New federal bill aims to reduce air pollution from shipping

By Kelly Puente

In her home just off the busy 710 Freeway near Jordan High School, Marche Robinson said much of her life revolves around managing asthma. A native of Compton and North Long Beach, Robinson has asthma, as do all of her five children, who range in age from 16 to 27. Three of her grandchildren also have asthma, she said, adding that her 7-year-old grandson is unable to attend school because his condition is so severe.

"The trucks keep going by on the freeway and polluting the air," she said. "It's no joke. Something needs to be done."

Robinson was one of several concerned community members to attend a town hall meeting late last month on ocean shipping pollution hosted by Rep. Alan Lowenthal, D-Long Beach, Pacific Environment and the Long Beach Alliance for Children with Asthma.

The meeting at the Hyatt Regency in Downtown Long Beach was a chance for Lowenthal to showcase his new bill, called the Clean Shipping Act, aimed at cutting air emissions in the shipping industry. Lowenthal, a longtime politician who is retiring this year, said he's been pushing to clean up the ports of Long Beach and Los Angeles for decades since he first saw the soot in residents’ windowsills while campaigning as a Long Beach city councilman.

He said he is now seeing growing support from the ports and lawmakers as climate change intensifies.

"The model has changed, and I think right now the business model that both ports realize is that you can have economic development, and you can protect the environment, and you can protect the neighborhoods around the port," he told the crowd. "We have a long way to go to really fulfill that model. The time (to act) is now."

Under the bill, introduced in July and co-sponsored by Rep. Nanette Barragan, D-San Pedro, the U.S. Environmental Protection Agency would set stricter carbon emission standards for fuels used by ships and would set requirements to eliminate in-port ship emissions by 2030.

The effort comes as the ports of Long Beach and Los Angeles, and we can’t breathe in our home," she said. "It’s no joke. Something needs to be done."

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The effort comes as the ports of Long Beach and Los Angeles,
New LNG-powered ship christened at Port of Long Beach’s Pier A

Pasha Hawaii’s new ‘Ohana Class container ship, dubbed George III, arrived in Long Beach on Aug 31.

By Brandon Richardson

Earlier this year, the Port of Long Beach became the first West Coast seaport with the ability to refuel ships powered by liquified natural gas (LNG). And late last month, the first LNG-powered container ship to refuel on the West Coast called the Port of Long Beach became the first West Coast LNG-powered container ship.

The Port of Long Beach has a capacity of 5,000 20-foot-equivalent units (the standard measure of a shipping container) and was designed from the ground up to be as efficient as possible, Washburn said.

When most new U.S. cargo ships are built, companies choose from an "off-the-shelf" design, Washburn explained. The hull for the George III, however, was designed specifically for Pasha Hawaii’s new Ohana Class container ship, dubbing George III, arrived in Long Beach on Aug 31 at the Port of Long Beach. Thursday, Sept. 1, 2022.

"This would be a very proud day for my dad," President and CEO George Pasha IV said, lighting tears in his voice for the ceremony for the ship named after his father.

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Port of Long Beach just misses August cargo record—18
Long Beach general aviation leader named head of national association

Long Beach Airport is general aviation related—rather than commercial, Castagna said. "When you talk to the community, they obviously identify it with southwest, or previously JetBlue, but those operations are just a small percentage."

After getting his pilot's license, Castagna, who went to Cal State Long Beach, said he spent some time flying out of the small Long Beach airport. In 1984, Castagna began pumping gas and washing airplanes according to Castagna, including more than 200,000 square feet on 16 acres in Long Beach.

"Over the last few years we've probably completed $60-plus million worth of development at Van Nuys," Castagna said, adding that the company has expanded significantly over the past five years, with projects now in Dallas, Florida, Seattle and Bozeman, Montana. Aeroplex also does consulting for airports, Castagna said, noting the company works with airports across the country.

Through Aeroplex, Castagna has been a member of the association for many years, he said. Prior to assuming his new role this month, Castagna served on the NATA board for almost seven years. At various times he served as treasurer, vice chair and chairman, the latter of which he was for an extended two-year term during the pandemic. This leadership transition follows a succession plan set up by the association in 2017 to leverage longtime members with a wealth of industry experience to drive meaningful change within the organization and for the industry.

"We all welcome Curt's expansive industry experience and knowledge of the association in helping to further NATA's impact through advocacy advancements, education, "Being a local kid, growing up here and being passionate about Long Beach and being able to represent the association is an honor," said Castagna, who has been immersed in the aviation world since 1975, when he started taking flying lessons out of Long Beach Airport as a high school senior.

"This is kind of the pinnacle of where I'm at in my career," he said. "I'm excited about it."

The association, which was established 80 years ago and advocates for the general aviation industry in Washington, D.C., represents nearly 3,700 aviation businesses. In addition to representing the interests of its members before Congress and federal agencies on topics such as alternative fuels, flight training and illegal charter flights, the association provides a range of services, including workers' compensation and workforce training and insurance programs.

The association also members with regulation compliance services, medical certification programs and even advertising, according to its website.

The group's membership includes airports, flight schools, charter companies, aircraft management companies and various fixed-base operators, including several in Long Beach, Castagna said.

"What's interesting is I'd say about 95% of the activity at Long Beach Airport is general aviation related—rather than commercial," Castagna said. "When you talk to the community, they obviously identify it with southwest, or previously JetBlue, but those operations are just a small percentage."

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**Historic Terminal**

Continued from page 1

“What made it so unique? She says. “You have these cherished pieces of art, like this mosaic floor, it’s like a Rembrandt that just doesn’t happen to serve as a still-life.”

Thomas said the team hopes to find at least two more murals intact—a 1920s-era depiction of a new meeter-greeter plaza with a walkway out of the historic terminal building that opened in 1942, the year it opened.

Numerous murals adorn the floor of Long Beach Airport’s historic terminal building, including the original city seal that features original Philippine wood accents, a new meeter-greeter plaza with a walkway out of the historic terminal building that opened in 1942, the year it opened.

**The renovation will see the ticketing lobby—which will serve as the new car rental area.**

Thomas and Lum said the team is already working with the car rental vendors about their equipment needs. But everything done inside the building, right down to the furniture, will be period appropriate to when the building first opened, Lum said.

The administrative offices will return to the second floor of the historic building, Lum said. Next year, the airport also plans to put out a request for proposals that would include the reopening of Legends of Aviation, the popular restaurant that closed in 2014.

A few ticketing kiosks will still be available on the ground floor for passengers who do not need to check bags, Lum added.

The new ticketing lobby and baggage inspection facility will include the historic terminal building, which deploys old flight Makes across the Western Hemisphere, as seen here in the 1950s and 60s and in 2022.

The administrative offices will return to the second floor of the historic building, Lum said. Next year, the airport also plans to put out a request for proposals that would include the reopening of Legends of Aviation, the popular restaurant that closed in 2014.

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This 1963 photo of Long Beach Airport shows the walkway out of the historic terminal building that opened in 1942, the year it opened.

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This 1963 photo of Long Beach Airport shows the walkway out of the historic terminal building that opened in 1942, the year it opened.
FROM THE EDITOR: HAYLEY MUNGUA

Ports work toward 2030 goal for full fleet of zero-emission cargo equipment

The San Pedro Bay ports have been at work for more than three years now on a plan to convert all of these cargo-handling equipment to zero-emission technology by 2030. Late last month, the ports released the project’s first three-year update report, which found there has been significant progress toward achieving that goal. But the document also made clear that plenty of work lies ahead.

The ports have a full fleet of cargo-handling equipment that produces zero emissions is a major component of the San Pedro Bay Ports Climate Action and Adaptation Plan, which seeks to mitigate the ports’ impacts on the environment and local communities. It’s important because, as the Port of Long Beach’s Air Quality Fraction Manager Morgan Caswell said in an interview, “we absolutely need to see transformation here at the Port of Long Beach, and particularly for our local communities who bear the burden of port-related impacts.

“We are trying to address that in a variety of ways,” Caswell added, “but we really do see cargo-handling equipment as a good opportunity.”

While the ports are working to move all cargo-handling equipment to zero-emission technology, the initial assessment concluded that a second phase, looking at specific equipment, will likely be necessary.

According to the 2019 assessment, those four types of equipment collectively emit more than 85% of the total pollutants from the ports’ entire cargo-handling fleet.

Among those four types of equipment, though, there’s a huge variation in the challenges of converting to zero-emission technology. Buildings like the terminal buildings are the easiest along; near-zero-emission options already fully available and fully zero-emission options are not far behind. Battery-electric yard tractors, meanwhile, have seen significant progress since 2019. There aren’t any zero-emission or near-zero-emission options available for top handlers or large-capacity forklifts, but the report released last month noted that manufacturers “have demonstrated significant progress to advance the commercial and technological maturity” of battery-electric technology for both types of equipment.

The varying levels of progress for the four types of technology highlighted a significant challenge the twin ports face in this effort: to move to a completely zero-emission fleet, zero-emission equipment must be available—and as of now, that’s not the case.

Caswell acknowledged that difficulty and noted that part of the reason for the effort and the plan to publish update reports throughout the 12-year project is to highlight the demand for the technology and encourage manufacturers to develop it. “The assessment is intended to influence,” she said, “so we do aggregate this information and analyze data from our real-world demonstration projects such that the original equipment manufacturers, also called OEMs, understand where the shortcomings are in the technology.”

“It’s also a great resource for companies trying to break into this space and provide this type of equipment to marine terminals,” Caswell added. The report breaks down the progress on each type of technology into four parameters:

- Commercial availability, which gauges whether a type of equipment can be delivered and delivered in a volume large enough to realistically serve the ports;
- Technical viability, which tests whether the equipment can perform the necessary duties specifically in a port setting, rather than a less-demanding site such as a warehouse;
- Operational feasibility, which measures whether the equipment can serve the two full shifts that are currently expected from diesel technology;
- Infrastructure availability, which looks into account the equipment necessary to support zero-emission technology, such as charging networks.

Economic workability, which weighs the costs of purchasing and maintaining the zero-emission equipment against the same costs for its diesel equivalents.

Each of those metrics is key to the project’s success, Caswell said, and she pointed to one lesson the ports have already learned the hard way. “One of the biggest challenges we experienced in the first three years, I think if you spoke to our terminal operators, it’s—we don’t have a charging standard for cargo-handling equipment,” she said.

As the technology is still being developed, Caswell said many companies have their own proprietary chargers to support their specific products. At one point, she said, the port installed separate chargers to serve yard tractors, but operation found those chargers didn’t support the tractors that were purchased later on. “So we do aggregate this information and analyze data from our real-world demonstration projects such that the original equipment manufacturers, also called OEMs, understand where the shortcomings are in the technology.”

“Just because it’s obsolete, and it became very clear we needed to coalesce as a state—our, a region, as a nation—around one charging standard,” Caswell said, “and so that was an important lesson learned.”

As the ports continue to work toward the 2030 goal, there are sure to be plenty more lessons learned. “And given how many factors are involved in achieving a full fleet of zero-emission cargo-handling equipment—almost all of which the ports themselves don’t control—it’s unclear how realistic that timeline is. Caswell said one important piece of determining the timeline’s feasibility is a project that’s currently underway to develop zero-emission infrastructure master plans in partnership with terminal operators. Those master plans will identify the zero-emission equipment that will be used in the terminals, the infrastructure that equipment will require, the schedules for deploying that equipment, the costs associated with it and the preliminary designs for implementation.

“Without those roadmaps at each terminal, it’s really difficult to say whether or not we’ll be able to meet that 2030 timeline,” she said. “But, ‘here at the Port of Long Beach, we’re still driving toward that 2030 goal.’”
Sept. 12 commission meeting.

The $70 million project will deepen various channels, basins and berths, as well as widen key passages within the port complex. Features of the project include:

- Deepening the Long Beach Approach Channel from 76 feet to 80 feet along the passage through the breakwater at Queen’s Gate.
- Easing turning bends in the Main Channel to deepen a wider area to 76 feet.
- Deepening portions of the West Basin from 50 to 55 feet.
- Constructing an approach channel and turning basin to Pier J South with a depth of 55 feet.
- Deepening the Port of Long Beach and the Port of Los Angeles slips to 55 feet.
- Improving the breakwater at the entrance to the Port of Los Angeles to allow for the deepening of the lane and slip.
- Depositing dredged material in other nearby sites for reuse or federally approved ocean disposal sites.
- Constructing a new electric substation to power dredging equipment used within Queen’s Gate.

The project cleared the federal government’s cost-effectiveness hurdle, according to port staff. The total cost of the project will be shared, with the port on the hook for 30 million and the remainder being federal funds, according to a staff analysis.

A map of the Port of Long Beach’s channel deepening project.

The Port of Long Beach ranked 19th in the world in 2020 in terms of container volumes, according to data from the World Shipping Council. As one of the busiest container terminals in the world, some of the largest ships in operation call in Long Beach. But tidal flows and weather currently limit when the largest ships can navigate the complex, port officials say.

The dredging project will provide ships more room to maneuver, which will increase efficiency and safety, according to staff.

“Increasing the depth below the ship’s keel and making the channels wider is a huge improvement for navigational safety,” Ton Jacobsen, president of Jacobsen Pilot Services, said in an August statement. The family-owned company has provided pilot service to the port since 1924. Deeper and wider waterways also will reduce the need for lightering, port staff said, which is the process of tanker transferring their liquid bulk cargo to smaller vessels. Bigger tankers will now have the clearance to enter the port themselves.

Similarly, the project will allow larger container ships to carry more cargo, which will reduce the number of ship calls, delays and wait times, which reduces overall emissions from the massive vessels.

The deepening project also will reduce transportation and product costs, according to the staff report. Jacobsen lauded the port’s various efforts to increase efficiencies and reduce emissions, including the Long Beach International Gateway Bridge and the Long Beach Container Terminal at Middle Harbor.

“All of this takes years of planning and forethought,” he said.

Next steps:

With the approval of the final environmental report, the board will next need to approve a harbor development permit to advance the project. Once permits are approved, the port and Army Corps will proceed with design and engineering agreements, detailed planning and budgets, seeking bids for construction contracts, and funding.

The Army Corps is already set to contribute $8 million toward pre-construction, engineering and design. The funding became available as part of the Infrastructure Investment and Jobs Act, which was signed by President Joe Biden in November.

Dredging is expected to be completed in 2023 and take three years to complete, according to port staff.

The port will maximize the reuse of sediment by repurposing an undersea borrow site off the north coast and using it for future port redevelopment projects, where feasible, according to staff. If used for port construction such as building landable terminal space, the sediment could save the agency tens of millions of dollars.

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The Matson Kauai navigates the main channel as it departs the Port of Long Beach.

Anticipating and preparing for the future is the hallmark of a world-class port,” Sean Gamette, the managing director of engineering services at the port, said in an August statement.

Environmental impacts vs. benefits

The Army Corps’ approval confirms the project is in line with multiple federal laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, the Marine Mammal Protection Act and the Coastal Zone Management Act.

But the project is expected to generate nitrogen oxides, particulate matter, carbon monoxide and volatile organic compounds at levels that exceed South Coast Air Quality Management District daily thresholds, according to a staff report.

During the commission meeting, community groups and a lawyer from Earth Justice spoke out against the project due to concerns over pollution. Earth Justice was part of the coalition that lobbied against and successfully stopped the 710 Freeway widening project.

To limit environmental impacts, the project will utilize electric dredging equipment, as well as Tier 3 marine and road construction equipment, which produce less emissions, according to a staff presentation. Equipment idle time also will be limited to three minutes.

Despite the mitigating measures, “significant air quality impacts are expected to remain,” the staff report reads.

Under the California Environmental Quality Act, however, agencies can balance a project’s benefits against its adverse impacts. The dredging project has several “overriding considerations,” including economic, legal, social, technological and other benefits, that “outweigh the unavoidable adverse environmental effects,” according to the staff report.

During the meeting, Harbor Commissioner Frank Colonna said the project is an “absolute necessity” and a “critical element of [the port’s] evolution.”

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Deepening the Long Beach

Approach Channel from 76 feet to 80 feet along the passage through the breakwater at Queen’s Gate.

Easing turning bends in the

Main Channel to deepen a wider area to 76 feet.

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Constructing an approach channel and turning basin to Pier J South with a depth of 55 feet.

Constructing a new electric substation to power dredging equipment used within Queen’s Gate.

The Port of Long Beach.

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**Electric, zero-emission truck fleet coming to the Port of Long Beach**

By Brandon Richardson

Long Beach company joins effort to explore space as the future of global logistics

The coronavirus pandemic shined a light on the shortcomings of the global supply chain with backlogs and delays, and the U.S. government is looking to mitigate those challenges in a few ways: first, by investing in infrastructure for existing transportation, but also by looking to the stars.

Long Beach-based manufacturer and launch service provider Rocket Lab earlier this month announced a new research and development agreement with the U.S. Transportation Command to explore the possibility of using the firm's Electron and Neutron launch vehicles to transport cargo around the world.

"Point-to-point space transportation offers a new ability to move equipment quickly around the world in hours, enabling faster response to global emergencies and natural disasters," Rocket Lab founder and CEO Peter Beck said in a statement.

The agreement also will explore the use of Rocket Lab's Photon spacecar to establish on-orbit cargo depots and deliver re-entry capability, according to the announcement. The Photon's maiden mission in July was a success, having orbited the Earth 37 times in six days before deploying NASA's CAPSTONE satellite on a ballistic lunar transfer trajectory to the moon.

Rocket Lab's Electron rocket has proven itself as a reliable launch vehicle capable of rapid successive launches. Since its first test launch in May 2017, the firm has successfully put 149 satellites into space across 25 launches. Most recently, the company completed three missions in the span of five weeks, a record launch cadence for Rocket Lab.

In December, Rocket Lab unveiled the plans for its next-generation 8-ton payload class Neutron launch vehicle. The new rocket is capable of carrying a much larger payload than the Electron—all 8,160 pounds compared to 661 pounds—"making it a perfect fit to enable fast development of vital resources while eliminating the on-escORT stops and air refueling required by air cargo solutions," Beck said.

The Rocket Cargo effort is the fourth Vanguard program as part of the Air Force's 2030 Science and Technology strategy. Rocket Cargo was announced on June 1 of last year, with the U.S. Space Force designated as the lead program for the project.

The Air Force Research Laboratory is leading the effort, while the Space and Missile Systems Center identified Rocket Lab as the executive office.

"Delivering cargo via rocket is not a new concept, according to an Air Force press release, but the historically high costs of launch and small payload capability have prohibited such efforts like Rocket Lab and SpaceX. created the new generation of rockets that has lowered price points and expanded payload size."

While Beck and his company see the benefits of the partnership from a commercial and humanitarian viewpoint, the Department of Defense is also focused on military applications.

"Rapid logistics underpins our ability to project power," Gen. Arnold W. Bunch, Jr., founder of Air Force Materiel Command said last year. "That is the fundamental motivation for initiating the Rocket Cargo program."

A Rocket Lab Electron launch vehicle takes off from the firm's New Zealand launchpad.

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Verizon Business releases findings from third annual State of Small Business Survey

**KEY FINDINGS**

Inflation and supply chain issues remain top concern. Nearly half (46%) of small and midsize business decision makers are concerned about supply chain issues affecting holiday season sales and approximately one in three (38%) are worried about economic hardships and inflation impacting their sales.

Workforce and economy woes. More than 80% of respondents express inflation worry, and compared to the two previous years, respondents this time are more likely to be concerned about their own financial security (72% in Aug 22, vs. 66% in 2021 and 67% in 2020). However, 42% of businesses surveyed have laid off employees, and 87% haven’t reduced their employees’ wages.

Technology investments are the last to be cut. Compared to cutting spending on operational investments (39%) and employee costs (49%), only 29% have chosen to cut technology investments in the next six months.

Connectivity technology upgrades driven by revenue. Nearly half (44%) of businesses say they are planning to add new technologies to increase customer acquisition, and 53% of businesses who have added new tech most invested in better connecting with existing customers.

Cybersecurity concerns linger. Consistent with 2021, a majority of small and midsize business decision makers consider following a risk to their business this year (50%), malware and ransomware (54%), sensitive data fortification (57%), password theft (61%), spam and phishing (50%), and spam and phishing (60%).

Innovation to match consumer tastes. 48% of businesses surveyed began offering new products and services to adapt to changing consumer needs in the past year.

Discrepancies in small business owners’ 2022 expectations. While 48% of small and midsize business decision makers expected their business to be doing better in 2022 vs. 2021, only 46% say that business has improved.

Hospitality industry hit hard. Small businesses in the food & beverage, restaurants & bars, and retail industries have been hit hard by disruptions. Disruptions was a concern for businesses in these areas: food & beverage (72%), restaurants & bars (69%) and retail (62%). Cash flow disruptions was a concern for businesses in these areas: food & beverage (72%), restaurants & bars (69%) and retail (62%).

Revenue growth is top concern. In addition to inflation, the data shows that challenges from now than they are today. Other areas of concern include cybersecurity and businesses’ outlook for the 2022 holiday season. Download the full survey results.

While there has been a tightening of the belt by businesses of all sizes, they have also seen the benefits of continued innovation and technology investment to drive sales, employees engagement, and improved customer experience," said Aparna Khurjekar, Chief Revenue Officer, Business Markets and Saas, at Verizon Business. “We are committed to providing our small business customers with a suite of integrated tools that will give them the technological edge they need to succeed.”

Growth and stability are top priorities. Business owners and decision makers said they are committed to providing our small business customers with a suite of integrated tools that will give them the technological edge they need to succeed.

Sunstone Management is a diversified private capital firm that invests in diverse early-stage tech entrepreneurs. We believe in the aspirational power of California to attract and inspire the world’s most ambitious investors and entrepreneurs. We deliver exciting economic growth opportunities through innovative public-private partnerships and our unique experience across government, education, and private sectors to support high-quality investment, entrepreneurship, and community development.

At Sunstone Management, Inc., our investment philosophy is focused on the long-term success of our investors and investees centered on three key components:

- Founder Focus
- Market Modern
- Cybersecurity Concerns

**THANK YOU LONG BEACH ECONOMIC PARTNERSHIP BOARD MEMBERS**

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**SUNSTONE MANAGEMENT: A PRIVATE CAPITAL FIRM THAT IS FOUNDER FOCUSED, MARKET MODERN, AND SUSTAINABLE**

Sunstone Management is a founding partner of the Long Beach Accelerator — a successful tech accelerator that was developed in partnership with the City of Long Beach and California State University, Long Beach (CSULB). Sunstone Management is also a strong supporter of the CSULB Institute for Innovation & Entrepreneurship’s (IEE) programming. Together, Sunstone Management, the Long Beach Accelerator, and the CSULB IEE are working to develop a vibrant entrepreneurial ecosystem that promotes investment in early-stage entrepreneurship and community!

**AGENDA**

Registration and Networking 8:00  Conference Registration & Networking Time; breakfast buffet
Welcome 8:30  Dr. Robert Kleinhenz, Office of Economic Research, CSULB with an introduction by Dr. Seiji Steimetz, Interim Associate Dean, College of Liberal Arts, CSULB
City of Long Beach & CSULB 8:40  Dr. Jane Close Conoley, President, Cal State University Long Beach
ECONOMIC FORECAST 9:00  Dr. Robert Kleinhenz, Office of Economic Research, CSULB
Presenting Sponsor Remarks 10:00  Emilie Jameson, SVP, Business Bank Market Executive Los Angeles/South Bay, Bank of America
BREAK 10:15
LBIEP Overview & Update 10:30  Ryan Altano, Chairman, Long Beach Economic Partnership
Special Announcement 10:40  Leah Godd-Mahos, Interim Director, Long Beach Economic Partnership
FEATURING A Panel of Keynote Speakers 10:55
- Sylvia Guadarrama, Director, Long Beach Airport
- Garrett Reinecke, Senior Executive Editor, Aviation Week & Space Technology
- Fox Ruttenberg, President & CEO, California Airports and Airports
Panelists: Cynthia Guidry, Director, Long Beach Airport
Chris Kucera, Head of U.S. State & Local Policy, Japy Aviation
Closing Remarks 11:50

**INCREMENTAL PARTNERSHIP BOARD MEMBERS**

- SPONSORED -
Kimley-Horn offers a variety of traffic engineers and transportation planners to Long Beach! Today, as a fully integrated multidisciplinary consulting firm, Kimley-Horn is excited to expand their presence to Long Beach. Today, as a fully integrated multidisciplinary consulting firm, Kimley-Horn is excited to expand their presence to Long Beach. Kimley-Horn’s continued growth and stability over the past 54 years is the direct result of the firm’s commitment to integrity and dedication to providing quality services. Clients know they can count on Kimley-Horn—that’s why almost 90% of Kimley-Horn’s business can be attributed to repeat clients. The culture that Kimley-Horn’s engineers, planners, and environmental specialists apply creativity and rigor to deliver outstanding results. Kimley-Horn has a long track record of developing solutions with a sense of urgency that save clients time and money. Whether a client’s business is national, or local, and whether the projects involve public infrastructure or private development, Kimley-Horn always seeks to increase success.

Kimley-Horn’s exceptional ability to deliver has been recognized throughout the industry. According to Engineering News-Record—a top news source for the construction, architecture, and engineering industries—Kimley-Horn now ranks 200th overall, among the nation’s top 500 design firms, up five positions from the previous year.

Beyond its dedication to exceptional client service, Kimley-Horn prides itself on putting their people first. Employees know Kimley-Horn for its commitment to its core purpose, which is “to provide an environment for our people to flourish.” People are fulfilled, motivated, and challenged in different ways. In order to foster such a diverse atmosphere, the firm supports its people as they grow into larger roles and take on responsibilities that are important to them. Growing professionally, having fun with colleagues, and finding satisfaction in work are central to the way of life at Kimley-Horn. This culture has been recognized extensively as well. For the 5th year in a row, Kimley-Horn is excited to be named on Forbes’ Top 100 Best Companies to Work For. Kimley-Horn is proud to have also made these top FORTUNE and Great Places to Work lists.

At the Long Beach Economic Partnership, we believe in the power of collaboration. LBEF is an ac- tion-oriented organization that will sustain, grow business and expand citywide economic opportunities with a global vision that is locally focused through meaningful partnerships. We firmly believe that a simple strategy, unwavering focus and deliberate actions will allow us to deliver on our vision for dependable growth.

Our Mission
At the Long Beach Economic Partnership, we believe in the power of collaboration. LBEF is an action-oriented organization that will sustain, grow business, and economic opportunity throughout Long Beach.

Our Vision
Long Beach is a model city for inclusive innovation and economic growth fueled by diverse people, entrepreneurs, and businesses.

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Port of Long Beach just misses Augustcargo record

By Brandon Richardson

Discouragers and terminal operators at the Port of Long Beach fall short of setting a new record for cargo movement in August, officials announced last week.

Last month, 793,679,060 20-foot-equivalent units, the standard measure for a shipping container, which is down from 796,160,076 the year before, set a record for cargo movement at the Port of Long Beach.

Imports into Long Beach were down 6.5% to 394,530 TEUs compared to August 2021, while exports increased 1.6% to 411,488 TEUs. The number of empty containers moved also increased by 7.6% to 50,100 TEUs.

The Los Angeles-Long Beach metropolitan area has also been ranked as the port for having the worst ozone pollution in the nation.

The Port of Long Beach has both long-term and short-term goals to combat its environmental impact.

By 2021, the port plans to transition to zero-emission cargo-handling equipment, and by 2025, the port has a similar plan to move to zero-emission trucks, both of which were laid out in the 2017 Clean Air Action Plan.

By 2030, the port plans to transition to zero-emission equipment, and by 2035, the port has a plan to transition to zero-emission equipment.

Last month, Los Angeles moved 588,000 TEUs, a 15% decrease from last year's record-setting August.

Port officials and shippers, for their part, say the technology for zero-emission container ships is not yet ready to serve the world market. Diesel-powered ships can carry anywhere from a few thousand to over 24,000 TEUs.

"The technology is not scalable to the market at this point," Port of Long Beach Deputy Director Noel Hachez said, adding that LNG is a positive stepping stone toward zero-emissions. "There is a lot of momentum to get us there."

The world’s first autonomous cargo ship successfully completed its maiden voyage in Norway earlier this year.

While this is a major achievement for the industry, it would take more than a dozen of the Norwegian vessels to replace a single large diesel ship.

The electric ship’s deadweight (total weight capacity, including everything from cargo to crew to food) is 3,200 tons. The deadweight of large container ships, meanwhile, can surpass 200,000 tons.

"Alabama-based startup Fleetzero is working toward electric cargo ships with the capacity to carry 3,000 to 4,000 TEUs."

"But there is nothing that is commercially viable that can create this hereport," Washburn said, comparing the electric ships to George III. "We’re excited about trying anything, but this is the most efficient you can get for maritime fuel for high horsepower."
Owners of former City Place property hope to add housing, pedestrian-only zone

By Hayley Munguia

A vacant lot formerly occupied by a dentist commercial office building near the Traffic Circle will be transformed into dozens of affordable residential units for previously unhoused, low-income residents.

Excelerate Housing Group, a new company headquartered in Long Beach and founded in 2019, is building the $41 million project, which is called 26 Point 2 and includes 76 affordable units and one unit for an onsite manager.

The project is expected to open in December 2023, Earnest Fuller said. Residents of 26 Point 2 will have access to a multipurpose room with a kitchen and lounge, outdoor courtyard and barbecue areas and onsite social services through Harbor Interfaith. Funding for the social services will be administered by the Los Angeles County Department of Health Services.

The money for social services initially will come from Measure H, a sales tax that funds housing and homelessness programs approved by nearly 70% of Los Angeles County voters in 2017. Future funding will come from the California Advancing and Transitional Housing Program, an affordable housing program that funds permanent housing for our most vulnerable neighbors.

The ongoing housing affordability crisis in California is contributing to the imminent need for housing that helps those that are experiencing homelessness throughout the state,” Tahia Hayslet, executive director of Harbor Interfaith Services, said in a statement. “We are very excited and grateful for this opportunity for our residents to have access to services-enriched permanent housing for our most vulnerable neighbors.”

The project also is funded with Equity Partner, with construction of 2,712 affordable units across 39 projects in California, Arizona and Nevada.

The teams behind the reimagined development, which was rebranded as Mosaic this past March, met with the local community earlier this month.

A complete renovation is coming to a large portion of the Downtown Long Beach shopping center, formerly known as City Place.

The team behind the reimagined development, which was rebranded as Mosaic this past March, met with the local community earlier this month.

A rendering of the forthcoming Mosaic development that looks onto the intersection of Fifth Street and the Promenade North. The team behind the project hopes to turn the Promenade into a pedestrian-only zone that extends north to Sixth Street.

Continued on page 25

The grants are awarded annually through a competitive application process. This year, the bank awarded $572 million toward the construction of 2,921 affordable units across 39 projects in California, Arizona and Nevada.

As a member of the FHL Bank of San Francisco’s 2022 Affordable Housing Program, the bank wishes to support the development of affordable housing that helps those that are experiencing homelessness throughout the state.

The project also is funded with Bridge financing was provided by Century Housing Corporation, Enterprise Community Loan Fund, and Los Angeles County Department of Health Services.

F&M was the sponsor of the project and facilitated the grant application process, which only a member bank can do, according to Earnest Fuller. Once the grant is awarded, F&M coordinates the documents required to disburse the funding.

A complete renovation is coming to a large portion of the Downtown Long Beach shopping center, formerly known as City Place.

The team behind the reimagined development, which was rebranded as Mosaic this past March, met with the local community earlier this month.

A rendering of 26 Point 2, a new housing development being built at 3590 E. Pacific Coast Highway that will offer 76 affordable units.

Owners of former City Place property hope to add housing, pedestrian-only zone

By Hayley Munguia

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Continued on page 25
City adopts $3.2B budget with new last-minute spending on libraries, bonuses

By Jason Ruiz

The Long Beach City Council voted earlier this month to adopt the city’s $3.2 billion budget, including some last-minute tweaks that will give a boost to city services like libraries, legal defense funding for immigrants facing deportation, and provide nearly $6 million in employee-retention bonuses.

Long Beach’s budget was originally projected to have a $36 million deficit this year, but it’s been uppaped by COVID-19 relief dollars from the federal government and a rebounding local economy, which allowed this year’s budget to be balanced.

This year’s budget includes a few-year infrastructure spending plan that will require the city to issue bonds to pay for roughly half-billion-dollar project, which also includes significant allocations of state and local tax revenue.

The discussions at the Sept. 6 meeting were largely driven by recommendations from the council’s Budget Oversight Committee, which unveiled its list of requests hours before the council meeting began.

They included additional funding for a structural deficit near the city’s language access program that provides translation and interpretation services for non-English speaking members of the community and a $500,000 allocation to fund enforcement of the recently approved health care worker minimum wage increase, which the city council adopted in August.

Two of the biggest last-minute allocations were for library services where city officials pay topics that have brought out people in droves to demand that the council provide more funding. The council voted to add $410,000 for library materials in addition to what had already been proposed and another $2.1 million to build library branches.

One million of that would be structural funding, but it’s unclear where that money will come from. The budget originally called for about $1.5 million in library salaries.

City Manager Tomy Medrano advised the council earlier in the meeting that committing to ongoing spending might hurt the bonds the city intends to issue to fix roads and other public assets.

“We’re in the middle of projecting a structural deficit next year to the City’s Total Early Intervention Budget, which will be restructured as a result of this recommendation,” Modica said.

The council’s approval of the plan also “strengthens the case for affordable housing and service for residents facing deportation,” said Councilmember Al Austin, who chairs the City Budget Oversight Committee. Council members also directed additional funding toward the Long Beach Justice Fund ($500,000), which raises the total to $8.1 million for legal defense services for residents facing deportation.

There were still some unanswered questions after the vote, like how and when the city’s new park ambassador program would be run, to replace the existing park ranger program, something that a local resident said earlier this month. The council also opted to make last-minute structural changes to the city’s structural deficit this year.

The council could also opt to reduce tax rates on cannabis operators in the city, something that business owners have pushed for in recent years.

The adopted budget projects that about $64 million will be generated by the additional tax paid by cannabis retailers and other operators, but Mayor Robert Garcia said that a full discussion on the matter will be held sometime after Oct. 1.

“I think that’s a good faith effort to show how we care and we’re listening to our city’s employees,” said Councilmember Al Austin, who chairs the Budget Oversight Committee. Council members also directed additional funding toward the Long Beach Justice Fund ($500,000), which raises the total to $8.1 million for legal defense services for residents facing deportation.

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Downtown outreach program sparks complaints from nearby residents and business owners

A petition has called for the relocation of Christian Outreach in Action, which provides food, free diapers and other services to those in need.

By Laura Ayano-Marge

Twice a day, seven days a week, dozens of people line up outside the brick building on the corner of Third Street and L.inden Avenue, ready to accept whatever hot meal the volunteers at Christian Outreach in Action serve up breakfast for the hungry and needy in Long Beach.

But perhaps the most important effort so far, Hill said, has been to engage members of the surrounding community and ensure the new project reflects their wishes.

To that end, the team plans to make the retail complex more pedestrian-friendly by closing The Promenade to vehicular traffic between Fourth and Fifth streets and extending that pedestrian zone north to Sixth Street. The paseo would run between the former Walmart property and the parking garage to the west.

Hardin noted that city officials have indicated they are “fully in support” of the pedestrian zone.

“The new plaza will be a pretty incredible plaza here,” he said.

The property’s owners also hope to make the area more attractive through new murals and live music while maintaining community programming that already exists.

“One of the things we’ve learned is the importance of the farmers market on Fridays as well as the night market hour on Thursday night,” he said. “We’ve been working with the operators of those two markets to make sure that they can stay here and we can celebrate them and their programming,” Gazzano said.

“A new plaza will be safer, as well as other lighting opportunities and things like that to keep them here,” he said.

The team said the goal is to create a vibrant next chapter for the Long Beach retail district.

“I think what we’ve learned the last year and half of owning this property is that small businesses have gone through the last couple years, and how resilient they’ve been and how hard they have tried,” Gazzano said.

“We think that’s the team’s development timeline is. In February, city officials indicated that it could take more than a year for the property owners to obtain permits to begin demolition of the current buildings. But the team that provided the Sept. 1 presentation, which includes Hill and waterfront co-founder team Rawson and Turnbull Managing Director Michael Gazzano, said the work that’s been underway for the last year and half has taken longer than just designing new buildings.

Gazzano said the team has placed an emphasis on security, which has included replacing more than 400 light bulbs, hiring a security expert and strengthening the relationship with the Long Beach Police Department. The team has also made upgrades to the complex’s roof, landscaping and heating, ventilation and air conditioning systems, among other improvements.

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Long Beach to allow some temporary parklets to stay in place until January

Businesses that are going through the application process for permanent installations can keep their temporary structures through Jan. 2.

By Jason Ruiz

Long Beach businesses hoping to keep their outdoor parklets up longer got some help from the City Council earlier this month, when the panel voted at its Sept. 6 meeting to extend a September teardown deadline into the first few days of 2023. The council had voted in June to require parklets and other outdoor installations to be taken down by the end of September if a business was pursuing making them a permanent fixture. Those that were deemed not feasible by the city’s traffic engineer or whose owners had not expressed interest in permanent status had to be removed by July.

A proposal by Mayor Robert Garcia now allows those businesses that are going through the application process to make their installation permanent to keep their temporary structures through Jan. 2. At one point the city had about 120 outdoor dining locations, but Garcia said that currently, the city has 19 locations that have applied for a permanent structure. “Because of the way the permitting process goes, there’s no guarantee that all 19 will be permitted,” Garcia said.

The city has already determined which locations are feasible for a permanent location and which ones would not be due to safety or public right of way issues. The extension would only apply to those businesses that were deemed feasible and are going through the application process.

Parklets and other outdoor eating areas located in parking lots allowed businesses to seat people during the pandemic when indoor dining was not allowed by local health orders, and the program has continued to allow them to seat people who still prefer to eat outdoors.

Businesses that have submitted applications include Downtown restaurants like the Breakfast Bar on Atlantic Avenue and Media’s, but also a few locations along Broadway (Panza Cocina and Bar Black). At least six are located in Belmont Shore, according to city records from last month. Applicants in Belmont Shore include Open Sesame, Legends and Ram’s Chicago Pizza. Some residents in Belmont Shore have been outspoken against the city’s efforts to extend the program and again called for a complete ban on parklets in that neighborhood because of their effects on parking and homes in the vicinity of the parklets.

“They’re simply a gift of public space to a handful of businesses,” said Jeff Miller, a Belmont Shore resident. “They do not serve the public good.” Some of the locations within the coastal zone, which is the area south of Broadway for most of the city, also face another hurdle before they can be approved because they’ll have to complete a coastal permit process as required by the California Coastal Commission.

Permanent parklets are likely to look a lot different than some of the temporary structures that were put up by businesses and kept open over the past few years. They must meet specific design requirements that will improve both the aesthetics of the parklets and also the safety for patrons and pedestrians.

Applicants could have an additional year to build their installations if they’re approved by the city, but Councilmember Stacy Mungo Flanigan asked that the process be sped up and those locations found to be ineligible to have their structures removed.

“We don’t want to see a temporary structure for another four months until January and then potentially another 12 months after that,” Mungo Flanigan said.

The council voted unanimously to extend the program.

Century Villages

Century Villages at Cabrillo in Long Beach

villages will include 865 dwelling units, 54,730 nonresidential square feet and 532 parking spaces, according to city staff.

The redevelopment plan approved by the commission calls for demolishing 235 of those dwelling units, along with 10,030 square feet of amenities, including convenience stores, the cafeteria and weight room, another 20,200 square feet of educational uses, 7,250 square feet of administrative services and 153 parking spaces.

The majority of buildings that will be demolished are along Williams Street and toward the north end of San Gabriel Avenue, according to the project’s environmental impact report. Once that’s completed, 750 new housing units will be built, as well as 17,000 square feet of educational uses, 15,000 square feet of commercial/retail uses, 48,000 square feet of administrative and supportive services and 458 parking spaces, according to the Specific Plan.

When completed in 2025, Century Villages at Cabrillo will include 5,570 square feet of amenities, 15,000 square feet of educational uses, 22,930 square feet of commercial/retail uses, 68,750 square feet of administrative and supportive services and 577 parking spaces.

Construction activities from those projects will generate increased air pollution that would exceed the South Coast Air Quality Management District’s regional thresholds for volatile organic compounds and nitrogen oxides, according to the project’s Environmental Impact Report. Painting would produce the volatile organic compounds while construction equipment exhaust would be the source of the nitrogen oxide, according to the report.

Even with mitigation measures like dust control and regulations on the use of construction equipment, the air quality impacts would still be “significant and unavoidable,” according to the EIR.

The project could also generate a net increase in greenhouse gas emissions that would be “potentially significant,” according to the EIR.

In a Statement of Overriding Considerations, which is commonly included in projects like this, city officials said these impacts are acceptable because the benefits of the project outweigh its effects on the environment.

West Long Beach residents have long lived with some of the city’s highest air pollution rates.

The project could also impact the habitats of overwintering Monarch butterflies, nesting birds and reptiles like red-tailed hawks, and bats, according to an Aug. 2, 2021 letter from Department of Fish & Game officials to the city that’s included in the project’s environmental documents. But city officials dispute that, saying surveys conducted in late September and mid-October 2021 showed that no overwintering Monarch butterflies were observed at the proposed redevelopment sites, and other studies have showed that no bats nest there, according to the project’s Environmental Impact Report. As for nesting raptors, city officials responded that while they could not locate any such habitats, they will complete nesting bird surveys prior to the removal of any trees or vegetation.

The City Council still has to approve the Specific Plan. Koontz did not know when that would take place, though it has to happen on or before its Dec. 13 meeting, he said. Assuming the City Council also approves the project’s construction is expected to start in early 2023, according to city officials.
The Port of Long Beach will accept applications from nonprofit groups to sponsor community events and programs. Applications are open through Sept. 30 – if you’re a member of a local nonprofit, find out more at polb.com/sponsorships.