



**LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION**

May 6, 2009

Honorable Members of the Long Beach City Council  
City Hall  
Civic Center Plaza  
333 West Ocean Boulevard, 14th floor  
Long Beach, California 90802

Dear Members of the City Council:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion, and preserving the overall global competitiveness of Los Angeles County, I am submitting this letter in support of the Port of Long Beach Middle Harbor Redevelopment Project to combine and upgrade two aging, inefficient and environmentally substandard container cargo terminals to create a more efficient and environmentally friendly facility.

The Port's existing Middle Harbor container shipping terminals are antiquated, functionally outmoded and can no longer satisfy growing trade demands or meet impending environmental regulations. The terminals require new technologies, deeper water berths to accommodate the new larger, cleaner ships, and improved infrastructure necessary to boost economic growth and enhance environmental performance in a way that meets the standards set by the Green Port Policy and Clean Air Action Plan.

The potential economic benefits of the Middle Harbor Redevelopment Project are profound. Terminal capacity would be expanded to accommodate as many as 364 vessels and handle as many as 3.3 million twenty-foot-equivalent (TEUs) containers per year, doubling the current volume of about 1.3 million TEUs a year. The upgraded facility would support an estimated 3,000 jobs directly and add another 11,000 new, permanent goods movement jobs throughout Southern California with hundreds of millions of dollars in new wages.

An additional estimated 1,000 new construction jobs would be added almost immediately as the project begins its phased build-out. This is especially important as the region looks to restore some of the over 23,000 construction jobs lost in Los Angeles County during the last year, and looks to stimulate the economy and recover from quite possibly the severest economic downturn in over six decades.

As important as the potential economic and job impacts from this project are during these extremely difficult times, the potential environmental benefits of the project are just as compelling. Even at double the capacity, the health risks associated with the new terminals would be far less than the risks faced today. In fact, it is believed that terminal upgrades would cut air pollution generated from the two terminals by 50% or more and greatly minimize – and in some cases eliminate – many of the negative environmental impacts linked to current terminal operations, including reducing particulate matter emission levels.

The new facility would greatly expand on-dock rail capacity, creating the second largest rail yard at the Port of Long Beach, capable of doing almost 2,100 rail trips per year (up from only about 200 now), and removing up to 1,000 trucks per day from our roadways, including a great number of trucks currently traveling through local neighborhoods on the surface roads. Future tenants of the Middle Harbor's container terminals would be required to sign "green leases", ensuring compliance with many environmental programs. These programs include requiring

the use of shore-side electricity (aka "cold ironing") so that ships can turn-off their engines while operating at-dock, and compliance with the Green Vessel Speed Reduction Program, which would further reduce ship emissions.

Even the cargo handling equipment would be cleaner. By 2010, yard tractors will be mandated to meet Tier 4 EPA standards, with all other equipment following suit by 2014. And the project would incorporate Leadership in Energy and Environmental Design (LEED) building standards as well as other renewable energy strategies such as the installation of solar panels.

The Middle Harbor terminals currently in use were built for an earlier age and can neither meet the standards set by the Clean Air Action Plan and Green Port Policy nor the capacity requirements needed to accommodate the nation's future demand for goods. We believe that it is vital for our environment and economy that our port terminals be brought into the modern age to ensure that our port facilities continue on the path to creating the greenest ports in the nation, while also supporting economic expansion and job growth at a time when these dual goals could not be more imperative.

For the above reasons, the LAEDC strongly supports the Middle Harbor Redevelopment Project.

Sincerely,



William C. Allen  
President & CEO

cc: Rep. Dana Rohrabacher  
Rep. Laura Richardson  
Senator Alan Lowenthal, Chair Transportation and Housing Committee  
Assemblymember Bonnie Lowenthal  
Los Angeles County Supervisor Don Knabe  
City of Long Beach Mayor Bob Foster  
Long Beach City Manager Patrick West  
Long Beach Assistant City Manager Suzanne Frick  
Long Beach Deputy City Manager Reginald Harrison  
Long Beach Board of Harbor Commissioners