

From: "Patricia OToole" <patricia.otoole@laedc.org>
To: <ceqacomments@portla.org>
Date: Tue, Aug 12, 2008 3:05 PM
Subject: Pier 400 Project Letter

Please accept this letter of support for the Pier 400 Project.

Thank you,

Patricia M. O'Toole

Executive Administrative Assistant to Bill Allen, President & CEO
Los Angeles County Economic Development Corporation

444 S. Flower Street 34th Floor Los Angeles CA 90071
T: (213) 236-4811 F: (213) 622-7100

patricia.otoole@laedc.org <<http://www.LAEDC.org>>
www.LAEDC.org

Business Assistance | Consulting | Economic Research

P PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.



LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

August 12, 2008

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division
c/o Spencer D. MacNeil
ATTN: CESPL-RG-2004-00917-SDM
P.O. Box 532711
Los Angeles, California 90053-2325

Dr. Ralph G. Appy
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Mr. MacNeil and Dr. Appy:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion, and preserving the overall global competitiveness of Los Angeles County, I am submitting this letter in support of the Port of Los Angeles' Pacific L.A. Marine Terminal LLC¹ Pier 400, Berth 408 Project (the "Pier 400 Project") that includes a new pipeline system that ties into already existing pipelines, a deep-water marine dock designed to accommodate large ocean-going crude oil tankers, and a storage facility with capacity to house about four million barrels of oil.

The LAEDC supports the proposed project because it would significantly improve Southern California's oil import capacity to receive crude oil from around the world, help Southern California meet its growing energy demands, and would add new jobs and help keep our economy healthy and growing, while protecting the air and harbor environment in a way that goes beyond the standards set by the Port of Los Angeles' Clean Air Action Plan.

The potential one-time economic gains from the Pier 400 Project to our economy are striking. The project is estimated to cost \$543 million, and would generate an estimated 6,300 full-time, one year jobs with wages of more than \$518 million over the construction of the project.² The construction phase of the new terminal would generate a one-time tax gain of approximately \$53 million in state and local taxes, and about \$6 million annually ongoing thereafter.³ Both the job numbers and boost in tax revenue are especially important as our region continues to suffer through an economic downturn and as the State and local governments face escalating budget deficits.

¹ Pacific L.A. Marine Terminal LLC is a subsidiary of Plains All American Pipeline L.P.

² See, *Revised Economic Impact Statement: Crude Oil Terminal at Pier 400 in the Port of Los Angeles*, Los Angeles County Economic Development Corporation Consulting Practice (dated: February 2008) (The construction of the project is expected to take 20-28 months to complete.)

³ Id. (One-time Tax Revenue by level of Government includes: \$41.4 million (State of CA); \$4.1 million (L.A. County); and \$7.3 million (City of Los Angeles).)

The long-term economic implications of the Pier 400 Project are also profound. In fact, the project may prove significant to protecting our region's economic security. Historically, Los Angeles basin refineries have received their crude oil from two sources: California and Alaska. Unfortunately, these sources of crude are rapidly declining. To keep our economy growing, Los Angeles basin refineries must be able to receive oil from new sources around the world. This requires the construction of facilities like Pier 400 capable of accommodating oil tankers from diverse international sources, storage facilities with capacity to store millions of gallons of crude oil, and additional pipelines to transfer the oil to local refineries. With the Pier 400 Project, we believe Los Angeles basin refineries will be well-positioned to meet our region's projected demand for energy and better equipped to produce the products necessary to sustain our economy and quality of life.

In addition to the significant potential one-time and long-term economic and job impacts resulting from this project, Pier 400 represents an extremely well-designed and environmentally friendly port infrastructure facility. The project is located in the southern most portion of the Port which minimizes the distance and time ships must travel within the Port. The facility is designed to allow rapid cargo offloading to reduce the amount of time a vessel remains docked in port, and all vessels will be mandated to use slow steaming while approaching the Port. The Pier 400 Project development plan calls for phasing-in the use of low sulfur fuels and cold ironing, which would greatly improve overall air quality in the surrounding communities, as well as utilization of high-capacity electric-powered shore-side pumps, which would assure maximum offloading rates and reduce fuel usage and emissions.

In sum, we believe Pier 400 is critical to the Port of Los Angeles' Master Plan to bring its facilities into the modern age and ensure that our port facilities continue on the path to creating the greenest ports in the nation, while also supporting short- and long-term economic and job growth. For the above reasons, the LAEDC strongly supports the Pacific L.A. Marine Terminal LLC Pier 400, Berth 408 Project.

Sincerely,



William C. Allen
President & CEO

cc: Los Angeles Board of Harbor Commissioners
Rep. Dana Rohrabacher
Rep. Jane Harman
Senator Alan Lowenthal, Chair Sub-Committee on Ports and Goods Movement
Assembly Member Betty Karnette, Chair Select Committee on Ports
Supervisor Don Knabe
City of Los Angeles Mayor Antonio Villaraigosa
Members of the Los Angeles City Council