Middle Harbor Redevelopment Project
Q&A

What is the purpose of the Middle Harbor Redevelopment project?

The Port's Middle Harbor container shipping terminals are old and outdated, designed for a past era of containerized shipping. They require upgrades to improve efficiency and meet current, 21st Century environmental standards. This gives the Port of Long Beach the opportunity to utilize new technologies and upgrade infrastructure to improve the environment while supporting the economy and jobs.

How many jobs would the proposed redevelopment project provide?

The project would create about 14,000 new, permanent jobs in the Southern California region and about 1,000 construction jobs during the 10 years of construction.

How would the proposed project affect air quality?

The project would reduce air pollution significantly from port-related operations at the terminals. By fully implementing the aggressive environmental measures contained in the Green Port Policy and San Pedro Bay Ports Clean Air Action Plan, the redevelopment will reduce air pollution by 50 percent or more and cut associated health risks. These environmental measures include the use of clean trucks, shoreside power for ships, low-sulfur fuels, vessel speed reduction and clean switch locomotives. Air pollution would be reduced by at least 50 percent from existing levels even with the maximum projected growth in trade.

What environmentally sustainable practices would be used in developing the proposed project?

The project would incorporate the reuse of construction-generated materials, Leadership in Energy and Environmental Design (LEED) building standards, "xeriscape" drought-resistant landscaping and lighting control. The project will also incorporate renewable energy strategies such as the installation of solar panels.

What is "shoreside power" and how does it help air emissions?

Shore-to-ship electrical power, also known as "cold-ironing" enables ships to turn off their engines and eliminate air pollution from their smokestacks while at berth. Shoreside power eliminates all air pollutants from ships at berth, including smog-forming NOx, toxic particulate matter and greenhouse gases. All ships using the new redeveloped Middle Harbor terminal would be required to plug in for shore-side electricity.

What measures are in place to mitigate the proposed landfill?

The Middle Harbor project proposes to fill 54 acres of water between the two existing terminals to create a longer wharf, the room for more cargo and space for a major on-dock rail yard. The Port contributed nearly $50 million to the restoration of the Bolsa Chica wetlands and received "credits" that mitigate for landfill projects such as the Middle Harbor.

What is a "green lease?"
As a condition of the redevelopment project, future tenants of the Middle Harbor's container terminals will be required to sign "green leases" that incorporate covenants to ensure compliance with various environmental programs including the use of shore-side power. Two of the Port's seven container terminals now have green leases – the Middle Harbor project would bring the total to four.

Will the project incorporate provisions to protect harbor water quality?
The project will incorporate new and advanced technologies for storm water treatment and the future terminal operators will be required to comply with all state and local water quality permits and regulations.

How will the project increase the use of on-dock rail?
The Middle Harbor project paves the way for potentially more trade and trucks. To minimize the number of additional trucks, the proposal calls for significantly increased train operations. Each train removes more than 280 trucks from the roadways, which also cuts the impact on air quality. Expanding the Middle Harbor's on-dock rail infrastructure is a key component of the project. The existing Middle Harbor terminals have minimal on-dock rail yard facilities. The proposed project would include the expansion of the on-dock facilities by as many as 47 acres, which will accommodate up to 2,100 trains annually or 27 percent of the terminals' containers by 2025.

Will the project increase terminal capacity or allow for more containers?
Yes, the project will increase the total terminal acreage from 295 to 345 acres to help meet business and consumer demands for containerized goods. The increase in acreage will allow for a more modern and efficient terminal and as much as double the current volume of containers, to as many as 3.3 million twenty-foot-equivalent (TEU) containers a year. The existing terminals handle about 1.3 million TEUs a year. About 50 percent of the increase in containers will leave the terminal on rail, reducing the need for local truck trips.

How would the proposed project affect traffic in neighborhoods adjacent to the Port?
Under the Port of Long Beach's Clean Trucks Program concession agreement, trucks using these facilities will be required to use freeway routes, and not travel through residential neighborhoods, to move cargo. While the project could increase daily

truck trips (from about 6,500 a day currently to a maximum of 10,000 a day), the project would divert nearly 30 percent of the total cargo at Middle Harbor terminals to on-dock rail, requiring no local truck trips. In addition, the Port is actively participating in the Long Beach (710) Freeway improvements planning and environmental review process to help reduce congestion and improve traffic safety on the 710.