



**BETTY T. YEE**  
**California State Controller**

April 15, 2019

Los Angeles Board of Harbor Commissioners  
425 South Palos Verdes Street  
San Pedro, CA 90731

**SUBJECT: Level 1 Permit Application Hearing**

Dear Harbor Commissioners:

It is not news that technology is driving significant changes in the international, national, state, and local economies, and micro-economies such as the Port of Los Angeles certainly are not immune to these changes. Much has been written about how technology is increasingly driving productivity and changing the nature of work. Now more than ever before, companies are looking to do more with less – and oftentimes that means providing more services and products, making more money, and necessitating fewer workers. While progress and change are constant features of our economy, so too should be the desire to minimize displacement of workers who are equipped to keep up with these changes.

I understand and appreciate the Port is under tremendous pressure to modernize its infrastructure to improve air quality as part of the 2017 Clean Air Action Plan (CAAP) – a plan I strongly support, which calls for a transition to zero-emissions cargo-handling equipment by 2030 and zero-emissions trucks by 2035. The oft-conflicting goals of economic progress, modernized infrastructure, reduced air pollution, and a vibrant workforce seem to have come to a head in the form of the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment application that will be before you on April 16.

Electrification and automation – terms that are not interchangeable but do frequently go hand in hand – are taking place at ports around the globe, including the Long Beach Container Terminal project (often referred to as the Middle Harbor project). I understand from news reports the type of electrification incorporated in the Permit No. 18-25 application was envisioned by and included in the 2008 contract between the International Longshore & Warehouse Union (ILWU) and the Pacific Maritime Association, which was renewed in 2015. However, that provision certainly does not seem to have mitigated the outrage that ILWU members and others who live, work, and operate businesses near the Port of Los Angeles have relating to the pending permit application – a level of outrage I do not recall during the Port of Long Beach approval process for its electrification project.

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Regardless of what action you take on the permit request, it is clear to me that the Port has significant work to do when it comes to bringing affected workers, neighbors, and other members of the Port community into the discussion about how the future will unfold in the area.

This is not a one-time issue. This likely is the first of many conversations needed at the Port in the coming years. I strongly encourage the Los Angeles Board of Harbor Commissioners to act swiftly in developing a strong and inclusive policy and process whereby workers, businesses, and the public can have confidence that you appropriately and adequately take into consideration the impacts on jobs and surrounding communities when deciding how to move the Port forward in terms of meeting economic challenges and environmental milestones.

Thank you,

A handwritten signature in black ink, appearing to read "Betty T. Yee". The signature is fluid and cursive, with a large initial "B" and a long, sweeping tail.

BETTY T. YEE

cc: The Honorable Eleni Kounalakis, Chair, State Lands Commission  
Keely Bosler, Board Member, State Lands Commission  
Jennifer Lucchesi, Executive Officer, State Lands Commission  
The Honorable Eric Garcetti, Mayor, City of Los Angeles  
Gene Seroka, Executive Director, Port of Los Angeles