As an industry leader in goods movement and environmental sustainability, the Port of Long Beach is within a few years of completing a decade-long, $4.5 billion capital improvement program to modernize the Port by building cleaner, more efficient terminals, roads, bridges and other infrastructure.

The Port’s capital improvements include redevelopment of existing terminals, dredging to deepen shipping channels, building of new wharfs, improvement of the railroad system and replacement of the bridge that serves both as a major commuter route and a conduit for cargo trucks.

The Port is modernizing to reduce its environmental impact and to continue to attract trade that supports more than 30,000 jobs in Long Beach and 300,000 jobs throughout Southern California.

Major projects include:

**Gerald Desmond Bridge Replacement:** A $1.467 billion project to build a new bridge to span the Port’s Back Channel. The new bridge will be higher to allow additional clearance for larger, more efficient cargo ships, and will also be wider, with six lanes of traffic instead of the current four, to ease the flow of cars and trucks that use the bridge.

The bridge is being constructed by design/build project delivery and will be relinquished to the State of California upon completion. The Port and the California Department of Transportation are collaborating in the management of the construction of the bridge.

Additional information on the Gerald Desmond Bridge is available on the program website [http://www.newgdbridge.com/](http://www.newgdbridge.com/) or you can download the mobile application. To download the application, search for LB Bridge in the App Store, Google Play, or the Windows Phone Store.

**Middle Harbor Redevelopment Project - Pier E:** The Middle Harbor Project is a 10-year, $1.493 billion modernization of the shipping terminals on Piers D, E and F. The project will consolidate existing, outdated terminals into a single, modern, 311-acre container terminal — nearly all electric and zero emissions. The project is adding on-dock rail capacity, shore-side electrical power, deeper channels to accommodate the newest container ships, and electrification of terminal equipment, which will have the effect of cutting terminal emissions in half.
The project is being constructed in three phases. Phase 1 construction (basically the northern half of the terminal) was completed and “went live” in late 2015, allowing terminal operator Long Beach Container Terminal to begin operations at this new modern and efficient facility. Phase 2 was completed in October 2017. Construction of Phase 3 is scheduled to be completed by the end of 2020. When completed, the Middle Harbor terminal will be able to move 3.3M TEUs annually at full capacity, which doubles the cargo capacity of the old facilities while dramatically cutting air pollution. The Port has entered into a unique 40-year lease arrangement with OOCL and its terminal operator, LBCT. Overall, the Middle Harbor Development program will create 3,000 plus jobs.

The modernized wharf can handle the world’s largest ships and will strengthen the Port’s competitiveness and the local economy.

**Pier B On-Dock Rail Support Facility:** The Port of Long Beach is proposing to reconfigure, expand and enhance the existing Pier B rail facility located along Anaheim Street and the 710 Freeway to support more efficient use of “on-dock” rail at the Port’s shipping terminals, which will in turn ease roadway traffic congestion and improve air quality.

**I-710 Corridor Project:** The Long Beach Freeway (I-710) is a vital transportation artery, linking the Port of Long Beach to the rest of Southern California and beyond. The Los Angeles County Metropolitan Transportation Authority (Metro) is heading a regional effort to study the potential environmental impacts of improvement projects on the corridor. The Port of Long Beach is one of several agencies funding the study.