

Testimony of Larry Keller

Public Hearing
Proposed Plains All American Pier 400 Oil Terminal
Port of Los Angeles
June 26, 2008

Good evening, Colonel Magness and Corps and Port of Los Angeles staffs. Thank you for allowing me to speak.

LBCOC-1

My name is Larry Keller. I am President of the International Business Association of the Long Beach Chamber of Commerce. My employer is Kennedy/Jenks Consultants.

I am here tonight to speak in support of the Pier 400 Liquid Bulk Petroleum Terminal.

Many have spoken of the need for a new oil terminal in the Los Angeles Basin to continue to supply our energy needs as well as to provide jobs.

More than that, however, this is the right terminal in the right place with the right features to do the job efficiently.

Being located just inside the breakwater at Pier 400, it is a short and safe run in to the deep channel and berth with a minimum of maneuvering for the ships.

The ability of the terminal to berth VLCC's -Very Large Crude Carriers-means that more oil is delivered on fewer ships. This again is important to safety and the environment.

This latter point is very important. Coming, as it does on the heels of the Port's Clean Air Action Plan, the project has committed to unprecedented measures to limit air emissions during navigation and off-loading.

The commitment to achieve this through the use of AMP-cold ironing-and possibly AMECS' bonnet-on-the-stack technology is a first-ever effort to deal with tanker air emissions on non-dedicated routes.

The benefits to our air and to our health are enormous and I applaud the Port and Plains All-American for their hard work and commitment to bring this about.

I strongly encourage you to proceed with this project.

Thank you.

The Chamber, Long Beach Area Chamber of Commerce, June 26, 2008

LBCOC-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners.



P.O. Box 425 • Lomita, California 90717



(310) 326-6378 • FAX: (310) 326-2904

June 17, 2008

U. S. Army Corps of Engineers, Los Angeles District
Regulatory Division
c/o Spencer D. MacNeal D.Env.
ATTN; CESPL-RG-2004-00917-sdm
P.O. Box 532711
Los Angeles, CA 90053-2325

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

To Whom It May Concern:

I'm writing on behalf of the Lomita Chamber of Commerce regarding the proposed Pier 400, Berth 408 petroleum terminal project. As an organization that promotes the economic well being of the South Bay area, we strongly believe that this project will benefit our community enormously.

LCOC-1

The Pier 400 project will have a broad, positive impact on California. The project will be a great source of economic stimulus for the Southern California region, creating 6,300 full-time jobs and providing \$518,700,000 in wages. Tax revenues will skyrocket: the State of California will receive over \$41 million; Los Angeles County will receive over \$4 million. Schools, our public health care system and police and fire protection will all be supported by this tax windfall.

It is important to keep in mind that as critical as this project is for our economy, it is being planned in the most environmentally responsible manner possible. It will set a new standard globally for petroleum projects of this kind. This commitment needs to be recognized – good projects like Pier 400, Berth 408 should be encouraged by our community.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project, and thus ensure the continued prosperity of the South Bay Area Business Community.

Sincerely,

George Kivett
President

Lomita Chamber of Commerce, June 17, 2008

LCOC-1. Your comment is appreciated. However, please note that the Port and USACE estimate a lower number of jobs would be associated with the proposed Project than your comment indicates. As discussed in Chapter 2 of the Draft SEIS/SEIR, construction of the proposed Project facilities would require direct construction labor equivalent to approximately 732 full-time equivalent employees for construction itself. This figure does not include “upstream” employment impacts (i.e., workers in industries that supply materials and equipment maintenance for the construction activities) or “downstream” impacts (i.e., workers in jobs supported by retail and other spending from wages). These “upstream” and “downstream” jobs may be located anywhere within the metropolitan Los Angeles region. LAHD’s own estimate of total construction employment impacts (i.e., including upstream and downstream employment) is 1,767 full-time job equivalents, based on the Port Economic Impact Model (see Draft SEIS/SEIR Chapter 7).

The Port and USACE believe the estimate of 6,300 full-time jobs cited in your letter is derived from a separate analysis performed by the Los Angeles Economic Development Corporation (LAEDC), which LAHD and USACE did not have any role in preparing (i.e., LAHD and USACE did not conduct, direct the preparation of, or review the methodology of the LAEDC analysis). LAHD and USACE cannot confirm the accuracy of the LAEDC analysis, but do note that the 6,300 full-time jobs cited in the LAEDC analysis represent one-year equivalent jobs, and includes not only the engineers and construction workers who will actually build the pier and terminal but also the “upstream” and “downstream” employment impacts, which could be located anywhere within the metropolitan Los Angeles region. Likewise, LAHD and USACE did not prepare or review the estimates of wages and tax revenues reported in the commenter’s letter.



July 8, 2008

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

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

Dear Drs. Appy & MacNeil:

On behalf of the San Pedro Chamber of Commerce, let me express our wholehearted support for the Pier 400, Berth 408 Petroleum Receiving Terminal Project proposed by Plains All American Pipeline. As an organization that promotes the economic and environmental well being of San Pedro, we strongly believe that this project will benefit our community enormously. SPCOC-1

It is important to keep in mind that as critical as this project is for our economy, with the myriad economic benefits it will bring to both the City of Los Angeles and the State of California, the terminal is being planned in the most environmentally responsible manner possible. It will set a new standard globally for petroleum projects of this kind. This commitment needs to be recognized – good projects like Pier 400, Berth 408 Petroleum Terminal should be encouraged by the community.

We applaud the proponent's commitment to low sulfur diesel, cold-ironing and the objectives of the San Pedro Bay Clean Air Action Plan. We are also impressed by their potential adoption of new technologies such as the Advanced Marine Emissions Control System. This commitment to clean air within the Harbor Area is unmatched by any other petroleum terminal at the Port of Los Angeles.

We cannot fail to note that the State Lands Commission, in a recent study, found three out of the five existing petroleum terminals to be seismically unsafe. This project has been designed to the highest safety standards and could ensure the strategic flow of oil to the Los Angeles Basin in the event of a major earthquake.

For these reasons, we support the certification of the Supplementary Environmental Impact Report/Environmental Impact Study and urge the prompt approval of the project by the Port of Los Angeles.

Sincerely,

Camilla Townsend
President/CEO
San Pedro Chamber of Commerce

San Pedro Chamber of Commerce, July 8, 2008

SPCOC-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners.

CM

Post Office Box 90



Wilmington, California 90748



U.S. Army Corps of Engineers, Los Angeles
District
Regulatory Division
c/o Spencer D. MacNeil D.Env.
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

June 23, 2008

To Whom It May Concern:

The Wilmington Chamber of Commerce supports the Pacific LA Marine Terminal LLC Crude Oil Terminal and recommends the approval of the draft SEIS and SEIR.

WCOC-1

The Los Angeles Economic Development Corporation recognizes that California currently lacks suitable port facilities to efficiently and economically import vast amounts of crude oil. This deep water terminal at Pier 400 will accommodate the newest and largest tankers and handle these ships in the most environmentally responsible manner possible. Plains All American Pipeline continues to look for new environmental efficiencies.

This project has significant economic benefits; it will create several thousand good paying jobs during the construction phase and over 100 direct and indirect permanent jobs not to mention all of the additional tax revenue that will be realized as a result of the project.

When the project construction is complete trucks will virtually be eliminated and the operational air emissions will be offset by 120%.

For all of the reasons stated, we encourage you to approve the Pier 400, Berth 408 project to ensure Southern California's economic viability and green growth.

Sincerely,

Patrick Wilson
President

Wilmington Chamber of Commerce, June 23, 2008

WCOC-1. Thank you for your comment. Please also see the response to comment LCOC-1.

Pipeline Contractors Association of Southern California

533 South Fremont Avenue, Suite 800, Los Angeles, CA 90071 (213) 312-9022 FAX (213) 312-9241

July 17, 2008



Dr. Ralph G. Appy
PORT OF LOS ANGELES
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Dr. Appy:

I am writing to you on behalf of the Pipeline Contractors Association of Southern California regarding the proposed Pier 400, Berth 408 petroleum terminal project. Our Association represents employers that construct transportation and distribution pipelines throughout Southern California and across the country. We believe that this project will be extremely beneficial to the citizens and communities of Los Angeles and all of Southern California.

PCASC-1

The necessity of building petroleum projects in these difficult economic times cannot be overstated. This project will be built to the highest environmentally responsible standards. As Union signatory employers, we know it will provide needed jobs that are paid at the prevailing rates determined by the State of California.

We strongly recommend the approval of the Pier 400, Berth 408 project which will benefit all residents of the City of Los Angeles as well as the entire Southern California area.

Very truly yours,

MITCHELL G. WEISS

MGW:jmr

Mitchell Weiss, Pipeline Contractors Association of Southern California, July 17, 2008

PCASC-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners.



South Bay Latino Chamber of Commerce

California Non-Profit Corporation
P.O. Box 452391
Los Angeles, CA 90045
(310) 676-8646

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ESPN Deportes

July 16, 2008

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

Dear Dr. Appy:

I'm writing on behalf of the South Bay Latino Chamber of Commerce regarding the proposed Pier 400, Berth 408 petroleum terminal project. As an organization that promotes the economic well being of Los Angeles, we strongly believe that this project will benefit our community enormously.

The Pier 400 project will have a broad, positive impact on California. The project will be a great source of economic stimulus for the Southern California region, creating 6,300 full-time jobs and providing \$518,700,000 in wages. Tax revenues will skyrocket: the State of California will receive over \$41 million; Los Angeles County will receive over \$4 million; and the City of Los Angeles alone will receive \$7,300,000. Schools, our public health care system and police and fire protection will all be supported by this tax windfall.

It is important to keep in mind that as critical as this project is for our economy, it is being planned in the most environmentally responsible manner possible. It will set a new standard globally for petroleum projects of this kind. This commitment needs to be recognized – good projects like Pier 400, Berth 408 should be encouraged by our community.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project, and thus ensure the continued prosperity of the Los Angeles region.

Sincerely,

Candy Saenz
President/CEO

SBLCOC-1

South Bay Latinos Chamber of Commerce, July 16, 2008

SBLCOC-1. Thank you for your comment. Please see the response to comment LCOC-1.



Board of Directors

July 21, 2008

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Elise Swanson
Ponte Vista San Pedro

Ben Thompson
WesPac Energy Group

Mark Waronek
Waronek & Associates

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John Kirk
Lifetime Boardmember
Ashland Securities

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

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

Gentlemen:

On June 17, 2008 the Board of Directors of the Harbor City/ Harbor Gateway Chamber of Commerce voted unanimously, with two abstentions, to support the Pier 400, Berth 408 Crude Oil Terminal project.

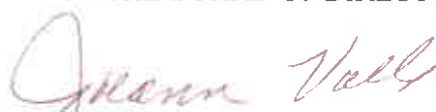
We believe that the proposed project will safely, and in an environmentally superior manner, achieve the objectives as stated in the Supplemental Environmental Impact Report/ Supplemental Environment Impact Study. Further, we believe that the No-Federal Action, Reduced-Project and No-Project alternatives all fail to achieve the objectives as described in Section 2.3.

The petroleum importation infrastructure of the San Pedro Bay ports is insufficient to fulfill the future demand for crude oil. In order to meet that demand, it is important to optimize the abilities of the ports to receive crude oil. Only the proposed project will achieve that goal.

With water depth of 81 feet and a wide anchorage area near the Angel's Gate, Pier 400 is the ideal location for a crude oil terminal engineered to service Very Large Crude Carriers. (VLCCs). These modern tankers will enable energy companies to take advantage of the economy of scale in their importation of crude oil. None of the alternatives will accommodate these vessels. In fact, the proposed project would almost triple the capacity of petroleum into the Ports under the No Federal Action/No Project alternatives.

Energy is crucial to the economic vitality of the Southern California. The Plains All American Pipeline LP project provides for the most efficient and economical importation of our most important energy source. It is for that reason that we urge your respective agencies to certify the environmental documents.

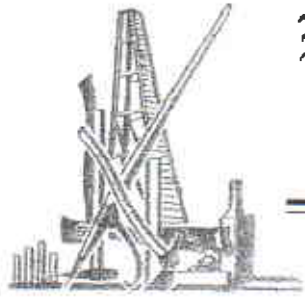
Sincerely,
FOR THE BOARD OF DIRECTORS:


Joeann Valle,
Executive Director

HCHGCOC-1

Harbor City/Harbor Gateway Chamber of Commerce, July 21, 2008

HCHGCOC-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners.



Pile Drivers, Bridge, Dock and Wharf Builders

Local Union 2375

Affiliated with

United Brotherhood of Carpenters & Joiners of America

Office: 728 North Lagoon Avenue • Wilmington, California 90744-5499
Telephone: (310) 830-5300

FAX: (310) 830-2375

July 17, 2008

Dr. Ralph Appy
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes St,
San Pedro CA, 90731

USACE, LA District Regulatory Division
c/o Spencer D. MacNeil, D.Env.
ATTN: CESPL-RG-2004-00917-SDM
P.O. Box 532711
Los Angeles, California 90053-2325



RE: EIR for the Pacific L.A. Marine Terminal LLC Pier 400, Berth 408 Project

Dear Sirs:

On behalf of Pile Drivers, Bridge, Dock, and Wharf Builders Local 2375 (located in Wilmington, California) and the 60,000 members of the Southwest Regional Council of Carpenters, I am writing to you today in support of the Marine Terminal Project being proposed at Pier 400, Berth 408. We believe this project is a terrific opportunity to address both the environmental concerns of the region and the stagnant local economy at the same time

Local
2375-1

Several members of our Local, including the entire Executive Board, have closely examined both the viability of its design, including the utilization of the latest "green" technology, and the benefits the project would bring to the community. We have also heard the worries expressed by some regarding the project. After careful consideration, we have determined it would be in our best interest to make a written statement at this time in support of the project in light of the scattered opposition it will undoubtedly face through this process.

This Marine Terminal Project, in our opinion, uses a terrific and unique combination of well-founded engineering principles which will ensure its stability and new technology which will progressively address recognized air quality issues. Many of the designs noted in the EIR are familiar to our membership and recognized as significant in nature. The pilings and pier structures are well designed to address any surges or other docking concerns. The Marine Terminal Project will contain many new environmental mitigation techniques which we look forward to being a part of: the establishment of AMP facilities in the oil industry, the utilization of shore-side pumping facilities, and especially Plains All-American's unique efforts to curb exhaust at dockside.

Indeed this project, if approved, could become the standard for both the shipping and marine construction industries throughout the world where nearly all other port facilities are years behind in addressing their diesel air pollution output. Locally, we very easily could be learning techniques and skills that would make us very marketable in the global market.



Local
2375-1

Indeed this project, if approved, could become the standard for both the shipping and marine construction industries throughout the world where nearly all other port facilities are years behind in addressing their diesel air pollution output. Locally, we very easily could be learning techniques and skills that would make us very marketable in the global market.

Pile Drivers Local 2375 has worked on the development of the LA/LB Harbor for over one hundred years (from its inception) and is largely responsible for the physical labor expended on projects such as the building of the breakwaters, the development of Terminal Island, the foundation of the spanning bridges, and modern projects such as the recent bypass on Terminal Island and Pier 400 itself. We have worked on Water Treatment Plants, Habitat Restoration Projects, and our currently working on the Wind Turbine Project near Tehachapi. Our members include the Divers, Rock Slingers, Pile Drivers, Bargemen, Rig Builders, Welders, Dock Carpenters, and Bridge Builders that have not only worked near the water but have supplied labor for such Southland projects as the Red Line Subway, Blue Line, Gold Line, and Metrolink.

While our current projects span the entire Southland our base has always been in the Harbors. Over one-third of our members reside within fifteen miles of the LA/LB Harbors. Many of these members in particular would look forward to building the Marine Terminal Project at Pier 400, Berth 408 not only because of the challenge but the difference this project would make in their home life. The opportunity to work so close to home will allow them to play a greater part in their children's lives, attend doctor's appointments without having to take off time from work, or, more immediately, spend less money on gas. Obviously this would also have a residual effect on addressing other air quality raised from congestion on freeways.

This Plains All American Pipeline Project will be built right next to our homes, including mine. As someone whose family has personally been subject to death caused from asthma, air quality concerns are premier in my thoughts. We feel confident that this project will definitely be a step forward in those efforts because it is a product of good engineering. Unfortunately, recent environmental litigation affecting the local harbors has yet to allow any significant infrastructure projects to be completed, regardless of designs to address environmental concerns. As a result of these recently failed proposals, it cannot be said that any progress has truly been made in the area. Permanent progression of environmental efforts will only occur when long standing, or "permanent", structures are built that will require the latest "green" technology. Until then, those efforts may only last as long as the proposed vehicles who utilize it.

The approval of the Marine Terminal Project will therefore be a significant step for all of us, both in environmental and economic terms. Please approve this project as soon as possible.

Sincerely,


John Schafer
Business Manager, Recording Secretary
Pile Drivers Local 2375, Southwest Regional Council of Carpenters

Pile Drivers, Bridge, Dock and Wharf Builders, Local Union 2375, July 17, 2008

Local-2375-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners



Local Union 11-3

International
Brotherhood of
Electrical Workers
AFL-CIO

8333 AIRPORT BOULEVARD • LOS ANGELES, CA 90045 • (310) 645-3637 • FAX (310) 645-0308

July 22, 2008

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

Dr. Appy:

Please accept my approval and recommendation of the Pacific L.A. Marine Terminal LLC, Pier 400 Berth 408 Project. As an alternate member of P.C.A.C. and Business Representative to the I.B.E.W., I have a vested interest in port expansion projects.

Local
11-3-1

As an environmentalist, I contend Pier 400 will meet the goals and objectives of the Port of Los Angeles/Port of Long Beach Clean Air Action Plan. New environmental mitigations such as low-sulfur fuels, AMP and slow steaming vessels approaching the port, will result in a 120% offset in emissions with emission credits.

As a representative for working people, I welcome the prospect of 4800 good paying construction jobs. Many of the members I represent live in the South Bay area and would love to work close to home. In addition to temporary construction jobs, this project will create an estimated 170 full time jobs, and generate one-time state and local taxes of 33.5 million dollars and ongoing annual taxes of 5 million dollars per year

Again, I am highly in favor of this project, and will pursue its approval and recommendation. Please contact me should you have any questions.

Respectfully,

Joel Barton
Business Representative
IBEW Local 11

International Brotherhood of Electrical Workers, Local 11-3, July 22, 2008

Local-11-3-1. Your comment is appreciated. However, please note that the Port and USACE estimate a lower number of jobs would be associated with the proposed Project than your comment indicates. As discussed in Chapter 2 of the Draft SEIS/SEIR, construction of the proposed Project facilities would require direct construction labor equivalent to approximately 732 full-time equivalent employees for construction itself. This figure does not include “upstream” employment impacts (i.e., workers in industries that supply materials and equipment maintenance for the construction activities) or “downstream” impacts (i.e., workers in jobs supported by retail and other spending from wages). These “upstream” and “downstream” jobs may be located anywhere within the metropolitan Los Angeles region. LAHD’s own estimate of total construction employment impacts (i.e., including upstream and downstream employment) is 1,767 full-time job equivalents, based on the Port Economic Impact Model (see Draft SEIS/SEIR Chapter 7). In the operation phase, LAHD and USACE estimated there would be 54 full-time permanent jobs associated with the direct operation and maintenance of the terminal (in years 2025-2040), and an additional 158 full-time-equivalent permanent jobs related to indirect (i.e., upstream and downstream) economic activity.

LAHD and USACE are not certain of the origin of the estimated job figures in the comment (4,800 construction jobs and 170 permanent jobs). LAHD and USACE are aware that the Los Angeles Economic Development Corporation (LAEDC) conducted an economic impact study that estimated a larger number of construction and permanent jobs than those predicted by LAHD and USACE (6,300 jobs during construction and 230 jobs during operation). The LAEDC estimate of jobs, as well as the estimates of wages and tax revenues reported in the commenter’s letter, stems from an analysis that LAHD and USACE did not have any role in preparing (did not conduct, direct the preparation of, or review the methodology for). Please also see the response to comment LCOC-1.



International Brotherhood of
Electrical Workers, AFL-CIO

P.O. Box 2500
297 North Marengo Avenue
Pasadena, CA 91102-2500
PHONE: (626) 243-9700
FAX: (626) 796-8612

July 23, 2008

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

Dear Dr. Appy:

I would like to give my support for the Pacific L.A. Marine Terminal that Plains All American proposes to build on Pier 400. This project is very important to our community because it will bring much desired jobs, it will provide us with a facility that can berth tankers from many different sources and because we have a need for it, both to help our economy and fill Southern California's need of crude oil in the future.

This project will provide jobs to the local community. During construction it will need hundreds of workers and for its maintenance it will need over 150. These are high paying jobs that young people can fill, or maybe it can pull others out of unemployment. By keeping the payroll local our micro and macro economy might get stronger. These jobs are also important because they will be through union, meaning they will be safe and high paying jobs. Along with these jobs come millions in taxes that our weakening economy will surely need.

California has a need for this type of facility. Los Angeles has a staggering population, exceeded only by eight other states in our union. With this population comes high demand and our current sources will not accommodate it for much longer. This facility will provide us with difference sources from around the globe. It will eventually provide Southern California with twenty five percent (25%) of its oil demand.

Plains All American has a clear vision for the future. This project will bring unlimited benefits for our community, that's why I support it.

Sincerely,

Larry R. Henderson

Larry R. Henderson
Business Representative

LRH/blr
opeiu #537 afl/cio

Local 11-1

International Brotherhood of Electrical Workers, Local 11, July 23, 2008

Local-11-1. Thank you for your comment. Regarding the “over 150” full-time permanent jobs cited in the letter, please note that this estimate (presumably referring to the analysis in Chapter 7 of the Draft SEIS/SEIR) includes the indirect jobs in related sectors as well as the 54 full-time permanent direct jobs that would result directly. The indirect jobs may be located anywhere within the metropolitan Los Angeles region (see Draft SEIS/SEIR Chapter 2 and Chapter 7).



CPMCA
California Plumbing & Mechanical
Contractors Association

July 16, 2008

Dr. Ralph G. Appy
Port of Los Angeles
425 South Palos Verde's Street
San Pedro, CA 90731

RECEIVED
JUL 21 2008
ENVIRONMENTAL
HARBOR DEPARTMENT
CITY OF LOS ANGELES

Dear Ralph:

I'm writing on behalf of the California Plumbing and Mechanical Contractors Association regarding the proposed Pier 400, Berth 408 petroleum terminal project. As an organization that promotes the economic well being of Los Angeles, we strongly believe that this project will enormously benefit our community. The California Plumbing and Mechanical Contractors Association currently represents over one hundred union plumbing, piping and mechanical contractors. These contractors employ over seven thousand plumbers and pipefitters who collectively amassed over twelve million man hours in 2007.

CMPCA-1

The Pier 400 project will have a broad and positive impact on California. The project will be a great source of economic stimulus for the Southern California region, creating 6,300 full-time jobs and providing \$518,700,000 in wages. Tax revenues will skyrocket: the State of California will receive over \$41 million; Los Angeles County will receive over \$4 million; and the City of Los Angeles alone will receive \$7,300,000. Schools, our public health care system and police/fire protection will all be supported by this tax windfall.

It is important to keep in mind that as critical as this project is for our economy, it is being planned in the most environmentally responsible manner possible. It will set a new standard globally for petroleum projects of this kind. This commitment needs to be recognized – beneficial projects like Pier 400, Berth 408 should be encouraged by our community.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project, and thus ensure the continued prosperity of the contractors comprising the California Plumbing and Mechanical Contractors Association and the Southern California residents alike.

Sincerely,

Charles Martin
CPMCA Executive Director

California Plumbing and Mechanical Contractors Association, July 16, 2008

CPMCA-1. Thank you for your comment. Please see the response to comment LCOC-1.

CCA-1



This project is critical to maintain the orderly and economic delivery of petroleum to the Los Angeles Basin. California is running out of its conventional supplies of crude oil, and even with ongoing conservation efforts, the Los Angeles area alone will need twice as much oil by 2015. To attract new sources from around the world, we must have the infrastructure to accept these imports. The project will provide at least 25 percent of the oil we need in this region.

It is important to keep in mind that as critical as this project is for our economy, it is being planned in the most environmentally responsible manner possible. The project is highly mitigated and meets many stringent environmental requirements and objectives, including those of the Port's Clean Air Action Plan. It will be one of most efficient, least polluting facilities of its kind in the world, setting a new global standard. The project also incorporates state-of-the-art security and safety technology. This commitment needs to be recognized – good projects like Pier 400, Berth 408 should be encouraged by our community.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project, and thus ensure the continued prosperity of Plains All American Pipeline, L.P.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Carol E. Schatz', is written in dark ink.

Carol E. Schatz
President & CEO
Central City Association of Los Angeles

Central City Association of Los Angeles, July 22, 2008

CCA-1. Thank you for your comment. Regarding the “6,300 full-time construction jobs” cited in the letter, please see the response to comment LCOC-1. Regarding the “230 full-time ongoing jobs” cited in the letter, please note that the LAHD and USACE estimated only 54 full-time permanent jobs associated with the direct operation and maintenance of the terminal, and an additional 158 full-time-equivalent permanent jobs related to indirect economic activity (where “indirect” refers to industries that supply materials and equipment maintenance for the construction activities, and jobs supported by retail and other spending from wages). It is important to note that these upstream and downstream jobs may be located anywhere within the metropolitan Los Angeles region. See Draft SEIS/SEIR Chapter 2 and Chapter 7.

LAHD and USACE are aware that the project applicant commissioned a separate economic impact study that estimated a larger number of permanent jobs (68 direct and 162 indirect full-time jobs). This estimate of jobs, as well as the estimates of wages and tax revenues reported in the commenter’s letter, stems from an analysis that LAHD and USACE did not have any role in preparing (did not conduct, direct the preparation of, or review the methodology for).



July 23, 2008



Executive Officers

- Brad Cox, Chairman**
Trammell Crow
- Gerald Porter, Immediate Past Chairman**
CRESA Partners
- Alan Rothenberg, Vice Chairman**
1st Century Bank
- Richard Ziman, Chairman**
American Value Partners
- Mary Leslie, President**
Leslie & Associates

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

Chairman's Circle

- Celeste Albimari, **Haworth**
- David Blanke, **Southern California Gas Co.**
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- Andrew P. Cohen, **FAIA, Gensler**
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- David Nahai, **LA Department of Water & Power**
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- Larry Parks, **Federal Home Loan Bank of San Francisco**
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- David C. Sears, **J.P. Morgan Investment Mgmt., Inc.**
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- Patti Shwayder, **AIMCO**
- Lloyd Silberstein, **Parsons**
- Tom Smith, **NBC Universal**
- Ken Solge, **Wachovia**
- Lori Tierney, **Unsource Solutions**
- Steve Velke, **Sonnenschein, Nath & Rosenthal LLP**
- Greg Vilkin, **MacFarlane Partners**
- Nadine Watt, **Watt Companies**
- Lynn Williams, **Cushman & Wakefield**
- William Witte, **Related Companies of California**
- Gillian Zucker, **Auto Club Speedway**

Dear Dr. Appy:

I am writing on behalf of the Los Angeles Business Council regarding the proposed Pier 400, Berth 408 petroleum terminal project.

LABC-1

The Pier 400 project will be a source of economic stimulus for the Southern California region, creating 6,300 full-time jobs and providing \$518,700,000 in wages. Tax revenues will increase dramatically: the State of California will receive over \$41 million; Los Angeles County will receive over \$4 million; and the City of Los Angeles alone will receive \$7,300,000. This tax windfall will help to support the multitude of vital public services being affected by the current economic downturn.

This project is being planned in the most environmentally responsible manner possible with every precaution taken to ensure that the transportation of oil occurs in a safe and reliable manner. The commitment to economic growth and environmental stewardship reflected in the careful planning of this project must be recognized and supported by our community.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project.

Sincerely,


 Mary Leslie
 President

Los Angeles Business Council, July 23, 2008

LABC-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the response to comment LCOC-1.

LM

RECEIVED
AUG 11 2008
PORT OF LOS ANGELES
HARBOR DEPARTMENT
CITY OF LOS ANGELES



August 6, 2008

Ms. Geraldine Knatz
Port of Los Angeles/Los Angeles Harbor Commission
425 South Palos Verdes Street
San Pedro, CA 90731

LOS ANGELES COUNTY
FEDERATION OF LABOR
AFL-CIO

Maria Elena Durazo
Executive Secretary-Treasurer

Ricardo E. Acosta
President

Dear Ms. Knatz:

I am writing to express the strong support of the Los Angeles County Federation of Labor, AFL-CIO for the proposed Pier 400, Berth 408 terminal project. Our organization recognizes this project will benefit local workers, the economy and this community, providing a safe, reliable, and an environmentally sound facility to provide for our current and on-going energy needs.

LAAFL-
CIO-1

Plains has shown itself to be a good partner to the local community and the working women and men of this region. The owners of this project have committed to a Project Labor Agreement (PLA) with local hiring provisions to build the project and have also agreed to provide neutrality as it relates to the permanent employees ability to organize. Additionally, Plains is working closely with the neighbors of the Harbor and adjacent communities.

As you know, the Los Angeles County Federation of Labor has been a strong supporter of increasing the use of renewable energy sources and energy conservation. But we recognize Los Angeles and our region still will need reliable supplies to transition away from dirtier fuels, while the renewable infrastructure is built.

The project will have significant economic benefits for the region, creating 6,300 full-time jobs and providing \$518,700,000 in wages. It will also generate significant tax revenues for the state and region as the State of California will receive over \$41 million; Los Angeles County will receive over \$4 million; and the City of Los Angeles alone will receive \$7,300,000.

In addition to the significant economic benefits, this project being planned in the most environmentally responsible manner possible. It will set a new standard globally for petroleum projects of this kind.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project, and thus ensure the continued prosperity of the Los Angeles region.

Sincerely,

Maria Elena Durazo
Executive Secretary-Treasurer
Los Angeles County Federation of Labor, AFL-CIO

1100 N. Jones St. (Room 100)
Los Angeles, CA 90012
(213) 201-1111
http://lafl-cio.org

cc: Mayor Antonio Villaraigosa
Councilmember Janice Hahn
Members of the Los Angeles Harbor Commission
Dr. Ralph Appy, Port of Los Angeles

Los Angeles County Coalition of Labor, August 6, 2008

LAAFL-CIO-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the response to comment LCOC-1.



Los Angeles Area
Chamber of Commerce

August 12, 2008

Dr. Ralph G. Appy
Port of Los Angeles
Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 9073

Dr. Spencer D. MacNeil
U.S. Army Corps of Engineers,
Los Angeles District
P.O. Box 532711
Los Angeles, CA 90053-2325

Dear Dr. Appy and Dr. MacNeil,

On behalf of the Los Angeles Area Chamber of Commerce, I want to express our support for the Port of Los Angeles' Draft Environmental Impact Report and Draft Environmental Statement (DEIR/DEIS) for the Pacific L.A. Marine Terminal LLC Crude Oil Terminal, Pier 400, Berth 408. We commend the Port of Los Angeles for completing this document. LACOC-1

The effects on job and revenue growth from the construction of the terminal are expected to be substantial. The Los Angeles Economic Development Corporation projects 6,300 full-time jobs to be created in the Los Angeles area during the course of the construction. These workers are expected to earn more than \$518 million in wages and taxes and fees will provide the City of Los Angeles \$7.3 Million annually.

The terminal will increase crude capacity and efficiency in the region and will meet the Port's high environmental threshold. The project is capable of handling 350,000 barrels of oil per day. The associated storage facility will eliminate the need for tankers to wait open space to deliveries, reducing idle time. New underground pipelines will mean that no vehicles will be needed to transport the liquid once it has arrived at the terminal. Pacific L.A. Marine Terminal LLC will require all tankers at the new berth to use low sulfur fuels.

The importance of a strong infrastructure to a vibrant economy cannot be underestimated. The Pier 400, Berth 408 goes a long way in keeping the Los Angeles area competitive in energy production, trade, and job growth. We look forward to seeing this project move forward to achieve these goals.

Sincerely,

Gary Toebben
President and CEO

Los Angeles Chamber of Commerce, August 12, 2008

LACOC-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the response to comment LCOC-1. Also, please note that the proposed Project would be capable of handling more than 350,000 bpd, as noted throughout Chapter 2 of the Draft SEIS/SEIR.



Elizabeth Warren
Executive Director
1328 N. Avalon Blvd., Suite A
Wilmington, CA 90744
www.FuturePorts.org

BOARD OF DIRECTORS

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Tim Hanson
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Andy Perez
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Catherine H. Reheis-Boyd
Western States Petroleum
Association

Maryann Reyes
Southern California Edison
PARTNERING ORGANIZATIONS

Bay Planning Coalition

Coalition for America's
Gateways & Trade Corridors

County of San Bernardino
Economic Development Agency

Inland Empire Economic
Partnership

Long Beach Area
Chamber of Commerce

Los Angeles Area
Chamber of Commerce

Los Angeles County
Business Federation

Pasadena Chamber of
Commerce

Regional Hispanic
Chamber of Commerce

San Gabriel Valley Economic
Partnership

Valley Industry & Commerce
Association

Wilmington Chamber of
Commerce

August 13, 2008

U.S. Army Corps of Engineers,
Los Angeles District Regulatory Division
c/o Spencer D. MacNeil, D.Env.
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

Re: Pier 400, Berth 408 Project
Draft SEIR/DEIS Documents

Dear Dr. MacNeil and Dr. Appy:

On behalf of FuturePorts and its members, we are pleased to support the Port of Los Angeles' draft Supplemental Environmental Impact Report and draft Supplemental Environmental Impact Statement (SEIR/DEIS) for the Pacific L.A. Marine Terminal LLC Crude Oil Terminal. We congratulate the Port of Los Angeles (Port) on producing this document.

FP-1

This project is very important to the residents and businesses of Southern California, and will supply 25% today's crude oil needs providing the energy sources that we need to support our economy. The project also takes great strides in meeting the green growth goals put forward in the Clean Air Action Plan. FuturePorts supports port growth, and the appropriate accommodation of that growth.

It is a fact that growing our ports in a clean, responsible manner is critical not only to growing the Southern California and national economies, but also to improving our air quality. As with any business it is imperative to have continuous improvement and operational enhancements and Port facilities are no different.

There are many positive aspects to the Pier 400, Berth 408 project, and following is a list of a few of them that illustrate why we support approval of the project.

- Electric-powered shore side pumps reduces vessel emissions at the docks
- Use of Alternative Maritime Power (AMP) for vessels at berth



FP-1

- Storage tanks will employ Best Available Control Technology (BACT)
- High-capacity pumps and large diameter pipelines ensure maximum offloading rates to shorten time vessels are in port
- Voluntary vessel speed reduction participation
- Use of low-sulfur fuels for ship' main and auxiliary engines
- Coastal Emission Reduction Credits will be provided to South Coast Air Quality Management District (SCAQMD) to offset emissions

There is also the fact, which can not be stressed enough, that the Ports of Long Beach and Los Angeles are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create approximately 6,300 full-time equivalent construction jobs in Southern California with wages of approximately \$518 million. It will also generate approximately 230 full-time direct and indirect jobs in the harbor area through its ongoing operations, with annual wages of approximately \$12.3 million.

It is important that this document serves to reinforce the Ports' responsibility under the State Tidelands Trust to move forward with this project as it supports commerce and ensures the continued investment of its revenues to redevelop facilities such as the Pier 400, Berth 408 Project. This document also assures operational efficiencies at the Port; the use of the latest "green" technology; and the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

FuturePorts believes in growth at a reasonable pace and to the extent the project proponent agrees that the mitigation is feasible for this particular project, the measures are acceptable. We expect that individual projects will have independent mitigation measures that will be designed on a case by case basis, as appropriate for the operations of that particular project and deemed feasible by the proponent.

Sincerely,

FuturePorts



Stacey G. Jones, P.E.
President, Board of Directors



Elizabeth Warren
Executive Director

SGJ/eaw

Future Ports, August 13, 2008

FP-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the response to comments LCOC-1 and CCA-1.



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.

LAEDC-1

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).)

LAEDC-1

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

Los Angeles County Economic Development Corporation, August 12, 2008

LAEDC-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the response to comment LCOC-1.



Ironworkers Local 433

International Association of Bridge, Structural &
Ornamental Iron Workers A.F.L.- C.I.O.

17495 HURLEY STREET EAST

CITY OF INDUSTRY, CALIFORNIA 91744

PHONE: (626) 810-9354

FAX: (626) 964-1754

August 12, 2008

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

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

Dear Drs. Appy & MacNeil:

On behalf of Ironworkers Local 433, I would like to extend our support and recommendation for the construction of the Pacific L.A. Marine Terminal LLC. Ironworkers Local 433 has a long record of supporting projects and policies that create jobs with good wages and benefits. This project will incorporate these types of jobs along with environmental and safety considerations to make it among the first of its kind.

Local 433-1

The project is now estimated to generate 6,300 annual full-time construction jobs with wages of approximately \$350 million. Plains All American Pipeline has made a commitment to hire union labor for the construction. These are jobs that our local community can fill. In addition to jobs the project will produce approximately \$52.8 million in one-time state and local taxes in the construction phase and aver \$6 million annually thereafter. With areas near us heading into recession, it makes complete sense that these jobs and tax dollars come into the Southern California Area.

Our Union is also happy with the high environmental regard Plains All American Pipeline has taken towards the Port's surrounding communities. We have all seen, and perhaps experienced, the effects of polluted air and water. It is not a nice thing, especially when children are physically affected by them. The terminal will be served by modern ships with highly regulated fuel use standards and it will be designed to allow rapid cargo offloading to minimize the time a vessel remains at berth. These and other components will reduce emissions to the maximum extent possible. As a result of these measures, the terminal will be one of the first to meet the goals of the Port's Clean Air Action Plan. In addition Pier 400 will comply with stringent CARB, EPA and SCAQMD regulatory requirements and offset 120% of berth operation related emissions.

Safety is a very important aspect for the Port, and more importantly our communities. The Pacific L.A. Marine Terminal will be built to the new, more stringent California State Lands and State Fire Marshal/US Department of Transportation safety standards and will include the latest engineering and construction practices. Necessary steps will be taken to reduce



August 12, 2008
Drs. Appy & MacNeil
Page 2

Local 433-1

↑
damage in case of natural hazards. There has also been talk that this facility might be a perfect target for a terrorist attack. As a response we are glad to hear that the project will be designed to include the latest US Coast Guard and POLA homeland security requirements.

The benefits to our community and to all of Southern California are many. David Wright and Pains All American Pipeline have been transparent, patient and professional since the beginning. If approved this type of facility could set the standard for future shipping and marine construction. Our community needs this, and that is why the Ironworkers Local 433 supports this project.

Sincerely,



Tom Moxley
Business Agent
Ironworkers Local #433

Iron Workers Local 433, August 12, 2008

Local-433-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the responses to comments LCOC-1 and CCA-1.



HARBOR ASSOCIATION OF INDUSTRY AND COMMERCE

P.O. Box 4250, Sunland, CA 91041 * Phone: 818.951-4088 * Fax: 818.353.5976

Email: info@harborassn.com * Website: www.harborassn.com

August 11, 2008

U.S. Army Corps of Engineers
Los Angeles District
Regulatory Division
c/o Spencer D. MacNeil D.Env.
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

Subject: Support Letter for Approval of Pacific L.A. Marine Terminal LLC Crude Oil Terminal

Gentlemen:

The Harbor Association of Industry and Commerce, and our membership of industrial firms, is deeply committed to the success of the Pacific L.A. Marine Terminal LLC Crude Oil Terminal project.

We have followed the issue of energy supply in Southern California, and prepared a white paper on this subject in 2007 for the California Legislature. We have met with, and attended presentations by the California Energy Commission, the Western States Petroleum Association and other experts in the field of Southern California petroleum supply, throughout the past five years. In addition, we have followed the evolution of this project locally, within our organization, for nearly ten years.

In our view, there is no more important industrial project to this region. Our region is dependent upon an ever-growing volume of imported crude oil and petroleum products for its economic wellbeing. These products fuel our trucks, trains, ships, buses, and transit systems.

However, the ability to import this crude oil is dependent upon the availability of modern, high volume petroleum marine oil terminals. The current marine oil terminals at both the Ports of Los Angeles and Long Beach, through which the majority of our imported petroleum now passes, are generally undersized, and require significant seismic upgrade, to remain in effective operation. If this petroleum were to be cut off, due to an earthquake, for example, the economic effects on the 15+ million people of Southern California would be immediate, as there is very little storage

HAIC-1



HAIC-1

any more for the petroleum in the region. This shortage could rapidly reach a catastrophic level, as there is no alternative source of supply for this petroleum. Therefore, the Pacific L.A. Marine Terminal LLC Crude Oil Terminal project, with its very high throughput and storage capacity, and state-of-the-art design standards, is absolutely essential to the economic well being of our region.

We recognize that we must rapidly diversify into other energy sources, and our membership is committed to helping accomplish this. We also recognize that the San Pedro and Wilmington communities buy-in and involvement in the understanding and approval of this project are very important. Therefore, we have helped organize forums to showcase and explain the importance of this project to such community organizations as the Port of Los Angeles Port Community Advisory Committee (PCAC), on which the Harbor Association serves as a board member. We are committed to remaining involved in, and expanding, these activities to ensure the successful completion of this project.

In summary, the Harbor Association of Industry and Commerce, in the strongest possible way, endorse the approval, construction and operation of the Pacific L.A. Marine Terminal LLC Crude Oil Terminal project.

Sincerely,

William F. Lyte
William F. Lyte
President

Harbor Association of Industry and Commerce, August 11, 2008

HAIC-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners.



Regional Hispanic Chamber Of Commerce

Office Address: 555 E. Ocean Blvd., Suite 638 • Long Beach, CA 90802
Mailing Address: P.O. Box 32474 • Long Beach, CA 90832
Tel: 562-590-7302 • Fax: 562-685-0542
www.RegionalHispaniccc.org • Info@RegionalHispaniccc.org



Sandy Cajas
President & CEO

Tony Guadalupe
Chairman of the Board

Jorge Higgins
Chairman Emeritus

Patricia Tapia
Vice President of Finance

Sandy Torres
Vice President of Communications

Sandy Perez
Vice President of Community Relations

Edward Rodriguez
Director Marketing & Membership

Daniel Lopez
Director

Jose Mendez
Director Trade & Commerce Development

Rose Este
Director Business Development

Eleanora de la Cruz
Director

Janis Woodruff
Director

Edmond Lopez
Director

Miguel Berzosa
Director

Charmey Neri
Director of Economic Development

Alberto G. Alvarez
Advisory Council Chair
U.S. Small Business Administration District Director

Jose Johnson
Advisory Council Member

Tony Quintanar
Advisory Council Member

Greg Jaso
Advisory Council Member

Robert Villegas
Advisory Council Member

Sam Lamont
Advisory Council Member

Blanca Gonzalez
Advisory Council Member

Fernando de la Cruz
Advisory Council Member

August 4, 2008

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

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



Dear Drs. Appy & MacNeil:

There is no denying the hard time our country is going through. Many companies and business have seen sells go down, some going bankrupt. Some of our surrounding counties have even gone into the beginning stages of a recession. L.A. has barely managed to keep out of these. That is why the Pacific L.A. Marine Terminal LLC is so important. The project will create hundreds of jobs for our communities, it will provide extensive revenue in taxes for our county, and, most importantly, Los Angeles has a need for this type of facility.

Economic development is crucial for our developing cities. This project will create 6,300 Full Time Equivalent jobs during construction and it will allow for 230 jobs once construction is completed. The goal of the Regional Hispanic Chamber of Commerce is to promote the development of the Business Community. This project is sure to do that. In taxes Los Angeles County will receive over \$4 million during construction and over \$1 million every year thereafter. Apart from our local taxes this project will give the state of California over \$41 million in one time taxes and close to \$1 million every year after construction. This money is sure to give fuel the boost our economy is in need for.

Los Angeles will need this type of facility. At this moment most of the oil we use here comes from other parts of California and Alaska. But these sources will soon run low. We will need a facility to accommodate tankers from around the globe. Pier 400 will assist in replacing the supply by providing the facilities to accommodate tankers from more many sources.

This project is being proposed by a responsible company and workforce. They have taken our concerns about pollution and applied the latest technology to diminish its effects. All these points and more make this project preferred to the "no built" alternative. These among others points are why the Regional Hispanic Chamber of Commerce supports the construction of the Pacific L.A. Marine Terminal LLC.

Sincerely,

Sandy Cajas
President and CEO

RHCOOC-1



Regional Hispanic Chamber of Commerce, August 4, 2008

RHCOC-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the responses to comments LCOC-1 and CCA-1.



3400 Torrance Blvd, Suite 100
Torrance, California 90503
www.SBACC.com

August 7, 2008

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

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

SUBJECT: Pacific L.A. Marine Terminal LLC Pier 400, Berth 408 Project – SUPPORT

Dear Mr. Spencer D. MacNeil and Dr. Ralph G. Appy:

The South Bay Association of Chambers of Commerce (SBACC) supports the Pacific L.A. Marine Terminal LLC Pier 400 Project at the Port of Los Angeles (POLA) by Plains All American Pipeline and recommends the approval of the draft Supplemental Environmental Impact Study (SEIS) and Supplemental Environmental Impact Report (SEIR).

SBACC-1

We understand by building facilities that will allow for the replacement of the dwindling supply of crude oil, it will help maintain our area's economy and quality of life. The project is estimated to provide for about 25% of Southern California refining needs and has been deemed environmentally friendly by meeting aggressive goals and objectives of the Port of Los Angeles' Clean Air Action Plan. We also believe this project is in the best interest for the economic vitality and continuing growth of our community.

The project will improve our area's energy needs while protecting the air and harbor environment. According to the Port's Environmental Impact Report (EIR), building this project is the preferred option as to the "no build" option. This project would actually improve air quality as the EIR has stated.

We respectfully ask that you approve the Pier 400 Project.

Sincerely,

Helen Duncan
Chair

cc:

State Senator Jenny Oropeza	916-323-6056
State Senator Alan Lowenthal	916-327-9113
Assembly Member Betty Karnette	916-319-2154
Assembly Member Warren T. Furutani	916-319-2155
Assembly Member Ted Lieu	916-319-2053
Assembly Member Curren D. Price, Jr.	916-319-2151
California Chamber of Commerce	916-325-1272

South Bay Association of Chambers of Commerce, August 7, 2008

SBACC-1. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners.



Los Angeles / Orange Counties Building and Construction Trades Council

RICHARD N. SLAWSON
Executive Secretary

Affiliated with the Building & Construction Trades Dept., AFL-CIO

1626 Beverly Boulevard
Los Angeles, CA 90026-5784
Phone (213) 483-4222
(714) 827-6791
Fax (213) 483-4419



August 8, 2008

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



Dear Dr. Appy:

I'm writing on behalf of the Los Angeles/Orange Counties Building & Construction Trades Council regarding the proposed Pier 400, Berth 408 petroleum terminal project. As a labor organization that promotes the economic well being of Los Angeles, we strongly believe that this project will benefit our community enormously.

LAOCBCTC-
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The Pier 400 project will have a broad, positive impact on California. The project will be a great source of economic stimulus for the Southern California region, creating 6,300 full-time jobs and providing \$518,700,000 in wages. Tax revenues will skyrocket: the State of California will receive over \$41 million; Los Angeles County will receive over \$4 million; and the City of Los Angeles alone will receive \$7,300,000. Schools, our public health care system and police and fire protection will all be supported by this tax windfall.

It is important to keep in mind that as critical as this project is for our economy, it is being planned in the most environmentally responsible manner possible. It will set a new standard globally for petroleum projects of this kind. This commitment needs to be recognized – good projects like Pier 400, Berth 408 should be encouraged by our community.

For all of these reasons, we urge you to approve the Pier 400, Berth 408 project, and thus ensure the continued prosperity of the Los Angeles region.

Sincerely,

Richard Slawson
Executive Secretary

RS:aht/opciu#537/afl-cio

Los Angeles and Orange Counties Building and Construction Trades Council, August 8, 2008

LAOCBCTC-1. Thank you for your comment. Regarding the job, wage and tax estimates, please see the responses to comment LCOC-1.