



FOR IMMEDIATE RELEASE

CONTACT: Gordon Smith, Port
310-732-3568

Andrew Ausanka-Cruetz
213-473-7015

Matt Szabo, Mayor's Office
213-978-0741

Mayor Villaraigosa, Councilwoman Hahn Announce Historic Agreement that Will Allow TraPac Terminal Renovations to Go Forward at Port of Los Angeles

Deal Includes Community Mitigation Fund, as Well as Previously Adopted Air Measures

Mayor Antonio Villaraigosa and Councilwoman Janice Hahn announced today that a resolution has been reached on the ongoing dispute regarding the TraPac Terminal Environmental Impact Report (EIR) at the Port of Los Angeles. As part of the ongoing negotiations between the Port of Los Angeles and environmental and community leaders (appellants), a number of clean air initiatives have been adopted by the Harbor Commission. Additionally, a community mitigation fund will be established to mitigate off-port impacts of port operations.

The Board of Harbor Commissioners certified the EIR for the expansion of the TraPac Terminal on December 6, 2007. The certification was appealed to the Los Angeles City Council by 20 appellants on December 14, 2007. The appeal was the first step before a lawsuit was to be filed to attempt to halt the project. Councilwoman Hahn, working with the Mayor's office, the Harbor Commission, Harbor Department staff and the appellants, has been working toward the resolution, which was announced today.

"Protecting the economic engine that provides good jobs throughout the region, while also protecting the health of the communities of San Pedro and Wilmington has always been my challenge. This agreement does just that," said Councilwoman Janice Hahn. "We are talking about the possibility of \$50 million over the next five years going back to the community to compensate for the impacts of port operations. This is a day that most people thought would never come."

-more-

"This landmark agreement is good for the economy, good for the environment and good for our harbor communities," said Mayor Villaraigosa. "It is proof that the Port of Los Angeles can grow green and be a good neighbor to the communities of San Pedro and Wilmington."

As a result of TraPac discussions, the Harbor Commission has adopted several clean air initiatives over the past several weeks:

- A mandate for clean construction equipment on all new port construction was approved on February 21;
- The Clean Trucks Program, which will take old trucks out of operation at the Port of Los Angeles, was adopted on March 20.
- And a program to incentivize the use of low-sulfur fuel in ships entering the port was approved on March 24.

"This agreement is a long-overdue step to ensure that local harbor residents breathe clean air and live healthy lives," said David Pettit, senior attorney with Natural Resources Defense Council, an appellant to the EIR. "Thanks to Councilwoman Janice Hahn's advocacy, harbor residents can rest assured knowing their health is a top priority during the expansion of the TraPac terminal and in future port expansion plans."

The community mitigation fund, which will be overseen by a non-profit organization to be established in coming months, will receive funds from the Port of Los Angeles as the port grows. \$3.50 will be deposited into the account for each container (TEU) projected in all EIRs approved by the port. \$2 per container will be deposited for all natural growth not attributed to an EIR. Additionally, the Port will provide \$6 million for air filtration at local Wilmington schools and \$800,000 for the start-up costs for the non-profit and for a study of off-port impacts.

"This agreement constitutes an endorsement of Mayor Antonio Villaraigosa's green growth policy by the entire environmental community," said Los Angeles Harbor Commission President S. David Freeman. "I couldn't be more pleased. This is a bright day for the greening and expansion of the port."

"This settlement is an historic and unprecedented community mitigation agreement in which the Port of Los Angeles and the City of Los Angeles have agreed to address the negative cumulative environmental and public health impacts of its business operations on local port communities," added Jesse Marquez of the Coalition for a Safe Environment, one of the appellants.

The agreement also includes a process for future cooperation between the port and the appellants to avoid appeals and lawsuits for future EIRs. The appellants agree to meet and confer with the Port on future EIRs; and the Port will make reasonable efforts to disclose all pertinent information to the appellants regarding EIRs to help inform discussion and feedback.

"This agreement paves the way to move other projects similar to TraPac through the planning and environmental assessment process, as both sides will be motivated to grow the community mitigation fund," added Port of Los Angeles Executive Director Geraldine Knatz, Ph.D. "Our success in moving the TraPac project forward demonstrates our commitment to greening the Port but also growing it to accommodate future cargo volumes."

"Moving forward on the TraPac project at the Port of Los Angeles is a major step forward in the greening and growing of our ports," said Gary Toebben, President & CEO of the Los Angeles Area Chamber of Commerce. "This project will improve air quality, create good paying jobs and strengthen our region's largest economic engine."