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California State Senate

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TWENTY-SEVENTH SENATE DISTRICT



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ENVIRONMENTAL QUALITY

February 6, 2006

Sunne Wright McPeak, Secretary,
Business, Transportation and Housing Agency and
Alan Lloyd, Secretary,
California Environmental Protection Agency

RE: Goods Movement Action Plan

Thank you for the opportunity to comment on the Governor's Goods Movement Action Plan. I am pleased that the Administration is taking such an active role in goods movement and air quality issues. As you know, the constituents of the 27th Senate District are greatly affected by the pollution caused by activities at and around the ports of Long Beach and Los Angeles. The State Air Resources Board recently stated in a report, that pollution from the operations at the ports of Long Beach and Los Angeles kill 750 people prematurely each year. This should be kept in mind as we plan for the future growth of the ports and of the residents of southern California. Here are a few comments on the GMAP:

- **Accountability.** There should be accountability built into the plan followed by consequences. The plan sets goals of reducing emissions to 2001 levels by 2010 and achieve an 85% reduction by 2020, however there are no consequences if this doesn't happen. The GMAP should require that these goals be placed into statute and also place into statute penalties (financial) for failure to achieve.
- **Public Safety and Security.** The GMAP should explore and evaluate technologies to reduce dependence on foreign oil. The goods movement system is completely depend on diesel. If there is a disruption for a significant time in the supply of diesel fuel, the movement of goods in California will come to a halt. There are technologies such as Maglev or other forms of electric powered shuttle trains that are in development. Now is the time to see if those technologies can fit into our goods movement system. If this is done in California, it will be copied around the world.
- **Infrastructure projects.** There is a long list of goods movement projects in the GMAP and it's likely with the state's scarce resources that not all of these will get funded in a timely manner. One way for the GMAP to prioritize these projects is to give highest priority to those infrastructure projects that achieve the greatest emission reductions. Additionally, the GMAP should look at who is choosing these infrastructure projects. The Plan should make sure that these projects are consistent with local and regional priorities and should received input from the affected cities, counties and air districts.

REPRESENTING THE CITIES OF THE 27TH SENATE DISTRICT
ARTESIA, AVALON, BELLFLOWER, CERRITOS, DOWNEY, HAWAIIAN GARDENS, LAKEWOOD, LONG BEACH,
LYNWOOD, PARAMOUNT, SIGNAL HILL, SOUTH GATE, FLORENCE-GRAHAM AND WILLOWBROOK

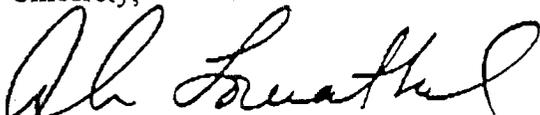
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Secretary McPeak, Secretary Lloyd
February 6, 2006

- **Trucker Economics.** The GMAP looks at replacing/retrofitting the oldest/dirtiest trucks operating at the ports (at an estimated cost of \$1 billion), however it the plan does not address the underlying economics of the port trucker. Most truck placement programs I've heard require a match from the truck driver, however these drivers do not make enough to provide the match (or even the higher VLF and higher insurance) and just continue to drive their polluting rig. These programs have resulted in few replacements given the thousands of drivers in southern California. The GMAP should look at this issue, and look at ways to solve these economic problems, such as a limited-entry system, otherwise the older trucks could continue to operate at the ports for decades.
- **Reduce trucks by improving Rail.** The GMAP should give improving the container rail infrastructure the highest priority so that more containers can be moved from truck to rail. It is important to remove as many trucks from the highways as possible and the most cost-effective method is to move them by rail.
- **Port Operational Improvements.** The GMAP should add a requirement that ports continue to require emission reduction programs/projects as a condition of their lease and continue to renegotiate these leases. The ports of Long Beach and Los Angeles have begun this process, they should be commended and fully supported by the state.
- **Air Freight.** The GMAP doesn't address the infrastructure needs or the air pollution associated with air freight.
- **The Future.** The GMAP should have an ultimate goal of moving goods on zero-emission systems and should be planning for achieving that goal.

Thank you for the opportunity to comment on this important plan. As we continue to work on these important issues, I just want to leave with you that in my mind, emission reduction is the action that the Goods Movement Action Plan should be focused on.

Sincerely,



Alan Lowenthal