THE POTENTIAL ECONOMIC AND ENVIRONMENTAL IMPACTS OF THE AT-BERTH REGULATION AMENDMENT CONCEPTS AT THE PORT OF HUENEME

The Port of Hueneme

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Purpose of Analysis

- **Identify the potential economic impacts of the "At Berth Regulation Amendment Concepts" on the automobile operations at the Port of Hueneme**
  - Potential discontinuation of the auto import and export operations at the Port of Hueneme
    - Loss of direct jobs, induced and indirect jobs and associated income
    - Loss of local business revenue
    - Loss of state and local taxes
    - Loss of local purchases
  - Potential diversion of the current Port of Hueneme auto import and export operations to a Pacific Northwest Port such as Portland Oregon or Vancouver, WA
    - The current markets now served via the Port of Hueneme would then be served by truck from the Pacific Northwest port
    - Increased emissions from truck traffic from the PNW due to additional mileage to serve the previous Hueneme markets

Economic Impact to the Local and State Economy of the Port of Hueneme Auto Operations

- **Martin Associates developed detailed economic impact analysis and model of the Port of Hueneme cargo operations for FY 2015**
- **Specific models were developed for each line of business operated by the Port, based on interviews with 47 Port tenants and service providers**
- **The auto import/export model provides a framework to isolate the economic impact of auto operations at the Port of Hueneme**
  - In FY 2016, 338,061 autos were imported and exported via the Port of Hueneme, of which 300,061 were imported
- **If the auto carriers and processors leave the Port and relocate to the Port of Portland and/or Vancouver, the jobs, income, business revenue and taxes to the local and state economies would be lost.**

FY 2016 Economic Impact of Auto Operations at the Port of Hueneme – Impacts that Would be Lost from the Local and State Economies Should Auto Operations Move to the the PNW

2,770 Jobs generated by Auto Operations	• Direct Jobs: 1,119 • Induced Jobs: 1,102 • Indirect Jobs: 549
$300 Million annual economic value	• $166.2 million direct business revenue received by firms providing services to import and export autos • $133.8 million local consumption impact
$218.9 Million personal income and local consumption	• $57.8 million direct wage and salary income - $51,690 average salary • $133.8 million re-spending and local consumption • $27.3 million indirect income
$25.0 Million of state and local taxes	• $16.3 million State tax revenue • $8.7 million county and local tax revenue

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The Relocation of the Auto Operations to the Pacific Northwest Could Create $19.3 Million of New Emissions due to Additional Truck Deliveries of Automobiles

- **Current distribution of auto imports via the Port of Hueneme**

Destination of Autos	Total Units	Short Tons
San Francisco	49,948	74,923
Los Angeles	165,831	248,747
Seattle	7,371	11,057
Portland	7,420	11,130
Denver	7,346	11,020
Phoenix	26,852	40,278
Salt Lake City	7,506	11,259
Las Vegas	14,333	21,500
Rail	13,452	20,178
Total	300,061	450,092

Based on about 1.5 tons per imported vehicle

The Relocation of the Auto Operations to the Pacific Northwest Could Create $19.3 Million of New Emissions due to Additional Truck Deliveries of Automobiles

- If the import/export auto operations are relocated from the Port of Hueneme, additional truck miles will be required to serve the locations previously served by the operations at the Port of Hueneme.
- The additional truck miles that will be incurred per year to serve the Port of Hueneme auto import market from the Port of Portland/Vancouver (WA) are presented in the following table.

	Truck Miles		Ton Miles Penalty	
	Portland to:	Huneme to:	Mileage Penalty	Ton Miles
San Francisco	645	364	281	21,053,236
Los Angeles	975	70	905	225,140,993
Seattle	171	1147	-976	-10,791,163
Portland	0	975	-975	-10,852,054
Denver	1252	1079	173	1,906,395
Phoenix	1345	444	901	36,290,883
Salt Lake City	775	752	23	258,967
LasVegas,NV	982	325	657	14,125,214

Note: Ton mile penalty is the additional truck mileage multiplied by the auto tons currently imported into each destination via the Port of Hueneme

The Relocation of the Auto Operations to the Pacific Northwest Could Create $19.3 Million of New Emissions due to Additional Truck Deliveries of Automobiles

- The US DOT and the Environmental Protection Agency provide estimates of pollutant emissions per ton mile for truck transportation. These emissions metrics are the standards used in US DOT Tiger Grant applications.
- The US DOT also publishes the monetized value of the emissions on a cost per ton of emission basis, which are used in Tiger Grant Applications
- These emission metrics are used to convert the additional truck ton miles that could be generated should the Port of Hueneme auto operations relocate to the Pacific Northwest ports of Portland/Vancouver, where significant port terminal capacity exists

	Emission Rates (in tons) per Million Ton Miles	Cost per Ton (2013$)
Nitrogen Oxides	3.0193	$7,147
Particluare Matter	0.119	$326,935
Carbon Dioxide	229.8	$39

The Relocation of the Auto Operations to the Pacific Northwest Could Create $19.3 Million of New Emissions due to Additional Truck Deliveries of Automobiles

- The cost per ton of emissions (by type) was multiplied by the tons of emissions generated by the additional auto ton miles created should the existing Port of Hueneme auto import markets be served by a Pacific Northwest port such as Portland (OR) and Vancouver (WA)

	Truck Miles		Ton Miles Penalty		Emissions Cost
	Portland to:	Huneme to:	Mileage Penalty	Ton Miles	Annual
San Francisco	645	364	281	21,053,236	$1,462,071
Los Angeles	975	70	905	225,140,993	$15,635,232
Seattle	171	1147	-976	-10,791,163	-$749,407
Portland	0	975	-975	-10,852,054	-$753,636
Denver	1252	1079	173	1,906,395	$132,392
Phoenix	1345	444	901	36,290,883	$2,520,271
Salt Lake City	775	752	23	258,967	$17,984
LasVegas,NV	982	325	657	14,125,214	$980,945
Total Emissions Cost					**$19,245,853**

Emission Metrics - Appendix

Emissions

Particulare Matter				
Trucking	*tons per million ton-miles*	0.1191	2002	U.S. Government Accountability Office (GAO)'s analysis of data from US DOT, EPA and the Texas Transportation Institute
Railroad	*tons per million ton-miles*	0.0179	2002	
Waterways	*tons per million ton-miles*	0.0116	2002	
Nitrogen Oxides (NOx)				
Trucking	*tons per million ton-miles*	3.0193	2002	U.S. Government Accountability Office (GAO)'s analysis of data from US DOT, EPA and the Texas Transportation Institute
Railroad	*tons per million ton-miles*	0.6747	2002	
Waterways	*tons per million ton-miles*	0.4691	2002	
Carbon Dioxide (CO_2) Equivalents				
Trucking	*tons per million ton-miles*	229.8	2007	U.S. Government Accountability Office (GAO)'s analysis of data from US DOT, EPA and the Texas Transportation Institute
Railroad	*tons per million ton-miles*	28.96	2007	
Waterways	*tons per million ton-miles*	17.48	2007	