

**Goods Movement Public Meeting  
California BT&H Agency /California EPA  
Testimony By ACTA Vice Chair Frank Colonna  
Friday, January 28, 2005**

Thank you Secretary Wright McPeak, Secretary Lloyd and distinguished panelists. I am Frank Colonna, Long Beach City Councilman and Vice Chair of the Alameda Corridor Transportation Authority. Along with Councilwoman Hahn, I am very honored to be here today to provide you with some insight into the work we are doing, both as representatives of our neighboring port cities, but also as members of the ACTA Board.

As Councilwoman Hahn has discussed, ACTA has an important and vital role to play, in partnership with the State, other regional agencies, the community and private sector interests in the future of goods movement in Southern California. We recognize the challenges we are facing as a region with the increasing growth of cargo coming into our ports, the resulting need to distribute that cargo and the attendant strain on our roads and rail systems, the impacts of that strain and growth on the local communities and the environment, and the importance of all of this on the national and international economy.

While there is much to be done and many important stakeholders with a role and responsibility for improving this network, ACTA has identified some initial, key steps we can take today to begin working toward long-term solutions to these challenges.

Top of our priority list are the improvements planned for State Route 47. This project, which involves replacing the seismically deficient Schuyler Heim vertical lift bridge with a fixed span bridge and constructing a 4-lane elevated expressway connecting to Alameda Street at Pacific Coast Highway, will

- Reduce congestion on Interstates 710 and 110;
- Enhance safety in the Wilmington area by eliminating five at-grade railroad crossings and three signals that currently exist on SR 47, which are the sites of several accidents;
- Leverage significant public expenditures already made on Alameda Street; and
- Improve efficiency of cargo movements to enhance major economic benefits of international trade.

In addition, this project is being structured similar to the Alameda Corridor, that is a strong cooperative partnership between Caltrans and ACTA. We currently have a cooperative agreement with Caltrans, which serves as management framework on all aspects of the SR 47 project. It is our intention to work with Caltrans on identifying innovative ways to delivery and finance the project. We want to position the SR 47 to take full advantage of the projected \$157 million of SHOPP funds and targeted Federal funds via the Congressional TEA-21 reauthorization process.

Our second priority is the Shuttle Train pilot program. Recently the ACTA Board authorized staff to continue to pursue implementation of a shuttle demonstration project. This innovative pilot is also aimed at alleviating truck traffic congestion at the ports of Los Angeles and Long Beach. Under the pilot program, import containers will be loaded onto trains directly from ships after they arrive at the ports, and then sent to a rail yard near existing Inland Empire warehousing and distribution centers. This will reduce truck traffic on the Long Beach (710) Freeway and other roadways between the ports and the Inland Empire, 60 miles to the east. This pilot program will use one 50-car train carrying 100 40-foot long containers each weekday. While this will barely scratch the surface of the ports' overall cargo flow, the ultimate goal of the plan is to expand the

program to include a \$200 million rail yard to be built somewhere near the Inland Empire to accommodate seven daily train trips, moving 1,500 containers per day. In order to implement the pilot program, ACTA is investing \$5 million for yard and track improvements to accommodate the 100 daily containers. Again, while we are committing ACTA's share of surplus funds to this project from the Pacific Coast Highway grade separation project conducted by ACTA and Caltrans, we are also seeking federal and state funding to offset some of these costs.

Finally, ACTA is actively supporting the development of an inland truck depot. The development of this depot would allow truckers to pick up containers from the ports at night and drive them inland, where they then can be hauled to their ultimate destinations when the distribution centers open for business the next day. This plan goes hand-in-hand with the plan Councilwoman Hahn previously mentioned which would extend the operating hours of the ports at night and on Saturdays, which will go a long way toward reducing the number of trucks on the 710 freeway during peak traffic hours.

What is key to each of these projects is that they are components of a comprehensive regional transportation plan focused not just on freeways but

on rail and bridge improvements as well as growing the distribution infrastructure away from the most highly impacted areas. These solutions do not solely impact the port industries either. Working together with elected leaders from all levels of government, with industry and with the community, we have identified projects that can and will make a difference and improve the movement of goods throughout the region. What we know is that there isn't one simple or easy fix to the complex challenges involved in moving goods from our ports to the consuming public. Instead, we acknowledge that each of us from the federal government, to the state, to the local level all have a significant role to play in crafting regional and national solutions. We also must plan for future growth incorporating the needs of the maritime, transportation, and rail industries WITH those of the local communities who have been unfairly impacted for far too long.

ACTA recognizes this critical balance and is working to offer real solutions with real benefits that will positively impact the congestion, air quality, noise, and safety problems so prevalent today. We also realize that we can't do it alone. We commend the state's leadership in convening this forum and engaging in critical dialogue with all stakeholders with an eye toward finding more solutions and more partnerships to continue to improve and enhance goods movement while cleaning up our local communities. In

the coming weeks ACTA is very interested in working with the Administration, and other key public and private interests as we speak with one unified voice in lobbying Congress during the TEA-21 reauthorization process. We look forward to continuing our partnership. Thank you for your time and commitment to these very critical issues.

- Thank you Secretary Wright-McPeak and Secretary Lloyd for being here this morning and focusing on such an important issue for all of California—goods movement.
- I am Councilwoman Janice Hahn and I am speaking before you today in 2 capacities. First, as Councilwoman, I represent the Port of Los Angeles and the communities of Wilmington and San Pedro—communities that have historically suffered from the effects of port operations.
- I am also the Chair of the Alameda Corridor Transportation Authority. As you are aware, ACTA would have never become a reality if not for our partnership with the State of California and we look forward to continuing that partnership as we look to expand our mission.
- ACTA has proven to be very successful since we opened the corridor in 2002. It has become a national model for how to develop and implement large-scale public-private partnership projects.
- We have drastically increased the amount of goods being moved by rail and we have seen substantial traffic relief and improved air quality. Most importantly, we are in a position to accommodate the expected growth at the port complex.

- However, there is much more to be done which is why we have expanded our mission at ACTA. Our expanded mission will allow us to continue to focus on how best to move cargo out of the Los Angeles/Long Beach Port complex—the largest in the nation.
- Today, about 12 million containers are passing through our port complex every year. And, that number is expected to triple in the next 20 years. The international trade industry is booming, and we must do something to prepare for this growth. Highways in Southern California are already gridlocked and congestion will continue to worsen, unless we do something now.
- This is why I have been fighting to open our port gates during off-peak hours—which is one part of ACTA's extended mission. Truckers will be able to pick up and drop off loads at night and on the weekends. This will help relieve congestion, and also improve air quality in the communities I serve. In fact, ACTA estimates that open our gates during the nights and weekends can take 2 – 4 million trucks off our roads during peak hours.
- Extending gate hours at the port complex is the one step we can take that will immediately reduce congestion at the ports and on our roads and highways.

- It is the one way that we can make the best use of the infrastructure we have today. And just recently, I received a commitment from the terminal operators at the ports to begin opening gates during the nights and weekends beginning in March of this year.
- However, this is just a temporary fix--a Band-Aid. As the cargo increases, we will need to build more infrastructure.
- Which is where some of ACTA's other extended mission components come in. We need to construct a dedicated truck highway, which we call SR-47 that will take almost 700,000 trucks annually off our highways. We plan on building shuttle trains to move cargo closer to its final destinations and we believe there is a great need for an inland truck depot where containers being shipped during off-peak port hours can be parked overnight. My colleague and ACTA co-chair Long Beach Councilman Frank Colonna will discuss the extended mission further in his remarks to you, but this gives you an idea of what we are working on.
- Before I close, I wanted to bring one more issue regarding goods movement to your attention. And that is the plight of the independent trucker. These truckers are a vital link in the goods movement supply chain for this entire country.

- 40% of all of our nation's goods come through our port complex, and without these truckers, our entire economy would be crippled
- Independent truckers are currently working unbelievable hours and barely making enough money to feed their families.
- I stand before you today to send a message that if we, as leaders, do not do something to improve the working conditions for our independent truckers, we could face a meltdown in goods movement statewide.
- There are a number of issues facing us right now regarding goods movement in our state. But, if we play our cards right, and plan well, the expected growth at our ports could be the key to economic growth and vitality throughout California. I thank you for your interest and dedication to these growing issues and I thank you for allowing me to speak to you this morning.
- I would now like to introduce to you Long Beach Councilman Frank Colonna, the co-chair of ACTA.

January 28, 2005

SECRETARIES MCPEAK AND LLOYD:

- ✓ I AM SCOTT BRADY, MAYOR OF THE CITY OF PLACENTIA AND CHAIRMAN OF THE ONTRAC AUTHORITY.
- ✓ THANK YOU FOR THE OPPORTUNITY TO APPEAR TODAY AS YOU MAKE PROGRESS IN THIS NEEDED GOODS MOVEMENT INFRASTRUCTURE IMPROVEMENT PROGRAM.
- ✓ WE GREATLY APPRECIATE YOUR INCLUSION OF MR. CHRIS BECKER, EXECUTIVE DIRECTOR OF ONTRAC, IN YOUR STAKEHOLDER DISCUSSIONS FOCUSING ON THE DEVELOPMENT OF AN EFFECTIVE GOODS MOVEMENT ACTION PLAN FOR SOUTHERN CALIFORNIA.
- ✓ I WOULD ALSO LIKE TO THANK ASSEMBLYMEMBER DAUCHER, SENATORS ACKERMAN AND MARGETT, AND CONGRESSMEN MILLER AND ROYCE FOR THEIR LEADERSHIP AND STRONG SUPPORT OF KEY INFRASTRUCTURE INVESTMENTS INCLUDING THE ALAMEDA CORRIDOR EAST PROGRAM AND THE ONTRAC PROJECT.
- ✓ LAST YEAR, WE WERE PLEASED TO HOST A BRIEFING WITH SECRETARY MCPEAK AND HER STAFF TO EXPLAIN THE URGENT NEED FOR THE STATE TO CONTINUE INVESTMENT IN ITS TRADE CORRIDORS.
- ✓ THE STATE'S EFFORTS WILL DEMONSTRATE A STRONG PARTNERSHIP WITH OUR CONGRESSIONAL DELEGATION WHO ARE FIGHTING FOR FUNDS IN THE PENDING FEDERAL TEA-21 REAUTHORIZATION BILL.
- ✓ COMMUNITIES AND REGIONS LIKE OURS THAT STRADDLE THE PORT COMPLEX AND TRANSCONTINENTAL RAILROAD DELIVERY SYSTEM ARE AT THE "FRONT DOOR OF GLOBAL TRADE."
- ✓ THE EFFICIENT MOVEMENT OF GOODS IS THE LIFEblood OF OUR NATIONAL ECONOMY, CREATING JOBS AND AN IMPROVING OUR STANDARD OF LIVING.
- ✓ TODAY, 35 PERCENT OF ALL U.S. WATERBORNE TRADE PASSES THROUGH GATEWAYS AND CORRIDORS IN THE SOUTHERN CALIFORNIA REGION.
- ✓ TWO-THIRDS OF WEST COAST INTERNATIONAL CARGO IS FUNNELED ONTO THE RAILROAD MAINLINES AND HIGHWAYS IN THE REGION FORMING THE BACKBONE OF TRADE FOR BUSINESSES ALL ACROSS THE NATION.

- ✓ THE ONTRAC TRADE IMPACT STUDY, THAT WE COMMISSIONED AND PRESENTED TO THE CALIFORNIA TRANSPORTATION COMMISSION LAST YEAR, CLEARLY SHOWS THE STRONG DEPENDENCE AND ECONOMIC LINKAGES BETWEEN THIS REGION AND EACH AND EVERY STATE IN THE NATION.
- ✓ THE ALAMEDA CORRIDOR EAST IS PART OF A NATIONAL RAIL SYSTEM AND A KEY ELEMENT OF THE LOGISTICS CHAIN SUPPORTING THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS, AND EXTENDS CONGRESSSES' PREVIOUS INVESTMENT IN THE ALAMEDA CORRIDOR PROJECT.
- ✓ ALL SIGNS ARE THAT MORE AND MORE INTERNATIONAL TRADE WILL FLOW OVER THE RAIL LINES THROUGH OUR REGION. WE ARE WILLING PARTICIPANTS AND WANT TO SUPPORT THE GROWTH AND IMPROVEMENT OF THE CALIFORNIA AND U.S. ECONOMY.
- ✓ HOWEVER, WE ARE ALREADY EXPERIENCING SIGNIFICANT IMPACTS INCLUDING DRIVER DELAY, TRAFFIC CONGESTION, INCREASED NOISE AND REDUCTION IN SAFETY.
- ✓ THE TRAGIC METROLINK TRAIN INCIDENT THIS WEEK UNDERSCORES THE URGENT NEED TO DO EVERYTHING WE CAN COLLECTIVELY TO INSURE OUR RAIL SYSTEM AND SURROUNDING COMMUNITIES ARE SAFE AND SECURE.
- ✓ WE NEED YOUR HELP TO MITIGATE THESE BOTTLENECK CONDITIONS ON THE RAILROADS AND HIGHWAYS ALONG THE ENTIRE ALAMEDA CORRIDOR EAST. WE LOOK FORWARD TO WORKING WITH YOU AND OTHERS IN THE ADMINISTRATION TO LOBBY IN CONGRESS FOR THE INCLUSION OF FUNDS IN THE NEW TEA-21 BILL TO IMPROVE SAFETY AND SECURITY AT GRADE CROSSINGS AND ALONG THE CRITICAL TRADE CORRIDOR SYSTEM.
- ✓ IN CLOSING, WE WANT YOU TO KNOW WE ARE WORKING HARD AT THE LOCAL LEVEL AND WITH THE TRANSPORTATION COMMUNITY AND RAILROADS AND REQUEST YOUR CONTINUED SUPPORT TO DEVELOP DEDICATED FUNDING FOR THE STATE'S KEY FREIGHT GATEWAY IMPROVEMENT PROJECTS.
- ✓ THIS IS AN INVESTMENT THAT WILL HAVE A LASTING RETURN FOR THE STATE AND COUNTRY, AND EXTENDS THE EFFICIENCIES NOW BEING REALIZED THROUGH OPERATION OF THE ALAMEDA CORRIDOR AND PORT EXPANSION PROJECTS.

✓ THANK YOU AGAIN FOR THE OPPORTUNITY TO PROVIDE COMMENTS  
TODAY AND WE WISH YOU MUCH SUCCESS AND APPRECIATE YOUR  
LEADERSHIP IN THIS IMPORTANT EFFORT.



Councilmember  
**TONIA REYES URANGA**  
Seventh District

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

Statement of  
**Tonia Reyes Uranga, Councilmember**  
**Long Beach City Council - 7<sup>th</sup> District**

Friday, January 28, 2005

Good morning, Madame Secretary and Secretary Lloyd. I am Tonia Reyes Uranga, Member of Southern California Association of Governments (SCAG) Goods Movement Task Force and Chair of Long Beach's I-710 Oversight Committee. Thank you for allowing me to share some of my recent experiences dealing with goods movement and the ports.

Given that our region has become the primary trade gateway to the rest of the nation, there is tremendous strain on our transportation infrastructure, our air quality and the quality of life for **every** member of our community.

SCAG's recent white paper on goods movement raised underscored this important point. In the plan for action, it recognizes the simple fact that "we must address community concerns over air pollution, health impacts, and other impacts of freight movement by ship, truck, and rail." Success in developing a regional strategy is contingent upon a willingness to address this issue.

That is why, the Long Beach City Council formed the I-710 Oversight Committee to address the significant policy issues regarding the improvements to the I-710—arguably the central transportation artery that leads into the heart of the region's goods movement system.

This step was significant because Long Beach was one of the first cities to define to recognize the 710 Freeway as a lifeline to the State's domestic and international trade, and remains one of a few cities that created a dedicated body to develop a locally preferred strategy for freeway improvements built on consensus recommendations.

CITY OF  
**LONG  
BEACH**

As Chair, I held hearings to bring the public together. It should be noted, from the onset of the Committee's hearings, residents understood the national significance of the I-710. However, while the Freeway is recognized as a major component of the regional economic engine, the local community felt it bore an unfair burden of the negative impacts from being at the front-end.

Simply, it is very costly in terms of the pollution and congestion. The horror stories of congestion on the 710 are well known throughout the Los Angeles region. Yet congestion is just one of our problems. Our asthma-stricken children live with constant exposure to "dirty air." The parents of these children have called on their elected and appointed officials to champion the effort to bring relief.

Understanding the need for change, the Committee's first action was to adopt a set of guiding principles that would establish the goals and objectives of improvements of the I-710 to accommodate projected growth.

**My highest priority was improving public participation in policy development and to provide technical assistance so the public could craft a set of community recommendations.**

The community meetings and workshops were a tremendous success, because for the first time, residents interacted with leading experts and asked for answers to their most pressing questions. Over 700 people attended them. A community representative and facilitated by a public affairs consultant moderated the series. They were held in community centers and hosted by community groups. And the results were tangible: the community adopted nearly 100 "consensus recommendations" that were incorporated into the I-710 Major Corridor Study.

On a regional scale, as a member of SCAG Goods Movement Task Force, I understand the need for changes

1. Environmental and community impact mitigation must be integral to the goods movement program.
2. Improvements to the regional goods movement system should not come at the expense of other transportation system improvements.
3. Investments in the regional goods movement system should be made to realize important regional benefits that have statewide implications.
4. We must have leadership at the regional, state and national levels in order to realize these benefits.

Finally, I believe that public forums, such as this one, are not only a way to build public trust, but that they are absolutely necessary, and ought to be required, when

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undertaking public initiatives on such a grand scale. For this reason, I encourage you to use the Long Beach I-710 Oversight Committee process as a model when answering the call for action.

I would like to thank Secretaries Wright McPeak and Lloyd again for giving me the opportunity to provide a report on the community engagement process.

I commend you for listening and bring our voices to the forefront of the goods movement and port discussions. I would be happy to answer any questions you may have for me.

**I-710 Long Beach Oversight Committee  
Community Consensus Recommendations**

<b>RECOMMENDATIONS</b>	<b>I-710 Guiding Principles</b>					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
Diesel emissions from sea vessels and trains need to be addressed by regulatory agencies (workshop 1)						
A toll on diesel trucks should be imposed to offset the cost of utilizing the Alameda Corridor						
The Long Beach Health Department should conduct air quality studies near the intersection of the 710 Freeway and the 47 Freeway (workshop 1)						
A limit on Port expansion should be discussed.						
Tariffs should be imposed on businesses that use the port. The funds gathered through the tariffs should be utilized for programs to clean air pollution (workshop 1)						
Study the spillover traffic and the 710 Freeway. The spillover traffic may create safety issues for pedestrians (workshop 1)						
School buses should use alternative fuels to reduce diesel emissions (workshop 1)						
Trucks operating at the Port should use bio-diesel or alternative fuels (workshop 1)						
The performance of alternative fuels on air pollution should be verified prior to commercial use (workshop 1)						
City of Long Beach should review impacts of ICTF terminal to community and local schools. Truck idling levels at the ICTF terminal should be reduced to the level of the Ports (workshop 1)						
Noise pollution should be mitigated for any I-710 Freeway improvements (workshop 1)						
Increase tree plantings in Long Beach by threefold (workshop 1)						

I-710 Long Beach Oversight Committee  
Community Consensus Recommendations

RECOMMENDATIONS	I-710 Guiding Principles					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
Future health studies must include data about deaths related to pollution (workshop 1)						
The City of Long Beach should support Congress-member Rohrabacher's legislation to impose a fee on each container that enters the Port (workshop 1)						
On-dock rail capabilities should be expanded (workshop 1)						
The Port should pay for any impacts to the community, including any improvements to the 710 Freeway and impacts to the health of residents in the community (workshop 1)						
All empty containers should be shipped to the place of origin and they should be allowed to remain empty in the Port (workshop 1)						
The City of Long Beach should research the impacts of Port expansion to the local tourism industry (workshop 1)						
Extra fees should be charged to Port tenants and companies hauling cargo from the Port to cover expenses related to local healthcare costs (workshop 1)						
The City of Long Beach should conduct research into the health impacts on the community stemming from local refinery emissions (workshop 1)						
The City of Long Beach should conduct research into the health impacts of diesel and other vehicle emission to children. The research should include asthma and other health ailments, including respiratory problems, cancer, allergies, etc. (workshop 1)						



**Date:** February 20, 2004  
**To:** I-710 Council Oversight Committee  
**From:** Christine F. Andersen, <sup>CPA</sup> Director of Public Works  
**Subject:** Community Recommendations for the I-710 Freeway Study

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In January and February, the Long Beach I-710 City Council Oversight Committee held four community roundtable workshops focusing on:

1. Health & Environmental Concerns
2. Preserving Neighborhoods
3. Port Operations and the I-710 Freeway
4. Truck Congestion and Safety

Almost 350 people attended the four roundtable workshops where residents were able to interact with experts and get answers to their questions about the issues they care most about in regards to the I-710 Freeway. All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority.

Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee today. The unedited consensus community recommendations are attached and will be presented by representatives of the community that participated in formulating these recommendations. It should be noted that recommendations were not limited solely to the identified topic of the workshop, so that issues relating to truck congestion may have been approved at the workshop focusing on preserving neighborhoods, and vice versa.

The following recommended Committee action will include the sorting of community recommendations by topic and the elimination of duplications, as well as the identification of opportunities for partnership with regional, state and federal offices and agencies in addressing the community's concerns. They can then be formulated into a statement of the "Long Beach Community Conditions for Approval" that can serve as a guide to ensure that the community's concerns are addressed throughout the process as the formulation of the locally preferred

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strategy for the full alignment of the I-710 Freeway from Long Beach to the 60 Freeway continues through the environmental and design process.

**RECOMMENDED ACTION:**

Receive and file the Community Recommendations and direct staff to develop the "Long Beach Community Conditions of Approval" based on these recommendations for the March 18<sup>th</sup> Council Oversight Committee.

SG:mm  
023

Attachment

cc: Mayor and Members of the City Council

APPROVED

*for* Christine J Shippey  
Gerald R. Miller  
City Manager

**I-710 Long Beach Oversight Committee  
Community Consensus Recommendations**

<b>RECOMMENDATIONS</b>	<b>I-710 Guiding Principles</b>					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
Involve federal elected officials in the 710 Freeway major corridor study (workshop #3)						
The Port should support the use of green diesel and compressed natural gas for trucks hauling cargo from the Port (workshop #3)						
The Port should develop aggressive idling legislation to limit diesel truck idling to a maximum of five minutes (workshop #3)						
Cargo should be distributed to other regional Ports (workshop #3)						
The Port of Long Beach should be downsized (workshop #3)						
The City of Long Beach should define the maximum capacity of the Port of Long Beach (workshop #3)						
The Alameda Corridor Transportation Authority's initiatives should be implemented immediately (workshop #3)						
The Port should not extend to a 24-hour operation until further air quality research is conducted on the potential impacts to Long Beach residents (workshop #3)						
A shuttle train system should be developed to haul cargo to local distribution centers in Southern California (workshop #3)						
Trains should use cleaner fuels (workshop #3)						
Governing agencies should make it mandatory for ships to slow down as they prepare to dock at the Port of Long Beach (workshop #3)						
By 2006, offshore shipping companies should be equipped to use shore power while docked at the Port (workshop #3)						

**I-710 Long Beach Oversight Committee  
Community Consensus Recommendations**

<b>RECOMMENDATIONS</b>	<b>I-710 Guiding Principles</b>					
	<b>1. Improve public participation and provide technical assistance to facilitate effective public participation</b>	<b>2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas</b>	<b>3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space</b>	<b>4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels</b>	<b>5. Improve safety by reducing truck/automobile conflicts through improved roadway design</b>	<b>6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems</b>
Cargo containers should be standardized which would allow multiple companies to use the containers and reduce the number of empty containers at the Port (workshop #3)						
The Port of Los Angeles should participate at the next workshop related to Port Operations (workshop #3)						
Local Ports should coordinate the use of alternative fuels strategies (workshop #3)						
Minutes of all workshops should be translated in Spanish and Khmer (workshop #3)						
The Port should conduct research on the cost of pollution to local healthcare (workshop #3)						
Use the Terminal Island Freeway and the Alameda Corridor to haul cargo and divert diesel trucks away from the 710 Freeway (workshop #2)						
Residents should have free and competent legal advice provided to them to assist them with the property acquisition process (workshop #2)						
Residents whose property is not taken but impacted by 710 Freeway improvements should be compensated by Caltrans (workshop #2)						
The City of Long Beach and Caltrans should inform residents about any property acquisition plans in advance and a timely manner (workshop #2)						
The public should be provided an opportunity to view and comment on the new 710 Freeway designs at various public meetings (workshop #2)						
Do not move forward with the 710 Freeway project (workshop #2)						

**I-710 Long Beach Oversight Committee  
Community Consensus Recommendations**

<b>RECOMMENDATIONS</b>	<b>I-710 Guiding Principles</b>					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
Identify alternative methods to haul cargo from the Port – other than diesel trucks.						
Find an alternative to 710 Freeway expansion (workshop #2)						
Do not take any businesses or homes until all other alternatives and options for improving the 710 Freeway are exhausted (workshop #2)						
Sound walls need to be included into the final budget for the 710 Freeway improvements, and they must be built at the time of construction of any improvements (workshop #2)						
Caltrans should better maintain the properties they currently own in Long Beach (workshop #2)						
Caltrans should establish a performance bond for any improvements to the 710 Freeway that would allow for residents to recoup any damages during construction (workshop #2)						
Residents should be encouraged to attend meetings about the 710 Freeway and they should continue applying pressure and giving input on this process (workshop #2)						
Properties should be referred to "homes" and not "houses" during discussions about 710 Freeway improvements (workshop #2)						
Caltrans should provide contact information to residents about whom to contact regarding damages done to properties because of construction to the 710 Freeway (workshop #2)						
MTA and Caltrans should conduct a walk thru the Long Beach segment of the 710 Freeway where proposed improvements might take place (workshop #2)						

**I-710 Long Beach Oversight Committee  
Community Consensus Recommendations**

<b>RECOMMENDATIONS</b>	<b>I-710 Guiding Principles</b>					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxin pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
The 103 Freeway should be expanded and should proceed left on Sepulveda and Willow and connect to the Alameda Corridor (workshop #2)						
An appraisal should be conducted at the time of the final design for the 710 Freeway improvements and a second appraisal should be conducted at the time that Caltrans begins the property acquisition process (workshop #2)						
Distribute cargo to other Ports (workshop #4)						
Conduct community meetings in the first district to make it easier for residents in that district to attend meetings (workshop #4)						
Signage should be visible to traffic at all times in the design of the 710 Freeway (workshop #4)						
No double decking of the 710 Freeway (workshop #4)						
Encourage the use of the 110 Freeway to divide truck traffic equally with the 710 Freeway (workshop #4)						
The City of Long Beach should conduct research regarding the impacts of pollution to local residents from Port operations, the 710 Freeway, local petroleum refineries, and the proposed Liquid Natural Gas station (workshop #4)						
The City of Long Beach should establish a transportation policy to divert truck traffic to routes other than the 710 Freeway (workshop #4)						
School Bus traffic flow should not be impacted by future construction on the 710 Freeway (workshop #4)						
Ships should be made to slow down when entering the Port (workshop #4)						

**I-710 Long Beach Oversight Committee  
Community Consensus Recommendations**

<b>RECOMMENDATIONS</b>	<b>I-710 Guiding Principles</b>					
	1. Improve public participation and provide technical assistance to facilitate effective public participation	2. Identify and minimize the cumulative exposure to toxics pollutants and noise exposure for neighborhoods in the affected areas	3. Minimize right-of-way acquisitions to preserve existing homes, businesses and open space	4. Reduce air pollution through aggressive diesel emissions reduction programs and the use of alternative fuels	5. Improve safety by reducing truck/automobile conflicts through improved roadway design	6. Relieve congestion by employing a comprehensive, regional systems approach that includes freeway, roadway, rail and transit systems
Ships should use alternative fuels when docking at the Port of Long Beach (workshop #4)						
Give incentive funding to truck operators to use bio-diesel (workshop #4)						
A toll should be implemented on trucks hauling cargo from the Port and shipping companies should pay the toll (workshop #4)						
Shipping companies should hire independent truck drivers as employees and they should treat them fairly (workshop #4)						
Trucks and ships delivering and hauling cargo from the Port of Long Beach should use particulate matter traps (workshop #4)						
A new truck inspection site should be built on Port of Long Beach property (workshop #4)						
A pilot project for the use of bio-diesel should be implemented (workshop #4)						
Center dividers must be built taller in the future (workshop #4)						
Truck drivers should be considered when developing new cargo hauling methods (workshop #4)						



Councilmember  
**TONIA**  
**REYES URANGA**  
Seventh District

Councilmember Tonia Reyes Uranga was elected to represent the Seventh District on the Long Beach City Council in June 2002. Tonia is proud to represent the most diverse council district in the most diverse city in the nation. The Seventh District includes the neighborhoods of West Long Beach, Wrigley & Wrigley Heights, Memorial Heights, California Heights, Bixby & Bixby Highlands and Cerritos Park.

Councilmember Reyes Uranga represents the City of Long Beach as a Board Member on the Southern California Association of Governments and the Independent Cities Association. She is Chair of the I-710 Council Oversight and the Transportation and Infrastructure Committees.

Tonia remains active in the community by volunteering her time with community-based organizations and serves on the Board of Directors of the St. Mary's Medical Center Board of Trustees. Tonia has also served our community as a founding member of the Long Beach Community Partnership, Past President of the Pacific Coast Campus Vocational Associates, Board member of the Long Beach Children's Museum, Inaugural class participant (Class of 1990) and Alumni of Leadership Long Beach.

Tonia Reyes Uranga is a 30-year resident of Long Beach and graduate of the University of California at Los Angeles (UCLA). She works as a Division Manager at the City of Garden Grove where she directs a state of the art Youth Café that provides innovative one-stop career development services to motivate and empower youth in an ever-changing labor market.

Tonia is married to Roberto Uranga, a Member of the Long Beach Community College District Board of Trustees, and is the mother of 3 children: Rosalinda, a CSULB student, and teenage students Emiliano James and Roberto Tomas.



CITY OF  
LONG  
BEACH



**FOR IMMEDIATE RELEASE**

Contact: Anita Mangels  
949 499-6995

## **PORT INFRASTRUCTURE ALSO NEEDED TO ENSURE ADEQUATE FUEL SUPPLIES FOR CALIFORNIA**

LOS ANGELES – A public meeting today sponsored by key members of Governor Schwarzenegger’s cabinet on how to unclog goods shipments at California’s ports highlighted the petroleum industry’s concern that future port planning should also include room to deliver adequate gasoline supplies to California motorists.

“In addition to being the gateway for computers, toys, clothes and other products; California’s ports play an important role in bringing adequate supplies of gasoline and other fuels to our state,” said Western States Petroleum Association President Joe Sparano.

Southern California refineries depend on the Los Angeles and Long Beach ports for delivery of a significant portion of their crude oil, blend stock, import and storage logistics. According to the California Energy Commission (CEC) imports of fuel supplies are expected to exponentially increase in the next 15 years.

Energy Commission data shows that fuel imports are expected to grow from about 1 billion gallons in 2003 to 5 billion gallons in 2020.

(more)

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“California motorists expect our state’s ports to provide adequate infrastructure to ensure California refineries can continue to make transportation fuels we all rely on,” said Sparano. “It is critical that our California ports protect existing infrastructure and continue to work with refiners in an effort to meet the consumer’s increasing demand for fuels.”

Today’s meeting was jointly sponsored by Sunne Wright McPeak, Secretary of the Business, Transportation and Housing Agency and Alan Lloyd, Secretary of the California Environmental Protection Agency. Its purpose was to identify a strategy for reducing port congestion while maintaining environmental protection.

The Western State Petroleum Association is a trade organization representing companies that produce, refine and market petroleum products.

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# **Coalition For A Safe Environment**

## **GOODS MOVEMENT & PORTS**

**Thursday January 27, 2005**

**AN ENVIRONMENTAL JUSTICE COMMUNITY ORGANIZATION**

**PRESENTATION**

**Researched & Prepared By**

**Jesse N. Marquez**

**Presentation Research, Preparation & Printing Supported By Funding By  
The Liberty Hill Foundation & Public Donations**

**Coalition For A Safe Environment  
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## **Part I EJ Community Perspective on Goods Movement & Ports**

- 1. Origin of Goods Movement in California**
- 2. International Gateway Locations in EJ Communities**
- 3. Public Policy & Program Failures**
- 4. Hidden & Ignored Public Subsidized Costs**

## **Part II Environmental InJustice In Port Communities**

- 1. Community Impact Categories**
- 2. Causes of Negative Impacts**
- 3. Samples of EJ Community Requested Mitigation**
- 4. EJ Communities Current Political Position**

## **Part III EJ Community Recommendations**

- 1. Policy & Program Recommendations**
- 2. How to Generate Long Term Revenues**
- 3. Where to Invest Revenue Funds**

## **Part I EJ Community Perspective on Goods Movement & Ports**

### **1. Origin of Goods Movement in California**

- a. Indigenous people were the original inhabitants of all of California's coasts, bays and coves**
- b. Indigenous people were the first to move goods throughout California, the West Coast, US and the Americas**
- c. Indigenous people established all land trade routes in the US and the America's before the arrival of any European**
- d. Indigenous people established the first Ports in the US and the America's before the arrival of any European**
- e. Indigenous and poor people have always lived in Port Communities for fishing and subsistence**

## **Part I EJ Community Perspective on Goods Movement & Ports**

### **2. International Trade Gateway Locations in EJ Communities**

- a. Environmental Justice Communities did not move into Ports, we have always existed there**
- b. EJ Communities will never leave because it is our home and right**
- c. EJ Communities did not cause the Environmental Contamination at all Ports, Port communities, in Los Angeles and the South Coast Basin**
- d. EJ Communities did not cause the current Health Crisis in EJ communities, in Los Angeles and the South Coast Basin**
- e. EJ Communities and the majority of the public have intentionally been left out of the Port and Trade growth planning by industry with Government support**

## **Part I EJ Community Perspective on Goods Movement & Ports**

### **3. Public Policy & Program Failures**

- a. It has only been recently in the last 10 years that public participation in policy making and project proposal decisions has been invited**
- b. 99% of public input via public comment has been ignored by politically appointed Port Board of Harbor Commissioners, CALTRANS, Alameda Corridor Transportation Authority, the Southern California Association of Governments, Elected City Officials, the US Army Corps of Engineers and every Governmental Agency**
- c. Failure to include local EJ community representatives As Harbor Commissioners, City Planning Commissioners, and US Federal Agency heads, staff etc. deprive EJ Communities an equal voice in decision making**
- d. California and EJ Communities would not be in the current crisis if public recommendations, alternatives, & mitigation were incorporated in all decision making**

## **Part I EJ Community Perspective on Goods Movement & Ports**

### **4. Hidden & Ignored Public Subsidized Costs**

- a. Public Health Care & Premature Death do to Air Pollution ( Lung Cancer, Cardiopulmonary Disease, Asthma etc.)**
- b. Public Health Care & Premature Death do to Insect Diseases ( West Nile Virus )**
- c. Public Health Care & Premature Death do to Exposure to Toxic, Carcinogenic and Hazardous Chemicals**
- d. Public Health Care & Premature Death do to Contaminated Public Drinking Water Supplies, Springs, Underground Aquifers, Oceans, Rivers & Lakes**

- e. Public Health Care & Premature Death do to Contaminated Ocean Aquatic Fish, Shell Fish and Plant Food Supplies**
- f. Public Health Care & Premature Death do to Exposure To Toxic and Carcinogenic Chemicals in Imported Products**
- g. Public Transportation Infrastructure – Maintenance, Repair & Expansion**
- h. Public Utilities – Maintenance, Repair & Expansion**
- i. Agricultural Crop Loss & Damage do to Insect Infestation**
- j. Lost Annual Retail Sales Tax From Out of State Shipped Products**
- k. Lost Annual License & Tax Revenues From Closed US Manufacturers**

- i. Lost Annual Income & Retail Taxes From Displaced US Workers**
  
- m. Wetlands, Wildlife & Natural Resources Loss, Damage, Degradation & Restoration**
  
- n. Increasing Homeland Security Costs**
  
- o. Environmental Enforcement**
  
- p. Local Public Police Enforcement**
  
- q. CHP Police Enforcement**
  
- r. Lost Public School Funding do to High School Absences**

## **Part II Environmental Injustice In Port Communities**

### **1. EJ Community Impacts**

- a. Highest Death Rates**
- b. Highest Cancer Rates**
- c. Highest Respiratory Problem Health Rates**
- d. Largest Variety of Health Illnesses & Diseases**
- e. Highest Health Care Costs**
- f. Highest Rate of Lack of Health Services**
- g. Highest Negative Environmental Impacts**
- h. Highest Exposure to Toxic, Carcinogenic & Hazardous Chemicals**

- i. Highest Rate of Missed Days of Work**
- j. Highest Rate of Missed Days of School**
- k. Highest Blight Communities**
- l. Lowest Community Redevelopment**
- m. Lowest Rate of Port Related Policing**
- n. Highest Rate of Illegal Port Related Businesses & Activities**
- o. Highest Rate of Transportation Infrastructure Destruction**
- p. Highest Rate of Illegal Port Traffic in Residential Community**
- q. Highest Rate of Illegal Container Storage in Residential Communities**

## **Part II Environmental Injustice In Port Communities**

### **2. Causes of Negative Impacts**

- a. Failure to Appoint Significant EJ Community Representation on Port Board of Harbor Commissioners**
- b. Failure of Governor to Appoint EJ Community Representation on Commissions, Task Forces, Committees and Sr. Level Management Positions**
- c. Failure of Ports, Cities, Counties, State and Federal Agencies to Hire EJ Community Representation for Sr. Management & Staff Positions**
- d. Failure to Allow Sufficient Public Notice and Public Comment Periods – 30 Days is Inadequate, EJ Community Has Repeatedly Requested 90 Days**

- e. Ports, Cities, Counties, State and federal Governmental Agencies Have Ignored EJ Community Public Comments, Recommendations, Solutions, Alternatives and Mitigation Requests**
- f. Ports, Cities, Counties, State, Federal Governmental Agencies & the US Army Corps of Engineers Blatantly Violate CEQA and NEPA on Every Project Proposal**
- g. Ports, Cities, Counties, States, Federal Governmental Agencies & the US Army Corps of Engineers Fail to Mitigate 99% of all EJ Community Environmental And Public Health Impacts**
- h. Ports, Cities, Counties, States, Federal Governmental Agencies & the US Army Corps of Engineers Proposed & Acted Upon Mitigation in EJ Communities is Insignificant & Fails to Eliminate or Significantly Reduce Environmental and Public Health Impacts**

- i. Ports, Cities, Counties, States, Federal Governmental Agencies & the US Army Corps of Engineers Collude With Each Other and Industry To Deprive EJ Communities and the Public of Their Rights**
  
- j. Ports and Cities Illegally Actively Solicit Community Support From Those it has Helped Financially, Through Gifts, Services Support, Waivered Fees, Waivered Insurance Requirements, Free Buildings and Office Space to Fight EJ Community Activists and Organizations on Port, Transportation, Redevelopment, Environmental, Public Health Issues and During Public Comment Periods**
  
- k. Off Port Property Business Activities Located in EJ Communities such as Container Storage Facilities and Dangerous Container Inspection Facilities**

## **Part II Environmental Injustice In Port Communities**

### **3. Examples of EJ Community Requested Port Mitigation**

- a. CFASE Has Submitted 58 Mitigation Recommendations**
- b. Local Community Public Health Survey**
- c. Local Mortality Study**
- d. Local Morbidity Study**
- e. Establishment of a Pubic Health Care Fund**
- f. Establishment of an Environmental Clean-up Fund**
- g. The Relocation of all Toxic, Carcinogenic & Hazardous Chemicals Away From The Bordering Communities**

- h. Restoration of a Natural Wetlands at Port of Los Angeles**
- i. Establishment of an Ocean Water Reclamation Facility**
- j. Container Inspection, Decontamination and Sanitation Prior To Distribution Throughout the Region and Storage**
- k. Public Emergency & Disaster Response Plan**
- l. Regional Underground Transportation Tunnel System**
- m. Change all Diesel Fuel Trains to Electric**
- n. Incorporation of Solar Energy at Port Facilities**
- o. Hiring of Additional City and Port Police**
- p. Construction Materials Hazardous Waste Disposal Plan**
- q. Port & Tenant Terminal Greening Plan**

- r. Ship & Berth Electrification Plan & Lease Condition**
- s. Public Schools Air Purification System Donation Plan**
- t. Public Schools Noise Abatement Donation Plan**
- u. Community Blight Elimination Plan**
- v. Cumulative Impact Study of All Sources**
- w. Creation of an EJ Community Task Force**
- x. Port Join the California Climate Action Registry**
- y. Establish a Reconstituted & Contaminated Dredged Materials Plan**
- z. Require Low Sulfur Diesel Fuel & Biodiesel Fuel**

## **Part II Environmental Injustice In Port Communities**

### **4. EJ Communities Current Political Position**

- a. Moratorium on all Port Expansion Projects**
- b. Submit Public Comments Noting All Deficiencies on NOP/NOI/EIR/EIS/DEIR/DEIS/EIR/EIS/SEIR/SEIS**
- c. Support CEQA Lawsuits Against Ports/Cities**
- d. Support NEPA Lawsuits Against U.S. Army Corps of Engineers**
- e. Support & File Continuous Complaints With All Governmental Agencies**

- f. Organize & Educate EJ Communities & Public Of Port, Goods Movement & Transportation Corridors Negative Environmental, Public Health & Economic Impacts**
- g. Demand a 10 Year Plan to Reduce Ports and Goods Movement Transportation Corridors Air, Land & Water Pollution by 90%**
- h. Demand Ports to Mitigate all Negative Impacts**
- i. No Net Increase Policy is Unacceptable and Based on the Port of Los Angeles Since The City's Mayor Announcement Air Pollution Has Increased 7% per year or over 15% as of Today**
- j. Investigate Filing Complaints with the United Nations & Other US Signed Multi-Country Agreements and Treaties Against The US Government and Agencies for Failure to Comply With International Environmental Agreements and Treaties**

## **Part III EJ Community Recommendations**

### **1. Policy & Program Recommendations**

- a. Environmental & Transportation Agency  
Commissioners not be Political Appointments**
- b. Port, Environmental & Transportation Agencies  
Have EJ Community Representation on Senior  
Management and Staff**
- c. All Ports, Environmental & Transportation Agencies  
Have Community Advisory Committees**
- d. All Governmental Agencies Establish a Standard  
List of Mandatory Mitigation For Every Type of  
Environmental, Public Health and Economic  
Negative Impact**

- e. All Governmental Agencies Establish a Standard List of Mandatory Significant Fines, Sanctions & Penalties That Will Guarantee 99% Compliance**
- f. All Governmental Agencies Require a Mandatory Public Health Survey for Every Project Proposal to Establish a Baseline and Every Five Years Thereafter**
- g. All Governmental Agencies Eliminate all Business Permit, License, Public Hearing and Environmental Compliance Waivers, Exemptions and Memorandums of Understanding**
- h. All Governmental Agencies Eliminate all Pollution Credit Programs and Prohibit Credit Brokers From Selling, Buying, Exchanging, Transferring and Trading Credits to Avoid Business or Project Compliance & Direct Local Mitigation**

- i. All Governmental Environmental Agencies Establish Real Time Monitoring, Measurement, Recording and Reporting of Governmental & Private Business Environmental Status, Compliance & Accidents. It is Not the Publics Responsibility to Report Violations or Monitor Business Operations 24/7**
  
- j. All Governmental Business and Construction Contracts and Leases be Awarded to the Company Which Offers The Best Environmental Care, Reduction, Restoration, Compliance And Alternative Innovations Plan**
  
- k. All Governmental Agencies Prohibit the Importation of any Foreign Foods, Products, Components and Packaging Containing Toxic and Carcinogenic Chemicals**
  
- l. All Governmental Agencies Prohibit US Companies From Exporting and Selling Known Toxic and Carcinogenic Foods, Products, Components, Packaging, Chemicals to Third World Countries**

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## **Part III EJ Community Recommendations**

### **2. How to Generate Long Term Revenues**

#### **a. 10% Tax or Fee on all Imported Products**

**ie. Port of Los Angeles & Port of Long Beach  
\$ 300 Billion Annually In Goods Movement  
\$ 300 Billion x 10% = \$ 30 Billion In Revenues**

#### **b. 10% Retail Sales Tax or Fee on Imported Items**

**ie. Port of Los Angeles & Port of Long Beach  
\$ 300 Billion Annually In Goods Movement  
\$ 300 Billion x 50% ( 50% Out of State Shipments )  
\$ 150 Billion x 100% ( Conservative Mark-up )  
\$ 300 Billion x 10% = \$ 30 Billion In Revenues**

**c. Rationale: If the consumer is driving market demand, let them and the entire supply, distribution and retail chain pay for the negative environmental, public health care, economic and transportation impacts not the general public**

## **Part III EJ Community Recommendations**

### **3. Where to Invest Revenue Funds**

- a. Environmental Mitigation**
- b. Environmental Enforcement**
- c. Environmental Clean-up**
- d. Public Health Care**
- e. Public Health Surveys**
- f. Public Health Research & Education**
- g. Alternative Transportation Infrastructure**
- h. Alternative Fuels & Renewable Energy**
- i. New Technologies R & D**
- j. Job Training in New Technologies**
- k. Reimbursement of City, County & State Tax Revenues**

**TESTIMONY OF CAROL HERRERA, PRESIDENT  
SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS**

**PUBLIC MEETING ON GOODS MOVEMENT AND PORTS  
CALTRANS DISTRICT 7 OFFICES  
JANUARY 28<sup>TH</sup>, 2005**

Good morning. My name is Carol Herrera, Councilwoman from the City of Diamond Bar and President of the San Gabriel Valley Council of Governments. I am pleased to be here today with my colleagues from the Gateway Cities and South Bay Cities Councils of Governments to share with you some of our thoughts on this vitally important topic.

By way of introduction, let me tell you a little bit about the San Gabriel Valley and our Council of Governments. The San Gabriel Valley is a geographic area encompassing 955 square miles and is home to 2 million California residents living in 31 incorporated cities and unincorporated County communities. Our Council of Governments is a Joint Powers Authority that strives to foster consensus among these 31 cities in the regarding policies and programs that address issues relating to land use, air quality, transportation, and other matters deemed essential to our cities.

San Gabriel Valley is also home to some 66,000 businesses employing more than 750,000 people. Many of those businesses and the jobs they support depend on efficient and reliable pickup and delivery of materials and products, so the question of goods movement is of vital interest to us. We, along with our neighbors in the gateway Cities and South Bay, are principle beneficiaries of Southern California's role as a global gateway for freight, but at the same time we are "ground zero" for the impacts of that freight on public health, air pollution, traffic congestion and transportation infrastructure.

Freight volumes are expected to double or even triple in the next two decades. We recognize that the economic health of the region, state and Nation depends in part on accommodating this growth. However, with over half of this volume just passing through the region to the nation and the world, our communities are shouldering worsening air quality and transportation infrastructure burdens.

In our view, transportation agencies at every level of government have been slow to recognize the enormity of the challenge that we face with respect to both improving the goods movement system and reducing its impact on communities. Now that this issue has moved to the center of the transportation radar, we need to work together to make sure that solutions are both *effective* and *equitable*. To achieve this objective, we need to keep in mind that:

- Resolving our goods movement challenges is a shared responsibility that must in part be met by Federal, State and regional agencies like the MTA and SCAG working together in partnership with local governments and the private sector.
- Accommodating the growth in trade is an important objective, but it must be balanced by concerns about public health and impacts on communities. “Growth at all costs” is simply not an acceptable paradigm for dealing with the goods movement issue.
- We need to think outside the box in terms of finding dedicated sources of funds to make needed infrastructure improvements and also for mitigating the environmental and public health impacts of goods movement, especially from diesel pollution. Nothing should be off the table, including container fees, tolling for trucks and other

innovative funding mechanisms. However, I don't think we can expect the private sector to pay for everything: at the end of the day, this has to be a public-private partnership that makes sense for everyone.

- Finally, concrete and steel may not be the best, and certainly should not be the first, option we look to when searching for solutions. We believe that operational changes, technology-based ITS and logistics strategies, and market-based incentives and disincentives may go a long way toward solving the problem. Only when we've squeezed the potential out all of these options should we consider massive infrastructure investments.

The magnitude of the challenge that awaits should not be underestimated. Nor should the importance of getting it right. Speaking for the San Gabriel Valley Council of Governments, I want to say how are most pleased we are by the leadership being shown by the Schwarzenegger Administration on this issue. We stand ready to work with you and out partners at the other COGs to find answers that work for California and all its communities. Thank you very much.

**TESTIMONY OF SAMUEL PEÑA  
GATEWAY CITIES COUNCIL OF GOVERNMENTS**

**PUBLIC MEETING ON GOODS MOVEMENT AND PORTS  
CALTRANS DISTRICT 7 OFFICES  
JANUARY 28<sup>TH</sup>, 2005**

Good morning. My name is Samuel Peña. I am Vice-Mayor of the City of Maywood and member of the Board of Directors of the Gateway Cities Council of Governments. I am also Co-Chairman of the I-710 Oversight Policy Committee which recently concluded a four-year Major Corridor Study by adopting a Locally Preferred Strategy for improvements in the I-710 Corridor.

Like our friends in the San Gabriel Valley and South Bay, we in Gateway Cities have a lot at stake as we struggle to grapple with goods movement issues in Southern California. This is a region of 27 cities located in Southeast Los Angeles County with a combined population of 2 million people who live and work in communities as diverse as the population itself.

The Gateway Cities region extends from coastal Long Beach to the foothill communities to the north. The region is a hub for technology, tourism, transportation and international trade industries drawn to the Gateway Cities' unique physical, technological, and educational resources.

We are the industrial heartland of Los Angeles County; 1 out of every 7 jobs in Southern California are in the Gateway Cities. We are home to The Port of Long Beach and The Port of Los Angeles, which combined, are the busiest container port.

In short, we are a major engine that drives the economy of Southern California and the nation. And one of the things that fuels that engine is trade and the movement of goods in and through the Gateway Cities. We all know the projections about how that trade is going to increase in the years ahead. Goods flowing through the Ports have major impacts not only on our freeways and surface arterials but on our cities and communities as well. Warehousing, distribution and manufacturing that are in part supported by that flow of goods through the ports accounts for a large segment of our job base. At the same time, the very movement of goods that is so important to our economy also has its downside, especially with respect to impacts on public health due to diesel toxins from trucks.

Goods movement and logistics are woven into the fabric of our region in ways both good and not so good. Logistics directly impacts this region, from the tremendous economic growth associated with the Ports to the congestion created by more than 35,000 trucks lumbering to and from the ports, and a similar number of trucks that do not have the ports as a destination but nonetheless operate on our freeways and arterials daily. The result is the highest concentrations of diesel fumes fouling the air in the Los Angeles basin.

In addition to the I-710 effort, the Gateway Cities region is home to the I-5 Joint Powers Authority that is seeking to expand capacity on I-5 from the Orange County border to East Los Angeles. And, the COG is initiating a major planning effort to look at how to improve mobility in the 91/605 corridors.

The adoption of the I-710 Major Corridor Study represented a significant coming together of political and community will. A rare consensus was achieved among diverse communities and stakeholders. I believe the COG's experience with the 710 will be – or at least should be – replicated across the State and Nation.

In short, that experience shows that major goods movement transportation improvements in urban areas will need to balance transportation, air quality and public health in ways not foreseen by the environmental laws governing project development. No longer will communities merely stand for mitigations that are supported by the letter of the law. Our communities demanded more attention to public health and air quality. And our Oversight Policy Committee, which included not only 14 city elected representatives but a county supervisor, SCAG, the two ports, the MTA, and Caltrans, agreed to incorporate these concerns on par with the needed transportation improvements.

Where regional planners seek to unclog the congested ports and the freeways that serve them, the residents in the surrounding communities want to clean the air. We have a public health crisis in the COG region that is directly related to port and freeway activity. Our region has alarming rates of asthma, respiratory diseases, and cancer congregated around the 710 freeway itself. This public health crisis needs to be addressed on equal footing with pursuing efforts to unclog the congestion.

The I-5 experience demonstrates clearly the risks associated with pursuing large-scale improvement programs to major interstates using the

traditional funding and delivery methods. The I-5 program is entirely dependent on regional, state and federal funding sources, which have been sorely lacking over the last two STIP cycles. Even amassing the funds for the Carmenita interchange, the first element of the I-5 JPA program, has been a long, arduous task.

Lastly, truck traffic, like water, finds its own efficient flow. In our region this means that cities along the 91 and 605 are now experiencing an unanticipated explosion in port-related, as well as intra-regional, truck trips. By unanticipated, I mean that we are seeing trucks flowing along a myriad of routes and creating impacts to communities that were not well understood even two years ago. Now that we are beginning to understand this situation better, the COG is working to address the impacts to the 91/605 communities at the same time that we are proceeding with efforts on the I-5 and the 710.

The lesson we are learning is that we need to multi-task the planning effort while smartly pursuing implementation within the resources available. Preliminarily, we estimate the dollar value of improving these state and interstate routes in the COG region at between \$10 billion to \$12 billion. To put that in context, San Bernardino County, with a similar number of cities and population, recently passed a renewal of its half-cent sales tax as part of a countywide effort to raise funds for \$8 billion in mobility improvements.

Ours is a region with no independent means of raising revenue, yet we have the population and transportation needs of a large urban county. We work well with our partners SCAG, the MTA and Caltrans; however, the

COG is limited in what its powers are to mitigate the transportation impacts of national and international goods movement activity.

The challenges on the funding side are matched on the delivery side. Simply put, the traditional project development and delivery process takes too long and costs too much, especially in the context of trying to shoehorn improvements into an urban form that has grown around the freeways in southeastern Los Angeles County in the 50 years since they were built. That is one important reason why we are encouraged by the Governor's "Go California" initiative that, as we understand it, will:

- Move Caltrans to a system of higher efficiency and accountability, with performance-based evaluations and rewards.
- Permit alternative procurement approaches such as design-build, and design sequencing; and,
- Emphasize public-private partnerships.

Those are all steps in the right direction, and we look forward to working with you to make "Go California" a reality.

In sum, these are the issues that we in the region literally live, eat and breathe daily. The Gateway Cities region is a living laboratory for how we collectively address the economic, environmental, and community impacts of improving transportation facilities that serve goods movement. We look forward to continuing to share our experiences with you in the. Thank you.

**TESTIMONY OF LARRY CLARK  
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS**

**PUBLIC MEETING ON GOODS MOVEMENT AND PORTS  
CALTRANS DISTRICT 7 OFFICES  
JANUARY 28<sup>TH</sup>, 2005**

Good morning. My name is Larry Clark. I am Mayor of the City of Rancho Palos Verdes and Second Vice-Chair of the South Bay Cities Council of Governments. I'm pleased to be here today with representatives of the Gateway Cities and San Gabriel Valley Councils of Governments to share with you some of perspectives on the goods movement issue and how it impacts our cities.

The South Bay Subregion contains fifteen cities plus portions of the City of Los Angeles and unincorporated portions of the County of Los Angeles. With a population exceeding 850,000, the subregion is bounded by the Pacific Ocean on the south and west and generally by the City of Los Angeles on the north and east. Its name comes from its location on the south end of the Santa Monica Bay.

The South Bay, as a subregion, is still heavily reliant on the aerospace and related industries, although recent years have witnessed a diversification of our economic base into non-aerospace but still high technology industries. The South Bay is also home to the U.S. Air Force Base in El Segundo, a major economic engine for Southern California.

The South Bay Cities COG's priority issue areas are transportation and better mobility, air quality, economic development, LAX expansion and

its effect on the South Bay, and quality of life. Our objective is to keep informed of issues that are of mutual interest and importance and to work together as cities in partnership with the South Bay business community to create and implement a competitive, prosperous vision of our subregion as a place of quality to live and work. And, we are finding that cooperative approaches to South Bay concerns are a way to maximize the benefit we receive from limited public dollars. That cooperation occurs within the subregion, and now we are reaching out to our neighbors in the Gateway Cities and San Gabriel Valley to develop a cooperative and strategic approach to an issue that affects us all.

With respect to goods movement, much of the media attention has focused on goods moving from the ports through the Gateway Cities and San Gabriel Valley to inland distribution centers and beyond. Clearly those subregions have a major challenge in front of them, and we in the South Bay look forward to working with them in a cooperative and mutually beneficial way.

But I think it's important to remember that the South Bay has two of the Nation's largest and most important transportation hub on its borders: Los Angeles International Airport and the Ports of Los Angeles and Long Beach.

According to the U.S. Department of Transportation, the Port of Los Angeles became the nation's most valuable trade conduit in 2003 with \$122 billion in trade, surpassing John F. Kennedy International Airport in New York for total value of goods imported and exported through any freight

gateway. And LAX was seventh on the list, with about 12 percent, or \$66 billion, of the value of all U.S. international air freight.

While the lion's share of goods accessing the Port of Long Beach uses the I-710 Corridor, the South Bay feels the impacts of the Port of Los Angeles and LAX on our freeway system, particularly the I-110 Harbor Freeway and I-405 San Diego Freeway. We are like our neighboring subregions in that the cost of dealing with impacts of freight movement on our transportation infrastructure is simply beyond our financial capacity. This is not only a regional issue, it is an issue of Statewide and National significance. We want and need to partner with the Schwarzenegger Administration in coming up with timely and cost-effective solutions.

Air pollution and the public health effects of diesel emissions is likewise a critical issue for our communities. Last year, the Governor did not support AB2042, the bill that would have set a ceiling for air emissions from the Ports of Los Angeles and Long Beach. However, in his veto message, the Governor stated, "in order to improve air quality and protect the health of residents, it is imperative that an innovative program including financial and regulatory incentives be developed and implemented to reduce air pollution from the ports." We couldn't agree more, and we at the South Bay Cities COG are ready to work with you to achieve this important objective.

Earlier this month, the Pacific Merchant Shipping Association sent to the executive directors of the state's three biggest ports a list of seven proposals to reduce air pollution from the shipping industry. And the Long

Beach Board of Harbor Commissioners preliminarily approved sweeping changes to its environmental policy, the ultimate goal being a decade-long push to make the port the greenest in the nation.

These are important initial steps, but the proof will be in performance. Senator Lowenthal has pointed out that we don't have a dedicated revenue stream for any of the three biggest issues at the port: traffic, security and air pollution. Without money, accomplishments are likely to be limited and slow in coming.

In vetoing AB2042, the Governor also urged the Federal government to provide the necessary incentives and regulations that will result in early reduction of pollution from the ports and related goods movement. The South Bay Cities COG supports the Governor in this, and we are ready to go to Washington with you to support this request.

Thanks you again for this opportunity to share our views with you today.

January 25, 2005

Dear Secretary McPeak,

Thank you for taking the time to conduct the roundtable discussion in San Pedro on January 20, 2005. We were all very pleased and honored to have you and your staff consider our concerns and suggestions on how the State might better facilitate the flow of goods through this complex intermodal transportation system while improving our quality of life.

Wilmington, as the transportation gateway to both the Ports of Los Angeles and Long Beach has been suffering the effects of port growth for years. As I mentioned, one of my biggest concerns is intermodal trucking and its severe breakdown due to deregulation, complex restructuring, conflicting laws and non-enforcement of State and Federal regulations and laws. Exacerbated by terminal inefficiency and highway congestion Port cargo haulers have become a third world entity, their financial problems readily apparent in our community:

- trucks with chassis/containers stored or parked on residential streets or on lots that have no City occupancy permits or business licenses
- trucks being repaired in backyards or on City streets; tires and parts strewn on sidewalks and streets
- illegal truck repair/dismantling yards soaked with oil and other fluids
- stolen or abandoned containers filled with trash, chassis stripped

For the residents of Wilmington to have a livable community adjacent to these ports the Wilmington Neighborhood Council Transportation Committee has drafted a series of recommendations, as part of an overall transportation plan that include:

- developing a large parcel of land in Far East Wilmington contiguously owned by the Ports of Los Angeles, Long Beach and ACTA for use as a Port-related truck parking/storage facility
- placing a time limit on certain heavy industrial zoned property adjacent to residential areas, relocating certain existing businesses to a more appropriate area, and rezoning as retail/commercial/light industrial
- amending permits issued to Foreign Trade Zones and bonded warehouses operating in or adjacent to residential areas to restrict long-term storage of chassis and containers on or adjacent to these facilities
- including Wilmington Neighborhood Council consideration in permit applications to haul oversize and overweight cargo through Wilmington residential neighborhoods
- amending the Uniform Intermodal Interchange Agreement to require motor carriers to provide off-road parking for independent truckers with whom they contract and to indemnify these truckers from any citations issued as a result of the motor carriers' non-compliance

- enforcing DMV leasing regulation 4453.5 to ensure that all leased vehicles are in fact insured by a motor carrier and that any law enforcement officer can identify that motor carrier through DMV records
- requesting the Port of Los Angeles Board of Harbor Commissioners to support LA City Council motion 04-1187 that increases the fines for truckers driving or parking on residential streets
- revising designated truck routes and requesting terminal operators to distribute new maps to all Port haulers
- creating alternate routes or grade separations if necessary to allow truck access to container facilities through industrial areas
- creating medians to restrict truck access through residential neighborhoods
- relocating rail storage, transporting and assembly of petrochemical tank cars from residential areas to industrial areas

While these measures will help Wilmington's situation and rectify a small part of the abuse suffered by independent truckers, the regulatory system that governs the intermodal trucking industry is not working in these ports or others across the nation.

Twenty years ago there were approx. 100 motor carriers serving the LA/LB Ports. Today there are over 400. Most of these 300 motor carriers, who branched off to get more work by underbidding the large motor carriers, are basically dispatchers with equipment interchange agreements operating out of a home or small office. They do not provide parking nor are there any requirements on motor carriers to provide parking. As a result there are thousands of trucks parked on our streets or on dirt lots that have been fenced in by property owners who have no occupancy permit or business license to operate such a facility.

Under the current system, motor carriers reimburse truck payments or an equivalent replacement cost in the form of a lease payment, pay a per-container rate based on destination, and serve as a pass-through for any fuel surcharges, intended to offset the increase in fuel prices, paid by many of the ocean carriers.

Although operating costs, insurance, registration and fuel have risen 50 percent in the last five years per-container fees paid to the independent truckers have not increased in eight years. Today these truckers are hauling cargo at or below minimum wage rates, basically subsidizing the rest of the intermodal chain. The inability of independent truckers to charge a fair rate for their services has resulted in an underground economy and blight in our community.

Due to the lack of regulatory oversight and enforcement of laws and regulations numerous small motor carriers and independent truckers circumvent the law. For instance:

To legally operate a commercial vehicle in California the truck must have a CA number issued by the DMV. In order to obtain the CA number the truck has to be enrolled in the CHP's BIT inspection program. ~~Because the CA number doesn't have to be displayed on~~

~~the vehicle.~~ Some truckers never apply for a CA number, evading the CHP's annual inspection.

Under the terms of the Uniform Intermodal Interchange Agreement (UIIA) a motor carrier is required to insure 'all equipment involved in an interchange including vehicles of its agents or contractors.' To comply with this a motor carrier must first comply with the DMV leasing regulations and 49CFR376, which states 'The authorized carrier may perform authorized transportation in equipment it does not own only if there is a written lease between the authorized carrier and the owner of the equipment granting the use of the equipment and signed by these parties.'

It further states that 'The lease shall provide that the authorized carrier lessee shall have exclusive possession, control, and use of the equipment for the duration of the lease. The lease shall further provide that the authorized carrier lessee shall assume complete responsibility for the operation of the equipment for the duration of the lease.'

Because the regulatory agencies, the DOT and DMV do not audit or enforce the leasing regulations many of these small motor carriers never file DMV title transfers and once insured carry only a blanket liability policy that doesn't list any subsequent leased vehicles. The motor carrier saves \$4000 a year on the premium and sells the insurance to the trucker as full coverage. Consequently there are hundreds, if not thousands of uninsured trucks even though the trucker has paid for insurance.

In regard to setting State policy:

Based on the POLA-commissioned Meyer, Mohaddes Transportation Study and Parson's Rail Market Study, by 2025 throughput at the Ports of LA/LB is forecasted at 47 million TEU's, roughly 26.9 million containers annually. In 2020 the Alameda Corridor will reach capacity transporting approx. 37% (7.4 million containers) of the 2020 forecasted 35 million TEU's. From 2020 on, only truck trips increase.

According to these forecasts in 2025 truckers will haul 19.64 million containers annually through these ports, which does not include additional inland trips between distribution centers, terminals or to other destinations. To move this cargo every container terminal would have to process a minimum of 2 trucks per minute, 24-hours-day, 365 days a year.

These forecasts present a physically impossible situation. Even if these terminals could get this volume of trucks through the gates the freeways would be at a standstill.

Terminal operators and labor need to calculate a realistic volume and cap total throughput at that number. Beyond that, cargo will have to be diverted through other West Coast ports, including a potential port in Mexico.

To create more terminal capacity chassis could be relocated off-site allowing truckers to enter terminals with a chassis and ready to pick up a container. Flip lines could also be

done off-site and only the empties scheduled to be exported returned to the terminals by way of rail.

To increase turnaround time, cargo destined to be shipped by truck, other than landbridge, should be stacked in one location and loaded on trucks as they arrive regardless of the destination to eliminate sorting, stacking and restacking.

Donna Ethington, chair  
Wilmington Neighborhood Council  
Transportation Committee

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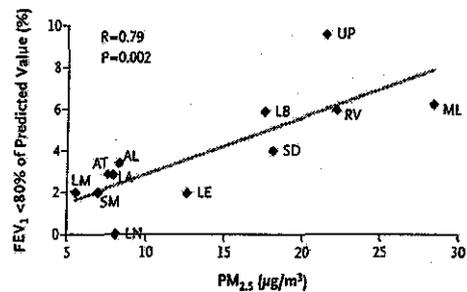
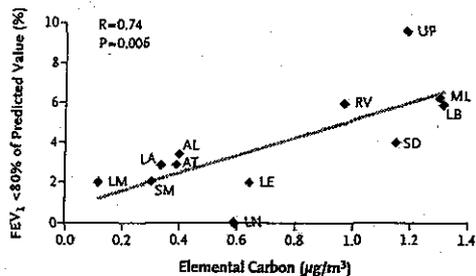
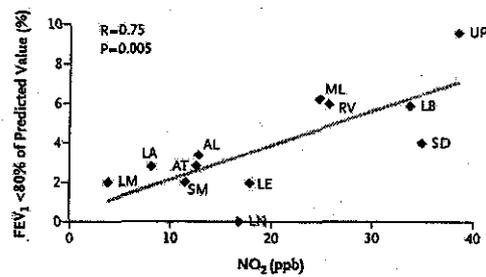
## Latest CHS findings

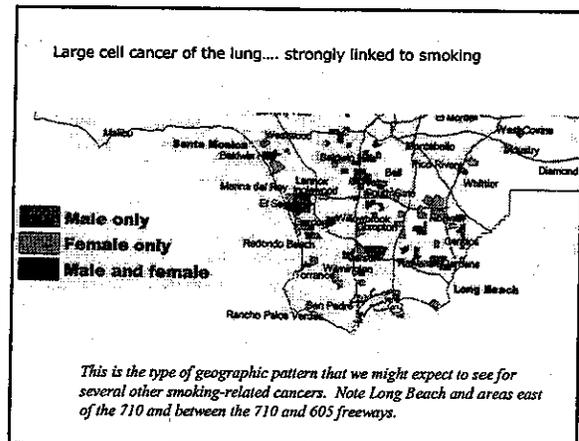
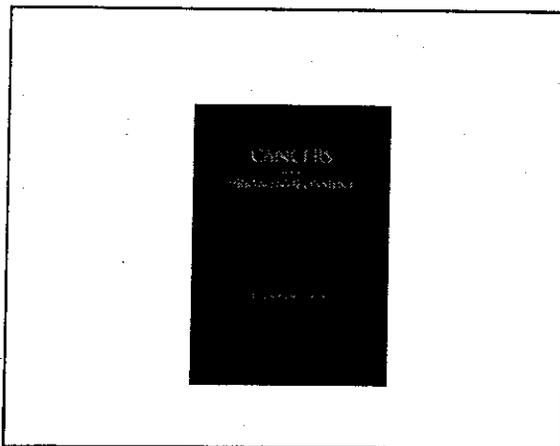
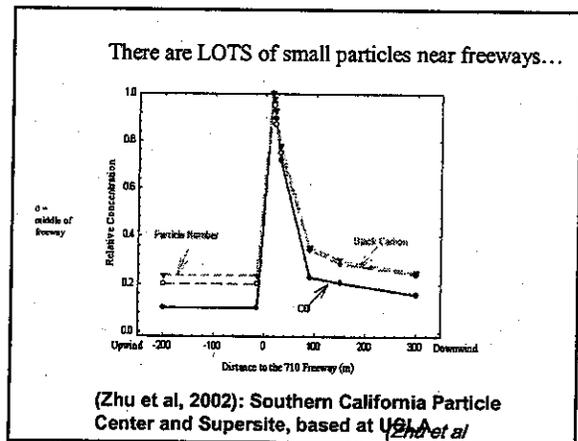
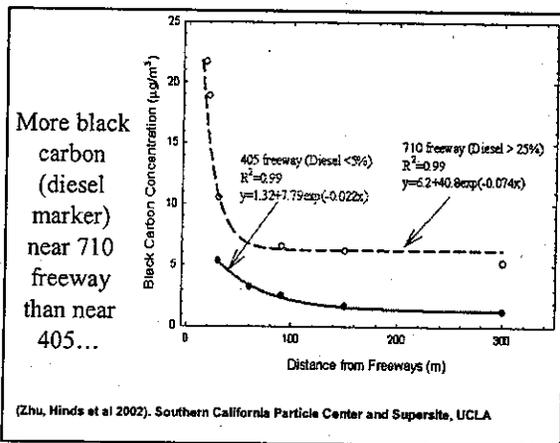
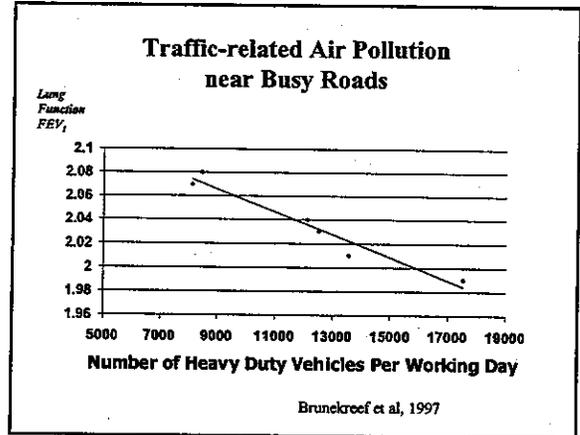
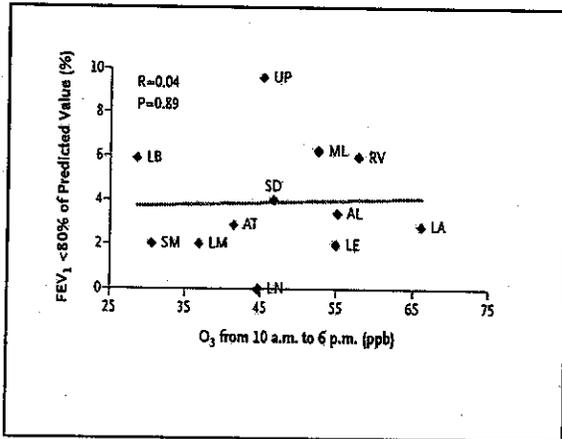
- Sept. 9, 2004 *New England Journal of Medicine*
- Current levels of air pollution have chronic, adverse effects on lung development in children from the age of 10-18 years, leading to clinically significant deficits in lung function ( $FEV_1$ ) as children reach adulthood
- More illness, earlier death predicted

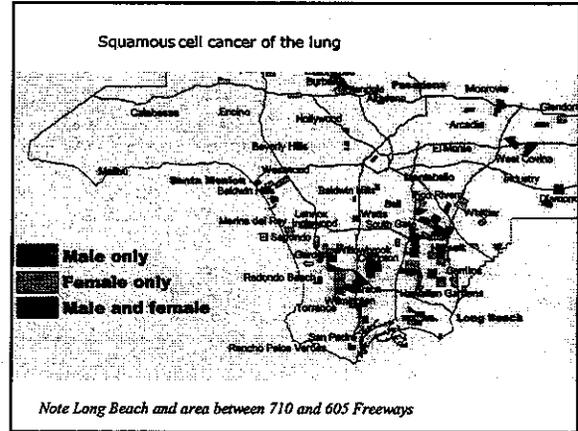
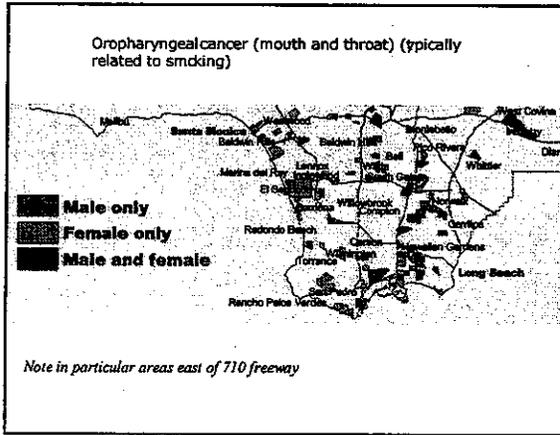
*Study looked at children's lung function in relationship to the following pollutants:*

- **Particulate Matter (PM):** Bits of dust from exhaust, unpaved roads, etc. ( $PM_{10}$  and  $PM_{2.5}$ )
- **Elemental Carbon (EC):** A marker indicating diesel exhaust exposure
- **Nitrogen Dioxide ( $NO_2$ ):** Brownish haze due to auto/truck/ship/locomotive exhaust and other combustion sources
- **Ozone ( $O_3$ ):** Created in the atmosphere through a series of chemical reactions

- Lung function affected by 'package' of pollutants that are primarily from MOBILE SOURCES
  - $PM_{2.5}$ ,  $NO_x$ , Elemental carbon
  - No associations with ozone
- Clinically significant deficits in lung function by age 18
  - Predicts future health problems







Nov. 2004, *Environmental Health Perspectives*

Research Article

**Lung Cancer in Railroad Workers Exposed to Diesel Exhaust**

Eric Greenick,<sup>1,2</sup> Frances Laden,<sup>1,2</sup> James E. Hart,<sup>1,2</sup> Bernard Hoover,<sup>2</sup> Thomas J. Smith,<sup>2</sup> Douglas W. Dockery,<sup>1,2</sup> and Frank E. Speizer<sup>1,2</sup>

<sup>1</sup>Prevention and Control Branch, National Institute for Environmental Health Sciences, Research Triangle Park, North Carolina, USA; <sup>2</sup>Channing Laboratory, Department of Medicine, Brigham and Women's Hospital, Harvard Medical School, Boston, Massachusetts, USA; <sup>3</sup>Occupational Epidemiology and Risk Program, Department of Environmental Health, Harvard School of Public Health, Boston, Massachusetts, USA

Diesel exhaust has been reported to be a lung carcinogen. The occurrence of lung cancer risk has been linked to both diesel exhaust exposure and to long-term diesel engine use. In this study, we assessed lung cancer mortality in 14,573 U.S. railroad workers between 1959 and 1996 (18 years). By 1996, the U.S. railroad industry had largely converted from coal-fired to diesel-powered locomotives. We observed 104 lung cancer deaths from the U.S. Railroad Retirement Board, and standardized mortality using National Mortality Rates, Social Security, and Health Care Financing Administration records. Cases of death were identified from the National Death Index and death certificates. There were 14,573 men and 14,573 women including 4,311 long-term diesel locomotive workers and 10,262 non-diesel locomotive workers. In jobs associated with operating diesel rail, a relative risk of lung cancer mortality of 1.66 (95% confidence interval, 1.26-2.12). Long-term diesel locomotive workers had an increasing rate of death in their jobs. Lung cancer mortality was elevated in jobs associated with work on trains powered by diesel locomotives. Although a correlation does exist in our study between diesel engine use and lung cancer mortality, these results suggest that exposure to diesel exhaust contributes to lung cancer mortality in the railroad. Key words: diesel exhaust, lung cancer, occupational exposure. *Environ Health Perspect* 112:1129-1134 (2004) and 10.1289/ehp.7195 available via <http://dx.doi.org/10.1289/ehp.7195>

Other important studies

- Living near busy roads and freeways is linked to:
  - As thma
  - Car diopulmonary mortality (deaths related to the heart or lungs)
  - I increased strokes in adults

Emerging concerns—  
traffic related pollutants

- Effects on premature births and infant mortality
- Cardiovascular effects
- Genetic susceptibility: half of the population may be more susceptible to diesel exhaust than the rest
  - Those with a certain genetic makeup have enhanced allergic reactions to diesel exhaust
- Concerns about role of fine and ultrafine particles
  - UCLA Particle Center

February 25-26, 2005

- Town Meeting sponsored by USC, OEHHA of Cal/EPA, EPA Region 9 and community partners
  - G rowing Pains: Health and Community Impacts of Goods Movement and the Ports
  - <http://hydra.usc.edu/scehsc/TownMeeting2005/index.asp>

# Costs and Benefits of Truck Trip Reduction Strategies

Integrated Work Program to Reduce Truck  
Traffic and Increase Rail Traffic

Presented to

Board of Harbor Commissioners

January 24, 2005



# Projected Containerized Cargo Throughput Twenty-foot Equivalent Units (Millions of TEUs)

	2005	2010	2030
POLB	5.4	7.6	23.0
POLA	10.1	12.1	21.7
TOTAL	15.5	19.7	44.7

Compound Annual Growth Rate (CAGR) for both ports combined 2005 to 2030 is 7.2%

Source: Port of Long Beach and Port of Los Angeles



# Key Assumptions for 2030

- Baseline: 25% on-dock rail, no extended gate hours, no virtual container yard, no shuttle trains, no new near dock yard, no SR-47 viaduct.
- Combined Scenario:
  - Extended Gate Hours with 68-32-40 Gate Shift (Day-Night-Hoot) and 20% Weekend
  - Virtual Container Yard: 10% empty re-use
  - Shuttle service: eight 25-car eastbound trains per day, five days per week (40 long trains/week)
  - Near dock yard handling 2 million TEUs (1.08 million lifts) per year
  - SR-47 viaduct
  - 25% on-dock rail

# Weekday I-710 Port Trips 2005, 2010, 2030

Scenario	Total Trips	Percent Change from Base 2005
a) Base 2005	22,704	
b) Base 2010	27,009	19.0%
c) Combined Scenario 2010	20,337	-10.4%
d) Base 2030	65,238	187.8%
e) Combined Scenario 2030	44,847	97.5%

\*Impacts are not additive due to interaction among strategies.



Daytime (6:00 a.m. to 7:00 p.m.)  
 Weekday I-710 Port Trips  
 2005, 2010, 2030

Scenario	Total Trips	Percent Change from Base 2005
a) Base 2005	20,736	
b) Base 2010	24,611	18.7%
c) Combined Scenario 2010	15,263	-26.4%
d) Base 2030	60,015	189.4%
e) Combined Scenario 2030	38,609	62.1%

# Cost Effectiveness Measures Weekday Traffic (24-hours)

Strategy	Avg. Reduction in Weekday I-710 Truck Volume (2005-2030)	Net Savings (or Costs) Per Weekday Truck Trip Removed	Capital Cost Per Weekday Truck Trip Removed
Shuttle Train	1,623	-\$50	\$85
VO	1,650	-\$47	\$0.25
SR 47	2,748 *	-\$22	\$22
Near-Dock Yd	3,592 *	-\$16	\$14
Ext. Gate Hrs	5,562	-\$126	\$0.16
On-Dock Rail	6,680	-\$121	\$35

\* Average for 2010 through 2030



# Conclusions

- On-dock rail, near-dock rail, and virtual container yard result in significant economic savings to shippers due to reduced drayage costs and reduced handling of empty containers.
- Shuttle trains and extended gate hours result in additional net costs to shippers.
- In terms of effect on I-710 weekday truck reduction potential only, extended gate hours and increased on-dock rail are the most effective.
- In terms of net economic savings per truck removed, increased on-dock rail and the VCY are the most effective.
- In terms of capital costs per truck removed (ignoring operating costs or savings), extended gates and the VCY are the most effective.
- Even with implementation of all truck reduction strategies, I-710 truck volumes could increase substantially from 2008 to 2050 because of growth in trade.

# Matrix Reloaded

- Port Truck Trips per Weekday
  - Port Truck VMT
  - Weekday Port Trucks on I-710 n/o PCH
  - Development Costs (Present Value)
  - Operating Savings (or Costs) (Present Value)
  - Cost Effectiveness (savings or cost per weekday truck removed from I-710)
  - Time Frame for Implementation
  - Outstanding Institutional Issues
- Emissions, noise, safety impacts still need to be analyzed

# Time Frame for Implementation

- VCY: 2005 (contract negotiations ongoing)
- Local Shuttle: Demo 2005, System 2005-2010
- Extended Gates: 1<sup>st</sup> QTR phase in
- Near Dock Yard: By 2010
- SR 47: By 2010
- Increased On-dock: revised Rail Master Plan includes several projects through 2020, e.g. Pier B yard improvements 2005-2010

## Institutional/Operational Issues

- VCY: Trucker/steamship lines acceptance
- Local Shuttle: Railroads acceptance, rail vs truck costs, mainline capacity
- Extended Gates: Warehouses and truckers acceptance, night noise ordinances
- Near Dock Yard: Community acceptance, tenant relocation
- SR 47: Community acceptance
- Increased On-dock: community acceptance, communications, timely car spotting, sharing by alliance partners, trains "dying" on line

**Testimony by Deputy Mayor Doane Liu on behalf of Mayor James K. Hahn**  
**City of Los Angeles**  
**before the**  
**California Business, Transportation and Housing Agency and the**  
**California Environmental Protection Agency**  
**January 28, 2005**

Thank you, Secretary McPeak and Secretary Lloyd,

For inviting the City of Los Angeles to speak before you to share what the City is currently doing to address goods movement, talk about the establishment of several task forces, the Mayor's Transportation Task Force, No Net Increase Task Force, and the Supply Chain Task Force formed jointly with the City of Long Beach. I will also share the significant recommendations that have come from these entities.

As you know, the Port of Los Angeles is the nation's busiest seaport. As a premiere port of entry for cargo on the West Coast, the Port occupies 7500 acres of land and water along 43 miles of waterfront. Together with our San Pedro Bay neighbor, the Port of Long Beach, we handle more than 42% of the nation's containerized commerce. That translates to 7.4 million twenty-foot equivalent units of containers that entered the Port of Los Angeles in 2004, and along with the Port of Long Beach that total translates to 13 million twenty-foot equivalent units of containers entering the San Pedro Bay complex. Together, we are ranked the third busiest port complex in the world.

Serving as a critical hub for commerce, the Port of Los Angeles is vital to the City, State, and national economies. Mayor Hahn remains steadfast in his commitment to balance the region's current and future economic growth and the quality of life for all residents. The City, particularly the Port of Los Angeles, understands the Mayor's vision for true environmental stewardship. This vision is embedded in Mayor Hahn's establishment of the "No Net Increase" Task Force. The Task Force consists of stakeholders from the surrounding communities, regulatory agencies, environmental activists, maritime industry, trucking industry, railroads, and dockworkers. The City looks forward to receiving the Task Force's report outlining recommendations to achieve "No Net Increase" in air emissions at the 2001 baseline level. Some individuals believe that this alone is not sufficient; I want to assure you that these recommendations will only be the beginning of a broader plan to protect our environment and communities. Another example of the continuing commitment by the City to the environment is recent action by the Board of Harbor Commission to finance short-term environmental measures and initiatives to improve air quality and reduce congestion by allocating \$52 million over the next four years.

As we focus on improving air quality, we must also examine the flow of the international cargo supply chain. An inefficient goods movement system has the potential to exacerbate the air we breathe. Recent years have shown the need to address the challenges facing the supply chain system before the system comes to a complete halt. Mayor Hahn fully support a collaborative partnership between the City, County, state, and federal agencies to address these challenges. I thank the Gov. Schwarzenegger for his leadership in bringing all the supply chain stakeholders together to solicit input for solutions.

## **Testimony by Deputy Mayor Doane Liu**

### **Page 2**

This past summer, the Ports of Los Angeles and Long Beach experienced tremendous backlog that peaked around July 4<sup>th</sup> weekend. Prior to this backlog, the City had identified the need to bring together over 60 stakeholders from the international cargo supply chain to determine their own solutions. These stakeholders include importers, exporters, shipping lines, terminal operators, trucking companies, distribution centers, labor, railroads, MTA, CalTrans, ACTA, U.S. Customs and Border Protection, local law enforcement and legislators, who comprised the Regional Goods Movement Efficiency Team. This team was co-chaired by Councilwoman Janice Hahn and Los Angeles Harbor Commissioner James Acevedo to identify solutions to improve truck traffic on our highways during peak commuter hours. The Team's discussion included the necessity for entities in the cargo supply chain to participate in finding a systems approach solution; having consistent terminal operations and distribution networks open as a goal to successfully implement extended gate hours; and quantifying costs of operating during non-peak hours. Therefore, the concept of PierPass emerged and this calls for implementation of night and weekend terminal operations as a means of reducing daytime truck traffic on highways near the nation's largest port complex. The PierPass Program is scheduled to commence in March 2005. I anticipate that the PierPass Program, after implementation, will be a prototype for other domestic ports.

By no means is the PierPass Program the only solution to improving the congestion on our state highways and surrounding port communities. This is the reason Long Beach Mayor, Beverly O'Neill, and Mayor Jim Hahn established the Los Angeles/Long Beach Supply Chain Task Force. This Task Force includes a subset of the participants from the Regional Goods Movement Efficiency Team to examine long-term solutions to improve the efficiency of the goods movement system. Some of the innovative concepts being discussed are the possibilities of establishing an inland port complex, the full implementation of 24/7 Port operations, and additional on-dock and off-dock rail facilities.

As you heard today, Mayor Hahn takes very seriously the responsibility to balance the increasing demand for development and international trade while being conscious of the needs of our surrounding communities. The City has not identified all of the solutions, as this task is larger than the City itself. The Governor's leadership will be crucial in implementing a successful state transportation infrastructure plan and will require assistance from the federal government for interstate needs. The City looks forward to working with your administration in the coming months to achieve this goal. Again, I thank you for this opportunity to express the City of Los Angeles' commitment to the State to improve the goods movement system.

###

**TESTIMONY OF JIM ALDINGER  
SOUTH BAY CITIES COUNCIL OF GOVERNMENTS**

**PUBLIC MEETING ON GOODS MOVEMENT AND PORTS  
CALTRANS DISTRICT 7 OFFICES  
JANUARY 28<sup>TH</sup>, 2005**

Good morning. My name is Jim Aldinger. I am a councilman from the City of Manhattan Beach and a member of the Board of Directors of the South Bay Cities Council of Governments. I'm pleased to be here today with representatives of the Gateway Cities and San Gabriel Valley Councils of Governments to share with you some of perspectives on the goods movement issue and how it impacts our cities.

The South Bay Subregion contains fifteen cities plus portions of the City of Los Angeles and unincorporated portions of the County of Los Angeles. With a population exceeding 850,000, the subregion is bounded by the Pacific Ocean on the south and west and generally by the City of Los Angeles on the north and east. Its name comes from its location on the south end of the Santa Monica Bay.

The South Bay, as a subregion, is still heavily reliant on the aerospace and related industries, although recent years have witnessed a diversification of our economic base into non-aerospace but still high technology industries. The South Bay is also home to the U.S. Air Force Base in El Segundo, a major economic engine for Southern California.

The South Bay Cities COG's priority issue areas are transportation and better mobility, air quality, economic development, LAX expansion and

its effect on the South Bay, and quality of life. Our objective is to keep informed of issues that are of mutual interest and importance and to work together as cities in partnership with the South Bay business community to create and implement a competitive, prosperous vision of our subregion as a place of quality to live and work. And, we are finding that cooperative approaches to South Bay concerns are a way to maximize the benefit we receive from limited public dollars. That cooperation occurs within the subregion, and now we are reaching out to our neighbors in the Gateway Cities and San Gabriel Valley to develop a cooperative and strategic approach to an issue that affects us all.

With respect to goods movement, much of the media attention has focused on goods moving from the ports through the Gateway Cities and San Gabriel Valley to inland distribution centers and beyond. Clearly those subregions have a major challenge in front of them, and we in the South Bay look forward to working with them in a cooperative and mutually beneficial way.

But I think it's important to remember that the South Bay has two of the Nation's largest and most important transportation hub on its borders: Los Angeles International Airport and the Ports of Los Angeles and Long Beach.

According to the U.S. Department of Transportation, the Port of Los Angeles became the nation's most valuable trade conduit in 2003 with \$122 billion in trade, surpassing John F. Kennedy International Airport in New York for total value of goods imported and exported through any freight

gateway. And LAX was seventh on the list, with about 12 percent, or \$66 billion, of the value of all U.S. international air freight.

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Beach Board of Harbor Commissioners preliminarily approved sweeping changes to its environmental policy, the ultimate goal being a decade-long push to make the port the greenest in the nation.

These are important initial steps, but the proof will be in performance. Senator Lowenthal has pointed out that we don't have a dedicated revenue stream for any of the three biggest issues at the port: traffic, security and air pollution. Without money, accomplishments are likely to be limited and slow in coming.

In vetoing AB2042, the Governor also urged the Federal government to provide the necessary incentives and regulations that will result in early reduction of pollution from the ports and related goods movement. The South Bay Cities COG supports the Governor in this, and we are ready to go to Washington with you to support this request.

Thanks you again for this opportunity to share our views with you today.