



Port of  
**LONG BEACH**  
THE PORT OF CHOICE

# *Port Priority Infrastructure Projects*

presented to City of Long Beach  
Port Transportation & Infrastructure Committee

**Dr. Noel Hacegaba**  
Deputy Executive Director

March 18, 2022

# **CURRENT OPERATIONS: Ships at Anchor**

---

As of 3/15/22 at 12:22 PM:

- Container Vessels in Port: 30
- Container Vessels at Anchor: 5
- Container Vessels at Berth: 25

# CONTAINER SHIP BACKUP SUMMARY

Container Ships Inside 25 mi plus Outside SAQA  
LA/LB 1 Jan 2019 - Wed 9 Mar 2022

PacMMS start 16 Nov

Record high backup 109 on 9 Jan

26 container ships at a berth working cargo + 3 at anchor + 0 loitering inside 25 miles + 47 slow-speed steaming outside the SAQA = 76 total container ships inside 25 miles of LA/LB plus outside SAQA.

3 container ships at anchor + 0 loitering inside 25 miles + 47 slow speed steaming or loitering outside the SAQA equals **Total Container Ship Backup of 50.**

"Normal" Container Ships at Anchor pre-backup was 0-1

Brown + grey = purple

26 container ships at a berth

01-Jan-19 01-Jun-19 01-Nov-19 15-Mar-20 15-Aug-20 01-Dec-20 17-Dec-20 27-Dec-20 02-Jan-21 08-Jan-21 16-Jan-21 26-Jan-21 05-Feb-21 15-Feb-21 25-Feb-21 07-Mar-21 17-Mar-21 27-Mar-21 06-Apr-21 16-Apr-21 26-Apr-21 06-May-21 16-May-21 26-May-21 05-Jun-21 15-Jun-21 25-Jun-21 05-Jul-21 15-Jul-21 25-Jul-21 04-Aug-21 14-Aug-21 24-Aug-21 03-Sep-21 13-Sep-21 23-Sep-21 03-Oct-21 13-Oct-21 23-Oct-21 02-Nov-21 12-Nov-21 22-Nov-21 02-Dec-21 12-Dec-21 22-Dec-21 01-Jan-22 11-Jan-22 21-Jan-22 31-Jan-22 10-Feb-22 20-Feb-22 02-Mar-22

- Total Container Ships Inside 25 miles plus Outside SAQA
- Container ships Inside 25 miles at anchor or loitering plus Outside SAQA loitering or slow speed steaming
- Berth

**PacMMS New Queuing System backup calculation:**  
# inside 25 mi + # outside SAQA = Backup

Per the Master Queuing List, there are 47 container ships whose calculated time of arrival (CTA) is before the time of this noon report.

These container ships would be inside 25 miles were it not for the new queuing system for labor, which spreads them outside the SAQA across the Pacific slow-speed-steaming or loitering.

# Container Volumes



# CY2021 Container Volumes

TOTAL TEU

**9.4 Million**

+15.7%

IMPORT LOADED

**4.6 Million**

+14.6%

EXPORT LOADED

**1.4 Million**

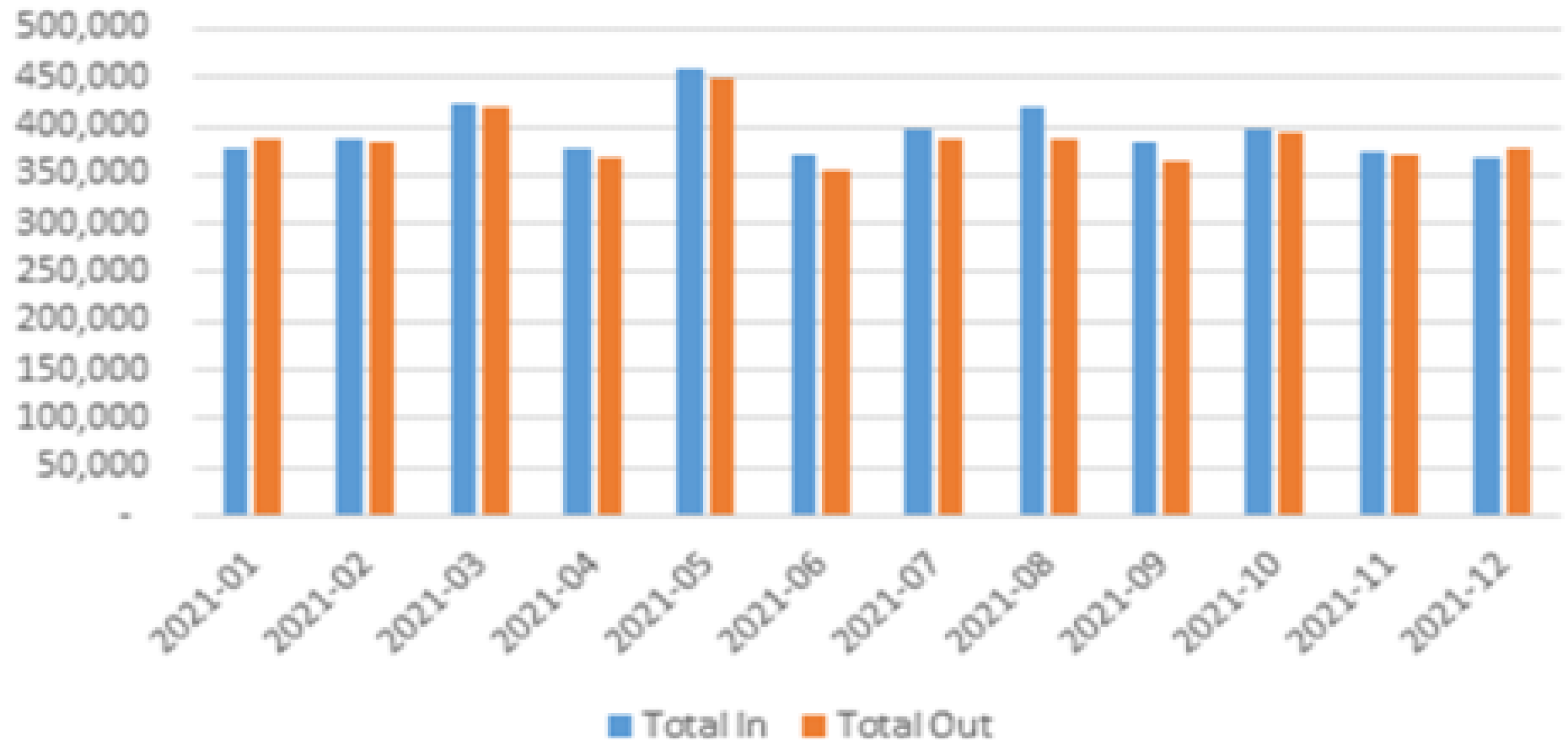
-2.6%

EMPTIES

**3.3 Million**

+27.5%

## Total In vs. Total Out (TEUs)



# STOR at Pier S



Footprint: 90+ acres

Capacity: 900,000+ TEU / year

# LBCCT: TERMINAL OF THE FUTURE

\$1.5 BILLION MIDDLE HARBOR REDEVELOPMENT PROJECT

Phase 3 Capacity: 1 million TEU / year  
Total Capacity: 3.5 million TEU / year

# Expanded Hours

- By extending their hours of operation, container terminals help to:
  - Ease daytime congestion
  - Increase night gate capacity
  - Increase appointment opportunities





# Pier T Terminal Begins Pilot Program for 24-Hour Cargo Pickup

## TTI adds flexibility, overnight hours to reduce time containers spend at terminal

Sept. 21, 2021

Total Terminals International container terminal on Pier T in the Port of Long Beach is making it easier for trucks to access the facility during the overnight hours in a new pilot program to widen access and speed deliveries amid the ongoing cargo surge.

The pilot program at the Port's largest terminal focuses on the effort to reduce "dwell" – the amount of time cargo



# Long Dwell Container Fee

October 2021 – Ports announced Long Dwell Container fee

- Aimed at inbound containers dwelling 9+ days on terminal
- Up to 50% of containers on terminal were considered high dwell
- Since the announcement, significant progress has been achieved



# Container Inventory & Dwell Time

March 13, 2022

On Terminal Inventory

**105,360**

EMPTY

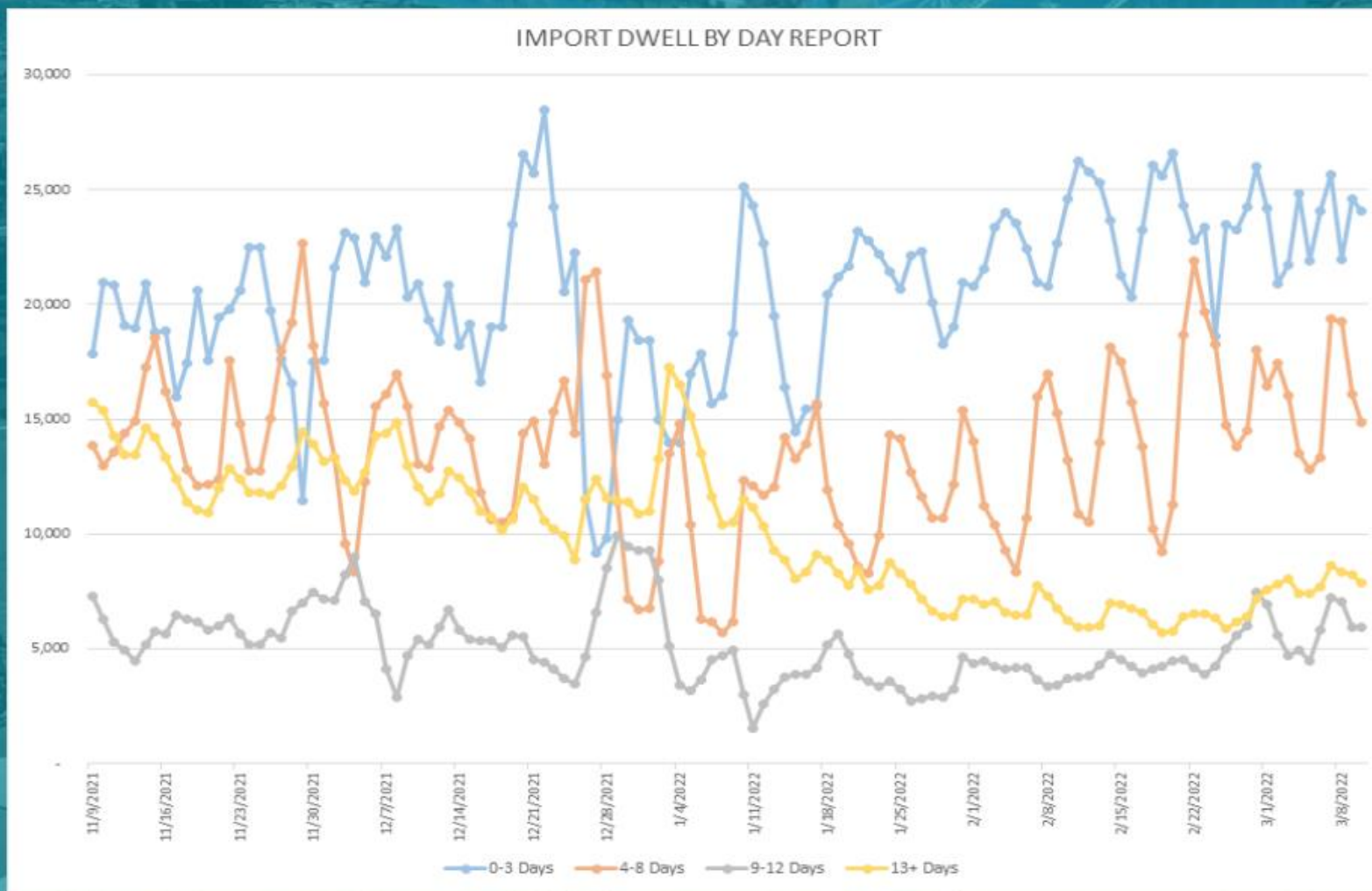
**37,395  
(35%)**

IMPORT

**54,413  
(52%)**

EXPORT

**13,552  
(13%)**



9+ On Terminal

**11%**

9+ Compared to 10/28

**-43%**

9+ Compared to 11/01

**-50%**

# INFRASTRUCTURE

INVESTING IN PORTS AND WATERWAYS



# DOT COMPETITIVE GRANT PROGRAMS

THE FOLLOWING COMPETITIVE GRANT PROGRAMS MAY BENEFIT  
THE PORT OF LONG BEACH:



Program Name	Amount (over 5 years)	Description
Port Infrastructure Development Program	\$2.25 billion	Competitive grant program that funds infrastructure projects at public ports.
Rebuilding American Infrastructure with Sustainability and Equity (“RAISE”) grants.	\$7.5 billion	Projects that will have a significant economic impact and improve transportation infrastructure, including road, bridge, public transit, passenger or freight rail, port, surface transportation components of airport projects and projects to replace culverts or prevent stormwater runoff.
Nationally Significant Freight and Highway Projects (known as “INFRA”).	\$8 billion	Freight and highway projects of regional and national significance. Large projects must equal or exceed the lesser of \$100 million or 30 percent of the amount apportioned to the state. At least 10 percent of the funds are for small grants between \$5 million and \$25 million. Projects must be reasonably expected to begin construction within 18 months after the date of obligation. The federal share may not exceed 60 percent. Up to 30 percent of funding can be for freight projects (including on port property).

# DEPARTMENT OF TRANSPORTATION COMPETITIVE GRANTS



Program Name	Amount (over 5 years)	Description
Projects of National Significance (Mega projects)	\$5 billion	New competitive grant program funds large-scale projects that generate economic, mobility or safety benefits and are cost-effective. Includes highway, bridge, freight intermodal, railway-highway grade separation and elimination, intercity passenger rail and public transportation projects. Fifty percent of funding for projects between \$100 million and \$499 million and fifty percent for projects that are \$500 million or more. Secretary may enter into multiyear grant agreements.
Reduction of Truck Emissions at Port Facilities	\$250 million	New program funds projects that reduce port-related emissions from idling trucks, including through port electrification.
Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (“PROTECT”) Grants	\$1.4 billion	New program funds projects that improve resiliency and address vulnerabilities to current and future weather events, including sea level rise. Funds may be used for highways, transit and port infrastructure.

# DEPARTMENT OF TRANSPORTATION COMPETITIVE GRANTS



Program Name	Amount (over 5 years)	Description
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	\$5 billion	Funds projects that improve safety, efficiency and reliability of intercity passenger and freight rail. Projects on port property are eligible.
Railroad Grade Crossing Elimination Program	\$3 billion	New program that funds projects to eliminate at-grade railroad crossings, add gates or signals, relocate tracks and install bridges. Sets aside funding for planning and to carry out highway-rail grade crossing safety information and education programs.
Advanced Transportation Technologies and Innovative Mobility Deployment	\$300 million	Grants to install and operate advanced transportation technologies that will improve safety, mobility, intermodal connections and performance.
Bridge Investment Program	\$12.5 billion	New program to rehabilitate and replace bridges.

# DOT ELECTRIC VEHICLE INFRASTRUCTURE GRANTS



Program Name	Amount (over 5 years)	Description
Charging and Fueling Infrastructure Competitive Grants	\$2.5 billion	Funds publicly accessible electric vehicle charging infrastructure and hydrogen, propane and natural gas fueling infrastructure on designated alternative fuel corridors. Public entities may contract with private entities. 50 percent of funds will go to charging and fueling infrastructure along designated Alternative Fuel Corridors and 50 percent will go for community grants for charging and fueling infrastructure in communities. Priority for community grants given to low- and moderate-income neighborhoods, communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes and rural areas. <u>Port authorities are eligible applicants.</u>
National Electric Vehicle Formula Program	\$5 billion	Funds will be distributed by formula to states to deploy electric vehicle charging infrastructure. Charging infrastructure must be open to the public or for authorized commercial motor vehicle operators from more than one company. Public entities may contract with private entities.



# PROPOSED STATE BUDGET PORTS PACKAGE



HIGHLIGHTING \$4.4 BILLION IN POLB PROJECTS

## THEMES

- Relieve congestion while reducing green house gases
- Technology solutions to enable efficient movement of goods
- Close the supply chain workforce gap
- Invest in the Nation's most important supply gateway
- State-Federal dollar-to-dollar match investments



# STATE FY 23 BUDGET

---



- **A historic \$280 billion budget with a ~\$40 billion surplus**
- **CA expects to receive roughly \$14 billion of additional funding from the Federal Infrastructure Investment and Jobs Act over the next 5 years**
- **\$1.38 billion one-time General Fund (GF) over two years for port, freight, and goods movement infrastructure which includes the following investments:**
  - \$1.2 billion for CalSTA to invest in port, freight and goods movement infrastructure (\$600 million 2022-23; \$600 million 2023-24)
  - \$110 million for the California Workforce Development Board to invest in a supply chain workforce training center in Southern California
  - \$40 million for the DMV to enhance capacity to issue trucking licenses
  - \$30 million to Go-Biz to fund data connectivity and enhancing goods movement

# STATE FUNDING CONTINUED

---



- **Complemented by the Governor's \$6.1 billion over four years ZEV Package which includes:**
  - \$935 million GF to deploy 1,000 ZE drayage trucks, 1,600 transit buses and related infrastructure
  - \$1.1 billion included for ZE clean trucks, buses and off road equipment and infrastructure
  - \$400 million to enable port electrification, leveraging both batteries and hydrogen fuel cells
  - \$200 million to invest in demonstration and pilot projects in high carbon sectors such as maritime, aviation, locomotion and off road applications

# 2022 TARGETED PROJECTS & COSTS

---



- Pier B On-Dock Rail Support Facility Project – ~\$1.55 billion
- EV Blueprint Planning & Implementation Project – \$2.6 billion
- Supply Chain Information Highway – \$20 million
- Supply Chain Workforce Training Campus – ~\$150 Million (Construction only)
- Workforce Development Program – \$2 million



# ON-DOCK RAIL

PIER B RAIL SUPPORT FACILITY



# PIER B ON-DOCK RAIL SUPPORT FACILITY



**Current Estimated Cost:** \$1.55 Billion

**State Budget Request:** \$360 Million

Includes a phased railyard expansion, including right-of-way acquisition, utility relocations, and street re-alignment. The project will increase overall rail network capacity at the Nation's second largest container port and the use of on-dock railyards **by at least 600,000 TEU per year by 2035**

- 36 tracks to the existing Pier B rail yard, expanding the yard from 12 tracks to 48 tracks, and facilitate the movement of 10,000 foot-long trains
- An estimated average of 17 trains per day would depart from the yard
- An increase of 10 trains from the current 7 trains per day

## **Benefits:**

The project will increase the velocity of goods movement and eliminate approximately 7.3 million annual truck trips. **This will reduce congestion and with fewer trucks idling on California's highways, improve air quality.**

# EMISSION REDUCTION

THE PORT MEETS 2023 AIR GOALS EARLY



↓ DIESEL SOOT



↓ NITROGEN  
OXIDES



↓ SULFUR  
OXIDES



↓ GREENHOUSE  
GASES

THIS WAS DURING A TIME WHEN  
CONTAINER CARGO JUMPED 21%



Compared to 2005 Levels

# EV BLUEPRINT PLANNING & IMPLEMENTATION PROJECT

---



**Cost:** \$2.6 billion

**State Budget Request:** \$200 million for terminal electric vehicle charging

Benefits include less air pollution, improved public health, significant greenhouse gas reductions, and the expansion of EV-related job opportunities for local residents.

**Timeline/Status:** Portions of phase II of the EV Blueprint is currently underway and includes development of Zero Emissions Infrastructure Master Plans (ZEIMP) for a container terminal on Pier J and for the Harbor Department, and installation of limited charging infrastructure for the Harbor Department. ZEIMPs will need to be developed for the remaining Port of Long Beach container terminals and infrastructure will need to be installed at an aggressive pace to meet the Port goal of zero emissions cargo handling equipment by 2030 and drayage trucks by 2035.

**Port's Clean Truck Rate:** April 2022



*Supply Chain* 

# INFORMATION HIGHWAY



Port of **LONG BEACH**  
THE PORT OF CHOICE

# WORKFORCE DEVELOPMENT

GOODS MOVEMENT WORKFORCE TRAINING CAMPUS



# WORKFORCE COLLABORATIVE OF EXCELLENCE

---



**Cost:** \$2 Million

**State Budget Request:** \$1 Million

Expansion and enhancement of the Port of Long Beach's successful workforce development programs that include:

- Academy of Global Logistics (AGL)
- Advanced Manufacturing, Construction and Engineering (ACE) Academy of Long Beach
- Internships
- Scholarships
- Training at the Long Beach College Maritime Center of Excellence

Prepare the next generation of the supply chain workforce to help ports meet current and future consumer demands and the Nation's most ambitious zero emissions goals.



Port of  
**LONG BEACH**  
THE PORT OF CHOICE

THANK YOU