



Middle Harbor Redevelopment Project

Fact Sheet



The Port of
LONG BEACH

Purpose

The Port's Middle Harbor shipping terminals are old, outdated, and require upgrades to improve efficiency and environmental performance. The \$750 million Middle Harbor Redevelopment Project proposes to use new technologies and upgraded infrastructure to improve the environment, support the economy, and create thousands of new jobs.

The project would combine and upgrade two aging, irregularly shaped container cargo terminals to create one rectangular-shaped facility that would operate in a more efficient and environmentally friendly manner.

Project Highlights

- Rehabilitate and modernize aging infrastructure at Piers D, E, and F to meet business and consumer trade demands
- Cut air pollution from two Port

container terminals by 50 percent or more and reduce associated health risks

- Create about 14,000 permanent jobs in Southern California
- Generate 1,000 temporary construction jobs a year during the next 10 years
- Implement aggressive environmental improvement measures contained in the Green Port Policy and San Pedro Bay Ports Clean Air Action Plan
- Reduce traffic impacts through increased use of on-dock rail
- Upgrade and expand Long Beach Fire Department facilities
- Provide a model for green seaport facilities around the world

Overview

The 10-year redevelopment project proposes to redevelop existing land and water in two phases.

Phase 1 construction would:

- Renovate the existing Pier E container terminal
- Widen and deepen Slip 3
- Fill 22 acres of Slip 1

Phase 2 improvements would:

- Renovate the existing Pier F container terminal
- Connect the Pier E terminal to the Pier F container terminal by filling an additional 40 acres
- Expand the on-dock rail yard from 10,000 linear feet to 75,000

From the existing 294 acres, the Project would create one consolidated 345-acre container terminal, which would include 54 acres of newly created land. Construction would generate about 680,000 cubic yards of dredge material and about 1.2 million cubic yards of excavated material.

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Environmental Protection

In keeping with the Port's Green Port Policy and the San Pedro Bay Ports Clean Air Action Plan, the project would minimize or eliminate negative environmental impacts from shipping operations. To improve air quality and reduce environmental impacts, the Project would include:

- A new electrical substation and shoreside power infrastructure so ships can plug into electricity and shut down their auxiliary diesel engines
- "Green" truck programs, as outlined in the Clean Air Action Plan, to phase out the use of older, dirtier trucks and replace them with 2007 EPA-certified clean diesel or alternative fuel trucks
- Expanded on-dock rail to shift more than 30 percent of the cargo shipments from trucks to trains
- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Electric rail-mounted gantry (RMG) cranes
- Green Flag Vessel Speed Reduction program requirements
- Use of low-sulfur fuels for ships' main and auxiliary engines
- Cleaner tugboats and other harbor craft
- "Green building" (LEED) environmental standards, including drought-resistant landscaping and energy-efficient lighting
- Storm water pollution prevention practices and technologies during construction and treatment technologies in place during operations
- Installation of solar panels
- Participation in the City of Long Beach's Urban Forest Master Plan
- Reuse or recycle waste materials such as concrete, steel, copper, and other materials during construction



Background

The Middle Harbor Redevelopment Project was first proposed in 2001. As part of the Green Port Policy adopted in 2005, the Board of Harbor Commissioners directed Port staff to develop tougher environmental requirements and new environmental analysis protocols and apply them to all Port projects, including the Middle Harbor.

The U.S. Army Corps of Engineers (Corps or USACE) is the federal lead agency for National Environmental Policy Act (NEPA) compliance and the required Environmental Impact Statement (EIS) for the proposed Project; the Port is the state lead agency for California Environmental Quality Act (CEQA) compliance and the Environmental Impact Report (EIR) for the project.

Review Process

The Port is committed to receiving input from the community. Before the Port-governing Long Beach Board

of Harbor Commissioners and other public entities make a decision on the Project, the Port is conducting extensive environmental review and public participation:

- During a "scoping" phase in 2007, the public and regulatory and resource agencies submitted comments at public meetings or in writing on topics for discussion in the draft EIR. Comments and input received were considered and included in the draft EIR.
- The draft EIR was released in May 2008 for public review and further comment. The Port invited comment on the EIR at two public meetings in June 2008 and in writing through August 2008. Between August 2008 and February 2009 Port staff evaluated and responded to written comments and prepared the final EIR.
- A final EIR will be circulated in March 2009 for additional public review prior to hearings and evaluation by the Harbor Commission.

For more information on the project please call (562) 590-4156 or contact:

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