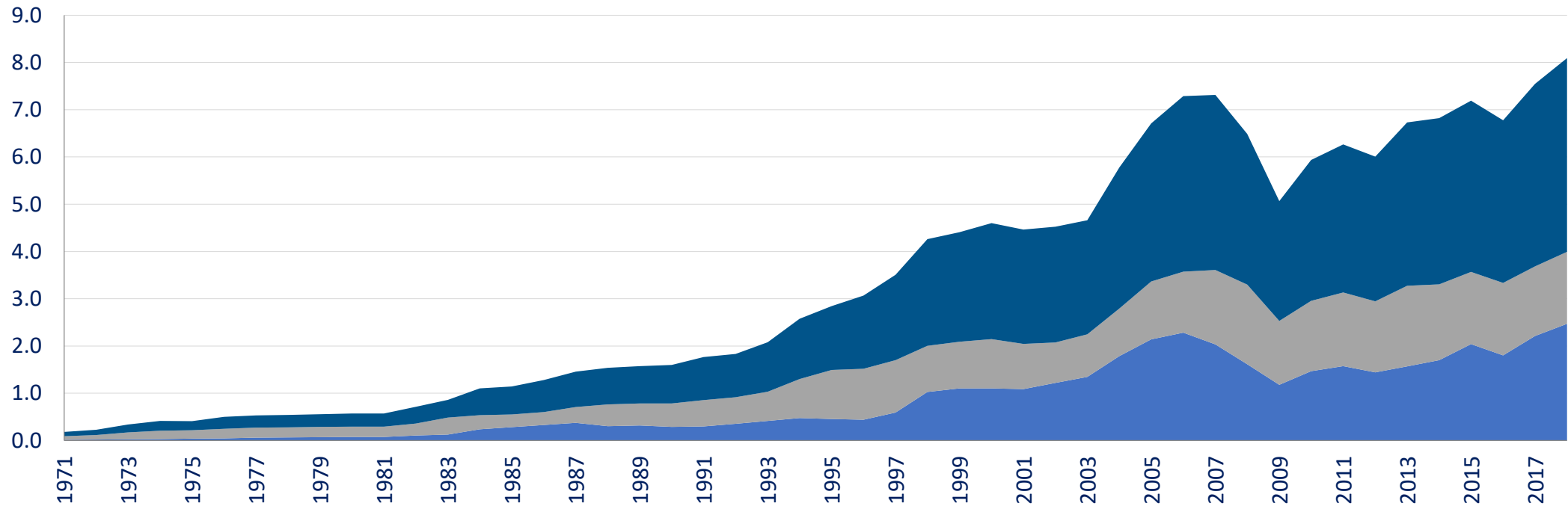
8.1 MILLION TEUs in 2018



HIGHEST IN
PORT HISTORY

CONTAINER TOTALS THROUGH 2018

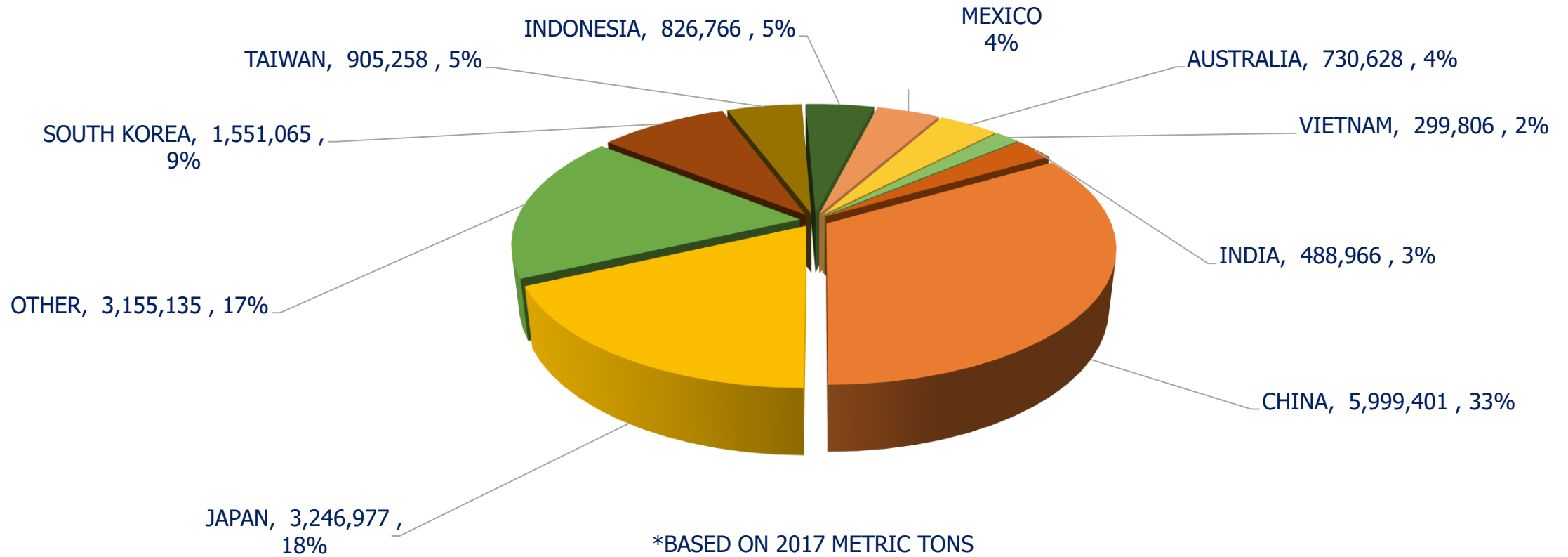
■ Empties ■ Exports ■ Imports



*millions of twenty-foot equivalent units (teus) or 20-foot-long containers

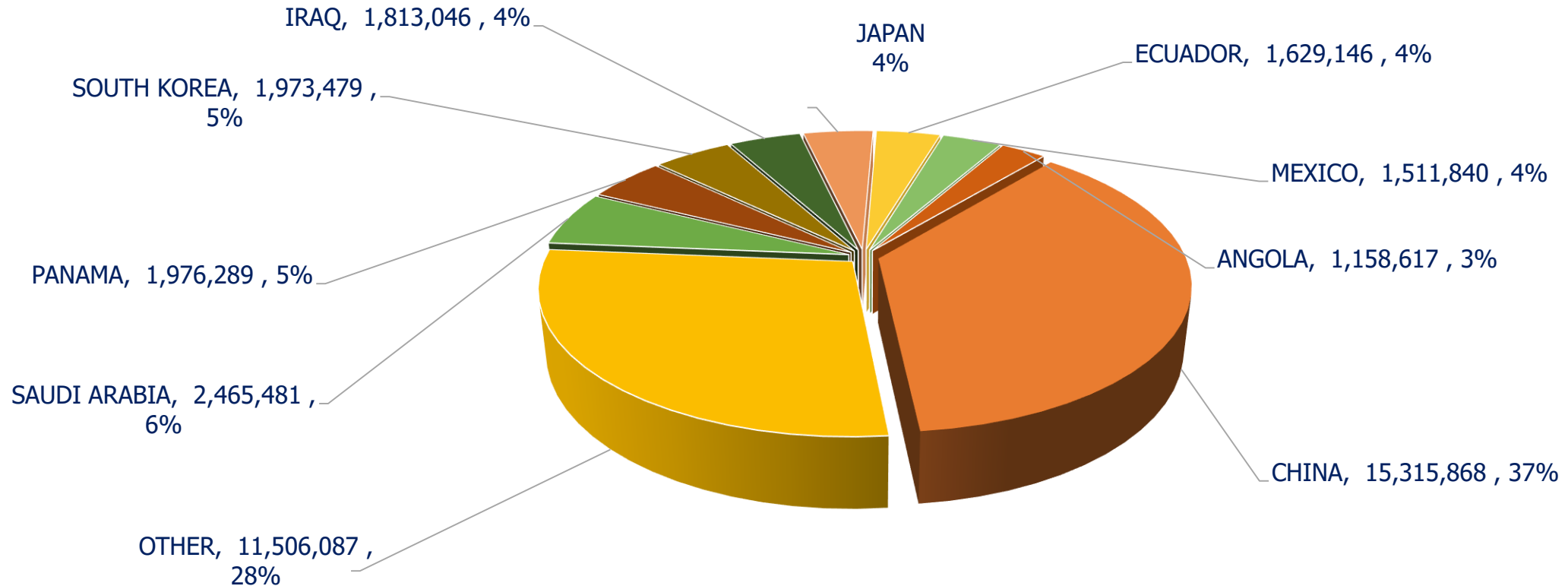
TOP TRADING PARTNERS

TOTAL EXPORTS, CONTAINERS AND NON-CONTAINERS COMBINED



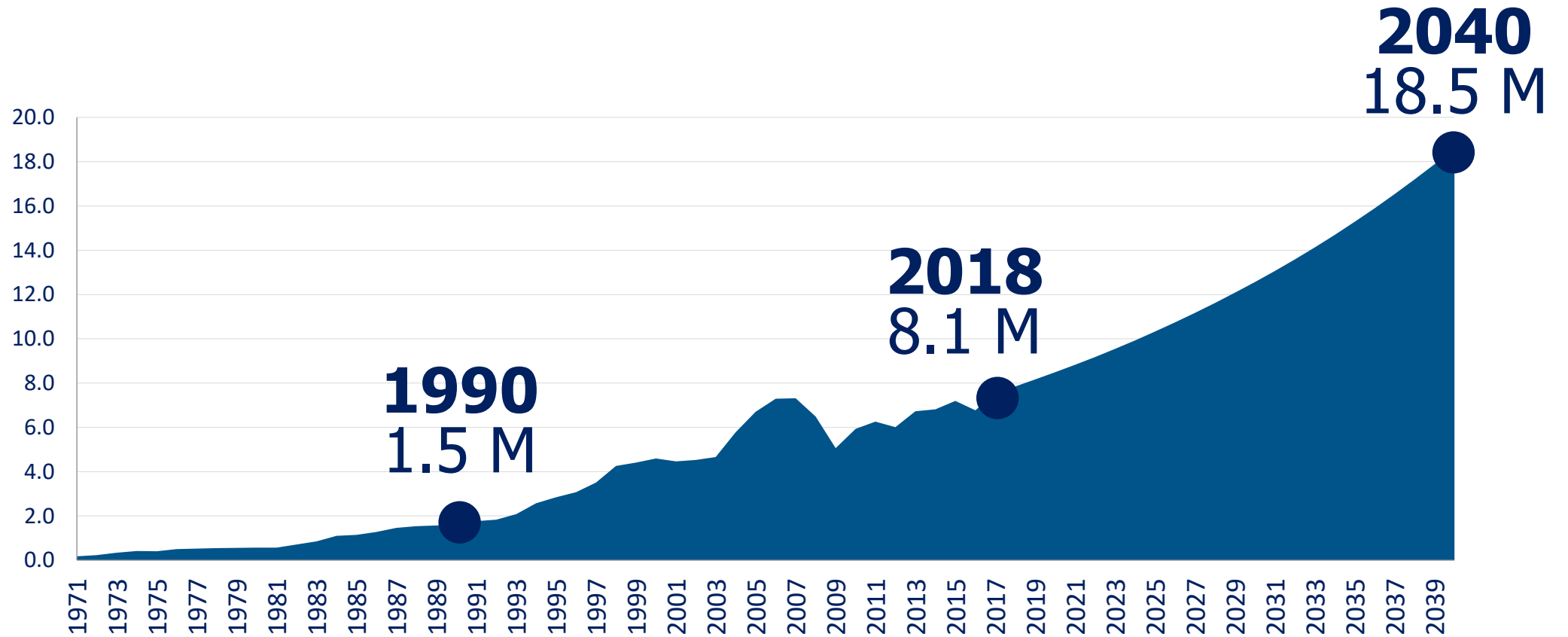
TOP TRADING PARTNERS

TOTAL IMPORTS, CONTAINERS AND NON-CONTAINERS COMBINED

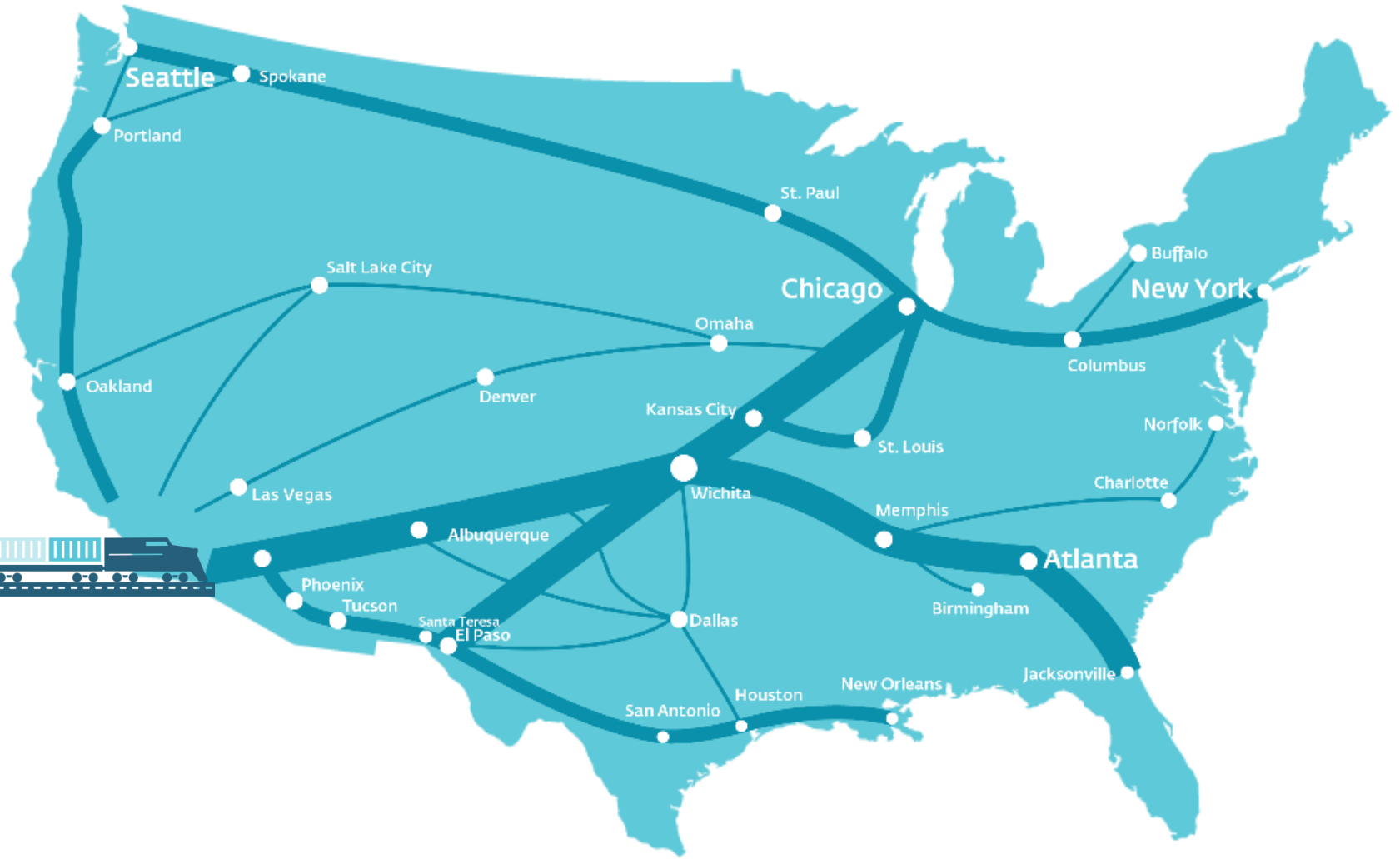


*BASED ON 2017 METRIC TONS

CARGO FORECAST

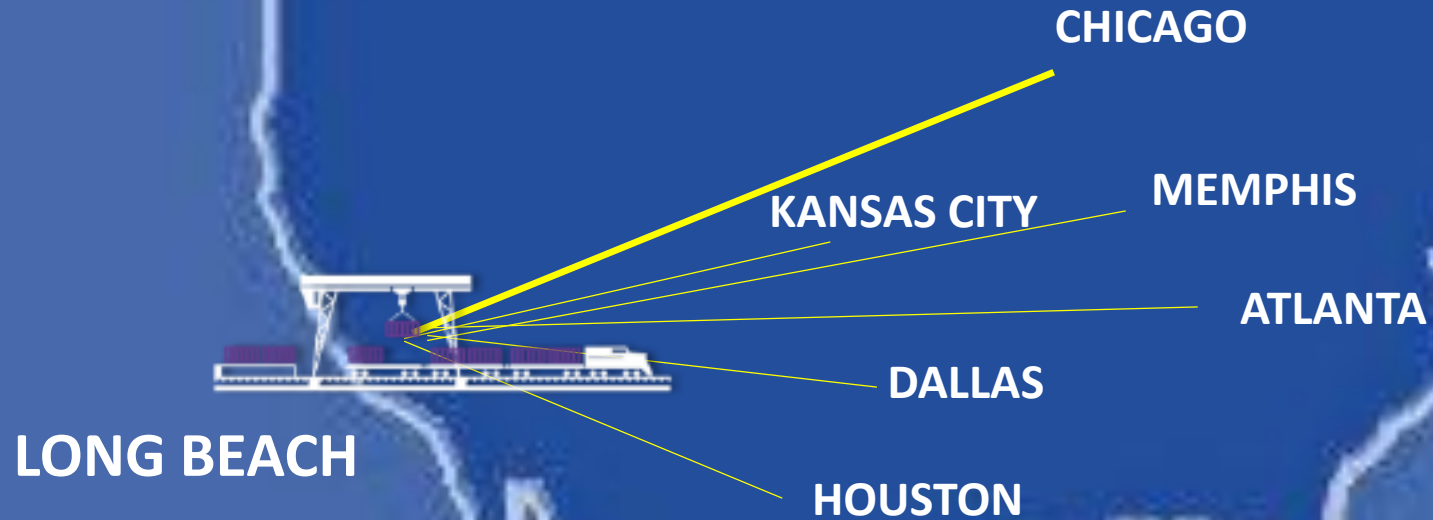


*millions of twenty-foot equivalent units (teus) or 20-foot-long containers



CONNECTED

ACCESS TO MAJOR U.S. RAIL HUBS

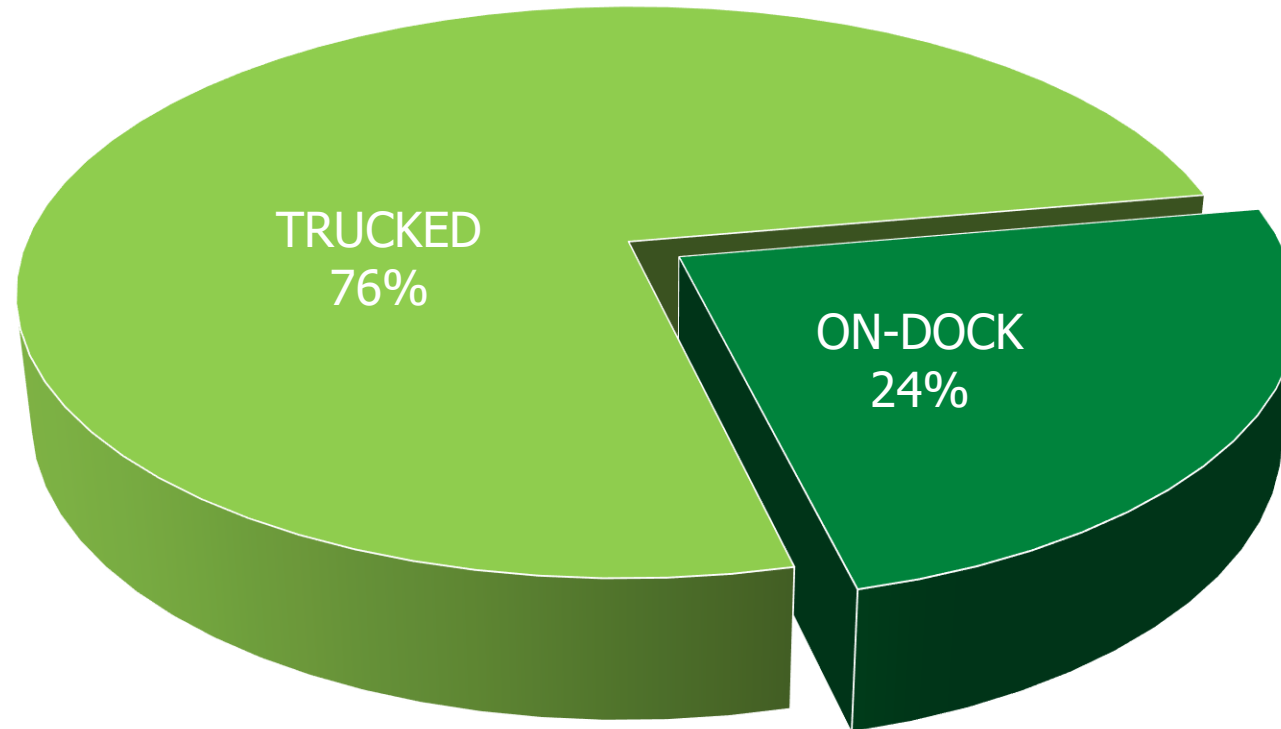


Rail Operations

- BNSF and UP service both POLB and POLA
 - Pacific Harbor Line handles on-dock rail operations within the Port, not the Class 1s
- Alameda Corridor provides rail service to Ports

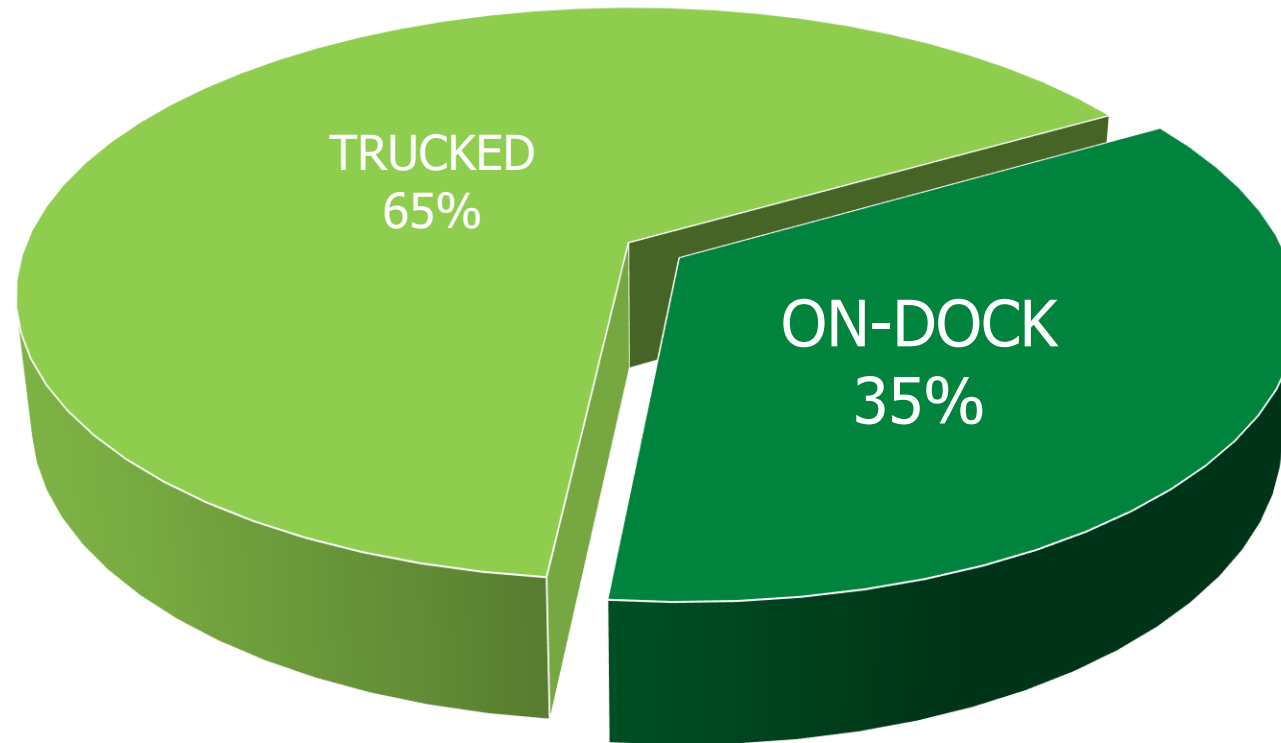
ON-DOCK RAIL TODAY

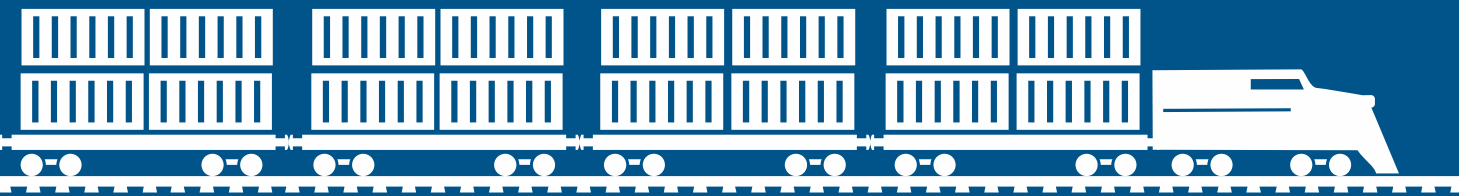
Vast Majority of Cargo Trucked Out of the Port



ON-DOCK RAIL TOMORROW

Clean Air Action Plan Calls for At Least One-Third Rail





ONE =
TRAIN =



750

Truck trips eliminated by one
double-stacked on-dock train



\$1 BILLION

Investment in Rail Improvements

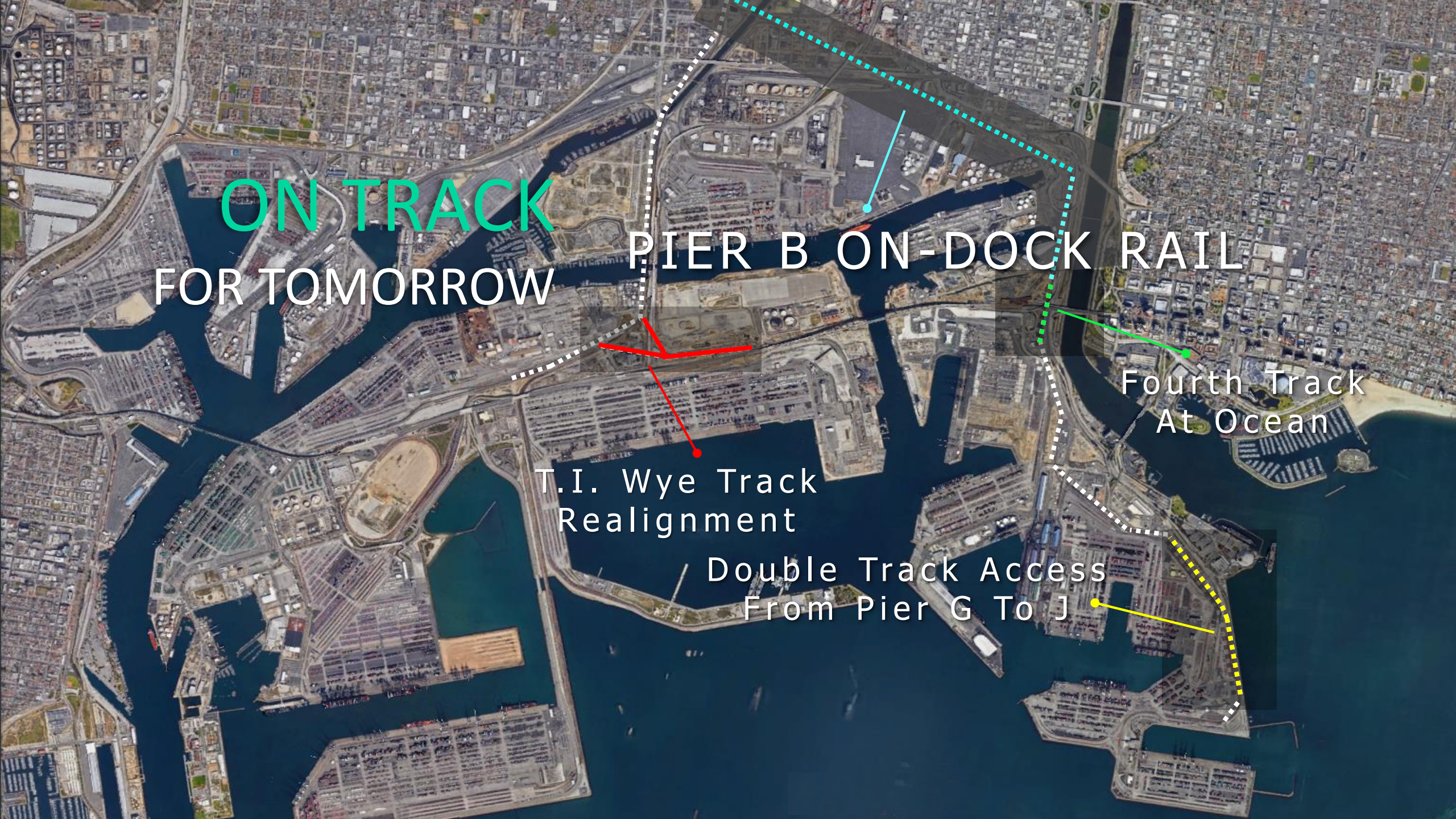
ON TRACK
FOR TOMORROW

PIER B ON-DOCK RAIL

Fourth Track
At Ocean

T.I. Wye Track
Realignment

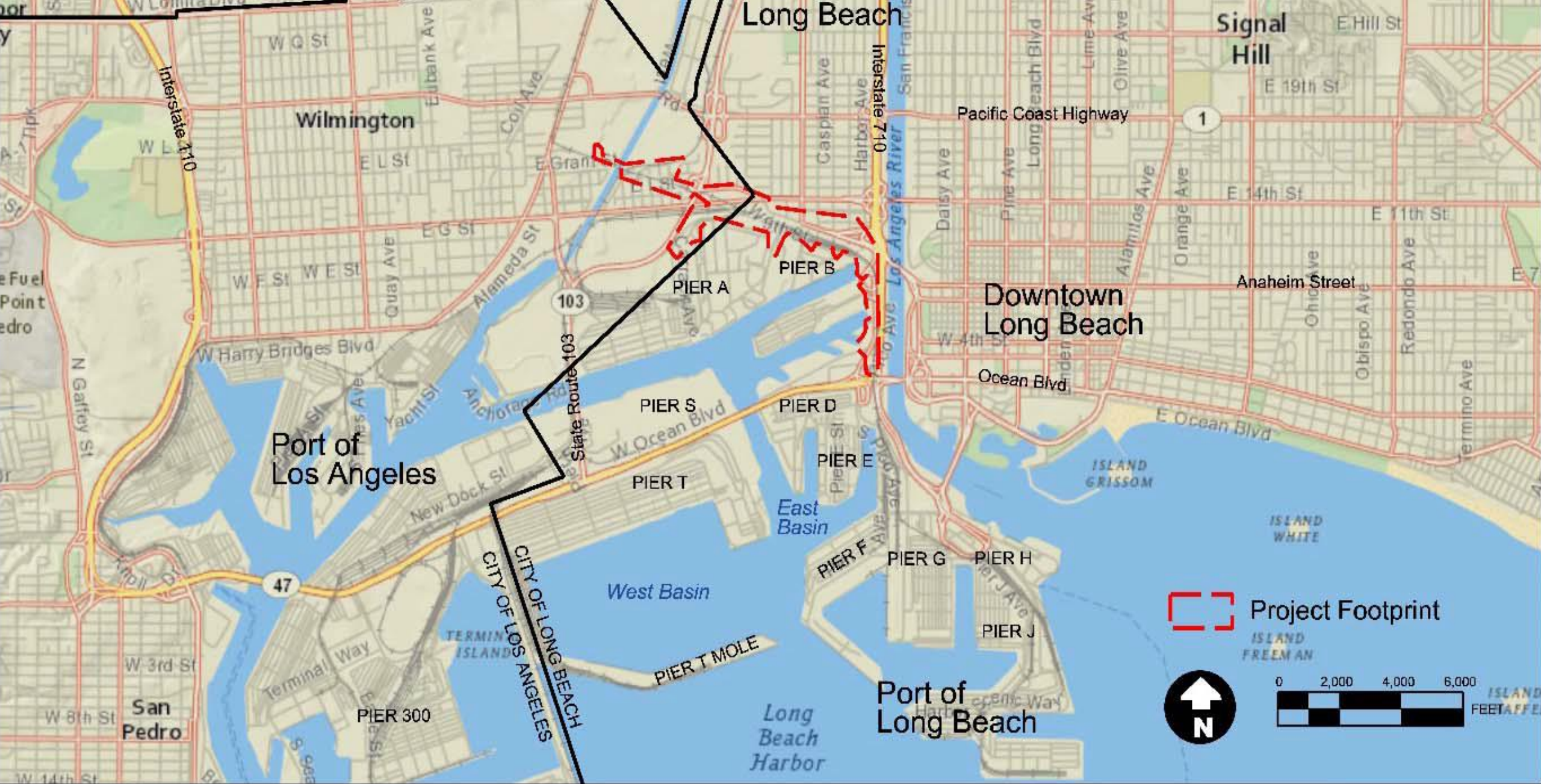
Double Track Access
From Pier G To J



Pier B On-Dock Rail Support Facility

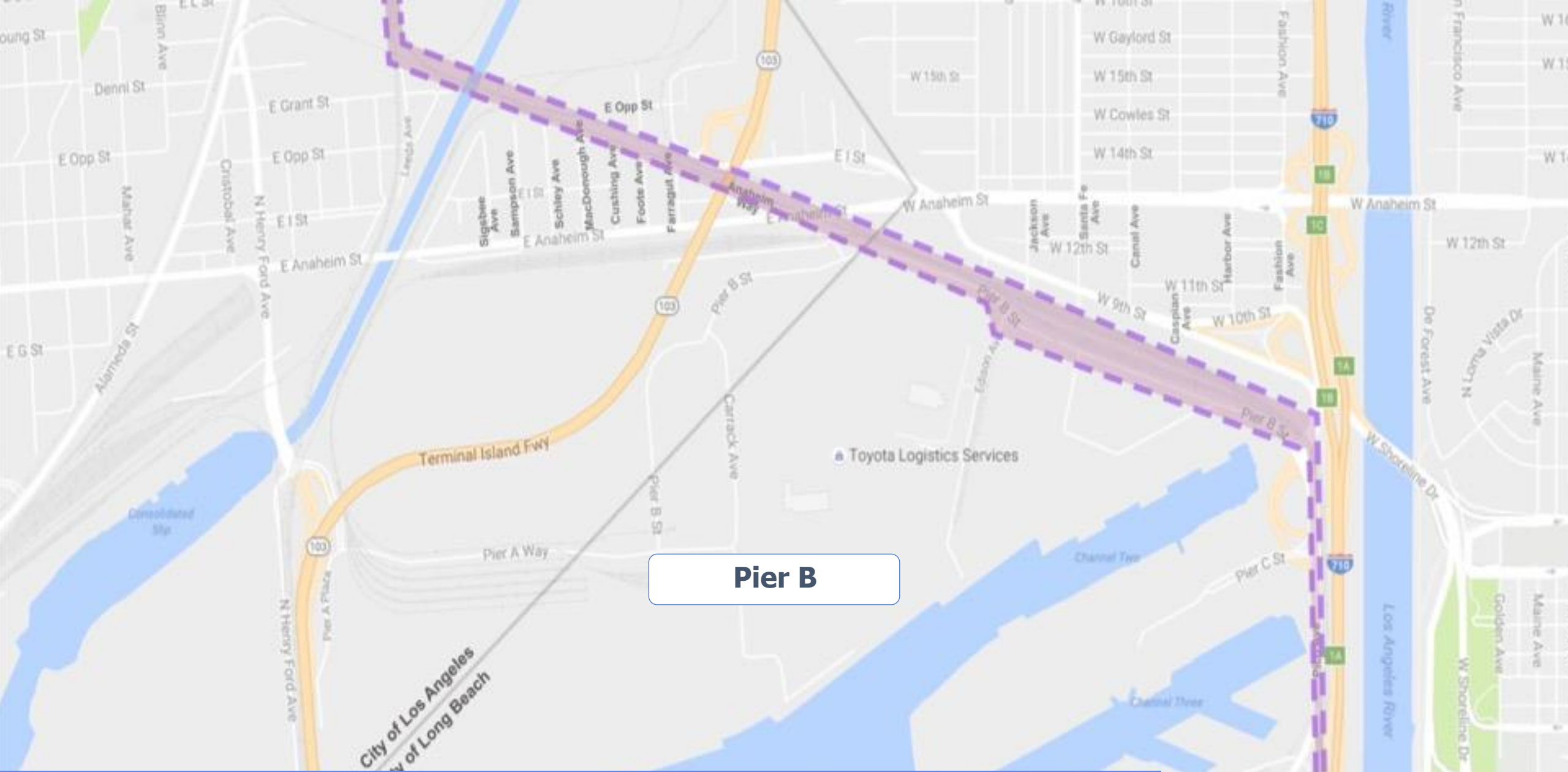
Project Objectives

- Maximize on-dock rail efficiency – More cargo on trains
- Relieve rail line congestion with expansion of storage tracks – accommodate up to 10,000-foot trains
- Reduce congestion on local streets and highways
- Enhance utilities and modernize aging infrastructure
- Improve motorist and rail safety by eliminating existing at-grade crossing at 9th Street and Pico Avenue



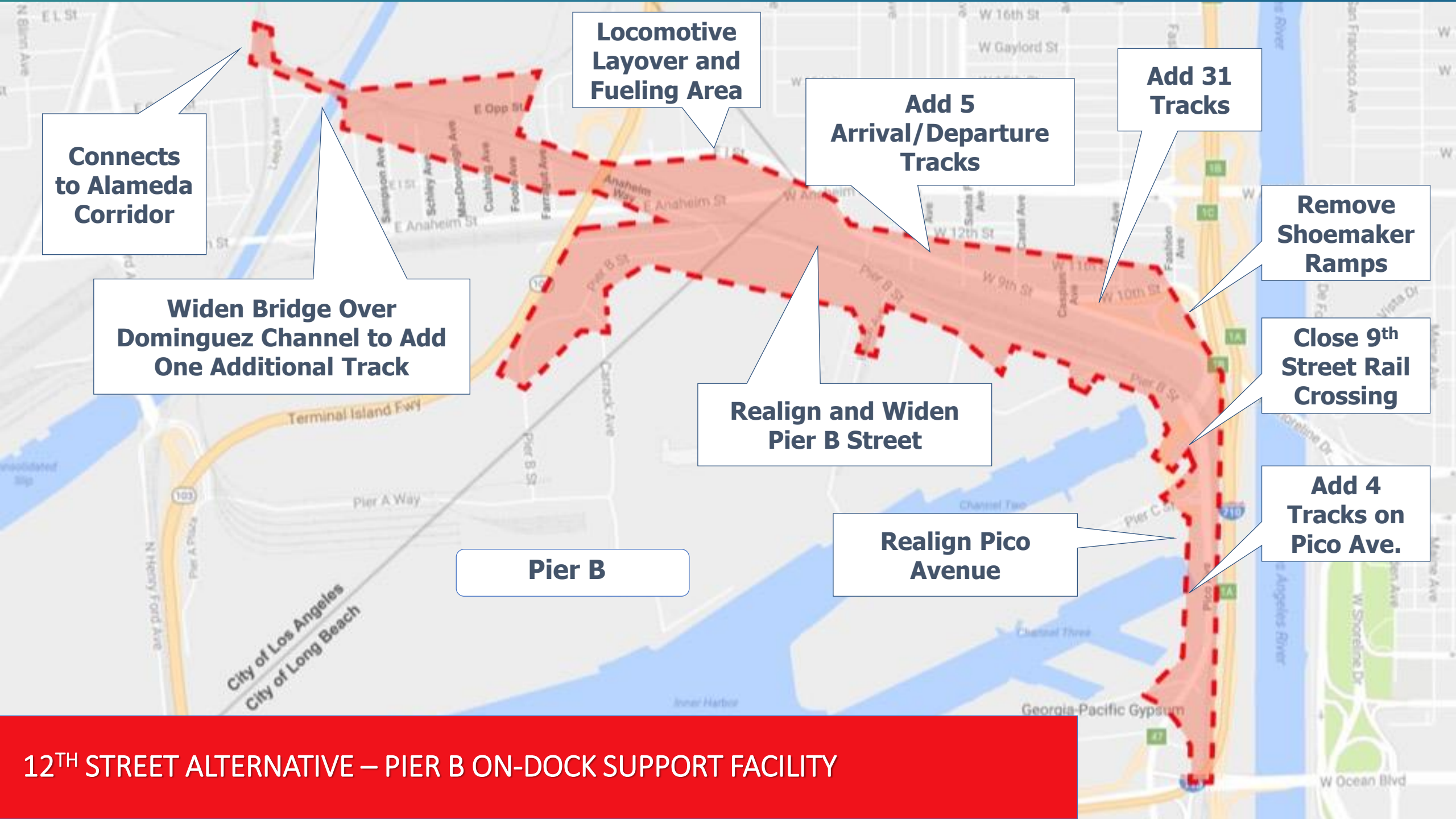
Pier B On-Dock Rail Support Facility

Port of LONG BEACH



Pier B

No Project Alternative – Pier B On-Dock Support Facility



Connects to Alameda Corridor

Locomotive Layover and Fueling Area

Add 5 Arrival/Departure Tracks

Add 31 Tracks

Remove Shoemaker Ramps

Widen Bridge Over Dominguez Channel to Add One Additional Track

Realign and Widen Pier B Street

Close 9th Street Rail Crossing

Pier B

Realign Pico Avenue

Add 4 Tracks on Pico Ave.

An aerial photograph of an industrial port area. A teal arrow points from the right side of the image towards a specific location in the upper-middle section. The area is filled with industrial structures, including numerous white spherical storage tanks, large rectangular buildings, and extensive rail tracks. A body of water is visible at the bottom of the frame, with a large orange ship docked. The overall scene depicts a busy industrial and transportation hub.

BUILD 5 NEW 10,000 FT
ARRIVAL AND DEPARTURE TRACKS

SERVE UP TO 17 TRAINS PER DAY

EXPAND RAIL YARD



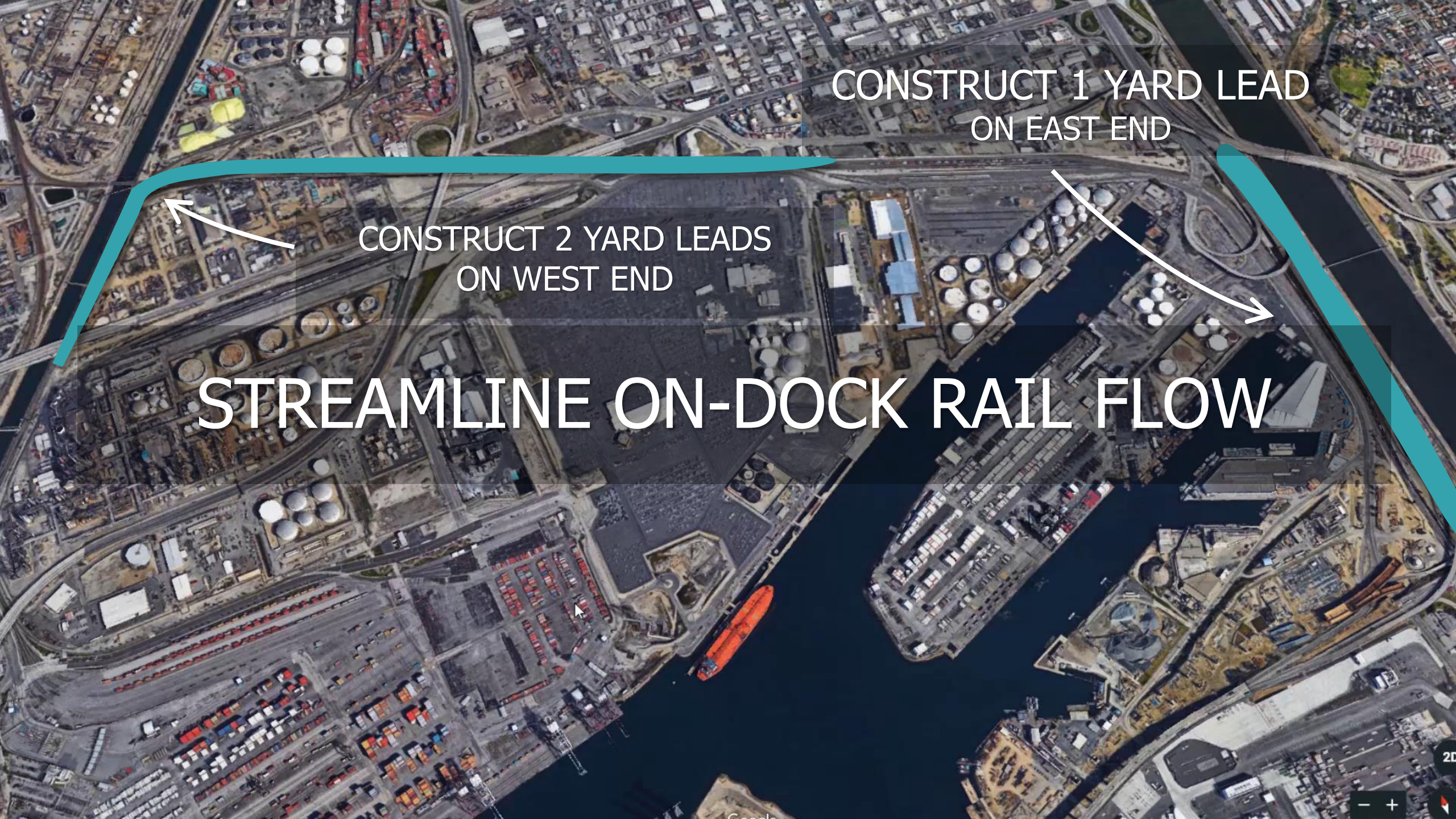
4X STORAGE CAPACITY



CONSTRUCT 1 YARD LEAD
ON EAST END

CONSTRUCT 2 YARD LEADS
ON WEST END

STREAMLINE ON-DOCK RAIL FLOW



CONSTRUCT NEW LOCOMOTIVE
LAYOVER FACILITY

RESUPPLY 24 LOCOMOTIVES

ALLEVIATE NETWORK CONGESTION

IMPROVE AT-GRADE
CROSSING SAFETY

CLOSE AT-GRADE
CROSSINGS

IMPROVE PIER B ST. &
PICO AVE.

IMPROVE ROADWAY SAFETY AND CAPACITY



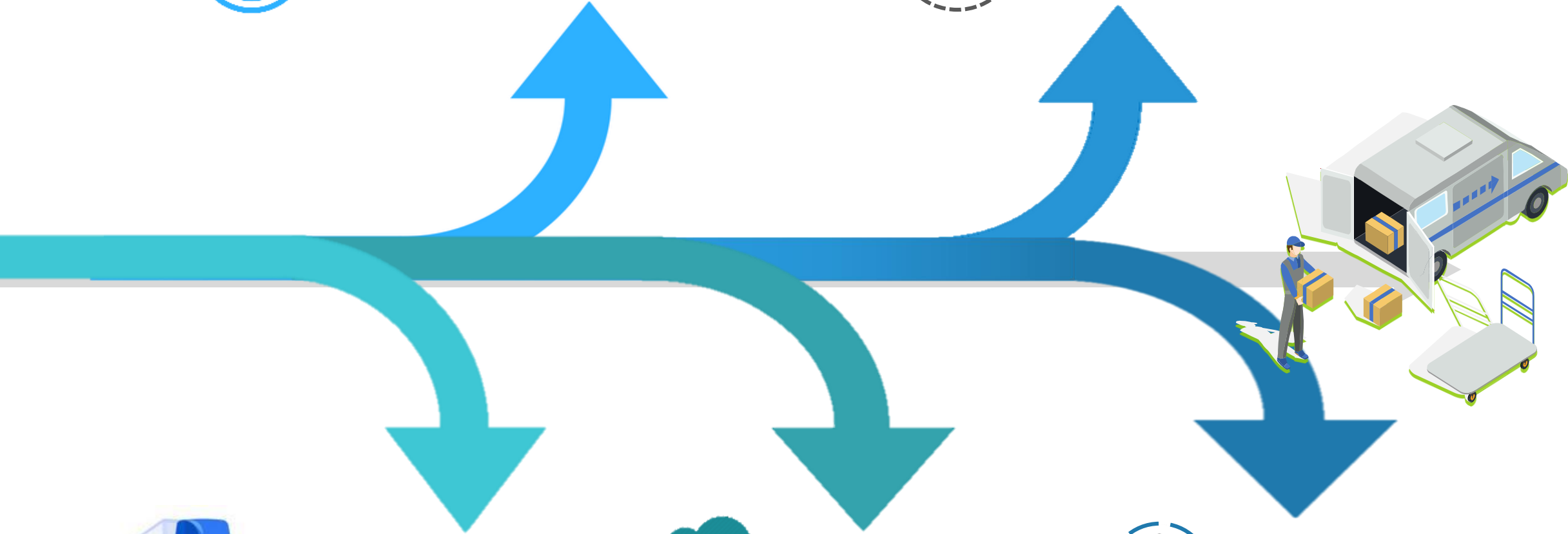
PROGRAM BENEFITS



Higher ACTA Revenue
due to rail growth



Improved Competitiveness



Mode Shift
From Truck to Rail



Lower Emissions



Reduced Shipping
Cost




\$870M

BASELINE

PROGRAM

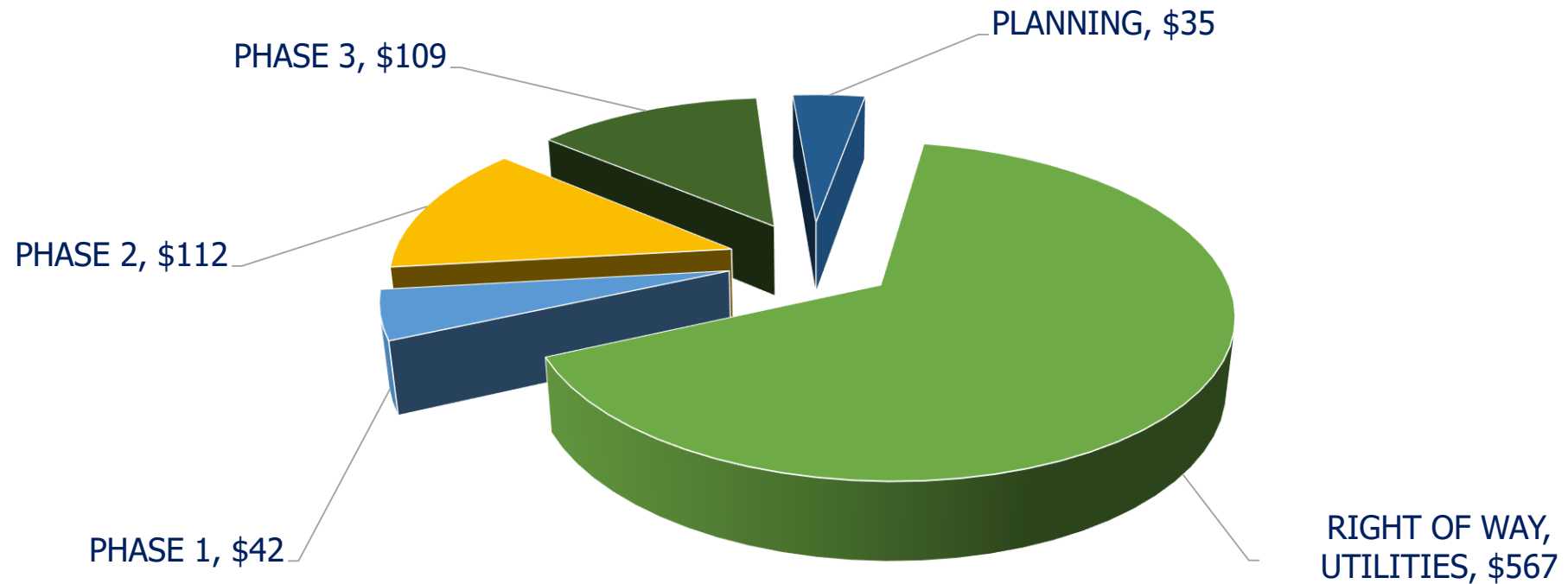
BUDGET



RISK BASED CONTINGENCY
ESCALATION
PROPERTY ACQUISITION
OIL FIELD RELOCATION
UTILITY RELOCATION

9TH ST AT-GRADE CROSSING CLOSURE
EARLY RAIL IMPROVEMENTS
PIER B ST FREIGHT CORRIDOR RECONSTRUCTION
RAIL YARD EXPANSION

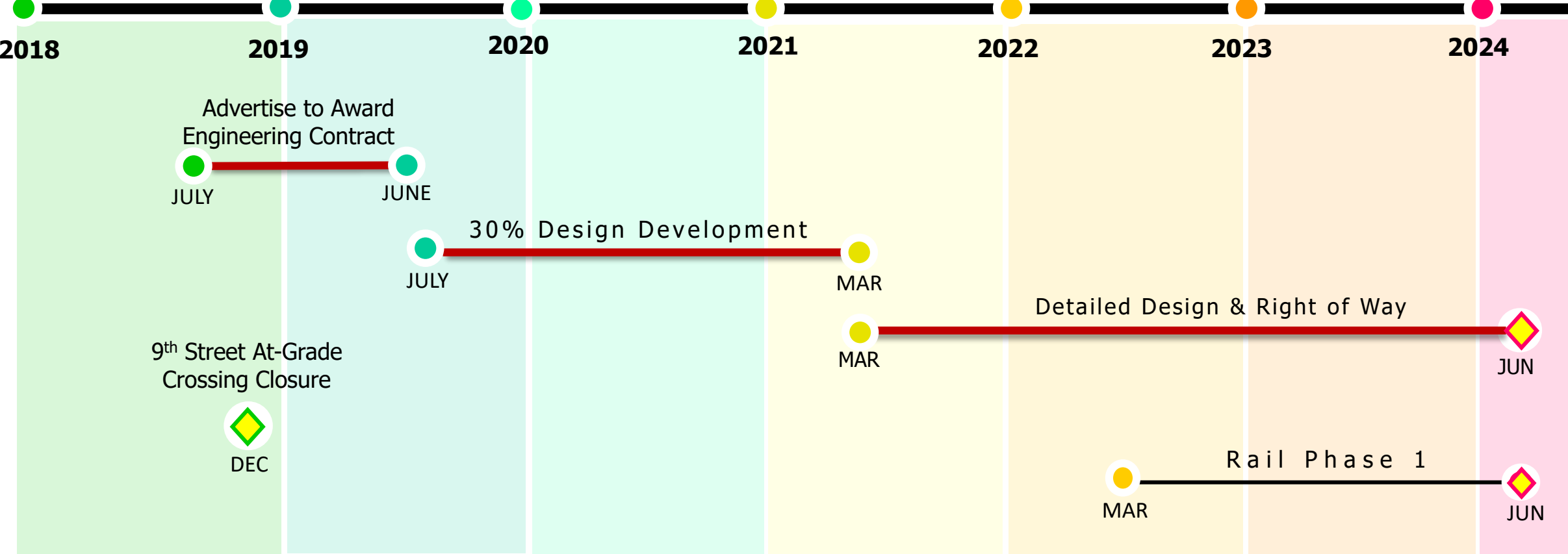
\$870 MILLION PIER B BUDGET (\$millions)



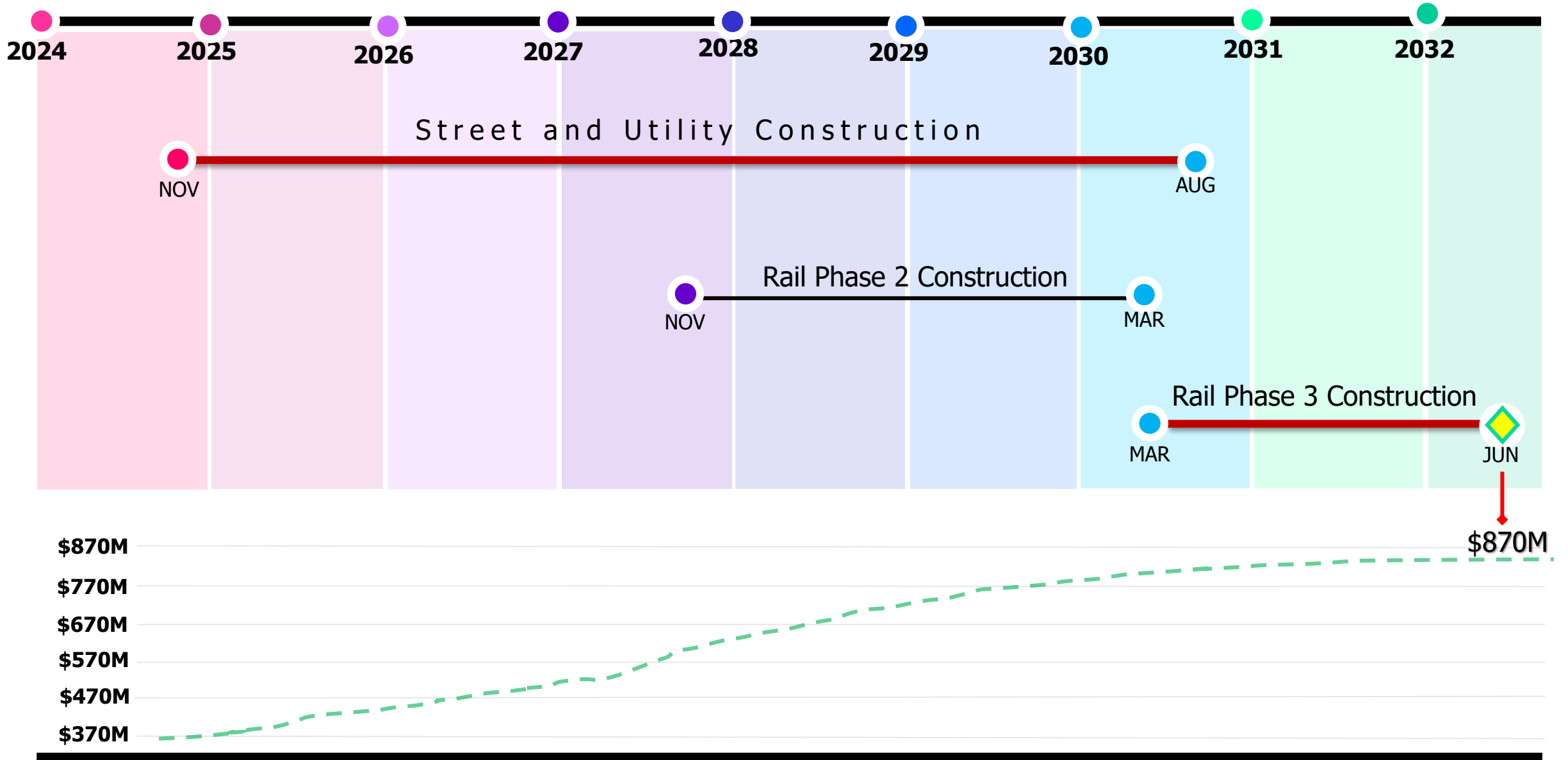
Regulatory/Legal Hurdles

- NEPA/CEQA environmental review
 - Tidelands Trust obligations
- Eminent domain/acquisition issues
 - Rail agreements
- Funding options and associated regulatory requirements

PROGRAM BASELINE SCHEDULE



PROGRAM BASELINE SCHEDULE



TARGET: \$870M



14 YEARS

**SEQUENCED DELIVERY
AND BENEFITS**

**FINANCIAL PLAN
AND STAKEHOLDER OUTREACH**

FREQUENT UPDATES



A freight train is shown in a rail yard. The locomotive is black and white with the number 63 on its front. It is pulling several shipping containers, including red ones with 'HASU' and orange ones with 'Hapag Lloyd' and 'HLXU' markings. The train is on tracks that curve to the right. In the background, there are red and white structures, possibly cranes or bridges, and a clear blue sky.

STAKEHOLDER OUTREACH

- **UPDATE PUBLIC ON PIER B STATUS**
- **PERIODIC COMMUNITY MEETINGS**
- **TARGETED E-NEWSLETTER**
- **WEBSITE AND SOCIAL MEDIA**

Questions?