

WEBINAR TRANSCRIPT:

A National Conversation on the State of U.S. Ports Goods Movement and Ports: Community Impacts and Collaborative Solutions

January 14, 2014

Slide 1: Cover Slide

Jayne Ballard, EPA: Welcome to the Webinar. Today we will discuss goods movement and ports—community impacts and collaborative solutions. We're excited to put this session together and we'll get started in a few minutes. But I wanted to give you a few housekeeping details.

The first is that the Webinar is scheduled for 120 minutes. We recognize that we may not answer all of your questions during this time. However, we will follow up with any unanswered questions via email.

Also, at the conclusion of this Webinar, a short survey will pop up. We ask that you take a few moments to share your thoughts. We will use them to improve our outreach efforts.

Finally, during the presentation everyone will be muted. You will have an opportunity to type in your questions as we go.

Now let's move on to the Webinar itself.

Slide 2: Webinar Agenda

We'll start by hearing a welcome from the Office of Transportation and Air Quality, followed by opening remarks from Lisa Garcia. Next we'll follow up with the State of the Science: Community Impacts and Current Research presented by Andrea Hricko. After, we'll dive into Case Studies in Collaborative Actions with examples from across the country. Finally, we'll engage in a question and answer session where we encourage you to share your questions in the comment box via chat. We'll conclude with remarks from Mike Moltzen in EPA Region 2.

Slide 3: Karl Simon

Let's get started. Our first speaker is Karl Simon. Karl is the Director of the Transportation and Climate Division of the Office of Transportation and Air Quality at the U.S. Environmental Protection Agency. His portfolio includes work with renewable fuels, voluntary programs like SmartWay, and modeling and forecasting of mobile sources interests.

Karl Simon, EPA: Thank you, Jayme. Good afternoon everybody and thank you for joining us today. We're watching the attendee list grow by the minute. We're really encouraged by the level of participation in this, our second session.

As Jayme noted, my name is Karl Simon, I'm the Director of the Transportation and Climate Division here at EPA's Office of Transportation and Air Quality. It's a pleasure to welcome all of you to the second of our three planned national conversations on ports and the environment.

These conversations really help to provide a forum for exchanging ideas and information to explore how EPA can support environmentally sustainable ports.

Our goal here today is to provide a space for constructive dialogue—one where EPA can listen to a wide variety of stakeholders, including communities, local governments, the ports and industry to understand how to best address affecting public health and lowering climate impacts in and around our nation's ports. And I do want to stress these are listening sessions. We really do value the conversations that we hear both in the last one, as well as the one today, and the one coming up in March. But we also value the conversations held in between—we really are learning.

Today's ports stakeholder Webinar will focus on near-ports community impacts and innovative and collaborative solutions. We've worked to bring you some powerful case study examples that we are all very excited to learn from.

Our third and final national conversation will be held in early March. Its theme will be advancing solutions to support more sustainable ports. We'll have further information on that shortly.

All of these Webinars and conversations are working to build a foundation for a one-day stakeholder summit on April 8, 2014 in Baltimore, Maryland. We all hope people will be able to participate in that as well. An announcement around that one-day summit will be coming as well.

As you all know, ports are a gateway for U.S. trade and are critical to the economy and many cities and regions. Recent years there's been a growing emphasis on globalization and transportation infrastructure, coupled with a growing awareness of the environmental and economic challenges facing ports, their users, and the surrounding communities.

Since ports are closely tied to places and communities, it's very important to me that we have an understanding of your experiences and knowledge. We know that many people around this country are living in neighborhoods adjacent to transportation and industrial hubs still breathe unhealthy air. Some of you spend countless hours coming up with practical solutions to local air quality challenges, while others have dedicated your life's work to cleaning up your community and communities like yours.

We hope that this Webinar will provide some insights on local efforts and initiatives to help my team learn how we can support ports and port communities in developing and implementing more environmentally-sustainable strategies. We're certainly looking for ways to make communities a larger part of the work we do—both in ports, certainly for today, but in other areas as well.

One example would be our commitment to making communities a larger part through our **2014** DERA Request for Proposals, which opened early in December of last year. We're providing up to \$4 million in funding that improve air quality of ports. In addition to reducing emissions and maximizing public health benefits, the RFP prioritizes engagement with communities and partnerships with other port stakeholders. This RFP closes on February 13, so we're hopeful that a number of the now-almost 300 participants will be choosing to participate in this RFP as well. Grants are just one element of the things we're trying to do, though, and we want to think of other ways to prioritize community engagement. During this session, we'll certainly be listening

to the ideas you bring and what you believe will work, has worked, or even what hasn't worked for you and the community that you serve. We really are looking for a broad spectrum of information. The insights we gain will help us to identify approaches, to effectively partner with the various stakeholders, while continuing to support port infrastructure and economic growth that's important to the U.S. economy.

I also want to take a moment to review some of the feedback from our first Webinar. As a result of your comments, we have extended the time of this session by 30 minutes and left additional time at the end for discussion, which we look forward to greatly. As you realize, with so many people it's hard to get to everyone's questions and acknowledge everyone's comments but we will do our best. If we don't get to your comments, we do have an EPA email address: talkaboutports@epa.gov. We also invite you to frequent our EPA ports Web page at www.epa.gov/otaq/ports for news about the initiative.

Thank you for your participation today. We look forward to engaging you in the future. With that I'd like to turn it over to our opening remarks speaker, Lisa Garcia, EPA's Associate Administrator in the Office of Environmental Justice. Lisa?

Slide 4: Matthew Tejada, EPA. No remarks.

Slide 5: Lisa Garcia, EPA. Hi everyone, this is Lisa Garcia. I don't want to speak for too long because the real goal is that we want to get input from stakeholders. This Administration has clearly made transportation infrastructure a priority. I think as Karl was mentioning, it's an important part of building the economy. When we talk about ports, EPA understands that ports live someplace and that communities are really the hosts to these ports. We are seeing applications for expansions. We want to make sure that as we work on ports issues and goods movements that the voices of the communities surrounding the ports talk about the issues they are facing, talk about the concerns, and as Karl was saying, really help us to build better strategies and approaches to identify some of the impacts, pollution burdens, and also think of solutions and better ways that we can work together. So I just want to say hello, and thank you for joining us. We're looking forward to this being a dialogue not only today, but to continue this as a dialogue that we've been having with the many stakeholders. Thank you very much, and I'm going to turn it over to Matthew Tejada right now. Matthew is the Director of the Office of Environmental Justice here at EPA.

Matthew Tejada, EPA. Hello everybody and thank you for joining us. We have over 300 attendees now, so we have a great turnout for this. We're really looking forward to hearing from our community partners, and I'd like to thank them so much for working on these presentations, being willing to take part in this Webinar, and take a place at this larger conversation that we're having at EPA. The community is so central to that conversation and to the work we're doing on ports and goods movement. Especially the Moving Forward Network and our partners in Savannah and Baltimore, just thank you so much for the work you've put in over the holidays, preparing your presentations, and being on today, as well as for making sure the folks at the community level knew about this opportunity and know about the work EPA is doing with ports and goods movement across the country.

Again, we have a question box on your dashboard. If you have questions, please submit them there. If we can answer them, we'll answer them straight-away in that question box. If you have broader questions that you'd like folks to address, you can go ahead and put those in. We do want to try to stick to the time as close as we can because we value the opportunity for questions and answers and dialogues. We want to make sure these presentations are informative and crisp so we move on to that question and answer session at the end. It is so important to make sure we have that interaction – that dialogue – with all of the folks that have joined us on the phone. With that, I'd like to go ahead and pass this over to Andrea Hricko, who is going to be taking a little bit longer portion that our community examples. In her position at the Keck School and the University of Southern California she is one of the experts on the actual health impacts and the state of the science with impacts from goods movement and transportation. She is going to be taking us through the state of the science on community health impacts and the current research. So Andrea, would you please go forth?

Slide 6: Andrea Hricko, University of Southern California.

Thank you very much Matt. Thanks everyone for inviting me to participate. Next slide.

Slide 7:

I'll be talking about ports, freight transport, and health—the worker and community impacts. Since all of you will have access to these slides later, my email is on the slide. I also have a lot of references posted into the presentation at the end. If it seems as if I'm glossing over materials, you can go to the references and read the actual articles.

Slide 8: Structure of Presentation

The structure of my presentation. I'd like to talk to about the widespread use of diesel in international trade; the disproportionate impacts that there are on working class communities of color. I will go over the current and emerging research findings, as well as over the long history of concern over diesel exhaust and cancer. I will touch on interesting studies that are being done on new engines, filters, and catalysts. I will raise a few questions and concerns about the future.

Slide 9: Reason We Are Here Today

So the reason that we're all here today on this Webinar is international trade. And yes, it is impactful to the economy, but it also impacts our communities.

Slide 10: How Does a Doll Made in China Get to Chicago?

So I have a little graphic here on how a doll made in China gets to Chicago, We'll see why this matters to our communities.

A doll is manufactured in China, put into a container there, goes to a port in Asia, and on to a container ship.

Slide 11: World Map

The container ship moves from China. And then across the ocean to California.

Slide 12:

The ship arrives in this case in Los Angeles. The doll is in one of those containers, and there may be 8,000 to 10,000 containers on a ship like that. Each of those containers has to get to its destination by a truck or train. That's where all the community impacts are coming in.

Slide 13:

Here you see what the truck traffic is like in Los Angeles coming out of the port. We also have containers on a train heading to the southwest—probably heading up to Chicago or Texas. These containers ultimately end up at warehouses or distribution centers and retail stores.

Slide 14:

This is why we're concerned. The doll arrives from China and ends up in Chicago. We're concerned because she's traveled 8,000 miles or more to get to Chicago. That entire way she's been transported by bunker and diesel-fueled conveyances, with many of those trips being through or around local communities.

Slide 15: Disproportionate Impacts

Slide 16:

In 2003, U.S. EPA commissioned studies to find out who lives near ports and rail yards. They determined nearly 13 million people lived in the vicinity of these facilities and were exposed to diesel particulate matter. From their studies they were able to see that there was a disproportionate number of low-income households, African-Americans, and Hispanics.

Slide 17:

On this slide, the darker color shows the higher cancer risk there is when you're really close to a rail yard.

Slide 18:

When we're talking about ports, rail yards, and other goods movement facilities, what we know is that we're talking about nearby communities that are more often working class, working poor, communities of color.

Slide 19: Regional Pollution and Health

We have two kinds of air pollution. First, I'll focus just a little bit on regional air pollution.

Slide 20: Health Effects from Regional Pollution

We know that ports and goods movement are significant contributors to regional air pollution. By regional, I mean the air that everyone is breathing in the L.A. Basin, or everyone is breathing in Savannah, or everyone is breathing in Houston. We know that children growing up in these more polluted communities have more school absences; worse asthma when air pollution gets worse; and increased risk of abnormal lung function development. Abnormal lung function doesn't sound like a serious problem, but doctors say that if you have abnormal lung function (reduced lung function) when you're 18 years old, in part because you've grown up in this air polluted community, that you are more likely to have other kinds of health problems for the rest of your life. Lung function is really important.

We also know that adults exposed to this regional pollution and elevated levels of particulate matter (PM) have higher rates of cardiovascular disease and death.

Slide 21: Why Proximity Matters
So why does proximity matter?

Slide 22:

We know we have a lot of studies that show that living in close proximity to busy highways and sources of traffic pollution are linked to adverse health effects. Here on the lower right you see a young girl bicycling with a marine terminal right in her backyard. On the left, there are people living within 500 feet of the Long Beach Freeway that is carrying all those trucks from the port.

Slide 23: Proximity to Traffic Pollution

So these are some of the studies. All the references are in the back.

What are some of the health outcomes from proximity to traffic pollution? This is different from the regional pollution we just talked about. This is if you live close to a busy road or freeway, or other kinds of traffic pollution from diesel exhaust or a rail yard. We know that children living near traffic pollution are more likely to have reduced lung function, to have new cases of asthma, and to have respiratory symptoms such as bronchitis.

We know that mothers are prone to have premature or low birth weight babies. Adults are more likely to die of stroke and heart disease, especially if they have diabetes and from lung cancer. Now there are studies showing that the elderly are more likely to suffer cognitive decline.

Slide 24: Costs of Freight Transport on Children's Health

We know that this means costs to our communities—costs not only in health, but also in dollars.

Slide 25:

Researchers at USC have studied children in Long Beach and Riverside where there's heavy port-related truck traffic. There are also ship emissions in Long Beach.

What they have done is to estimate something called the "burden of disease" and figure out how much of that disease is attributable to living near freeways and ports. They found that 9 percent of asthma cases in Long Beach are attributable to traffic proximity. Ship emissions accounted for 21 percent of bronchitis episodes in children in Long Beach with asthma. The cost to these two communities per year is \$18 million. These are just two communities in Los Angeles.

Slide 26: Emerging Research Findings

We have some emerging research findings we would like to point your attention to.

Slide 27:

We're concerned about diabetes. There's a growing worldwide epidemic of diabetes. Now scientists are learning that long-term exposure to PM_{2.5}—even at low levels—is related to an increased risk of mortality attributable to diabetes. This is a really interesting animal study: two to four times as many mice that were exposed to air pollution and at the same time fed a high fat

diet developed diabetes than mice that were exposed to clean air and fed a high fat diet. This combination of pollution and the bad diets that many of our children in particular are eating have been linked in animal studies to diabetes.

Slide 28:

We have some emerging research findings about pregnancy. Prenatal exposure to PAHs (polycyclic aromatic hydrocarbons) in air pollution is associated with obesity in childhood. Living near traffic pollution when pregnant can increase the risk of having a child develop autism. Again, something that a lot of parents and public health experts are very worried about.

Slide 29: Workplace Exposures

We shouldn't forget workplace exposures, which are often ignored in this discussion.

Slide 30:

In fact, most of the studies that have us understand that diesel exhaust and diesel particulate matter cause cancer are done on workers because they have the highest exposure. You'll see that many of these workers are in the freight-transport industry. These studies show an elevated risk of cancer and of chronic destructive pulmonary disease.

Slide 31:

But diesel exposure is not just a concern for workers. A lot of the studies have been done on workers. But the study of miners that was done in 2012 concluded that the high concentration of elemental carbon from diesel exhaust reported in some urban areas, may contribute to an increased risk of lung cancer for residents. The 2013 study looking at diesel risk estimated that exposure to diesel exhaust causes 6 percent of all lung cancers in the United States and U.K.

Slide 32: Brief Chronology

I'd like to now go through a brief chronology of some of the diesel exhaust studies and regulations and what we know today.

Slide 33: Diesel Exhaust: What We Know Today

What we know today is that diesel is a known carcinogen. It contributes to smog and climate change. Diesel engines are the number one source of NO_x and PM emissions. With 2007 standards, just so everyone understands, vehicle operators typically install diesel particulate filters to reduce particulate matter and install catalytic converters to reduce NO_x.

Slide 34: Evaluation of Diesel Exhaust Health Effects

I'm going to just mention a few of these dates. You can go back and read the chronology in more detail later. In the 1950s is when the first concerns were raised about possible cancer-causing constituents of diesel exhaust. By 1980, EPA was aware that there were tiny particulates of carbon that were much higher in diesel exhaust than in cars.

Slide 35:

A lot of epidemiology studies started being released, and in 1998 California took action to declare diesel PM a toxic air contaminant based on those studies I just showed you. They issued regulations in health risk assessments.

Slide 36:

In 1999, EPA funded university particle centers to investigate the toxicity of PM. If you jump to 2002, you can see that EPA found that it's likely to cause a lung cancer hazard.

Slide 37:

Starting in the early 2000s, the California Air Resources Board (CARB) and EPA started issuing regulations for heavy-duty trucks and marine and locomotive engines.

Slide 38:

In 2012, two government agencies published diesel exhaust in miner studies, that showed excess cancer risk in exposed miners, and there was a very important ruling in 2012 by the International Agency for Research on Cancer that classified diesel exhaust as a known human carcinogen.

Slide 39:

Also of importance in 2012 is that OSHA decided to look at that ruling and issue a hazard for workers on diesel exhaust, essentially telling workers that exposure can cause lung cancer. I would note between 2012 and the present time, EPA has not really responded to this higher designation. There's been no alert to the public about the cancer-causing properties. The last evaluation of diesel was in 2002.

Slide 40: New – or Retrofitted – Diesel Technology and Fuel

Looking at retrofits -- new diesel technology and fuel.

Slide 41: Does Exposure to Exhaust from New or Retrofitted Engines Cause Lung Cancer?

We don't really know whether the new or retrofitted engines are likely to cause lung cancer; a lot of studies are going on. Many of them show a dramatic reduction in particles and gases with the new technology. There are a few studies that are showing that there are disproportions, such as the organic carbon/elemental carbon ratio might be different in the exhaust and therefore more studies are needed. There are short-term studies on health that show promise, and chronic studies are underway. Some of the studies state in their conclusions that vapors and ultra-fine particles need to be part of any toxicity studies.

Slide 42: Potential Concerns

There are a few concerns about the new emission-control technologies that seem to be working so well when they're new. One is how will these filters and catalysts hold up over 20 to 30 years of use? Also, some scientists believe we need additional testing on different engine types and operating modes of engines.

Slide 43: Issues of Concern

There are of course issues of concern with what's called the legacy fleet. It will be years before the older engines in the fleet are phased out. It's clear that the California regulations on heavy-duty are going to be fully in place before the EPA regulations are. There's some concern that the old trucks that have been used in California might be sold to other states because the rules have not come into compliance yet.

Slide 44: Also Under Consideration

Also under consideration, of course, are how to transition from diesel.

Slide 45: Alternative Technologies

People are interested in looking at alternative fuels and hybrid-electric engines, zero-emission technology and other kinds of alternative technology—liquefied natural gas (LNG), electric vehicles, or other innovative technologies.

Slide 46: Conclusion

In conclusion, I would point out that when we're talking about goods movement and freight transport, proximity to that traffic pollution from those sources really matters. There are disproportionate impacts on working class/working poor communities of color when it comes to goods movement. This may increase as imports increase because we're expanding many ports, we have new or expanded rail yards, and in many places we're expanding highways. The issues of concern are the legacy fleet (the old trucks that might be sold from CA to other states); whether filters and catalysts remove all toxic constituents and how they will hold up over time; the possibility of needing new studies in different operating modes and engines; and finally the toxicity of vapors and ultrafine particles in addition to the other particles and gases that are being Studied.

Thank you for your time.

Slides 47-54: References

There are several pages of references that you can refer to.

Slide 55: Case Studies in Collaboration

Matthew Tejada, EPA. Alright, thank you very much Andrea. I just want to remind folks that this is going to be a two-hour Webinar. We did that because we did want to leave time for question and answer at the end. If you look at the question box there are already quite a few questions rolling in. If you have questions, that is the place to post them. We will be going through and answering those that we can in the question and answer time. Others will receive replies to your questions if we cannot get to them during this Webinar. But we will get to your questions.

We're now going to move into a portion of the Webinar where we're going to look at some case examples of communities, interactions with ports and with goods movement and transportation in several different contexts. To kick us off is going to be Angelo Logan, the cofounder of East Yard Communities for Environmental Justice. He is from the city of Commerce and of course works on the L.A. and Long Beach ports south of Los Angeles. Angelo, if you would like to take it on.

Slide 56: Angelo Logan, East Yard Communities for Environmental Justice

Great, can you hear me? [Yes. Go ahead.]

Slide 57: Angelo Logan, East Yard Communities for Environmental Justice

My name is Angelo Logan and I'm with East Yard Communities for Environmental Justice. We are a community-based environmental justice organization. We've been working on ports on goods movement for the last 12 years or so.

Slide 58:

We work with 17 communities east of LA down to the port of LA and Long Beach. We've been working on port-related issues for 12 or so years. I wanted to start by saying that my presentation is meant to be productive and in no way meant to devalue individuals' hard work in the agencies involved.

My presentation is really not going to go into specific examples of collaboration. It's more trying to identify ways in which we can go into collaborative processes I believe would be the most productive.

My personal experience, collaborative processes have been most productive when community-led or campaign-driven by coalition and that they would be moving policies, such as the Clean Trucks Plan work in Los Angeles and Long Beach.

Slide 59:

But to truly move ports and goods movement towards environmental justice, we need to think about a collaborative process that goes beyond coalition. The ports and goods movement issues are across issue areas and sectors and cross jurisdictions. Thus, we need to engage in real meaningful ways with multiple agencies. I believe we need to start with EPA and DOT as the anchor organizations to really start to move healthy, collaborative in addressing specific issues with ports.

Again, from my perspective, historically there's been a lack of collaborative processes and problem solving. By problem solving, I mean really moving towards environmental justice. In other words, there has been a lot of talk but no real implementation to follow.

Slide 60:

From my perspective and opinion, this is because there is no real leadership moving a visionary approach towards the issues and problems we're trying to solve. Again, ports and goods movement are multi-faceted issues and need to be multi-agency in a collaborative process. They need to be cross-jurisdictional and involve community members that are directly impacted. With one sector missing from the collaboration, the collaboration fails. We need to make sure that all agencies and stakeholders are part of this collaboration to make it really successful.

Slide 61:

There are also ongoing technical challenges that we face—accessing information, the decision-making process, etc. I'm sure you'll hear more about these particular issues as we move through the next presenters. These technical challenges can also create a failing collaboration.

Have no fear – the timing is still ripe. EPA can still spearhead an ideal collaborative process with real outcomes as big initiatives at the local to federal level are moving regarding ports and goods

movement. Timing is still ripe. We can move towards a real productive, collaborative process but we need a real leading agency to really spearhead this effort. We need to consider that local, state, and federal conversations have always been driven by funding efforts. We really need to shift the focus to vision versus funding projects.

Slide 62:

This is true for most and all conversations are collaborative processes, with the exception of the National Environmental Justice Advisory Council's (NEJAC) report on goods movement. I believe that particular report was intended to provide recommendations on how we can improve air quality and reach environmental justice. That particular report was given to EPA as a recommendation.

The report was developed in 2009 by NEJAC. It developed a report entitled "Reducing Air Emissions Associated with Goods Movement: Working Toward Environmental Justice". This report included a specific recommendation on the collaborative process entitled "Collaborative Governance and Problem Solving". Collaborative governance is a shared decision-making process involving representatives from the public, private, and non-profit sectors. Individuals may be able to contribute knowledge or resources in developing effective, lasting solutions and go beyond what any sector can achieve on its own.

Slide 63:

Again, just one agency or two agencies working towards problem-solving can fall short when there may be a need to include more than one or two agencies. Collaboration can be used to address many complex environmental justice issues. Collaborative governance takes as a starting point the idea that working together creates more lasting, effective solutions. Unfortunately the EPA falls short in addressing this recommendation. Moving forward I would like to reiterate that an effective collaboration needs to identify the purpose of the collaboration with clear goals that are problem-solving with tangible, measurable objectives with which we can hold people accountable. What we really need to do is to include people with authority from each organization in the collaborative process. They would have buy-in and participation within this process. At minimum, they should at least have a role within the process.

Slide 64:

In closing, I'd just like to say the collaborative process has to go beyond bringing people to the table and including voices. It has to go beyond a process. Collaboration needs to have a clear implementation, clear implementation steps, and a timeline. With that, I'd like to pass the baton on to the next presenter. I'd invite all the folks on the line that are community-based to find out more information regarding the port network, which has information on goods movement. You can contact myself or any other presenters that are part of this network. Thank you.

Matthew Tejada, EPA: Great. Thank you so much, Angelo. I just wanted to remind folks of a couple things again. There will be a short survey that pops up at the end of this Webinar. If, the folks that are participating could take a few minutes and answer the questions to that survey, it will help us improve our outreach efforts – especially this effort as we move forward. We would encourage all the participants, if you will, to answer those survey questions. Further on, a couple of questions that have come in recently, I misspoke. You can submit your questions through that

dashboard and you will not see all the questions that are coming through. That's part of the set up of the Webinar. Do please put in your questions as you think of them. We are going through them and trying to organize them so we can get to as many as we can at the end of the Webinar. I also want to remind folks that we will be making available the presentation and recording of this Webinar afterwards. If folks want copies, we will be making those available. That said, to keep us moving along, next we have Amy Goldsmith who is the New Jersey State Director for the Clean Water Fund and Clean Water Action. Amy, to keep this going please take it over.

Slide 65: Amy Goldsmith, New Jersey State Director for the Clean Water Fund and Clean Water Action.

Slide 66: Collaborating for Results

Amy Goldsmith, Clean Water Fund: Ok, thank you. As was stated, I'm the State Director of Clean Water Action and Clean Water Fund, but I also chair the Coalition for Healthy Ports. This consists of over 40 organizations, and we're a bi-state effort.

Slide 67: Ports of NY and NJ

I just want to give a little framing for what we have here in New York and New Jersey. We are a bi-state port. We are in Brooklyn, Staten Island and Bayonne, Jersey City on the Jersey side. The largest container ports are the Ports of Newark and Elizabeth.

We are the third largest port after Los Angeles and Long Beach. We are the largest on the East Coast. As you can see here on this slide, there are 7,000 trucks every day going in and out of the port. In Los Angeles they have double that number of trucks, just to give you a sense of it.

Most of our goods move on trucks and most of them stay within the region. You can imagine New York City alone has more than 9 million people; New Jersey has more than 9 million people. The goods don't move very far, and they almost all go on trucks.

We have several terminals, Global Terminal and others, that have expanded and doubled their capacity. Right now there's a process underway to raise the Bayonne Bridge to allow the super Panamax ships to come underneath. Otherwise they would not be able to get into the Ports of Newark and Elizabeth. They could get into the Bayonne port but they couldn't get into Newark or Elizabeth.

Slide 68: Elements of Effective Collaboration

The Coalition for Healthy Ports (CHPS) feels that effective collaboration, and that our collaboration, has been a success because we pool our resources and expertise. We involve diverse people and we know from experience – not just amongst ourselves but in working with agencies – that whenever the public has been engaged in collaboration and real conversation we've always come up with better solutions for the community.

Slide 69: Coalition for Healthy Ports

CHPS, as I mentioned earlier, consists of over 40 diverse groups. You can see the list here. We've developed a common goal and vision of healthy neighborhoods, clean environment, and good jobs. We work to support each of those in our platform and in our activities.

Slide 70: Grassroots-Agency Collaborations

We see grassroots-agency collaborations needing to have three basic elements. The biggest problem we have seen is the government basically doesn't coordinate amongst itself. We feel that if they did coordinate, the results would be much stronger. Also, the public has to be engaged and have easy access to information. The public has to have a real seat at the table. We believe if the public is at the table, we have better outcomes that are longer-lasting and tend to be more creative and valuable.

Slide 71: NY/NJ Experience

The New Jersey experience unfortunately – and I know there are some people on this call that come from the New Jersey experience and have worked very hard to be collaborative. Our Port Authority of NY and NJ has not been a team player—not for us, the CHPS. And not really for the EPA and other agencies. We felt that they used our name and involvement as approval for projects and programs that we have not really supported. They fast-tracked the Bayonne Bridge with very limited input. We had to demand an extra hearing, which we got and packed the room. We got an extension of a few weeks of the public comment period, but here we are reviewing a \$1.3 billion project on very limited resources. The Port Authority and Coast Guard are very unresponsive to FOIA requests. In fact, we had to go to other agencies—like the EPA and others—to get public documents that weren't being released. To be honest, the EPA had a lot of experience and expertise on issues surrounding diesel. They were not being respected and were largely being ignored.

Slide 72: Agency Coordination

Going a little bit more into agency coordination, we think that the lead agency should have the expertise in the areas of concern. We were very concerned about health and safety issues and contaminated soil since the lead agency was the Coast Guard, which didn't have the experience. The EPA has that knowledge. Actively working between the agencies, as Angelo was saying, not everyone can be the best of everything. Sharing that expertise between the agencies and working for what we think government is supposed to be doing, which is looking out for the public good and public protection. The agencies need to resolve their conflicting goals. We had the President and CEQ talking about fast-track. On the other hand, EPA is to do protection. We had conflicting messages between the Administration and agencies.

Slide 73: Access to Public Information

We believe that public documents should be readily available on the web. The Port Authority said they would, but they never were. We had to FOIA every single document that we needed; that should be a last resort. We don't have the resources to engage in these processes. There should be technical assistance.

Slide 74: A Real Seat and Voice at the Table

As Angelo and others will probably say, we want more than three minutes of testimony. We have creative solutions. We want to be able to prepare joint recommendations, and we want a legally-binding community benefits agreement. Some of those are being developed in other places on other issues. We want them for the ports.

Slide 75: Coalition for Healthy Ports

I just want to say that while the efforts here have been rocky at best – between us and the Port Authority, we’ve had to go as far as suing the Port Authority over the NEPA process and an environmental assessment. An environmental assessment was done on the Bayonne Bridge. We feel an EIS should be done. We’ve tried to open a conversation without legal action with the Port Authority and they’ve refused. We’ve come up with concrete recommendations and they’ve not wanted to come to the table. We’re sorry that’s the case. The EPA has tried to engage, but we really need better and more collaborative efforts between agencies and also with the grassroots.

I believe my time is up. Thank you.

Matthew Tejada, EPA: Great, thank you Amy.

Slide 76: Herbert Fraser-Rahim, Environmental Director, Low Country Alliance for Model Communities

Matthew Tejada: Moving right along, we’re now going to go down the East Coast a little bit and hear from Herbert Fraser-Rahim, who is the Environmental Director for the Low Country Alliance for Model Communities in Charleston, South Carolina. Herb?

Yes, can you hear? [Yes, we can.] Ok, great.

Slide 77: Low Country Alliance for Model Communities in Charleston, South Carolina

Slide 78: South Carolina States Port Authority (SCSPA)

In 2002, the state legislature in South Carolina decided to put the corner of the new port on the east side of the Cooper River. It was going away from Daniel’s Island, which is a very wealthy area, and put into a different area that’s problematic as far as the economic opportunities are concerned. This took place from a legislative standpoint.

In January 2003, as indicated on the slide right here, the Army Corps of Engineers requested a permit for the construction of a new port facility and began the process of doing an Environmental Impact Statement (EIS). In 2005, the draft EIS was completed and that’s when LAMC, the organization I’m involved with, got involved in the review of those documents.

Slide 79: Community Impact Area

The Community Impact Area is shown on this particular slide right here. This represents the seven communities that are involved. The lower part of the slide represents the Union Heights, Howard Heights Communities. And you can see to the right where the Cooper River is located, you can see the dock areas going out, that’s adjacent to major African-American communities. That’s the general picture of what the communities look like with respect to the location of the ports.

Slide 80: SCSPA Draft EIS

As part of the SCSPA Draft EIS, we reviewed it very thoroughly and found the mitigation claim was woefully lacking, especially when it came to Community Direct Benefits. They wanted to develop a 2-acre park and scholarships for five years, which we felt were inadequate when

compared to the impacts. We wanted to make sure the communities were made whole because of what was taking place with the ports.

Slide 81: Executive Order 12898

Move to next slide.

Slide 82: Mitigation Measures Defined

The mitigation measure has to be done in a very specific kind of way, as indicated in the first bullet. The mitigation measure must be a specific action that will reduce, avoid, or offset the potential adverse construction activities or environmental consequences identified in the DEIS. With those particular parameters in place, we began the negotiation process.

Slide 83: LAMC

The yellow represents the six communities in the bottom part of the slide. The top part of the slide is a place called the Liberty Heights area. Collectively these represent the seven communities. As you can see from the slide, it's between two rivers. It's called the "Neck Area". It funnels down into a very narrow area. The purplish area is where the port is going to be.

Slide 84: Community Exclusion

Move to next slide.

Slide 85: City and LAMC Partnership

There were numerous special interest groups that came up as part of this process. Everybody was claiming they knew what the community was about, and there was a lot of back and forth going on. Collaboration was an issue. We basically worked with the community presidents. We looked at the newly-elected individuals of organizations that had been there for years. We used those individuals as the basis of developing a relationship, or partnership, with those communities. The communities formed together under this LAMC organization that built itself around the various community presidents.

Slide 86: Agreement Signing

The mitigation agreement was signed. There was also a three-part agreement that was signed between the SCSPA, the communities, and the City of North Charleston. This agreement was very important. Unfortunately, recently the agreement has been challenged by the city.

Slide 87: "Community Opportunities"

The total mitigation was for a little over \$4 million. We looked at affordable housing, obviously, and environmental monitoring, especially related to PM2.5. An educational endowment was established for scholarships for youngsters; we put out about \$21,000 in scholarships out of that endowment thus far. A maritime training center is going to be developed. One of the biggest pieces of this plan was to come up with a revitalization plan, which developed. The Master Revitalization Plan has recently been incorporated into the City of North Charleston's Master Plan.

Slide 88: Community Air Monitoring Program

Move to next slide.

Slide 89: CMP Funding/Benefit Schedule

Those are the payments that have been made to the community based on a payment plan for the litigation dollars - \$750,000 was initially paid four years ago and \$300,000 a year after that.

Slide 90: SPA/City Agreement Highlights

Move to next slide.

Slide 91: City/LAMC Agreement Highlights

The City and LAMC will form a Mitigation Oversight Committee called the “MAC Board”. The MAC Board consists of various community representatives, political representatives, Department of Homes and Environmental Control, and community members, obviously. This creates a body that oversees what we’re doing and ensures a consensus as we move forward.

Slide 92: City/LAMC Agreement Cont.

Move to next slide.

Slide 93: LAMC Responsibilities

Move to next slide.

Slide 94: SCDOT Port Access

This slide is really important. South Carolina DOT is basically part of the port expansion and will build an access road. For about a year during the negotiation with SCODT, we decided to make sure the road that was going to the port would not impact the community. The bottom of the slide on the photo, you can see a spaghetti-work of different approaches that were going through the communities. We didn’t want that. We decided that the yellow road was the one negotiated by the communities and was more acceptable to us.

Slide 95: City Review of Port Access Road

Move to next slide.

Slide 96: SCDOT Community Mitigation Plan

We developed a mitigation plan with the SCDOT, which will go into place approximately a year before they start the road. There were certain issues that were coming up. We’re looking at high school freshman/sophomore Summer Transportation Institute works, college scholarships, etc.

Slide 97: Challenges to Realizing Vision

This slide talks about the challenges to realizing our vision. In this situation, project ownership and yearly project progress. We make sure that our community and stakeholders are familiar with what’s taking place. One of the biggest problems we have is lack of capacity and project funding. Basically most of it is volunteer work that we’re doing right now and there are very few dollars for capacity building, which creates issues as we move forward.

Slide 98: Opportunities

Sarah Greenberg, ERG: Herb, unfortunately we’re at time. Please advance through the few last slides of his presentation and Matt can pick up with the next presenter.

[Please note that Slides 99 through 101 are skipped in the recording due to time constraints.]

Slide 102: Matthew Tejada, EPA. Sorry about that, Herb, but we are doing this in an effort to make sure that we have a good, healthy dialogue at the end of this presentation today. Again, we're moving along and we've extended this an extra 30 minutes more than the previous Webinar. This one was planned to make sure we have time for the questions and answers and hopefully some dialogue from the presenters today. With that, we're going to move to Texas and hear from Juan Parras, who is the Executive Director of Texas Environmental Justice Advocacy Services (TEJAS).

Slide 103: TEJAS Cover Slide

Juan Parras, TEJAS: Yes, thank you, Matt. I've been listening to all the speakers. My first slide is a photo I took at Long Beach, CA when we were there a month ago. What surprised me about this picture is that, initially at a distance I saw this huge American flag. As I got closer to it I saw all the loopholes, and I thought, what an idea. A lot of loopholes that the industry gets in our democracy system.

Slide 104: Houston-Baytown

In the Houston-Baytown area, we have 405 chemical companies and roughly employ a lot of employees in the area. The companies are listed below.

Slide 105: Excessive Flaring

We also have excessive flaring in our area, just like Port Arthur.

Slide 106:

And because Houston lacks zoning laws, we also have a lot of warehouses that are right next to residential areas. Frequently they catch on fire because of what's in the facilities. A lot of times we don't even know what's in there, but it burns for two or three hours until it's put out. We definitely need zoning laws in the City of Houston.

Slide 107:

Our communities are low-income communities, and primarily minorities—African-American or Latinos. We have 13 auto-crashing facilities. This one here is right next to the Houston Ship Channel and the green border that you see is a chain link fence. Any rain that falls on this huge mass of cars being piled up, flows into the Ship Channel, and then into Galveston Bay.

Slide 108:

This is right after the West, Texas incident—the nitro-ammonia that exploded in West, Texas. This is right next to downtown (Houston) where nitro-fertilizer is being unloaded into a train yard. This picture is actually almost only a half-mile from downtown.

Slide 109:

This is a view of all the rail lines that exist in Houston. As you can see to your left there are not too many rail lines. To your right, you see a lot of red trails, which is indicative of all the railroad crossings that we have. But in our community, which you can't see from this picture, we have

134 railroad crossings and are continually being stopped by the trains. This will start getting worse with the port expansion that will take place.

Slide 110:

In addition to the increase in road traffic that we will have, the City of Houston is already starting to close a lot of our streets. The way they're doing it is that they are coming into our communities and telling us they want to create quiet zones. The trains won't honk they way they currently do. But in reality, they're making it easier for the trains to come in and come out. It's good in a sense, but will just lead to more increasing rail in our streets. We have to find other routes to avoid the train. There was an incident about 6 months ago where a train blocked a cross-over for about 8 hours. I know that's against the law and I don't how they got away with it, but they did.

Slide 111:

In addition to having a lot of railroad crossings in low-income communities, we also have streets that have a "high peak". Consequently, 18-wheelers get stuck in the middle of the train rail. This happens frequently and they don't get ticketed. We're concerned we'll have a serious accident involving this cargo – either the 18-wheeler or the train itself.

Slide 112:

In the middle of this picture is the community of Manchester, which is the green shaded area, and then to the top of it you see the Houston ship channel. Immediately to the right you see the Valero plant, which literally surrounds the community of Manchester. To your bottom you'll see some railroad train yards.

To the left, it's hard to see in this picture but if you get close to it you'll see a lot of detail on it—we have a huge auto crushing facility, and to the left we actually have the Rodea plant, which by the listening sessions that are being conducted right now under the Chemical Security Act, this Rodea plant, if it were to have an explosion like the West, Texas plant it can literally have a radius of 25 miles, impacting a million people in the city of Houston.

Slide 113:

This is at the first hearing that was held by the Chemical Security meetings or listening sessions in Texas City, a young lady named Ms. Rodriguez. The United Steel Workers' Union, they definitely want rules, regulations, centers and policies to be drafted so that work in the chemical plants and also communities that live along the chemical plants can have at least a degree of safety in their communities. That's when people spoke out in memory of people that died in the BP explosion.

Slide 114:

We also are very concerned about the Keystone Pipeline. It is coming to Houston. In fact, the southern district of the Keystone Pipeline will be full steam ahead on the 22nd of this month which will create more toxins and more pollution in our community.

Slide 115:

We also support the workers that work at the plants. We participated in a march in Long Beach, California, supporting the workers that wanted better health care, better salary, and better benefits for the employees.

Slide 116:

We are also concerned about safe chemicals that go into products. We make a lot of the chemicals that go into products.

Slide 117:

We also have 86 schools that are in close proximity to industrial facilities, as in this slide. Chavez High School is a quarter of a mile from a Texas petrochemical plant which produces a lot of benzene.

Slide 118:

Move to the next slide.

Slide 119:

After 20 years of the environmental justice order in place, we think it's time that the communities in Houston start receiving a little bit of environmental justice, and we expect it soon.

Slide 120:

Quickly, our recommendations, because I see time is running fast, are:

The Texas coast is home to 13 ports. All ports should be required or mandated to have a Citizens Advisory Board selected by the communities bordering the ports. Texas ports should be required to provide yearly, free medical and health care to residents living within a two-mile radius of the ports.

Cumulative impact and risk factors have to be recalculated for communities bordering any port communities. Hazardous chemicals should not be permitted via communities. That includes rail, trucks, and any other means of transportation. We certainly want the implementation of the Executive Order on Chemical Facility and Safety Act to be applied, especially to where we have a host of 405 chemical plants.

The chart is there, I see that my time is out, and I'm looking forward to this dialogue on port expansions and what is happening.

I just want to mention one thing really quickly: the Transpacific Partnership. I think we should have environmental groups involved in that and we should include community groups, because the industry is trying to set the rules and regulations as to how the Transpacific Partnership Agreement is going to transpire and be signed and agreed to without community support and without environmental groups involved in it.

Is that my time?

Matthew Tejada, EPA: Yeah, I think you were right about spot on, Juan; thank you so much.

Slide 121: Penny Newman, Community Action for Environmental Justice

Matthew Tejada, EPA: Well, we are moving along, and thanks to the presenters for that. We are on schedule, so we should have some good time for question and answer and discussion. To keep moving it along, we're going to shoot back over to the West Coast and Southern California and hear from Penny Newman, who is the founder and Executive Director of the Center for Community Action for Environmental Justice. Penny, please take it away.

Slide 122: Key Issues

Penny Newman, CAEJ: Thank you. Good morning, good afternoon, wherever everybody is at. I wanted to expand the discussion on the goods movement beyond the seaport to communities that are affected inland. The industry has a business model in which they want to put through those seaports as quickly as they can so more can come in, and to do that, they have to have the distribution centers, the intermodal facilities inland.

In the Riverside/San Bernardino area that we live in, that is what's been happening. I want to take you through that approach. The two key issues that we see are:

We know that diesel kills. It has multiple and serious impacts on community members. And as Andrea says, proximity matters. The closer you are to the source, the greater the risk.

Slide 123: Sensitivity of Concentrations to Downwind Distance

We found in some of the studies done that if you can get a distance of about 500 meters or 1500 feet away from the diesel source, the health risks drop by about 80 percent. We know that that's one of the keys to protecting families.

Slide 124: Pollution Dispersion Around a Busy Road

This just kind of shows how some of the particulate matter settles out. You can look a little closer after the Webinar.

Slide 125: Inland Valleys

This is where we're talking about. We're about 90 miles from the ports of Los Angeles and Long Beach. The two counties of San Bernardino County and Riverside County, as you can see, are quite large areas and areas that have a lot of open space, desert area, agricultural, and rural areas until this past decade.

Slide 126:

So for us, we get the onshore winds coming from the ocean on land, and it blows the particulate matter pollution from LA and Long Beach east, toward our inland valley. Our valley is surrounded by mountains, the San Bernardino Mountains and others, which really capture all the pollution. We become this bowl that absorbs all of the stuff from LA plus our own local sources.

Slide 127: Community Driven Collaboration

We've developed a community-driven collaboration. It means that the impacted community defines their issues of concern, they identify solutions from that community perspective, they develop a platform for action—what is it, and what are the priorities that they want addressed?

We've been able to pull together a multi-agency task force that includes federal, state, regional, and local agencies as well as academicians and researchers. We identify the resources and authority among those agencies that can help try and contribute to those solutions and then try to implement those solutions.

Slide 128: Task Force Members

This is just a photo of that collaboration and some of the agencies that are involved: the residents from the two really impacted communities, Mira Loma as well as the Westside of San Bernardino; as well as the EPA, California Resources Board, Department of Toxic Substance Control; our state attorney general who has played a major role; the South Coast Air Quality Management District; and then some of the researchers and local agencies.

Slide 129: Mira Loma

I want to share with you the two communities –

Slide 130:

– and give you an idea of how they've implemented this collaboration to solve some of these problems.

Mira Loma is a low-income working-class community. It's primarily Latino and immigrant. Until about 2000 it was a very rural area with a lot of vineyards and dairies.

Slide 131:

Within a few years, 2003 - 2004, we became industrialized. This is the same area you saw in the earlier pictures; now with massive warehouses, intermodal facilities, and all of the thousands of diesel-spewing trucks that are drawn to these buildings.

Slide 132: USC Children's Health Study

According to the USC Children's Health Study, and bless those researchers for all they've done to help us, Mira Loma was found to have the slowest lung growth and weakest lung capacity in the children that were studied throughout Southern California.

Slide 133:

This gives you an idea of what we're talking about with these warehouses—massive warehouses. This particular area between Mira Loma, Fontana, and Ontario is the largest warehouse district in the world.

Slide 134:

(Move to the next slide.)

Slide 135:

In this one particular housing tract in the yellow in the center of this slide, there are 101 homes that are there. This was all rural previously, and now we have warehouses that are identified in the red that have moved in around them. Clearly, this is in very close proximity for the families.

Slide 136:

These are some of the trucks that are on the street right next to the housing tract that we just saw. We've counted more than 800 trucks an hour that go by these homes.

Slide 137:

And on the other side is Highway 60, which is in very close proximity to the houses.

Slide 138:

Those 800 trucks an hour are less than 20 feet from the backyards of these homes. This has been a critical place for our work.

Slide 139:

Until recently, we thought we had kind of a buffer around the homes on the east side so that it provided some protection, but we had a proposal to put in warehousing right at the fence line. Through that we developed a platform for the Mira Loma residents.

Slide 140: Mira Loma Platform

You can read what they're asking. Every community has their own set of approaches they want to take.

Because of this, we identified what they wanted. We, under the California Environmental Quality Act, sued the developer and made them go into discussions with us. The Attorney General from the State of California joined with us, which was very helpful, because she was participating on our task force, and as a result we came up with a very comprehensive settlement.

Slide 141:

That settlement included two key things. One was the restricted truck route: they're going to close down at Oanda to trucks. They'll have to come in the northern route, which will mean those 800 trucks an hour will no longer be there, which is huge. And they're putting air filters on each of the homes... a number of other things that the developers agreed to do for this community.

Slide 142: Westside – City of San Bernardino

We move into Westside of San Bernardino. It's a poor Latino neighborhood—60 percent of residents are making an annual income of less than \$10,000.

Slide 143:

The Westside is the home to the BNSF rail yard. This is Warren Buffet's rail yard. As you can see, it's very close to where people are living. There's a high population right around that massive rail yard. Kind of makes an upside-down L shape. That's along with all the facilities that come in to service that: we have a lot of trucking facilities as well.

Slide 144:

In a health risk assessment that was completed in rail yards in California, the San Bernardino BNSF rail yard came out with the highest cancer risk of all the rail yards, more than twice the rate of the next rail yard.

Instead of one in a million cancer risks, which we look at as acceptable, this is 3,300 in one million.

Slide 145:

That means that there are almost 4,000 people who are in that very high risk area.

Slide 146:

In a recent health study and screening of children at the closest elementary school, we found that they have an asthma rate of 47 percent. For this part of San Bernardino City, the life expectancy age is 65.

Slide 147: San Bernardino Platform

The San Bernardino residents put together their platform for action, which you can look at in more detail.

Slide 148:

We recognize that it's going to take a long time to reduce pollution levels overall, so we were looking at how to reduce exposure levels to people: buffer zones; restricted truck routes. We were able to get a million dollar grant through our task force to install high performance air filters on five elementary schools, one high school, that will reduce the particulate pollution exposure by 90 percent. That has been completed.

Slide 149:

Sarah Greenberg, ERG: You have just about 30 seconds left.

Penny Newman, CAEJ: Okay. If we could skip this one, you can look at what we've been able to accomplish.

Slide 150:

The one thing I wanted to emphasize is that, as has been pointed out, we have a number of tracks going. The Interagency Working Group on EJ has been looking at the impacts on communities, but it is separate from the MAP 21 process that is going forward where there are freight advisory committees.

There is not, in the federal advisory committee, any representation from communities, and it's not until we merge these two: MAP has the money and the influence; the EJ Working Group has good intentions. We need to merge these so that the impacts on communities are given the same weight as the desire for increased throughput and having comprehensive efficient transport.

Thanks.

Slide 151: Conclusion slide.

Slide 152: Carol Eshelman, Former Director of the Brooklyn and Curtis Bay Coalition

Matthew Tejada, EPA: Great. Thank you so much, Penny. With that, we are now going to move on to our final community presentation, and that is going to be done by Carol Eshelman, who is the former Director of the Brooklyn and Curtis Bay Coalition, which is in Baltimore and the Port of Baltimore areas. Carol, will you please go ahead?

Slide 153: National Conversation with Port Stakeholders

Carol Eshelman, Brooklyn and Curtis Bay Coalition: Yes, thank you. Good afternoon. I want to give you a snapshot of Masonville, a Port of Baltimore project that is a model of port community engagement and collaboration.

I was a community representative on the harbor team during the process through which Masonville was developed. I think the Masonville project showcases what can happen when local governments, port communities, and NGOs work together.

Baltimore hosted EPA's NEJAC kick-off of the goods movement effort in 2007, and I was privileged to be a presenter at that meeting.

Slide 154:

A key take away from the Masonville project is the importance of beginning meaningful stakeholder input at the front end of the process.

Slide 155:

Doing this led to positive outcomes. The community was able to shape the project, receive tangible benefits, and build constructive relationships with the port. The port obtained project approval in a significantly shorter timeframe, and the experience established a model for how to effectively partner community and port goals.

Slide 156:

The process dovetails with the goals set by EPA through the NEJAC Goods Movement Work Group: getting communities engaged and reaching the actions needed to reduce health impacts from goods movement.

Slide 157: The Port of Baltimore is a Vast Maritime, Industrial & Transportation Complex
Before going into the specifics of Masonville, I want to set the stage with a few background slides.

As you can see from the aerial view that just disappeared, port operations are close to neighborhoods throughout the Baltimore area. These neighborhoods grew up around the port, which has been in operation for 307 years.

The Port of Baltimore is a vast maritime complex, with industry and transportation. We have over 45 miles of waterfront facilities and industries that include three political jurisdictions.

Slide 158: Cargo Diversity

A wide variety of cargoes move through Baltimore's private and public marine terminals.

Slide 159: Dredging: Huge Issue

This slide gives a sense of the relative importance that dredging plays for ports like Baltimore. The port is 150 miles from the Atlantic and is located on the nation's largest estuary, where an average of 5 million cubic yards of sediment must be managed each year.

Slide 160: Maryland Dredging Requirements

Maryland law establishes a hierarchy of preferred options for managing dredged materials, including whether the harbor dredge material stays in the harbor. The proximity of residential development and neighborhoods makes siting the facilities especially challenging.

Slide 161: Public Input – Learning from Past Experience

Like many urban seaports, Baltimore had a long and expensive learning curve over plans to dispose of sediments. In the case of the Hart-Miller Island containment facility shown here, challenges went all the way to the Supreme Court in the 1980s. The port won, but paid a huge price in project costs, time delay, and public trust.

After an especially contentious period in the late 1990s, the Baltimore Port Alliance, or BPA, was poised to try a different approach. In 2003, the Harbor Team was created to advise the Maryland Port Administration on placement options for Baltimore Harbor.

Slide 162: Masonville Cove

It was this process that led to the Masonville project. Citizens representing communities surrounding Baltimore Harbor, including Brooklyn and Curtis Bay, played a central role on the Harbor Team. We worked with the process to recommend Masonville as the site of the port's next dredge material containment facility, and then we worked closely with the port to design the project. Throughout the process, the Port Administration and Corp of Engineers provided technical information related to placement options. The BPA, a nonprofit group that includes maritime businesses, government agencies, and NGOs, shared their expertise and perspective on port operations.

Slide 163: Masonville Project

This slide shows the placement site relative to the cove area on the left. The communities of Brooklyn and Curtis Bay are adjacent to this site.

Slide 164: Masonville Cove – Before

When the Harbor Team began, the search the site looked like this. Masonville began as a railroad town in the 1800s and grew into a major industrial site that included a century's worth of shipbuilding, shipbreaking operations, and factories. When those activities declined, the site became a popular area for illegal dumping. Over time, the communities lost all access to the water.

Slide 165:

The process kept stakeholders connected. As a result, at the two public hearings, community leaders and other stakeholders endorsed the plans. The Army Corps of Engineers received zero negative comments, a first for them. The great benefit to the port was the time-saving. Masonville went from the concept to first inflow in only six years, which is half of the time typically required for such a project.

Slide 166: Masonville Cove – After

The Masonville model was successful in that it provided placement capacity for dredged material. It cleaned up a cove decimated by a century of pollution. It is building the foundation, literally, for a future marine terminal and jobs for our communities, and it is providing long-term community benefits.

Slide 167: A Lasting Environmental Resource

Some of these benefits include investment by the port and others to ensure that Masonville will be a valued environmental resource over the long term. The Masonville Cove Environmental Education Center opened in 2009. The Center provides environmental programs for community residents and school groups, and serves as a place to hold community meetings.

Slide 168: A Lasting Environmental Resource

The Living Classroom Foundation and the National Aquarium in Baltimore, both members of the BPA, lead weekly environmental programs with local school students and regular programs for the community.

Slide 169: Masonville Waterfront Access

In the fall of 2012, the Masonville Cove Campus opened as the first public waterfront access for local residents in generations. The cove has a pier for canoeing, kayaking, and fishing, and trails are open for hiking.

Recently this site was designated an Urban Wildlife Refuge by the U.S. Fish and Wildlife Service.

Slide 170: Sense of Place... Renewed Community

Masonville demonstrates that engagements with all constituencies, beginning early and continuing throughout the process, ultimately saves time and resources, and it has given Baltimore neighborhoods a proven model for future efforts. A foundation of trust was established between the community and the port that resulted in voluntary activities addressing other environmental needs.

The Masonville example started with dredge material, but opens the door for collaboration that led to other programs. We are now seeing emissions reductions, renewable energy projects, and sustainable outreach in our communities.

Slide 171:

(Move to the next slide.)

Slide 172:

Through this project and ongoing outreach, I believe our local communities have now greater confidence that the port is taking responsibility for clean air, land, and water, and in this way the BPA is actively pursuing its commitment to a thriving port today and a sustainable port industry over the long term.

Slide 173: Summary

In summary, early and ongoing involvement and listening to stakeholders not only resulted in a great environmental treasure for the community, but also built a platform for ongoing outreach, education, and support of our communities by BPA.

What continues after the Masonville project is our collective experience and the relationships we have maintained. Through activities where people have fun and do good work together, we have created a platform from which we can engage in respectful, open, and constructive dialogue, the type of dialogue that is critical to better outcomes on a wider range of issues.

Slide 174:

Thank you for the opportunity to present our project to you. My hope is that, for communities in all ports, the lessons of Masonville will be replicated. While Masonville is unique, the community engagement principles are transferrable to a wide range of projects.

Matthew Tejada, EPA: Thank you so much, Carol, and thanks for participating today.

Slide 175: Q&A Participation Instructions

I think we've done it. I think we're actually on-time and left some time for some questions and answers now. If you do have questions, as you see on your screens right now, please enter those into that questions dialogue box and we will get to those as quickly as we can right now.

There have been a number of questions put in, and we have answered a few folks. It's a limitation of the software that we're using that everybody can't see all the questions that are being populated, but the organizers and the panelists can, and we've been going through those. If the panelists could pay attention to your chat boxes, so that we can communicate with you about making sure folks are lined up to answer certain questions.

I do want to make sure we focus on the questions that can be responded to by our community representatives today, and not the ones that are more specifically regulatory or EPA-focused. We will answer those, and we will get those answers out to you in the next week or two once we've gone through the whole internal process here, but we want to focus on the questions for the folks who were gracious enough to give their time and energy to create presentations and be with us here this afternoon.

With that, since he was one of the ones that was cut off early, if we could please go to Herb Fraser-Rahim. We had Chuck Beck ask, "Are the piers referred to in the Cooper River left by the U.S. Navy when it pulled out of Charleston?"

Herb Fraser-Rahim: Yes.

Matthew Tejada, EPA: Great, I love short answers.

Now we're going to go to Angelo Logan. We've got a question in from Alisa, "What is the method you were using to get community buy-in and participation? In many of the major cities, the areas around the waterfront are becoming more and more high-income, and the impacts are being mitigated because the new residents are more politically connected and have greater resources to force the environmental improvements that are needed." So again, what is the method he is using to get real community buy-in, and I think there's a lot of different layers to that question. Angelo?

Angelo Logan: We do community outreach and leadership development trainings where we engage our members in the process of both rule-making and the decision-making process for different projects and efforts. We engage folks to participate and they are definitely informed that this is a long-term process, that there are very few things that happen immediately, so that folks that get engaged know that this is long-term -- it's not a quick turnaround process -- and that they have to stay engaged over a long period of time. Unfortunately, from my experience, I haven't seen any local community members really reap the benefits of goods movement, whether that's a job related to the fill or from any other types of real mitigation measures that are a direct benefit to them.

There are special interests in terms of contracts related to projects, so that does push a political agenda with in the decision-making process, and I think that's one of the reasons that we did have community members that are directly impacted, not just at the table but as part of the collaborative process that's being followed. Hopefully that answered the question.

Matthew Tejada, EPA: I think so. Thanks so much for that, Angelo. Next we had a question from Sam Burgess, and I thought Andrea Hricko could respond. "Would it be accurate to say that transporting goods by freight rail is less polluting than by trucks?" Andrea?

Andrea Hricko: If you recall, I very briefly showed a train in New Mexico with hundreds of containers being pulled on it, and some mountains behind it. It's definitely better to move those containers long distances like that by rail. That will produce less pollution than each container being moved on a truck.

But once that train reaches a rail yard, it's a completely different story. You have the locomotives idling inside the rail yard, each of the containers coming off the train, getting moved onto a truck, going out onto the highways. So, in close proximity to homes and schools you have diesel locomotives, diesel yard equipment, diesel trucks, and that's really why there's been a big focus in many communities on the rail yards and why we need to push for zero emissions or alternative technologies for trucks and locomotives – because of that near proximity to the rail yard. Out in the open air, yes, rail is great, but once you get into many of these urban and even rural communities with the concentration of diesel equipment at a rail yard, it means potential for adverse health effects for those who live nearby.

Is that clear?

Matthew Tejada, EPA: I think so. Thanks so much, Andrea. Next we have a question for Amy Goldsmith about cancer risks, and if cancer risk factors take into consideration things such as family history, diet, lifestyle. Amy? Operator, did we lose Amy?

Sarah Greenberg, ERG: I think we lost Amy. We might have to go on to the next question and see if we can circle back around.

Matthew Tejada, EPA: Okay, great. This is for Penny. “There were regulations for fixed sources of diesel emissions, but for mobile vehicles that emitted diesel, I could only access regulations concerning school buses.” Penny, could you maybe fill us in a little more from the community perspective about regulations for diesel emissions?

Penny Newman, CAEJ: I think that there’s some real issues around regulations. Number one: it’s very hard to regulate rail yards and railroads and emissions coming from locomotives. That’s always fallen to the federal level. So, doing anything local to address these issues like the 3,300 in a million cancer risk at BNSF is really – I think that is a big problem. The regulations simply aren’t strong enough.

What we are regulating—I think Andrea had pointed out the IARC’s finding that, as a known carcinogen, as diesel exhaust in its entirety —we in California only regulate particles of 2.5 and 10. We’re not really regulating all of it. I think that’s another big concern.

Matthew Tejada, EPA: If folks can hear it, we are getting some feedback. We are getting some feedback as we try to locate it and push through the feedback.

I have a question about efforts that EPA and other state and federal agencies can get behind for community inclusion, such as having a community seat on the NFACs, priority funding for projects that have CBAs, better handling of NEPA, and I was hoping perhaps Melissa Lin Parrella from NRDC -- she wasn’t a presenter today but we did have her on the phone -- and I thought maybe she could give her perspective on efforts that EPA and other federal and state agencies can get behind. Melissa?

Melissa Lin Parrella, NRDC: I think I submitted that question, Matt. But I think those are all things that are up for consideration. My understanding is that the NFAC currently doesn’t have any community representatives on it, and it is a National Freight Advisory Committee and I think that’s a real missed opportunity. Many of the folks who presented today would have been great on that advisory committee.

I think there have been a number of people, some folks have reported successes in using the environmental review process. Others have commented on some failures. I think there are lots of opportunities for EPA and members of the public and other federal agencies to really step up to the plate and ensure that the community is included in a meaningful way. That’s more than just taking comments: bringing them early into the process, taking their suggestions, and considering them to be meaningful.

I think that there are also a number of community advisory-type committees that are popping up. I understand that Houston may be having one develop. There was one in the LA region for a while. And I think what I'm hearing from a lot of presenters is not just that they want a seat at the table but that that seat has to be meaningful.

In LA, for a while we had a community advisory committee that did have some meaningful roles that it could play with the port. There were consultants provided, there was an open dialogue between the Port of LA and some of the members of that committee, the advisory committee. I think that that committee wasn't perfect, but it provided some real concrete ways in which the port would receive community input. I would love to hear from the rest of the panelists specific recommendations they might have to enhance community involvement.

Matthew Tejada, EPA: Great. While you're on the line, Melissa, if we could keep your microphone open, we did receive another question with a bit of a legal aspect to it, so I was wondering if you could reply. It is: whether or not communities have been able to use the National Historic Preservation Act and Section 106 process to gain rights to participate as parties in order to avoid, minimize, or mitigate adverse effects to significant historical or cultural properties.

Melissa Lin Parrella, NRDC: Matt, I'm not going to be able to answer that question. Most of my expertise has been with representing community groups in the NEPA or California process with respect to pollution and environmental justice issues. I don't have a lot of experience with historical buildings or structures.

Matthew Tejada, EPA: Fair enough. If any of the presenters would like to respond to that, please ping us on the chat box and we can come back to you, to have you respond to that question.

I wanted to move on to a question for Juan , TEJAS. The question is, "What, if anything, has your organization ... been able to accomplish in getting EPA to identify and enforce their regulations in support of your organization as it relates to movement of hazardous materials within densely populated urban areas?"

Juan Parras: It's a good question, and unfortunately I have to say that there's very little that's been done about the movement of hazardous cargo through our communities. We have been bringing that issue up since 2006 and beyond that time, and we just seem to get a deaf ear to it.

As you know, Houston is considered the gas and oil capital of the nation, and so there's a lot of influence here that the gas and oil business has. Somebody mentioned that the rail industry is federally regulated, and we have to either file a lawsuit for better community involvement—specifically like the video that I showed you. We have a hump on the rail, that 18-wheelers get stuck on almost every month, and that's been an ongoing issue. We can't get it graded to where 18-wheelers can just pass smoothly through there. If we can't get that, can you imagine how difficult it is to regulate hazardous cargo commitment?

But it's a good question. I think Region 6 would be well advised to give us some help on that because we do have 134 railroad crossings that have a huge impact on our community.

Matthew Tejada, EPA: Great; thanks, Juan. I understand that we have Amy Goldsmith back on the line. Amy?

Amy Goldsmith, CWF: Hello. I'm back! I think Andrea can speak to the health questions raised and directed to me earlier. I wanted to make a comment—piggybacking a little on what Melissa was commenting on in terms of collaboration and working together or being on some of these joint committees and the like. One thing that we're seeing here—I'm sure people are following this nationally, because Gov. Christie is in the middle of it— but there's a whole issue going on right now about the port authority and what Chris Christie did regarding the closing of a few lanes on the George Washington Bridge, and then all of what has come with it. It's given municipalities, whether it's Jersey City or Fort Lee, or even a municipal council meeting that I went to today to talk about the port, it's giving everybody a little bit more gumption to speak up and think about challenging the port authority. That would be great on one level, but also it could create a lot of chaos and not for making good decisions in an environment where people are wanting to be constructive, and not just do it for their own city's gain or for their own political gain. There has been some effort and dialogue in the City of Newark to form a committee within City Hall to talk about what's appropriate for Newark and what it is that we should be having a conversation on with the port authority to change the agreement. There's a lease that's called the "true up" agreement that we have that lasts for 40 to 60 years. It doesn't get renegotiated unless something significant has changed. Because there's so much growth at the port authority, the City of Newark, as the landowner, does legally and otherwise have the ability to reopen that agreement to try and try to set new conditions on multiple levels—whether it's the environment, whether it's labor issues, whether it's healthy community issues and community benefits agreements. We're in the middle of something here, and we hope we can find good collaboration, and not chaos, in a moment where the port authority is pretty vulnerable.

Matthew Tejada, EPA: Thank you, Amy. I believe we had a couple questions earlier—the health question that Amy deferred on and a legal question—that Andrea could answer. Andrea?

Andrea Hricko, USC: Right. Question was raised about the National Historic Trust and Preservation Act, and I think that Charleston is an example of that. It's with regard to their Cruise Terminal and not the actual port. What's different about what happened in Charleston—Herb can tell more details—it's really the wealthier white people in Charleston who sued to keep the Cruise terminal out of their historic district. They've been successful in their lawsuit using historic preservation as key to that. There are a lot of ports around the world that are looking at what Charleston did to try and fight that cruise terminal. They probably wouldn't be fighting it if that cruise terminal was going to be put in a less wealthy part of Charleston. Perhaps when I'm done with the health question, Herb can tell us more about that.

With regard to the health question if I have it correct, I think someone was asking whether the health studies that I had mentioned had taken into consideration—for example, when looking into traffic proximity and children who have developed asthma or reduced lung function—variables like diet, ethnicity, income, etc. The answer is that certainly many of the studies I've quoted from are the best science out there. For example, the USC scientists certainly are always

taking into account those confounding variables, with a lengthy questionnaire about diet, and also looking at income and race. Most of the really good studies certainly have looked at that.

Matthew Tejada, EPA: Ok, great. Herb, are you still on the line and wanting to add anything to what Andrea said?

Herb Fraser-Rahim, LAMC: Yes, I'm still on the line. I don't want to take too much time, so I'll just say that Andrea's assessment of this is correct.

Matthew Tejada, EPA: We will be posting the recording and presentations online. We've also had requests for contact information for the presenters. As long as the presenters have no hesitation about that, we can also make sure there is contact information for our presenters today. I think some community folks from around the country have asked to get in touch with some of you. We would certainly want to help facilitate putting people together to work together and learn from one another.

Let me go back to some other questions. We've had a few questions, but I'm not sure who should address it. Angelo, maybe you should address it or someone else. We've had some questions about climate change impacts on communities and resiliency and adaptation, especially for waterside communities. What sort of plans are anticipated? What are communities talking about in terms of climate change?

Angelo Logan, East Yard Communities for Environmental Justice: I can speak only for the work we're involved in. I will say that there is conversation related to climate change and the imminent threat of climate change and the rise of water level. Specifically in the LA Harbor area, there is a significant threat of rising water levels, so there is a mounting interest in the issue of climate change. We believe the work we're doing related to environmental justice is a climate change issue. In other words, as we're trying to reduce local impacts to communities, local improvements will result in global improvements. Related to the Ports of LA and Long Beach being the number one source of air pollution in the Basin, and that they are related to goods movement in this area, they are a major focus area to get at climate change issues. Beyond that, there is more and more information and effort that is going toward climate change. Specifically our community, our members, and our collaborations are not focused specifically on climate change related to goods movement. Although we have commented on a variety of documents and projects—specifically diesel and black carbon, as pollutants that impact climate change—we are working on the specific project by project; not the larger climate change issue. We believe that the project-by-project initiatives, such as going to zero emissions, reducing and eliminating carbon, will reduce the impact of climate change.

Matthew Tejada, EPA: Great. Can we go to Amy Goldsmith to also respond?

Amy Goldsmith, CWF: Here in New Jersey, as you know, we had a little hurricane a year ago. Hurricane Sandy really wiped out the operations of the port authority in many ways—10,000 cars were unsellable; the port authority—while it doesn't operate the garbage incinerator, it has the land—that was shut down; sewage treatment plants were shut down. The infrastructure wasn't there to handle it, and it took over a week for the port to get operational again. In the

community many homes were contaminated with sewage and floodwaters, as well as toxics from industrials that are right on the water. They came right into the homes. Many of those people lost everything and can't go back.

New York City got into high gear—both the administration and New York environmental justice organizations, especially around Red Hook, Brooklyn. Some great groups there have really taken on environmental justice and climate changes issues. We here on the New Jersey side are working hard to try and get our issues recognized, because so much of the effort on the part of the Governor and FEMA were all focused on the Jersey Shore and Seaside Heights, the tourist industry. But didn't really give attention to the industrial and ports complex here, up in Newark and in Bayonne, Elizabeth, and Staten Island, which was also wiped out. A lot of work to be done here, but there is also directing resiliency to the industrial zones around the ports. It's a harder lift, because people aren't paying attention to it like they are to the beaches for tourists.

Matthew Tejada, EPA: Alright, thank you Amy. We just have time for one more response, and I believe Andrea Hricko is going to talk a bit. We've several questions about HUD, DOT, EPA, and Partnership for Sustainability. Andrea, I wanted to give you the closing out here, which I think is fitting because we started with you. Then we'll have somebody giving some closing remarks.

Andrea Hricko, USC: Thanks. Several of the questions have stated an interest in the Partnership for Sustainable Communities, which is HUD, DOT, and EPA as an example of a partnership that's working in this area. I would have to say that has been a real disappointment in looking at community impacts and goods movement. It's very important what the Partnership is doing for transit routes, increasing the amount equitable transit opportunities, bicycle paths, pedestrians looking at infrastructure and funding for those types of new routes. But a partnership that has in it DOT and EPA and HUD really should and could be taking a much broader look at what it means for some of these communities that are impacted by ports, rail yards, and distribution centers; what it means for housing and some of the types of buffers and filters that Penny talked about; what it means for transportation in terms of decisions that are being made about highways, and what it means for EPA in terms of working on how to find some sustainable solutions that might promote the ports, which the Administration is doing, but at the same time, it impacts these environmental justice communities that are living there. I think it's really a lost opportunity at this point for those of us that are interested in ports and goods movement. If we look back to the NEJAC working group report on goods movement, there are a number of recommendations about the need for EPA to work more closely with DOT on these issues. And for DOT to not just take the equitable transit route as the only thing we're talking about when we want to look at sustainable communities. Communities living near ports, rail yards, highways, and distribution centers really need to be viewed with the same lens; looking at sustainable communities that DOT, EPA, and HUD are using when looking at equitable transportation policies.

Matthew Tejada, EPA: Thanks, Andrea. I think that's all the time we have. I want to personally thank all the presenters, as well as the Moving Forward Network, as well as Martha Matsuoka who has not spoken today but was a key participant in making sure that today happened. Thanks, Martha. Thanks to all the other EPA folks, especially the team in OTAQ for all the work you put in to make sure there was community component to these Webinars going forward, because it's a

crucial and necessary part of the conversation. I hope today served as a good starting point for that community inclusion and for that attention and getting these examples and experiences out there. With that, we are going to pass it over to Mike Moltzen, Chief of the Mobile Source Section in Region 2. Mike?

Slide 176: Mike Moltzen, EPA Region 2

Yes, thanks very much Matt. As Matt mentioned, my name is Mike Moltzen and I'm with EPA's Region 2 office in New York City.

Slide 177:

I'm very happy to represent the EPA Regional Offices and to wrap up this really informative Webinar. As we learned, port issues are very much place-based, and the EPA Regional Offices are well-positioned to work with you, the port stakeholders, to help implement solutions to environmental concerns associated with ports and goods movement. We are going to provide contact information so you can reach out directly to your EPA Regional Office port contact, in addition to the other ways we've established to continue to get your input. I would like to thank our speakers for their insights, sharing their experiences, and their lessons learned. We did hear details about health effects resulting from diesel pollution, the case studies about projects that have benefitted the community, and some key challenges that still need attention.

To recap, some of the common themes and big takeaways that we heard... There is a continuing need for successful examples of port entities using effective processes that ensure communities have meaningful input. This includes identifying clear goals and steps to address those impacts. We also heard that processes should be designed to ensure that decision-makers have access to and take advantage of expertise of others thru multi-agency task forces. This includes the need to provide stakeholders with ready access to information and agencies need to resolve their conflicting goals.

We heard that impacted communities should be allowed to define and present solutions from their own perspectives, including through community-driven collaboration. We heard that we should consider continuing research conclusions to inform port infrastructure decisions. This includes roadway and rail yard impacts, as well as centers of population and exposure risks. And we should be sure to include workers' health in decision-making.

Clearly there's the potential for additional progress, and these national conversations are a very important new tool and an effort that's been underway for years. Venues like today's Webinar are key to helping enhance relationships between you, the stakeholders in the port arena, with the goal of fostering an atmosphere where we can work together to achieve our mutual goals. There will be challenges and we have to work collaboratively and find avenues for projects and activities that meet the needs of the communities, the ports, and their workers. We recognize that ports are economic engines, and their viability is important to jobs and local development. As the expected increases in global trade and the associated goods movement activity occur, the network of facilities that comprise the freight transportation system, including ports, responds accordingly. We also recognize that while growth at ports fuels economic activity locally and regionally, the community and local neighbors of ports are faced with pollution from the

operations. It's our collective responsibility to address these corresponding community health and environmental consequences.

Through dialogues like today's Webinar, we're certain to reach a point of collaboration that will allow us to continue supporting the port businesses in ways that put us on the path in healthier air quality in the neighborhoods closest to port operations.

Slide 178:

We have to keep communicating beyond this Webinar—the EPA, port authorities, their business partners, and community organizations. We encourage the groups in the Webinar to use their Regional EPA resources to express your ideas and to facilitate discussions with port authorities. The national conversation with port stakeholders is an ongoing, collaborative process and we want to stay engaged throughout and after our initial key events – these Webinars and the stakeholder summit. So, please check the website – www.epa.gov/otaq/ports - for regular updates about our ports work. Also, please send us emails with questions, comments, suggestions at talkaboutports@epa.gov. EPA is committed to continuing its role in facilitating environmentally responsible economic growth in goods movement.

Slide 179:

The next Webinar, currently scheduled for March 4, will talk about the metrics for developing port inventories and recognizing successful emission reduction strategies, and how to build a toolkit for sustainable port operations.

As Karl noted in his welcoming remarks, there's currently a port-focused RFP open. It closes on February 13. Public port authorities are eligible to apply, but the request emphasizes partnerships with community groups and other port entities. We encourage the groups on this Webinar to reach out to your local port authorities to discuss project ideas. As noted in earlier remarks, Webinars conducted last fall and early 2014 are intended to prepare us for a port stakeholder summit that will be held on April 8, 2014 in Baltimore. The summit theme is "Advancing More Sustainable Ports". We invite you to participate as we continue building more sustainable solutions together. Lastly, I want to acknowledge EPA cross-office coordination between the Offices of Transportation and Air Quality, Environmental Justice, and the Regions. EPA will continue to build on this effort and establish collaboration within the EPA Offices to make sure we're as responsive as possible to the needs and concerns of you, the port stakeholders, and ensure this port initiative will be a true success. Thanks.

Matthew Tejada, EPA: Ok, thanks everybody. I think that is all.