

Taleen Ananian
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August 3, 2007

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

Dear Dr. MacNeil and Dr. Appy,

On behalf of the Los Angeles Area Chamber of Commerce, I am writing to urge the timely completion of the DEIR/DEIS for the redevelopment of the TraPac Terminal site. This project is significant to the Port of Los Angeles because of its strides to meet the green growth goals put forward in the Clean Air Action Plan.

The Los Angeles Area Chamber of Commerce congratulates the Port of Los Angeles and the U.S. Army Corps of Engineers, port commissioners and staff for producing the draft EIS/EIR - the first step in ensuring that our ports can efficiently manage expected growth while mitigating environmental impacts.

As you're well aware, the ports of Los Angeles and Long Beach are a major economic driver, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. At the same time, the ports are potentially facing a major capacity crisis. In its May 2007 forecast, the Los Angeles Economic Development Corporation predicted that the ports will grow 9.2 percent this year to 17.2 million TEUs. (The ports predict a 6.4 percent increase to 16.8 million TEUs).

We firmly believe that port growth, and the appropriate accommodation of that growth, is critical not only to the Southern California and national economy, but also to our air quality.

Re-development of the TraPac terminal is an important step towards efficiently managing the expected growth in container volume and mitigating environmental impacts. Terminal efficiency will nearly double, while minimizing truck idling and increasing use of rail. As a result, the EIR shows that the proposed project will reduce emissions of green house gases and criteria pollutants below baseline levels. The proposed project also meets the green growth goals of the Clean Air Action Plan and significantly reduces health risk to local communities several through numerous environmental features. In addition, a 30-acre landscaped buffer zone separating the community from port operations would provide much needed green space and recreational facilities to community members.

Conversely, the "no project" alternative clearly shows that a failure to complete this project is detrimental to air quality in the local community and the region. In fact, even if no changes are made to the facility, the container cargo volume at the TraPac terminal is expected to nearly double without any of the environmental benefits of redeveloping the site. Moreover, it's clear that certain improvements can only be provided with the site redesign outlined in the EIR.

We believe that this project represents an important "green growth" initiative to provide more efficient goods movement through the Port of Los Angeles. We therefore support the project in concept, and encourage the Port of Los Angeles to continue moving the environmental process forward to completion.

Sincerely,
Taleen Ananian