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# California State Senate

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**THIRTY-FIFTH SENATE DISTRICT  
CHAIR, GOVERNMENTAL ORGANIZATION COMMITTEE**



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November 17, 2015

Mayor Robert Garcia  
Vice Mayor Suja Lowenthal  
First District Councilwoman Lena Gonzalez  
Third District Councilwoman Suzie Price  
Fourth District Councilman Daryl Supernaw

Fifth District Councilwoman Stacy Mungo  
Sixth District Councilman Dee Andrews  
Seventh District Councilmember Roberto Uranga  
Eighth District Councilmember Al Austin II  
Ninth District Councilmember Rex Richardson

**Re: City of Long Beach Green Terminal Island Freeway (I-103) Project**

Dear Mayor Garcia and Long Beach Councilmembers:

I am writing this letter in support of the International Warehouse Logistics Association (IWLA), Harbor Trucking Association and FuturePorts and their concerns with the City of Long Beach's proposed Green Terminal Island Freeway (I-103) Project, which proposes to "decommission" (or close to trucks) a portion of the freeway. This would be the largest freeway removal project in Southern California history, according to the Press-Telegram. In addition to serving local residents, the Terminal Island Freeway (TI Freeway) is a critical truck route between the Port of Long Beach and local businesses.

Over 11,000 vehicles travel daily on the TI Freeway, and it is far from being underutilized, especially considering the projected population and port cargo growth. It is our understanding that the current plan by the City of Long Beach is to decommission the portion of the TI Freeway between Pacific Coast Highway and Willow Street while increasing open space. Project proponents claim this will buffer the community from air, noise, light and visual pollution and will mitigate pollution impacts and address community health concerns. In fact, we believe the proposed TI Freeway (I-103) decommissioning will have the exact opposite effect and a full Environmental Impact Report (EIR) should be done if the City of Long Beach chooses to pursue TI Freeway decommissioning. We are confident an EIR would show that if this freeway is simply decommissioned, it will result in rerouting traffic to surface streets through the communities of Long Beach, Wilmington and Carson; an increase in congestion; the intensification of traffic at already busy interchanges; and the actual exacerbation of noise and air pollution.

The San Pedro Bay Ports are the gateway to the commerce of the United States, and are a significant job creator in California. In Long Beach, 1 out of 8 jobs - that's 30,000 jobs - are directly related to the Port of Long Beach alone, not including the jobs created by the Port of Los Angeles.

We all have a vested interest in an economically viable and sustainable supply chain from the waterfront throughout the entire distribution network. Accordingly, we believe that the proposed decommissioning of the TI Freeway Project is contrary to Governor Brown's Executive Order B-32-15 (EO) directing multiple agencies to "develop an integrated action plan by July 2016 that establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system." It is clear that the proposed TI Freeway decommissioning