

APPENDIX B-4-2: PORT OF HUENEME

Port Address	Port of Hueneme 333 Ponomo Street, Port Hueneme, CA 93041-0608
Port Website	http://www.portofhueneme.org/home.php
Port Contact	Will Berg, Director, Marketing & Public Information Phone (805) 488-3677, wberg@portofhueneme.org
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The Port of Hueneme, located in Ventura County, is the only deep water harbor between the ports of Los Angeles and San Francisco and is the U.S. Port of Entry for California's central coast region. Established in 1937, the Oxnard Harbor District owns and manages the Port.

The Port provides an ocean link for the agricultural community to the global market. The Port specializes in handling automobiles, produce, and bulk cargo. It also provides important support services for the offshore oil industry. A recent economic report indicated that the Port generates over \$723.8 million in economic activity, received about \$13.7 million in revenues for fiscal year 2013 – up 12 percent from fiscal year 2012, with auto and fresh produce contributing the most to the port's revenue. The Port supports 9,448 jobs both directly and indirectly.

Unique to the Port is Hueneme Canyon, a 1,000+ foot-deep submarine canyon, located within 300 feet of the Port's channel. This submarine canyon helps keep the channel free from silt and provides good navigation with minimal wave and swell action. The Port's harbor is not affected by tidal streams or current. In 1999, the Port of Hueneme was able to expand by purchasing surplus Navy property, the Naval Civil Engineering Laboratory.



PORT INFRASTRUCTURE

Main Channel Depth	35 feet	Acreage	165+ (maritime); 210+ (industrial) acres
Channel Length	2,300 feet		
Berths	6 deep draft (4,250 Linear Feet); 1 shallow draft (320 Linear Feet)	Rail Access	Near dock rail

PORT TRADE CHARACTERISTICS

Imports

Autos
Produce
Liquid Fertilizer
Bulk Liquid

Exports

Autos
Produce
General Cargo

Major Trading Partners

Costa Rica, Ecuador, Guatemala, Germany,
Sweden, Japan, Korea

PORT TRADE CHARACTERISTICS (cont'd.)

- As one of California's busiest seaports for general cargo, the Port handles over \$7 billion in cargo value each year.
- Since 2001, the District's ocean freight operating revenues have been driven by automobiles and fresh produce cargo.
- Oil deposits in the Santa Barbara Channel makes the Port an important base for the oil industry.
- Exports of American-made automobiles jumped 220% from 2008 to 2011.
- Coastal trade includes fish, offshore oil, general cargo, and vessel fuel.
- The Port charges auto importers per vehicle and not per ton. Port wharfage fees account for each auto as a revenue ton. All other cargo is strictly measured by the metric ton.

SURFACE TRANSPORTATION NETWORK & INTERMODAL CONNECTIONS

Highway Access Routes

Major routes serving the Port include US-101, SR-1, SR-118, SR-126, SR-405, and SR-232.

- Primary access route to Port is US 101
- Secondary access routes: SR 126 and SR 1 (Pacific Coast Highway/Oxnard Boulevard)
- SR 232 is also known as Vineyard Avenue

Trucking

- Corridors with greatest use to and from the Port are Hueneme Road and Rice Avenue
- Rice Avenue, a four-lane roadway designated as a preferred access route to Port, has problems with bottlenecks

- Hueneme Road is a preferred access route for trucks, as specified in the City of Oxnard's General Plan. The City is planning to widen the road from two to four lanes.
- Ventura Road, a primary access road to the Port, is a four-lane arterial just east of the Port's main gate
- Port generates about 25% of area truck trips
- Measures to reduce truck impacts include: improved signage with preferred truck routes and require residential developers to provide acoustical design such as pavement surfaces, sound barriers, setbacks, and sound-dampening materials

Freight Rail

Ventura County Railway, LLC Class III, short-line railroad. This 10.3-mile loop of track is owned by the District. Rail America operates the railroad, and the Port is the general manager. The Union Pacific Railroad also provides freight rail access to the Port, providing an important link throughout North America.

ENVIRONMENT

- The Port installed a substation that will allow ships at berth to turn off the vessels engines reducing greenhouse gas emissions and to use alternative marine power.

MAJOR PORT ISSUES

- The Port and city of Port Hueneme are at odds over revenue-sharing and the city feels the Port is paying too little for the impacts of trucks and, business operations that causes street degradation, increased use of public services and negative environmental impacts
- Insufficient backland for container terminal development
- Infrastructure requirements and upgrades
- Need of gantry crane
- Environmental and community concerns
- Channel dredging and maintenance
- Freight congestion

Caltrans Focus Areas

- Freight congestion on US 101
- Community environmental impacts
- Planning for sea level rise to ensure freight accessibility
- Monitor pavement conditions due to heavy truck impacts

PLANNING DOCUMENTS AND STUDIES

- Cities of Port Hueneme and Oxnard Truck Traffic Study, June 5, 2008
- City of Oxnard, General Plan 2011
- Port of Hueneme Access Study Update
- Port of Hueneme, Oxnard Harbor District Comprehensive Annual Financial Report,
- Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan, Draft, December 2011
- Strategic Action Plan for Business Development (In progress)

- Ventura County Congestion Management Plan, 2009 Update

Transportation Planning Partners

- California Air Resources Board
- City and County of Ventura
- City of Oxnard
- City of Port Hueneme
- Naval Base Ventura County
- Port Hueneme Redevelopment Agency
- South Coast Air Quality Management District
- Southern California Association of Governments (SCAG)
- U.S. Army Corps of Engineers
- U.S. Customs & Border Patrol
- U.S. Environmental Protection Agency
- Ventura County Transportation Commission
- Ventura County Air Pollution Control District

SOURCES AND ADDITIONAL INFORMATION

- Cities of Port Hueneme and Oxnard Truck Traffic Study, June 5, 2008: <http://publicworks.cityofoxnard.org/Uploads/TrafficEngineering/Port%20Hueneme%20Oxnard%20Truck%20Traffic%20Study%20June%205,%202008.pdf>
- City of Oxnard Planning Division (General Plan 2011): <http://developmentervices.cityofoxnard.org/Department.aspx?DepartmentID=7&DivisionID=76&ResourceID=961>
- Hoops, Stephanie. "Court of hear fight between Port of Hueneme and Port Hueneme." *Ventura County Star*. 17 October <http://www.vcstar.com/news/2012/jan/10/port-generates-202-million-in-economic-output/?print=1>
- Port of Hueneme Comprehensive Annual Financial Report: http://www.portofhueneme.org/documents/financial_report201011.pdf
- "Port of Hueneme Declares AMP Ready." *MarineLink.Com*. 23 December 2013. Web. 25 December 2013. <http://www.marinelink.com/news/readiness-declares362336.aspx>
- Port of Hueneme Harbor District: http://www.portofhueneme.org/about_us/general_overview.php
- Port of Los Angeles: <http://www.portoflosangeles.org/>
- Southern California Association of Governments (SCAG) 2012-2035 RTP, Draft December 2011: <http://rtpscs.scag.ca.gov/Pages/Draft-2012-2035-RTP-SCS.aspx>
- SCAG's Comprehensive Regional Goods Movement Plan and Implementation Strategy, June 2013. <http://www.scag.ca.gov/goodsmove/>
- The Local and Regional Economical Impacts of the Port of Hueneme, Port of Hueneme, December 2012. http://www.portofhueneme.org/documents/economic_impact_report.pdf

