

1 PUBLIC SCOPING MEETING

2 Wilmington, California, Thursday, October 13, 2005

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5 MR. HAGNER: Welcome. This is the second scoping  
6 meeting for the Southern California International Gateway  
7 Project located primarily in the eastern part of  
8 Wilmington. I would like to introduce a few people.

9 First of all, I'm Dennis Hager. I'm the project manager  
10 for this project in the Environmental Division working for  
11 Dr. Ralph Appy. To my immediate left is Chris Cannon. He  
12 is the project manager for the environmental firm that  
13 will be preparing the Environmental Impact Report. We  
14 also have Mary McCormick here, also part of this whole  
15 team, and many of the people you saw in the back of the  
16 room with the little name tags are the individual area  
17 specialists that will be looking at the various areas of  
18 concern.

19 What we want to do first is, we're going to have  
20 a very brief discussion about the project and what went on  
21 at the previous scoping meeting, just give you a little  
22 heads-up. And then we will have a discussion about what  
23 the project is -- the process is on the project, and then  
24 BNSF will give a brief description of the project itself.  
25 At the end of that we will move into the public comment

1 period. We also have here Commissioner David Freeman of  
2 the Harbor Commission. Commissioner Joe (inaudible) of  
3 the Harbor Commission in the back, and Commissioner  
4 Jacquelin Mendoza over there by the pillar. And we have  
5 been advised since we do have three commissioners here,  
6 they are not allowed to speak because of the Brown Act.  
7 So they will be sitting here, listening intently to your  
8 comments.

9 As an overview of the last scoping meeting last  
10 Thursday, four general issues appear to be of primary  
11 importance of the commenters for this project. The first  
12 one, of course, is the air-quality issues. The second had  
13 to do with the traffic. There is a recognition that, yes,  
14 this would take traffic off the freeway, but it would put  
15 it all into the vicinity of the project and cause concern  
16 to many of the speakers. The third item was noise from  
17 the rail operation, and the fourth had to do with light  
18 from the rail operation. So those were the four areas  
19 where we got most of the comments.

20 Let me backtrack for a moment. We are having  
21 simultaneous translation, so that's the murmur you hear in  
22 the background, and if I have to stop, sometimes it's  
23 either to allow various record keepers to catch up so ...

24 Also as a result of those comments internally to  
25 the Harbor Department, we've been looking at the areas

1 that we need to investigate. That's what these scoping  
2 meetings are for, to give us ideas on what we should look  
3 at. One of the things is that how are we going to handle  
4 the truck routes, how are we going to route the truck  
5 routes, looking at the local traffic flow to minimize the  
6 impacts having to do with this terminal. Also as part of  
7 an ongoing broader issue but specific issue, looking at  
8 how many vehicles and equipment and also the possibility  
9 of electric vehicles being utilized as part of this  
10 project.

11 One of the things that has come up is looking at  
12 the possibility of the mag lift system, and that's  
13 something that we will be taking a look at in this and  
14 looking at feasibility, both short-term and long-term.  
15 And then the impact of relocating certain businesses,  
16 including those that are -- oh, the -- that's what the  
17 note says; excuse me -- relocating the businesses and what  
18 happens to their employees. So that's a concern that  
19 we're going to be looking at in the EIR.

20 We're going to set up a few ground rules for the  
21 public comment, and we'll reiterate these. We do have a  
22 goodly number of people here. What we ask is that to the  
23 extent possible, you hold your comments to three minutes.  
24 At about three and a half minutes I will start to get a  
25 little antsy. If you have written comments or letters

1 you're reading from, if you'd like to give us the  
2 highlight and submit the written documentation, we will  
3 make that part of the record. It will be included in the  
4 transcripts for this meeting. But we would like to put  
5 some limits on the speaking time. We don't want to be  
6 here until midnight.

7           What I'd like to do now is take a break. I  
8 believe Councilwoman Hahn has entered the building, and  
9 she has a -- she has a pressing engagement elsewhere, but  
10 she does want to speak on this very important project. So  
11 Councilwoman Hahn.

12           COUNCILWOMAN HAHN: Thank you. I'm glad you can  
13 afford me the opportunity. I'm on my way to speak to the  
14 Harbor Transportation Club over at the Ports O' Call  
15 tonight. So thank you for allowing me these remarks.

16           From day one when this project was proposed, I  
17 made it clear that I cannot support a project that will be  
18 bringing new trucks into what we have. For too long  
19 Wilmington has been the dumping ground for the Port of  
20 Los Angeles, and we can no longer allow that to happen.  
21 Since I was elected four years ago, I've been working to  
22 improve Wilmington. I've worked to keep trucks off our  
23 Wilmington roads. I've worked with multiagencies to  
24 enforce illegal truck operations in our neighborhood, and  
25 I'm working to increase the penalty fines for trucks found

1 on our roads illegally. At my urging, our own port police  
2 founded the truck enforcement task force, and they work  
3 today with the CHP and other law enforcement agencies to  
4 make sure that these trucks are not ruining the quality of  
5 life in Wilmington.

6 We've then -- I also pushed for the off-peak  
7 bridge movement to get trucks out of neighborhoods during  
8 rush hour. We've done too much and worked too hard to  
9 approve a project that brings new trucks into this  
10 community. While this project certainly will take  
11 thousands of trucks off the 710 freeway, let's make sure  
12 that we don't dump those trucks on the residential streets  
13 of Wilmington. So I'm here tonight to say on the record,  
14 if this project brings more trucks on the streets of  
15 Wilmington, I cannot support it.

16 I'm requesting that the Port of Los Angeles look  
17 at the possibility of creating an on- and off-ramp that  
18 goes directly into this proposed intermodal facility. I  
19 also want to request that you look at the possibility of  
20 placing all entrances and exits for the facility on  
21 Sepulveda, not Pacific Coast Highway.

22 I would also like you to look at the economic  
23 impacts of this facility, what will happen to the 800 plus  
24 existing jobs mostly from Wilmington and Cal Cartage  
25 (phonetic). We need a good plan to ensure that we do not

1 lose those vital jobs. As part of this scoping project, I  
2 would like us to find Cal Cartage a new home and study the  
3 impacts of the new location on this project within this  
4 EIR so that we have a real analysis of the impact of both  
5 of these projects to Wilmington. And also how will this  
6 project impact the businesses currently on this land, like  
7 Fast Lane Transportation? We should ensure that they are  
8 fairly compensated and relocated.

9           Currently a portion of the proposed land is being  
10 used to store empty containers outside of residential  
11 neighborhoods where they should be stored. If this  
12 project moves forward and this business is moved, I want  
13 to publicly request that it be relocated to an appropriate  
14 location out of residential Wilmington.

15           Finally, it is no secret that the location was  
16 originally designated to be a new location of the Pacific  
17 Harbor Light Rail Yard. If this location is no longer  
18 available for Pier A, I would like the port to inform us  
19 where the rail yard will be relocated. Let me be clear.  
20 We will not tolerate it being placed in any residential  
21 neighborhood that's a block from the yard.

22           Thank you for allowing me to be on record  
23 regarding this very important issue. No longer will we  
24 tolerate port projects that negatively impact the  
25 community in Wilmington.

1 MR. HAGNER: Thank you very much, Councilwoman  
2 Hahn. We also have in the audience Council Member Val  
3 Wertz (phonetic); from Congressman Jan -- Jane Harmon's  
4 office, Chad Mohar (phonetic); and Victoria Zendahas  
5 (phonetic) from Assembly Woman Oteza's (phonetic) office.  
6 Welcome.

7 I'll continue on now, if I may.

8 The scoping meeting provides the first  
9 opportunity for the public participation in the overall  
10 CEQA process. CEQA is a California law that requires  
11 public agencies to evaluate the impacts of projects before  
12 decisions are made whether or not to go forward on them.  
13 So this is the first part. It begins with a Notice of  
14 Preparation which is -- consists of description of the  
15 project, not as in great detail as in the Draft EIR, but  
16 enough to make some determinations of what needs to be  
17 studied in the project. It provides information about the  
18 project, and it allows the public and agencies to assist  
19 in identifying potentially significant impacts in areas  
20 that need to be described and studied in the document.  
21 Next, please.

22 Here's a schematic. On the main axis is the  
23 process itself. We have issued a Notice of Preparation.  
24 After the comment period closes, we will start to draft  
25 the EIR. There will be a Final EIR produced, and then

1 that EIR will be presented to the commission for their  
2 decision as the lead agency. Above are areas for public  
3 input. The first one here is the scoping meeting. Also  
4 there's public and agency review of the document. Written  
5 comments can be submitted to the Harbor Department. They  
6 can be sent to us by mail; they can send it to us by  
7 e-mail. The packages that were provided when you entered  
8 the room has information on those addresses, both e-mail  
9 and U.S. mail. You can make comments tonight, and they  
10 will go into the official record. We do have a court  
11 reporter here taking a transcription. You can write the  
12 comments and give it to us today. After that, when we  
13 start drafting the EIR and have completed the draft, we  
14 will put it out again for public review, a 45-day,  
15 public-review period. We will have a public meeting very  
16 similar to this, and we will be accepting your comments.  
17 Again, you can give them verbally, in writing, by e-mail.

18 The Final EIR will be supplied to all commenters  
19 and all agencies before consideration by the Board of  
20 Harbor Commissioners, and then at the Board of Harbor  
21 Commission meeting where the document is considered for  
22 certification, again, they will have open for comments.  
23 You will be able to speak before the Board as with any  
24 other board. Next one, please.

25 Here are some of the areas that we've identified



1 as potential environmental issues: Aesthetics, air  
2 quality, biological resources, and so on. They're there.  
3 You don't need to read them. There are different levels  
4 of concern with each. That came out in the previous  
5 meeting of last Thursday. Again, the big four seem to be  
6 air quality, lighting, noise and the whole issue of  
7 transportation and traffic.

8 Next appears to be a proposed schedule when the  
9 EIR is out. The comment period will close November 4th.  
10 If you are going to send us written comments, please be  
11 aware of that date and get the comments to us. We're  
12 looking for a completed Draft EIR the summer of '06, at  
13 which time it will be released again for a 45-day,  
14 public-review period. Excuse me. Looking at spring '07  
15 for the Final EIR, and certification consideration by the  
16 Board summer of '07. So that's the -- that's the proposed  
17 schedule. We're going to try to work very hard to meet  
18 it. Next.

19 And now I'd like to give it over to Rob Reilly  
20 with BNSF. He's going to talk briefly about the project  
21 and give us some more information about it. Mr. Reilly.

22 MR. REILLY: Good evening. Can you hear me all  
23 right back there? My name is Rob Reilly. I'm the general  
24 manager with BNSF Railway. I'm responsible for the  
25 operations in the L.A. and Long Beach area. First of all,

1 I'd like to thank everybody for coming here tonight and  
2 giving us the opportunity to present our Southern  
3 California International Gateway Project. We know that  
4 meetings such as this are important because they help  
5 ensure that the project-related issues are all addressed.  
6 I'd like to take just a few minutes and discuss the  
7 project overview, and I'll be referring to the slides up  
8 here behind me.

9 For those of you that saw the maps in the back,  
10 the proposed location is bordered by Sepulveda Boulevard  
11 to the north, Pacific Coast Highway to the south, Terminal  
12 Island Freeway on the east, and the Dominguez Channel on  
13 the west. The facility will sit on a 183-acre parcel of  
14 land and when fully operational will be capable of  
15 handling 1.2 to 1.5 million containers annually.

16 Most importantly, it will have direct access to  
17 the \$2.4 billion Alameda Corridor project. Many of you  
18 know that the Alameda Corridor is the 20-mile rail  
19 expressway that links the Port of L.A. and the Port of  
20 Long Beach and the city of Los Angeles and the rail lines  
21 in Los Angeles. The Alameda Corridor improves the flow of  
22 cargo in and out of the ports while minimizing the effects  
23 of freight movements on local communities. Many of you  
24 remember when it opened in April 2002, it eliminated some  
25 200-plus grade crossings through the local communities.

1           As trade volumes continue to increase, BNSF is  
2 committed to taking full advantage of the benefits offered  
3 by the corridor to help reduce truck traffic. The  
4 proposed project is compatible with existing land use  
5 which includes a heavy truck-intensive operation along  
6 with a rail yard.

7           Current operation today where containers -- some  
8 containers out of the Port of L.A. and the Port of Long  
9 Beach are trucked to our rail facility at Hobart yard  
10 which is approximately 20 miles up the 710 freeway in the  
11 city of Commerce. These containers obviously do not  
12 utilize the Alameda Corridor and instead take up much  
13 needed space on our local highways. The proposed facility  
14 would be located within four miles of the ports and have  
15 direct access to the Alameda Corridor. Truck access to  
16 the facility will be at the south end off of Pacific Coast  
17 Highway. It is estimated that some 30 million truck miles  
18 annually would be eliminated from the 710 freeway and  
19 other local freeways. Next slide.

20           In order to expedite movement within the  
21 facility, it will have six 2500-foot queuing lanes for  
22 truck access, so trucks won't queue on public streets.  
23 The trucks will enter the facility from the south end of  
24 PCH and will have minimal delay to gate kiosks that will  
25 utilize card-swipe technology and wireless handheld

1 devices for efficient processing.

2           Truck-direct-to-rail planning will allow trucks  
3 to move immediately track-side where their cargo will be  
4 lifted off by the proposed electric cranes. The truck  
5 then will continue to the exit, minimizing the time spent  
6 idling and reducing time in the facility.

7           Some containers are loaded onto the rail cars at  
8 the port. I'd like to briefly discuss why they all can't  
9 be loaded on-dock. For those of you who may not know,  
10 on-dock is where a container is loaded at the rail  
11 facility directly at the port and then transported via  
12 train out to the Alameda Corridor. A near-dock is a  
13 facility in close proximity to the ports where containers  
14 are consolidated before being taken by trains through the  
15 corridor.

16           BNSF is in favor of doing as much business  
17 on-dock as possible because it's a very efficient way to  
18 move containers due to the fact it requires less handling.  
19 We work very hard with the ports and our shippers to use  
20 on-dock as much as possible. Our on-dock loading has been  
21 consistently up over the year. In 2005 alone it's up  
22 26 percent as compared to 2004.

23           However, there are a few reasons why it cannot  
24 all be done on-dock. First, available on-dock loading  
25 space at the ports is limited. The second challenge is

1 the fact that there aren't always enough containers  
2 destined for the same location that can be loaded on the  
3 dock to make up a complete train. Since there are not  
4 enough containers from the terminal to make up a complete  
5 train, containers must be taken to a central location  
6 where they can be sorted by rail destination, loaded onto  
7 rail cars, and then are transported by rail out of the  
8 area.

9 The proposed project -- BNSF is committed to  
10 making this facility the greenest facility in the country.  
11 The facility will set a new standard for environmental  
12 stewardship in Southern California. BNSF proposes to use  
13 electrically powered cranes to lift containers between the  
14 trucks and trains, the first intermodal facility in the  
15 country to do so. These cranes have zero emissions and  
16 also offer reduced noise and lighting than conventional  
17 operations. In addition they regenerate power during  
18 braking and lowering of loads.

19 BNSF also proposes to use LNG-powered hostling  
20 tractors for moving containers within the facility with  
21 reduced NOx -- which reduce NOx emissions by 63 percent  
22 and particulate-matter emissions by 80 percent compared to  
23 standard off-road diesel tractors, while noticeably  
24 quieter than traditional diesel engines.

25 We are proposing using LNG multi-engine or hybrid

1 switch locomotives. Currently BNSF operates the only four  
2 LNG locomotives in the United States with all four based  
3 here in Southern California. LNG locomotives are  
4 1200-horsepower, natural-gas locomotives. Hybrid switch  
5 locomotives, also referred to as Green Goats use clean,  
6 efficient 290-horsepower, gen-set engines to charge  
7 batteries. They have a 40 to 70 percent reduction in  
8 diesel-fuel use and greenhouse-gas emissions and 80 to 90  
9 percent reduction in NOx and particulate matter. They are  
10 also noticeably quieter than traditional diesel engines.

11 In addition, BNSF will use Smart Start technology  
12 to automatically shut down idling locomotives, reducing  
13 fuel use, noise, and air emissions.

14 In order to fully evaluate the environmental  
15 effects of the proposed facility, the alternative of a  
16 traditional operation using conventional technology will  
17 be studied as well. Under that scenario diesel-powered,  
18 rubber-tired Gantry cranes and hostling tractors would be  
19 used. This alternative would also utilize LNG or  
20 hybrid-switch engines, locomotive idle-shut-down features,  
21 truck-direct-to-planning systems, and will optimize the  
22 use of the Alameda Corridor.

23 In conclusion, in this proposal this proposed  
24 facility will offer enough -- a number of important  
25 benefits. Most important among these is the elimination

1 of millions of truck miles per year by decreasing the  
2 distance cargo travels by truck before being transferred  
3 to rail. It will increase the utilization of rail through  
4 the Alameda Corridor and incorporate the use of cleaner,  
5 more efficient locomotives which will result in rail  
6 transportation being two to four times more fuel efficient  
7 than trucks handling the equivalent loads. Many people  
8 may not realize that one double-stack train can handle the  
9 equivalent of 250 to 280 trucks. With state of the art  
10 technology, we anticipate trucks will be expedited through  
11 the facility in an efficient manner. This will improve  
12 the efficiencies for truck drivers, allowing them to make  
13 more turns in a given shift.

14 Thanks again for your attention, and we look  
15 forward to working with the local communities and the Port  
16 of Los Angeles to ensure that the scope of this  
17 environmental review process is comprehensive and  
18 adequately addresses concerns of the community, the  
19 region, and the future.

20 MR. HAGNER: Thank you. Moving on, we are now to  
21 probably the most important part of the evening. We want  
22 to hear from you. Again, ask that you limit your comments  
23 as much as possible to three minutes. Recognizing that if  
24 you have any written material, you can submit it, and it  
25 will be included into the record. It carries as much

1 weight as your spoken words. If you wish to speak and you  
2 haven't filled out a speaker card, please do so. There  
3 are people situated in the back with name badges that can  
4 help you.

5           Again, if you wish to provide written comments,  
6 it can be done tonight. There's a table over by the  
7 officers, and you can leave it with us tonight. You can  
8 send it to us by U.S. mail or by e-mail. If you do it by  
9 e-mail, include in the subject line the title of this  
10 project. You can just put SCIG, S-C-I-G, and also include  
11 your mailing address, because when we finish the EIR --  
12 actually when we start the EIR, we want to include you in  
13 all future notices. So it's important that we have you  
14 give us your mailing address.

15           Also if you wish to make your comments in  
16 Spanish, we have translators here that can do that for  
17 you. Just let yourself -- make yourself known. If  
18 there's anyone with a pressing family matter of a  
19 time-sensitive nature, please let us know. We'll try to  
20 accommodate you. And we will call up a person to speak,  
21 and then the person to follow them, so we can keep the  
22 flow going.

23           So first of all before we call up the speakers,  
24 I'd like to welcome Rick Pulido -- Pulido, excuse me -- of  
25 the City of Carson Planning Commission, and Mayor Jim Dear



1 with the City of Carson, and we would like to start off  
2 with Mayor Dear speaking and then followed by Ron  
3 Gustelum.

4           MAYOR DEAR: Greetings. My name is Jim Dear.  
5 I'm the mayor of the City of Carson. I'm glad that we  
6 have a lot of people here, and I want to make one initial  
7 statement. What we're talking about is -- looks like the  
8 EIR, Environmental Impact Report, so it can be with this  
9 type of project you're bringing forward. I would like to  
10 say that that's a good starting point. We expect this to  
11 be a project that anticipates the needs of the residents  
12 whether they're in Long Beach, Carson, or Wilmington, and  
13 so this process I would like to see brought to the City of  
14 Carson Environmental Commission. We have the chairman of  
15 our Environmental Commission here today, Mr. Roye Love.  
16 So if the proposers would please do a presentation, not  
17 just one initially, to the environmental commission in  
18 Carson because our city is going to take a proactive stand  
19 on this issue.

20           We also have other elected officials here. I  
21 hope they're going to speak. I see Val Wertz; she's the  
22 Long Beach City Councilman. Val, are you here? All  
23 right, in the back. And I see a Waterford Tulley. He's  
24 from the Community College Board. He's here tonight. So  
25 my point is -- and I know Janice Hahn was here earlier,

1 but the elected officials are concerned, and we're  
2 involved in this project.

3           It's not just the Port of Los Angeles, but in a  
4 new day that the Port of Los Angeles is talking about,  
5 it's going to involve Long Beach and Carson with most of  
6 the things that we do. Because as the growth continues,  
7 it's going to impact our community, and a great deal of  
8 the port traffic travels through or next to our city on  
9 the 110 freeway, the 710 freeway, and the Alameda Corridor  
10 goes through the city of Carson. So I look at this -- I  
11 know you had a meeting a week or so ago in Long Beach --  
12 but I look at this as the beginning of our dialogue to  
13 find a solution. And you might want to look at it Kinder  
14 Morgan Company (phonetic) has been in the business of  
15 liquid-fuel concentration. And so many, many months of  
16 working out with some false starts actually, we finally  
17 worked out a plan of action for that facility that is  
18 maybe a first in the nation as far as being environmental  
19 friendly, and we worked out a program as a good neighbor  
20 project aspect to it. So we want this to be a good  
21 neighbor. If this project ever becomes a reality, we want  
22 to make sure that it's going to be something that we can  
23 all live with. I mean that literally.

24           So thank you very much. I appreciate your time,  
25 and I'll look forward to seeing you very soon in the city

1 of Carson. Thank you.

2 MR. HAGNER: Ron Gastelum followed by Bryan  
3 Grijalva.

4 MR. GASTELUM: Thank you, and good evening. I  
5 very much appreciate this opportunity to speak on behalf  
6 of the L.A. Regional Chamber of Commerce. I'm going to  
7 make my comments brief because there are a lot of people  
8 who want to talk. I did read the Notice of Preparation.  
9 It's a complete document. It does describe the project  
10 very well. I think it was very useful to have today this  
11 presentation by the company, and I want to commend the  
12 process. I want to commend the port for initiating this  
13 process. We want to commend the company for their  
14 commitment to the process. It's not easy for a company to  
15 stand up and go through this kind of process, given the  
16 complexity, given the potential impacts on the community.  
17 I do want to commend the company for that commitment and  
18 in particular, their commitment to an environmentally  
19 friendly project. We don't know yet what the result is  
20 going to be. They don't know either. Tremendous  
21 financial risk by the company and as you stand here, you  
22 don't know what the result is going to be, so I want to  
23 commend the community for your commitment to the process.  
24 And that goes to the statement by the mayor, in the end we  
25 hope we have a better project.

1 I'm a past CEO of the Metropolitan Water District  
2 of Southern California. I am familiar with major  
3 infrastructure issues related to the entire issue. I know  
4 we're making developments today in this infrastructure.  
5 We have to think about not only tomorrow but 50, 20, a  
6 hundred years from now. So as we approach this project,  
7 we need to think about what our future is, and I think  
8 that as the community engages, as the company engages, we  
9 will have a project that will live and be compatible with  
10 all this interest that we have to serve.

11 The L.A. Region Chamber of Commerce is going to  
12 be involved in this process. There are many people  
13 throughout the region in our business community who have a  
14 interest. We hope to be a positive contributor to the  
15 process, and as it begins, we want to be here at the start  
16 of it. Thank you very much.

17 MR. HAGNER: Thank you.

18 Bryan Grijalva followed by Peggy Forster.

19 MR. GRIJALVA: Good evening. My name is Bryan  
20 Grijalva. I am the president of the Auto Rebuilder's  
21 Association of Wilmington. And we just want to voice our  
22 concerns about addressing to the residents in the  
23 community comports about 200 small businesses in and  
24 around Wilmington. I represent 58 businesses which are  
25 right adjacent to the proposed site. And our concerns are

1 that we may be eliminating the pressures on the residents,  
2 but we're creating about the businesses. Shipped at all  
3 anywhere east or south of the proposed site, it will  
4 directly affect us. It will be right on top of us.

5 There's so many concerns here. Traffic, of  
6 course, from the residents -- we're all located directly  
7 west of the channel. And also noise reduction -- a sign  
8 out there that says noise reduction. That's great.

9 However, putting more tracks in -- we've all heard a  
10 train. We can't do business like that with more trains  
11 there. Our concern is mostly with the businesses in that  
12 area. Let's not forget about us because any community is  
13 made up of residents and businesses, not just residents.

14 Thank you.

15 MR. HAGNER: Thank you very much. Peggy Forster.

16 MS. FORSTER: If I may, sir, I'd like to be on  
17 last.

18 MR. HAGNER: Pardon?

19 MS. FORSTER: I'd like to be last on your list.

20 MR. HAGNER: If you wish. Patrick Wilson  
21 followed by -- oh, this is a good one -- Patty S-r-a -- if  
22 you're Patty, and you signed up, okay, you're next.

23 MR. WILSON: Thank you. My name is Patrick  
24 Wilson, and I'm president of Fast Lane Transportation in  
25 Wilmington, and I'm speaking only in that capacity this

1 evening.

2 First I'd like to talk about the potential and  
3 other benefits of this project, and as reported, it will  
4 take a million plus trucks off the 710 freeway. It has  
5 the potential for improvement to the air quality which  
6 will be linked as the ERI process continues, and  
7 additionally, when the discussion was made about the  
8 air-quality emissions, what really needs to be considered  
9 is the emissions that are currently generated from the  
10 existing uses within the project area, as well as the  
11 reduction of the truck trips on the 710 as a result of  
12 this project.

13 So having said that, I support the concept of the  
14 project, but there are some supports that would include  
15 emissions, and I don't believe it's necessary, frankly,  
16 because the EIR process is a visible and public and  
17 well-reported process. Port has a huge opportunity again  
18 to do it right. Otherwise the EIR could be subject to  
19 years of litigation regarding the assessment of  
20 environmental impacts and their mitigation.

21 Despite the mitigation of the corporate party,  
22 for example, the Port of Los Angeles Board of Harbor  
23 Commissioners' President David Freeman, to my right,  
24 yesterday directed staff to draw plans to allow only local  
25 electric or LNG-powered trucks to move cargo between the

1 port and the project. So it has the attention of the  
2 appropriate people here.

3 You know, what I would say is that this project  
4 will result in the relocation of some businesses, and that  
5 includes mine. And my business is the storage of  
6 containers and trucking in our community involved in  
7 businesses. Having said that, we are well located in a  
8 completely industrial environment, and as councilman said,  
9 I would like the same opportunity to continue to conduct  
10 my business. We are a very specific operation that needs  
11 to be addressed as a result of relocation, and that needed  
12 to be seriously considered. And finally, we need  
13 assurance that the needs will be met by the port. Thank  
14 you very much.

15 MR. HAGNER: Patty followed by Ricardo Pulido --  
16 Commissioner Pulido.

17 MS. SRAMEK: Good evening. I just have a few  
18 remarks to make. Again, we see on the slide show, this is  
19 going to take -- this project will take trucks off the 710  
20 freeway. However, if you all look at your maps, you'll  
21 notice that there's a (inaudible) right up to Long Beach,  
22 and you can see the displayed maps. This is within about  
23 300 yards from two schools, a preschool, the homeless  
24 veterans facility. They also have a one-to-eight-grade  
25 school there and our parks. I would just like to say this

1 is going to be a terrible, devastating impact to the west  
2 side of Long Beach. We're going to be faced with  
3 (inaudible) when we heard those numbers -- we couldn't  
4 believe it -- 2 million trucks a year. Now you can build  
5 a terminal; it's possible. New technology is great, but  
6 there's no denying that but there is no way to mitigate  
7 the 2 million trucks that's going to come in. None. And  
8 it's going horrible.

9 We have children sick with asthma. It doesn't  
10 make any difference to anyone. Right now just from the  
11 Union Pacific Operation that's been there 25 years, I  
12 believe, and we have hundreds of thousands of trucks  
13 coming down that freeway, and in general, the area of our  
14 homes now, and it just doesn't -- I can't believe that  
15 they would even consider doing a project like this. And  
16 they tell us it's for the greater good, for people to get  
17 more and more so they can receive their good, but what  
18 we're going to receive or have with the new studies --  
19 there's more asthma, lung cancer, and heart disease.  
20 That's what we're going to get.

21 So I would like to have something put into the  
22 EIR, but I haven't heard mentioned, and that would be the  
23 particulates from this many tires, the noise, and the dust  
24 and also a very careful look at the pollution that we have  
25 now. This should be cumulative or what the end effect is



1 going to do with 1,500,000 trips a year is what Union  
2 Pacific is doing now, and note what Union Pacific is also  
3 going to want -- to expand. So I ask you, what are we  
4 going to do? What's going to become of us? Also I  
5 spoke -- I believe it was yesterday -- and I would like to  
6 request again the scoping -- the comments of the scoping  
7 of this EIR ends on November 4th, and I would like to ask  
8 for a one-month extension on this. Thank you very much.

9 MR. HAGNER: Ricardo Pulido, and then Nick  
10 Sramek.

11 MR. PULIDO: Good evening to the communities here  
12 of the city of beautiful San Pedro, Wilmington, Carson,  
13 and Long Beach, all of our friends out here, and to the  
14 Harbor Department in this great city of Los Angeles. My  
15 name is Rick Pulido, Commissioner of the City of Carson, a  
16 good neighbor here watching out for our community and our  
17 children.

18 We have several concerns, and they start off  
19 with, as a guy said, a city-good-neighbor policy that we  
20 have evoked and been able to work out with the Kmart and  
21 with other big conglomerates and corporations. We feel  
22 it's time that the businesses -- the shipment companies,  
23 the owners -- not the truckers and the working people like  
24 myself and persons out doing their -- moving the goods and  
25 the workers and the people -- but the owners and the big

1 business, like I said, pay their fair share. It's time  
2 that they pay their fair share for all the construction  
3 shares, and we need those done by them. We need also the  
4 infrastructure covered, not only the off-ramps and ingress  
5 and egress, but the greenbelts -- the greenbelts along  
6 about the rail yard there. We don't think it's a good,  
7 acceptable area but to categorize it, like I said, if  
8 there's something to be compromised and mitigated, we're  
9 understanding.

10 We need more time. What is the rush here that we  
11 have to do this scoping meeting tonight and expect the EIR  
12 and the process move forward so quickly? We should take a  
13 six-month moratorium when we do this planning. And folks,  
14 it's going to affect the rest of our citizens here in the  
15 cities and the rest of our lives for the rest for many,  
16 many decades and centuries. So slow down on this process.  
17 Get more public input. We expect it to go out to every  
18 city, like the lady just said. West Long Beach -- every  
19 city should be here and have a public scoping meeting like  
20 the mayor said earlier -- to our environmental  
21 commissions, to our planning commissions, so we can hear  
22 and help. We're here to help. We don't get the drawing  
23 and the moving situation in the world, but hey, please  
24 take heed at this point at what we're doing here.

25 Also we're going to expect and request that we

1 have more health-care services provided for our community  
2 and for our children with asthma, epilepsy, mental  
3 illness -- all caused by these contaminants and these  
4 pollutions that are coming to us. We're not going to put  
5 up with it anymore. We're strong. We've got a lot of  
6 communities uniting, working hard together to stop this  
7 from happening. Now we're in the process, and realize  
8 we're here to work for the community first and our  
9 children first.

10 The rest of you all -- the big businesses, pay up  
11 and ante up and pay your fair share. It's time. You're  
12 building your dollars off our backs, so we are very, very,  
13 you know, at this point -- having (inaudible), but I won't  
14 take any more time. I just want to tell you thank you  
15 very much for the time, and we will expect, and we will be  
16 here diligently. Thank you very much.

17 MR. HAGNER: Thank you, Ricardo.

18 Nick followed by John Peterson.

19 MR. SRAMEK: My name is Nick Sramek. I live on  
20 the west side of Long Beach. First thing I want to say  
21 is, with all due respect to Councilwoman Hahn, if her  
22 proposal to have the entrance to the facility on Sepulveda  
23 is accepted, it would just put thousands of more trucks  
24 right in our neighborhood right next to the freeway  
25 (inaudible) we got all the RCTF, pass all our schools,

1 parks, everything else, okay? I think the bottom line is,  
2 we don't want any of these things in any of our  
3 neighborhoods as far as Wilmington or Carson. Okay.

4 I just want to tell you I spoke last week, but I  
5 just want to add a few comments to what I said there.  
6 First thing is it's just horrendous the way these trucks  
7 come in and they're coming in off of ships. And when they  
8 unload a ship, they come in 1,000, 2,000, 3,000 at a time.  
9 You know it, because they're go to RCTF and back up  
10 Pacific Coast Highway and up to Anaheim, two deep at a  
11 time. Nobody drives it anymore when it gets like that.  
12 You can't. You just wait for an hour or two. Okay. We  
13 know how it is. If you put in another facility, we're  
14 going to have another 1, 2, 3,000. You're having these  
15 super ships coming in, and it would be 4, 5,000 containers  
16 at a time. You're going to take every route out. You're  
17 going to back up business. You're going to come through  
18 one of the proposed routes, at least you come up to Balkan  
19 Street where these roads are -- mainly are economic engine  
20 to the city of Long Beach, the west pack area where all of  
21 our small businesses are. You're just going to bog it  
22 down. So I wanted to talk about that.

23 The next thing was -- and this changed the first  
24 time I heard it last week -- that BNSF is proposing to  
25 have -- take all this -- no accumulation of trucks on the

1 streets. Okay. If that was possible, I'd like to see  
2 where they are going to put 2 -- 2,000 trucks at one time  
3 in this facility, and everything's going to work right  
4 with 2 or 3,000 -- however many trucks, the noise from  
5 that. On a Saturday I'll look down, and it probably  
6 looked like (inaudible). Okay?

7           The other thing is -- and I'll mention real  
8 quickly -- is that BNSF is preparing a proposal to use  
9 this new technology, but there's nothing to force them to  
10 use it. So when you do the ERI, you really need to look  
11 at, you know, the worse-case conditions. Okay. What are  
12 the worse things that happen to be in there because there  
13 is nothing that's going to force them to use this  
14 container technology.

15           The last thing I want to talk about is just what  
16 the gentleman before me said about extending the time for  
17 comments and for the scoping process. There's been a  
18 bunch of changes. When we first heard this project a  
19 month ago, a month and a half ago, it was 700,000  
20 containers, and now it's 1.5 million. Now, instead of  
21 having all these trucks on our streets, they are going to  
22 park them all in the facility. We don't know what other  
23 changes are in there, and now that we are here -- our  
24 neighbors in Carson, okay -- all of the communities need  
25 to hear this. You need to extend the time a little bit.

1 Add one, two months, whatever it takes, to go to all the  
2 communities, make sure everybody knows about this project,  
3 and have a chance to comment on it. So thank you very  
4 much.

5 MR. HAGNER: Thank you very much.

6 John and what is your last name?

7 MR. PETERSON: Peterson. You're in agreement  
8 with everyone in my office that can't read my writing.  
9 I'm John Peterson.

10 I'm an attorney for Fast Lane Transportation, and  
11 I'm here in that capacity. I will submit written  
12 comments, but briefly tonight I wanted to address a couple  
13 of simple facts, based on the environmental assessment  
14 that has been circulated. It appears that, given the  
15 impact the plan will have on Fast Lane, especially with  
16 placement of the lead lines south of PCH through the Fast  
17 Lane property, they're basically bisecting the Fast Lane  
18 property. The environmental assessment doesn't address  
19 how to mitigate the impacts as it relates to planning  
20 which is basically the division of a neighborhood, albeit  
21 the business neighborhood, and the significant impacts  
22 that will result to transportation and traffic for  
23 placement of new lead lines, for the placement of new rail  
24 traffic that will effectually make the remaining property  
25 that is not actually covered by these lines, accessible to

1 public transportation, to the public street system.

2           So it is important that as you go through the  
3 process, that the -- that you take into account, not only  
4 the issues, the problem, the defined problem, but then you  
5 provide for the appropriate mitigation because what will  
6 happen in the situation where Fast Lane and the businesses  
7 in the vicinity of that are going to be dramatically  
8 impacted. And in the initial statement and environmental  
9 assessment that's been circulated, there has been no  
10 attention paid to it at all. Thank you.

11           MR. HAGNER: Thank you very much.

12           Next we'd like to welcome Ray Pok of Councilwoman  
13 Uranga's office, City of Long Beach, as the next speaker  
14 and after him, Skip Baldwin.

15           MR. POK: Thank you. My name is Ray Pok. I'm  
16 chief of staff for Councilwoman Tonia Uranga's office of  
17 the 7th District of Long Beach. Council member made  
18 comments at this last meeting, and I was going to address  
19 the Harbor Commissioners, so I think those comments --  
20 what I'd like to address is the need for not just the  
21 community, but the need to involve all of the responsible  
22 agencies. According to -- this project is in the City of  
23 Long Beach. However, there is not much discretionary  
24 decision to be made on the city side. It is in the Port  
25 of Long Beach Harbor District. Unfortunately, we did face

1 situations like this. We have an existing rail facility.  
2 Because it sits in another city, we have very little  
3 jurisdiction. The EIR should take a look at different  
4 opportunities and mechanisms for other jurisdictions to  
5 have input in the process and have comments really in some  
6 of the decisions that are to be made on this EIR. It's  
7 very refreshing to see commissioners here, and council  
8 members are here, and the L.A. Harbor Commission. She was  
9 very appreciative of the reception Commissioner Freeman  
10 and all the board members gave her. We had our harbor  
11 commission at our meeting. However, we had also a 710  
12 hearing process that went well over a year.  
13 Unfortunately, these facilities are shared. It's not a  
14 matter of whether it's in Wilmington or L.A. or Long  
15 Beach. The impacts are spread across the region, and  
16 these are, in fact, an international facility, but the  
17 local agencies are sometimes separated merely by a  
18 boundary line. I encourage the Wilmington community or  
19 those people who came out to Long Beach to work with us  
20 because we'll try to come to as many L.A. meetings as  
21 possible, and hopefully, we can get some sort of joint  
22 meeting with the commissioners to begin. We did have a  
23 commissioner at one of our meetings, and we'll try to  
24 bring commissioners at your meeting. Thank you.

25 MR. HAGNER: Thank you very much.



1 Skip followed by Arthur Hernandez.

2 MR. BALDWIN: Good evening. I'm Skip Baldwin.  
3 I'm with the Citizens Committee, and but I do have some  
4 comment on this. I looked through the NOP here, and in  
5 this look on the last page -- not on the last -- page 38,  
6 it simply states basically that this project so ludicrous.  
7 All the things we hadn't wanted -- we specifically told  
8 them we don't want -- won't stand for in Wilmington is in  
9 this project. All of the pollution, emissions from the  
10 trucks, light, noise, glare, and so forth -- they're  
11 included here. And you think you're going to magically on  
12 paper mitigate them, but they're not.

13 And I suggest two alternate projects. One, no  
14 project at all because that's what's appropriate. Number  
15 two is make this a fully enclosed project as a giant  
16 warehouse, let's say, and even the tunnels the trucks come  
17 in are covered. That way the air can be filtered and so  
18 forth, and all the pollution can be kept inside for the  
19 port and its employees to enjoy.

20 Well, I did have a third one also, and the third  
21 one is to take all the property east of that location, all  
22 the way to Santa Fe, and just bring that into public  
23 domain and buy all that property out and then put a big  
24 park over there, and then, it might be acceptable. Who  
25 knows?

1           Also we want to go into this environmentally  
2 friendly BNSF. We have some disastrous experience with  
3 them in Wilmington. They have a facility located at L  
4 Street and McFarland (phonetic) and again McFarland -- and  
5 this facility is zoned residential. This is a rail yard,  
6 and it's zoned residential. And one of the problems we  
7 had with them was they used this as a dump, and about four  
8 years ago we found that all through the areas of the  
9 residential zones they had big double dump trailer  
10 tractors in this who were bringing sand over and dumping  
11 it in their yard. And it was a tremendous mess, and  
12 strictly illegal and so forth and so on. And when we  
13 mention it to them now, all these environmentalists from  
14 the BNSF were well, they don't even know about it. They  
15 don't know anything about it at all.

16           So I'm telling you that BNSF has a bad  
17 environmental record, and I also read about it in The  
18 Times. They've been pretty disastrous, so don't depend on  
19 them for anything inside this project. They do what they  
20 want. The next bunch comes on board and says well, we  
21 don't know a thing about it. So thank you for letting me  
22 comment.

23           MR. HAGNER: Always a pleasure, Skip.

24           Arthur Hernandez, and then John Thomas.

25           MR. HERNANDEZ: In the scope of the announcement

1 of the -- of the proposed project, I'd just like to say  
2 that in Wilmington, we've been impacted to the degree  
3 where the diesel locomotives are coming into our  
4 community. It shakes the house. The windows rattle.  
5 There's in excess of noise of 400 decibels. The community  
6 at times, many times cannot even sleep at night, and it  
7 impacts our community to the point where we don't know  
8 what to do. We voice our opinions through every possible  
9 area of communication, with our councilwoman -- and  
10 Mrs. Hahn came up here and gave a speech, and I agree with  
11 her. I think she's right. When we come up and talk about  
12 intermodal over there on the east side up over there at  
13 (inaudible) area or south of Willow, there's no other  
14 place. Long Beach has to enter in an agreement along with  
15 Wilmington to provide an area so that the Alameda Corridor  
16 can go forward and scope the balance. I'm not saying this  
17 is a perfect plan, but they have to cut an agreement  
18 because the port wants to go forward and give some sort of  
19 permission so that they can move out all these containers.  
20 Otherwise we're going to have to eat them all up right  
21 here in the harbor.

22 On-dock, off-dock is still coming back to  
23 consideration and mitigation, and if the bid set is in  
24 agreement and they go along with the program without LNG,  
25 I'd have to look at it twice. Nobody else has a plan to

1 go forward and move these containers, so I have to look at  
2 it and go along with it in that sense. When also in  
3 Wilmington we have been impacted to the point where I  
4 called for removal of the McFarland line and the  
5 monitoring and environmental impact -- that the monitoring  
6 that I get is negative. The new (inaudible) -- we have a  
7 new residential community in Wilmington. That's the  
8 reason why I called for the removal of the McFarland line.  
9 There's over 50 homes there. I've gotten signatures on  
10 petitions of over 67 homeowners there, and also on record  
11 at Janice Hahn's office, I've got a petition there with  
12 435 signatures of my constituents that live in that area,  
13 and it's on record. Also I recommend that if the Alameda  
14 Corridor goes forward, there should be a plan to institute  
15 the LNG and also electric trains. Thank you.

16 MR. HAGNER: Art, I know you write all this out.  
17 Can I have a copy for the record? Thank you.

18 John Thomas followed by Donald Compton.

19 MR. THOMAS: Good evening, ladies and gentlemen.  
20 I noticed something that appears to be over right here in  
21 this whole project. Let's start by thinking about  
22 dividing at the docks where these containers are unloaded  
23 and loaded between containers that are going to the local  
24 community, for example, and containers that are going  
25 outside the local community. I see absolutely no reason

1 why rails cannot be run from these docks to wherever  
2 you're going to locate this rail yard and to have a system  
3 of cranes that goes across several rails that could be  
4 utilized to simply transfer to the trains that, you know,  
5 you can route your containers to different locations in  
6 that manner easily, and at the same time you can have  
7 trucks that are picking up containers at the docks for  
8 local shipments. The only trucks that are allowed in the  
9 area -- there's no reason -- and if you can set up  
10 rails -- a rail system to transfer all of the containers  
11 and goods by rail directly from the docks through the rail  
12 yards and outside the L.A. area and then divide your  
13 shipping points outside the L.A. area and different  
14 locations and kind of spread the whole operation out a  
15 little bit so you don't have a whole, huge concentration  
16 of diesel trucks coming to one location, it seems to me  
17 that that would be the best possible plan. You know, I'm  
18 surprised that that's not included in this.

19           And of course, I believe that it's time that the  
20 Port of Los Angeles seriously consider manufacturing and  
21 selling diesel fuel in the Port of L.A. and Long Beach and  
22 requiring all the diesel-powered trucks that come into the  
23 Port of L.A. to simply gas up, buy the diesel which would  
24 cut the air pollution and their empathy meter by  
25 90 percent or more.

1           And I think also it's a very good idea to  
2 consider an enclosed truck corridor next to the Alameda  
3 Train Corridor that would be below street level and closed  
4 with filters to scrub emissions from the trucks that, you  
5 know, need to do local deliveries. And of course, you  
6 know, you probably should consider putting solar electric  
7 cranes and elevators and also some type of firefighting  
8 equipment on these cranes because then, you know, right  
9 there where you're transferring containers, is the most  
10 likely place that an accident could happen involving  
11 hazardous materials. And of course, if you have your foam  
12 and water firefighting equipment and hoses there at the  
13 crane location, it will be a much safer operation. And of  
14 course, you can also reverse the entire operation to have  
15 it arranged so all the incoming goods can be off-loaded  
16 from trucks from rail yards outside the L.A. Basin if  
17 they're coming from long distances, shipped by train,  
18 preferably an electric train with low emission or no  
19 emission, you know, via diesel or diesel-electric into the  
20 rail yard and then transferred and transferred -- shipped  
21 by rail to the various different ports or local community.  
22 And that's all I have to say.

23           MR. HAGNER: Thank you very much.

24           We're going to take one more speaker, Donald  
25 Compton, and give our court reporter a break. Looks like

1 she's on her last fingers.

2 MR. COMPTON: My name is Donald Compton. I'm a  
3 volunteer public advocate and probably going to be seated  
4 as a council person with the Wilmington Neighborhood  
5 Council with an education seat. But I'm here tonight  
6 along with Art Hernandez. We're interested in bringing a  
7 metro gold trolley system down the 110 freeway and into  
8 centrally located Wilmington and along the C Street border  
9 on Harbor Department land, and then northward up into the  
10 BNSF Watson yard. That's why we want that track rolled  
11 out and thrown away, and they can reroute around, and  
12 we'll have a gold trolley and main service yard and  
13 station there for the tens of thousands of working poor in  
14 this whole area adjacent to Pacific Coast Highway and the  
15 Torrance Number 3 bus stop and right across the street  
16 from the District Senior Center.

17 Now, this isn't just talk. Commissioner  
18 Hernandez and I are in court in Compton versus City, et  
19 al. in NC, Charlie, 041364 in San Pedro. We are there  
20 seeking a writ of mandate to compel certain officials to  
21 do their duty of office and now the MTA, Janice Hahn's  
22 office, and Caltrans to bring us this train that should  
23 have been here years ago. Those interested in following  
24 up with this can contact me at any time. We have plans  
25 available.

1           How will this be funded? And I'll be very quick  
2 about this. One-third of all those port container trucks  
3 are due to use the 110 freeway. That's in the master plan  
4 coming up along Harry Bridges. That's our next step. And  
5 those trucks go, so goes the port nexus in our view, and  
6 this will take two -- at least one lane on either side of  
7 the median strip, which will be the rail easement. That  
8 freeway's been built to hold a rail easement 50 years ago,  
9 and it's still good for that, 25-mile-long bridges. Those  
10 two lanes taken away will naturally displease a lot of  
11 motorists. Well, they can park their vehicles and ride  
12 the train, and the Port of Los Angeles can come up with  
13 the money because it's their trucks that are going to be  
14 using our freeway. That is compensation. Thank you.

15           MR. HAGNER: Thank you very much. At this time  
16 we'd like to take about a five- or ten-minute break to  
17 allow our court reporter to take a rest and get ready for  
18 more of the next half. Thank you very much.

19           (Brief recess was taken.)

20           MR. HAGNER: Ladies and gentlemen, if you can  
21 take your seats again we'll continue. Okay. Ladies and  
22 gentlemen, we're going to start again.

23           The first speaker up is Andrea Hricko, and after  
24 her is Gordana Kiorpeoglou. For the reporter,  
25 Commissioner Lopez Mendoza's first name is not Jacquelin,



1 it's Geralyn (phonetic), and I will probably be  
2 transferred to our new Bakersfield office Monday morning.

3 But it's all yours, Andrea.

4 MS. HRICKO: Thank you. My name is Andrea  
5 Hricko, and I work at the technical (inaudible) center at  
6 the University of Southern California. I'm here to ensure  
7 that the significant health impacts that this project will  
8 generate are evaluated thoroughly in the Draft EIR. I  
9 work with a team of scientists at USC who are doing a  
10 children's health study, a study on the effects of air  
11 pollution on children's respiratory health, and I also  
12 work with the team of scientists at UCLA who are studying  
13 the health effects of particulate matter. I would just  
14 recount a few of their studies that are relevant to this  
15 project.

16 A September 2004 USC study shows that  
17 18-year-olds growing up in polluted communities in  
18 Southern California have a fivefold increased risk of  
19 having abnormal lungs, directly related to passage of air  
20 pollution that are related to traffic including  
21 particulate matter and elementary carbon, a marker for  
22 diesel when measured near traffic. The USC study  
23 published in September 2005 shows that children living  
24 close to traffic have a twofold increased risk of asthma.

25 An August 2005 UCLA study shows that mothers in

1 Los Angeles living close to freeways have more premature  
2 babies. A September 2005 USC study shows that  
3 elemental -- shows elevated particle levels leading to  
4 much higher cardiovascular mortality, and that is in  
5 Los Angeles.

6           These health effects are happening under current  
7 conditions in Southern California. Why do the traffic  
8 health studies I mentioned matter in terms of the BNSF  
9 RPDF project? Well, it matters because within one-quarter  
10 of a mile, according to the NOP, within one-quarter of a  
11 mile of the BNSF facility and adjacent to the Terminal  
12 Island Freeway, we have a K-to-8 school tucked in, a  
13 parochial school, St. Lucy's, Cabrio, a day care center, a  
14 homeless shelter and homes and residences for homeless  
15 veterans. Why are we concerned about diesel? We're  
16 concerned because we believe particulate matter is a  
17 cancer-causing chemical, and we know that most recently  
18 from the September 2004 study showing railroad workers who  
19 developed cancer after years on the job. Hunting School  
20 (phonetic) is already impacted. It is directly across  
21 from the proposed facility, and it has the highest levels  
22 of elemental carbon as a diesel marker of any school or  
23 monitoring station in the entire port area. The existing  
24 level of elemental carbon at Hunting Elementary School and  
25 this neighborhood must be reduced, and no additional and

1 new air pollution sources should be allowed in the  
2 community.

3 Finally, you can shift one-and-a-half-million  
4 trucks off the 710 freeway to Wilmington and West Long  
5 Beach. You can shift the entrance to the RPTF from PCH to  
6 Sepulveda as Councilwoman Janice Hahn has suggested. You  
7 can keep trying to shift these one-and-a-half-million  
8 diesel trucks, but all you're doing is shifting the burden  
9 of disease from one community to another. If this project  
10 is to go forward, it must employ truly innovative  
11 technology and solutions to reduce air pollution and  
12 protect the health of all residents. All possible  
13 alternatives, especially on-dock rail, must be considered.  
14 As I mentioned last week, I will submit a CD with all of  
15 the relevant health studies that USC and UCLA have done,  
16 as well as others from around the country and  
17 international studies, and request that these studies be  
18 evaluated as part of the Draft EIR. Thank you for the  
19 opportunity.

20 MR. HAGNER: Thank you very much.

21 Gordana. After that is, I believe, Dorothe  
22 Alsentzer.

23 MS. KIORPEOGLU: Hello, I'm Gordana Kiorpeoglou,  
24 and I'm with the Coalition for Cleaner Air and Cleaner  
25 Environment. I'm here to complain about one thing and one

1 thing only. We need to take a real action about the  
2 day -- cleaner air for our kids, all of us, everyone of  
3 us. And the companies should be responsible for providing  
4 them for us -- all of these companies. We have so much  
5 money to spend on Iraq on a war, but we don't have the  
6 money to spend here to improve our air. Without our air,  
7 we won't exist, and our kids are getting sicker. So let's  
8 work together, and let's think about one thing:

9 (Inaudible) that do mean cleaner air. Thank you very  
10 much.

11 MR. HAGNER: Thank you.

12 Your name is Dorothy or DorothTe?

13 MS. ALSENTZER: DorothTe.

14 MR. HAGNER: Your first name just came to me.

15 Followed by Tom Politeo.

16 MS. ALSENTZER: I'm here on behalf of the Natural  
17 Resources Defense Council. We believe in energy and care  
18 of (inaudible.) First the definition of the project and  
19 the purpose of the project in the NOP are deceptive.  
20 Under CEQA the project may not be summarily defined as to  
21 preclude consideration of real alternatives. But this NOP  
22 does exactly that, by defining the project as a near-dock  
23 facility. This improperly eliminates all work to be  
24 followed from there. Also the purpose of the project is  
25 narrowly described as constructing a need for a near-dock

1 facility. This project is about increasing containers  
2 impacting the port. Building another near-dock facility  
3 cannot be the only alternative for us. The EIR should  
4 present a realistic purpose and definition of the project  
5 and offer real alternatives including maximizing these  
6 on-dock facilities and employing low-emission technologies  
7 for this port.

8           Second, CEQA requires an accurate description of  
9 existing conditions to establish the dateline. The NOP,  
10 despite the current (inaudible), as you all know, not all  
11 activities are equal in terms of their environmental  
12 impact. Without providing detailed information on the  
13 impact of the current activities of the site, the energy  
14 trivializes the magnitude of new impacts that will be  
15 caused by the operations of trucks, locomotives, switch  
16 engines, and yardage at levels of (inaudible) new sources,  
17 as you all know, is the major cause of new cancer risk in  
18 this area.

19           Third, the project description severely  
20 underemphasizes the support that's possible for the local  
21 truck traffic (inaudible). Fourth, CEQA requires that all  
22 CEQA mitigation measures be adopted, merely planning to or  
23 investigating these various measures falls short of the  
24 requirement to adopt the mitigation measures, including  
25 listing alternatives for the proposed project that have

1 less impacts and adopting them in increased measure.

2 Finally, the EIR must address the market  
3 structure. Nearly every speaker at the last meeting  
4 raised issues that, I would submit, should have made your  
5 list of issues that were raised at that meeting. This  
6 proposal would place yet another considerable pollution  
7 and health risk in a lower community that is already  
8 bearing the burden of the 710, the Terminal Island  
9 Freeway, refineries, two ports, and the EITPS. The EIR  
10 must analyze and eliminate the environmental impacts, and  
11 the environmental health impacts.

12 And finally, I'd like to echo previous requests  
13 for extension in the deadline, given the magnitude and  
14 complexity of this project and the number of people  
15 involved. Thank you.

16 MR. HAGNER: Before we speed on, I'd like to make  
17 an announcement that we've been asked to emphasize that we  
18 have received direction from -- okay.

19 MR. FREEMAN: I was just going to say that there  
20 are only two commissioners here now so that I am, again, a  
21 free man and free to speak.

22 Let me tell you folks, there's just not going to  
23 be any diesel trucks for this project. The board  
24 discussed this yesterday. We're going to look at whether  
25 we can move to LNG or electric trucks, and we're now

1 discussing with the persons in Southern California whether  
2 it's possible to have a maclair (phonetic) freight  
3 conveyor system here.

4           We have -- you folks spoke loud enough last time,  
5 and even though I wasn't here physically, I heard you, and  
6 the rest of our commissioners heard you. So I love the  
7 NRAC and you make excellent points, but that's yesterday's  
8 speech. We heard you the day before yesterday. We -- the  
9 board has directed the staff to look at the alternatives  
10 to this project, and I can just tell you that this is a  
11 classic case -- classic case of environmental justice.  
12 The idea of not sort of looking at whether there's an  
13 alternative to all these trucks -- we are hearing what you  
14 say. I just don't -- I don't feel comfortable sitting  
15 here a deaf mute and not being able to at least converse  
16 with you and let you know that you're not talking to the  
17 wall. You're talking to five new commissioners appointed  
18 by Mayor Antonio Villaraigosa, and we are -- we're  
19 determined to break this pattern of more and more  
20 pollution and move to a pattern of less and less  
21 pollution.

22           And I want you to continue hollering, making all  
23 those statements and giving us your heart-felt thoughts,  
24 but I just want to be sure that you knew that there are  
25 five commissioners that are listening and hearing what

1 you're saying, and this project is going to be revised  
2 because I think it helps. It -- this -- this is not  
3 something that should be done with a whole bunch of trucks  
4 burning diesel fuel, and I understand that even if we had  
5 cleaner trucks, there is a problem. That's why I'm  
6 looking at the idea of a mag lar freight conveyor system  
7 or some alternative means of transportation. We're going  
8 to look -- we're hearing everything that's being said here  
9 about these options. And I'm not trying to interrupt the  
10 meeting or get you to stop making your speeches, but I do  
11 want you to know that there are five people that have  
12 assignments, that are in charge now at the port, that are  
13 listening to you and hearing. And we want to encourage  
14 you to keep this up.

15 So thank you very much.

16 MR. CANNON: I'm going to pick up for Dennis.

17 Tom Politeo.

18 MR. POLITEO: Tom Politeo. I live in San Pedro,  
19 was born there. I almost, like, should be pinching myself  
20 for the next three minutes to make sure that I heard what  
21 I just heard. Thank you very much for saying what you had  
22 to say.

23 Ten years ago I was a lot more impressed by this  
24 project, the 80 percent reduction with particulate  
25 pollution from the trucks, 75 percent reduction in the



1 diesel. But we also know today that the effects of diesel  
2 is a lot more problematic than we thought before with the  
3 studies that came out with USC and UCLA, and we know from  
4 the study in 1999 that the particulate pollution in these  
5 areas is enough to have cancer 5, 10, and 20 times over  
6 these federal standards. So I don't think trucks by  
7 themselves isn't going to cut it. That's only a 5 to 1  
8 improvement. You've got to do 10 to 1 and 20 to 1 and 30  
9 to 1, and if this port expands, we're going to have to go  
10 60 to 1. And the only way we're going to do that is by  
11 moving to a closed route, electric-rail system that's  
12 computer-controlled where containers go to where they're  
13 supposed to be without even having to be handed up and  
14 coupled with cars. That's the way of the future and the  
15 environment here, that options like this are now actually  
16 taking priority and coming on the table.

17 Now, assuming that this project does move  
18 forward, it runs along the side of the Dominguez Channel,  
19 and I think this channel has been taking most of the areas  
20 or at least where the fishing industry is located are like  
21 junkyards. We need to landscape that stretch if this  
22 project moves forward, and that stretch along the  
23 Dominguez Channel with trees that are appropriate to that  
24 location and plans and beautify it. And that can be the  
25 start reclaiming some of the natural environmental habitat

1 that's along that channel.

2           You know that for some 20 years the county has  
3 thought about turning the Dominguez Channel into a  
4 recreational resource. For some 20 years the county's  
5 been thinking of turning the Dominguez Channel into a  
6 recreational resource, and we can stop that process here.

7           One of the other things I'd like to see happen in  
8 this particular situation is to get the truck drivers on  
9 the block. As long as the shipping companies don't have  
10 an incentive to minimize the number of hours truck drivers  
11 are working, their promises to minimize truck driving  
12 through the regular process you're using are only promises  
13 because of the truck drivers in the communities that bear  
14 the cost of them having to wait in long queues to drive  
15 their trucks on the roads that are crowded. Thank you.

16           MR. HAGNER: Thank you very much, Tom.

17           Henry Hogo followed by Meghan Loper.

18           MR. HOGO: Good evening. My name is Henry Hogo,  
19 and I'm the assistant deputy in the executive offices of  
20 the South Coast AQMD. And Mr. Greenwald of our agency  
21 made comments this past week. I just want to reiterate  
22 those three comments that he made and add two items.

23           First he talked about a need for the  
24 environmental assessment to look closely at the on-dock  
25 scenario and to look at on-dock or as far as you consider

1 this new project. Second was the comment on truck traffic  
2 and on the rail, and we want to commend your commission  
3 for their direction to look at alternatives that --  
4 cleaner alternatives that we are really hearing today that  
5 could solve a lot of the emissions problem in the short  
6 term and in the long-term continuing to look at ways of  
7 using them further.

8 We are working on a project right now with LNG  
9 trucks, and they're actually operating in the Detroit and  
10 Toronto area, and we're hoping to bring those LNG trucks  
11 down here for a demonstration. They're going to be found  
12 in 2007 standards. We're working towards maybe 2010  
13 standards with these trucks.

14 Relative to rails, Mr. Greenwald made the comment  
15 that the port does have authority to request or require  
16 that the operators that operate here use the cleanest rail  
17 locomotives as possible, and we do recognize that you look  
18 at that. We will provide more information in written  
19 comments.

20 I do want to end with two points. Last week our  
21 board adopted a new regulation that will require  
22 (inaudible) to use a health-risk assessment, and we would  
23 want to ensure that you follow up with that adopted new  
24 regulation. And lastly our governing board is considering  
25 a regulation that requires new facilities to mitigate to

1 the extent possible their risk to one in a million when  
2 it's by schools, and we believe that we -- although this  
3 will be required for a permitted facility, we believe that  
4 this should apply to unpermitted sources, too, as they  
5 look at this environmental impact. Thank you.

6 MR. HAGNER: Meghan Loper followed by Lucia  
7 Moreno Linules.

8 MS. LOPER: Hello. My name is Meghan Loper. I'm  
9 a public policy coordinator speaking on behalf of Majestic  
10 Realty Ed Roske, Junior (phonetic) and active members of  
11 the L.A. Chamber and Mobility 21. Thank you for this  
12 opportunity to come before you today.

13 By way of background, Majestic Realty is a  
14 67-year-old development company headquartered in  
15 Los Angeles with more than 65 million square feet in our  
16 portfolio. We have projects in ten states and offices in  
17 Atlanta, Dallas, Denver, Las Vegas, and Los Angeles. We  
18 are one of the nation's largest privately held development  
19 companies and are proud to be the largest developer in  
20 L.A. County for the past 15 years. We also have  
21 substantial holdings in the Inland Empire.

22 As portfolio builders, we build and hold. Thus,  
23 we view ourselves as active stakeholders in our various  
24 communities. When we build a project, we know we're going  
25 to be in the community for the long-term. Our employees

1 work and live in the community. We have found a way of  
2 being good neighbors, and last year our social foundation  
3 invested nearly \$2 million in local nonprofit helping to  
4 build a stable community.

5 We're here tonight to encourage you to plan for  
6 the growth that is coming. The economists tell us that we  
7 can expect 6 million people in the region within the next  
8 20 years, and the majority of the growth is coming from  
9 our children having children. The growth that we're  
10 already experiencing will only get worse unless we find a  
11 way to work together.

12 From our perspective, we are running on empty.  
13 Given our lack of infrastructure and transportation  
14 findings, our highways are congested, our railways are  
15 congested, and our air is polluted. However, we do not  
16 believe that there is one silver bullet. The proposed  
17 facility is one small tack in trying to have responsible  
18 growth. Granted, the planning process should include and  
19 incorporate energy and environmentally friendly, efficient  
20 equipment, smoothing out the supply chain. But doing  
21 nothing is not an option. The economic and environmental  
22 well-being of our community is at stake. We urge you to  
23 work together with the railroad in finding ways of more  
24 efficiently accommodating the flow of goods through our  
25 region with this proposed facility. Once again, we want

1 to emphasize that doing nothing is not an option. Thank  
2 you.

3 MR. HAGNER: Thank you.

4 Lucia followed by Cecilio Moreno.

5 MS. LINULES: Good evening. My name is Lucia  
6 Moreno Linules. I live at 1140 North McFarland Avenue in  
7 Wilmington, next to the walking yard. I have lived in  
8 Wilmington for the past 32 years. I work in Wilmington.  
9 I'm the manager at (inaudible) which serves the low-income  
10 community and has approximately 4200 members. I serve on  
11 the Community Council Executive Board, and I'm a founding  
12 member. I serve on the YMCA, Wilmington Branch. Four of  
13 my sisters are school teachers in Wilmington. I have two  
14 teenage children. I go to church in Wilmington. I do  
15 everything in Wilmington. So anytime a project as big as  
16 this is being proposed, the effect that this has affects  
17 me all the way around -- where I work, where I go to  
18 church.

19 I mentioned my involvement. I'm not speaking on  
20 behalf of any of those organizations or my work, but  
21 rather for you to know that I am tied to my community. I  
22 speak only as a resident tonight. I'm opposed to this  
23 project because I feel it's harmful for Wilmington. I  
24 realize it's beneficial for the rest of the country, but  
25 we're being asked to pay too high a price for the benefit

1 of others. This is a joint project between the port and  
2 BNSF. I believe the port is making an effort to treat  
3 Wilmington fairly, but I'm not so convinced by BNSF.

4 I live next door to BNSF walking yard, and they  
5 are -- they are not a good neighbor. I have -- and they  
6 have not been a good neighbor for many years. They do not  
7 maintain their yard. They do not landscape. They don't  
8 clean it. They produce fumes that when you try to walk  
9 over PCH Bridge, you have to cover your mouth because you  
10 cannot breath them. So they are not producing whatever is  
11 now they're proposing for this location in the Watson  
12 yard, and that one is located in between the residences  
13 all around it. If it's such a small yard and it's managed  
14 in such a poor fashion at the expense of the community,  
15 why do we think that they will run a better facility at  
16 this new location? How can we trust them? I have a hard  
17 time trusting them.

18 I ask that you consider, as mitigation for the  
19 damage that we will bear -- please remove the Watson yard  
20 rail. I know it's a different type of operation, but it  
21 would go a long way in helping to improve the quality of  
22 life for the residents along the McFarland rail line --  
23 the trade. Make it a requirement to improve and maintain  
24 and have a budget for this maintenance in their rail line  
25 in any area that it goes residential line. Force them to

1 be a good neighbor. If they can't, please consider that  
2 the port build its own facility instead of going into a  
3 joint project with BNSF. Require them to have (inaudible)  
4 for the train. Make it -- make it a requirement that in  
5 the future if the rail lines connect further on, as I saw  
6 on the map, that they decrease the use of the rail line  
7 that goes to the residential area and eventually pull it  
8 out all the way.

9 Earlier Mr. Rob said he was the general manager  
10 of the Long Beach and outer area -- he has not done a good  
11 job with the facility that he has in Wilmington. And so  
12 the relationship that BNSF has with the community -- or  
13 there is no relationship -- bad relationship.

14 All these major impacts, whether it be pollution  
15 or trucks or noise or street damage should be mitigated.  
16 The port is a public entity. It has an obligation to care  
17 for the communities that it impacts.

18 MR. HAGNER: Lucia.

19 MS. LINULES: Yes. May I have a few minutes?

20 MR. HAGNER: That's fine. But I think if you'd  
21 like to, you know, just wind up and give us those comments  
22 to put them in the record, they can be written. We can  
23 just take your handwritten notes and --

24 MS. LINULES: I think that I waited for all the  
25 public people to finish so, but this is my last -- thank



1 you.

2 MR. HAGNER: Sure.

3 MS. LINULES: I just think that the persons who  
4 care -- I don't expect BNSF to care willingly because at  
5 any community meeting that I have attended, they have  
6 taken part of the money out that they are federally  
7 protected and that we can't place any restrictions on them  
8 (inaudible) with interstate commerce, and that's a quote.  
9 Since they won't do it willingly, please take care of the  
10 community, the businesses, the residents. Place  
11 conditions that make this project responsible. Mitigate  
12 for any and all adverse affects. It's not enough to say  
13 that it isn't a tremendous impact. If it has an impact,  
14 it should be responded to. Find funding for all of these  
15 trucks because having the knowledge at the facility for  
16 the community if everybody that's driving is driving those  
17 beat-up old little trucks. Make a plan. I saw the port.  
18 They're looking at times available for truck drivers. I  
19 think this project should look at that as well. I can see  
20 when you create a project of this magnitude, you should  
21 take care of the community that it's going to affect.  
22 Thank you.

23 MR. HAGNER: Lucia, if you could give me your  
24 notes so I can give it to the transcriber.

25 MS. LINULES: I'll transcribe them first; then

1 she can have it.

2 MR. HAGNER: Cecilia, and after that Jessie  
3 Marquez.

4 MS. MORENO: Thank you. I'm Cecilia Moreno. I  
5 live at 1407 East Opp Street, and I've listened to  
6 everything that Lucia has said, and it's hard to follow  
7 because she covered everything. But my concern with this  
8 project is -- like I mentioned, I live at 1407 East Opp  
9 Street.

10 After the Alameda Corridor was built from the  
11 place along Alameda where Henry Ford and Alameda come  
12 together, that portion has a lot of trucks that has to  
13 wait through a lot of signals in order to head north. As  
14 a result of that, we on my street on Monarch and Opp  
15 Street have seen a tremendous increase of trucks coming  
16 into our neighborhood to get to (inaudible), so they cut  
17 through our street to get to Pacific Coast Highway, to get  
18 to the 710.

19 If this project goes through, I can't even  
20 imagine what we're going to have to put up with in the  
21 future. This happens every day. It happens on the  
22 weekends. It happens at 4:00 o'clock in the morning, 2:00  
23 o'clock in the morning. There's a school right there,  
24 Winston Park Elementary, and like I said, all of our homes  
25 along Monarch. That's where nobody is -- I have not

1 seen -- I should say I have not seen that enforcement  
2 taking place. These trucks should not be driving down our  
3 streets for kids to go to school. They should not be  
4 parking on our streets overnight or driving through our  
5 neighborhood at 2:00 clock in the morning on a Sunday. We  
6 have to put up with this every day. And nothing is being  
7 done about it.

8 This project is going to (inaudible). I can't  
9 even imagine on top of everything that was mentioned, so I  
10 need to talk about -- there is a need to getting BNSF to  
11 address this -- of fighting them. We're nowhere near our  
12 (inaudible) because many of the representatives of the  
13 community have come to the tables and really hoping that  
14 BNSF can work out those issues, and we're not getting  
15 anything. And that's unfortunate. So in order for them  
16 to come to the table bringing all these problems and all  
17 the great things that are going to happen, when you can't  
18 even face the problem that's already here, so that's all.  
19 Thank you.

20 MR. HAGNER: Thank you.

21 Jesse followed by Roye Love.

22 MR. MARQUEZ: My name is Jesse Marquez. I'm the  
23 executive director for the Coalition for a Safe  
24 Environment headquartered in Wilmington. I have lived in  
25 Wilmington all my life. At the last meeting in Long Beach

1 I addressed many of the problems and what we did not like  
2 about this project and why we could not support this  
3 project. Well, tonight we're not going to do that.

4           What we did, we canvassed our members and  
5 volunteers to research what are the best available  
6 technologies available today to replace what is being  
7 proposed. We have asked, and the public has asked for  
8 years for all the rail industry to use the best available  
9 technology, and they have not. Any proposed technology  
10 that has been proposed, they used their political muscle.  
11 They used their money, their political lobbyists to kill  
12 every one of these technologies, so that today not a  
13 single one is up and running.

14           We did find four technologies that we're going to  
15 submit to you that we would like to see researched and  
16 adopted and implemented. And these four technologies --  
17 not a single one of them uses diesel fuel; not a single  
18 one of them uses any petroleum fuel including LNG. Not a  
19 single one of them uses any type of radioactive or harmful  
20 substance.

21           But I would like to request that we have a 90-day  
22 extension of this public comment period. I would like to  
23 request that the Port of L.A., the city of L.A., and the  
24 Harbor Commissioners approve this 90-day extension so that  
25 when I describe these four technologies, we will hold

1 public forums and invite the universities, the  
2 researchers, and that type of businesses that have been  
3 supporting these concepts, to come forward and present  
4 them at public meetings so that the public can see that  
5 they do exist.

6           Number one alternative is called a  
7 gravity-conveyer-transportation system. Now, what is  
8 that? Imagine when you were four or five or six years old  
9 and you were playing with your little marbles and your  
10 little cars. Now, what did you do? Those marbles would  
11 roll down the driveway. You put a piece of wood, and the  
12 little car would roll down the piece of wood. Why?  
13 Because the gravity pulled it down. So what is the  
14 gravity-conveyer-transportation system? Imagine building  
15 from the Port of L.A., from a ship, an incline tube that  
16 goes underground, angles downward towards Downtown L.A.  
17 Then imagine another one, opposite direction, coming down  
18 this way. Gravity pulls down this conveyor system. It  
19 uses no fuel other than gravity. Now, imagine putting a  
20 generator on each of the rollers as these containers are  
21 rolling down. It generates electricity. So now there's  
22 extra electricity that can be used in Los Angeles. Well,  
23 the person that presented to me this concept lives in  
24 San Pedro, and we will have a model to show you within 30  
25 days.

1           The other three that you know that they are is  
2 called a linear induction motor system. Commissioner  
3 Freeman mentioned a mag lift with the magnetic  
4 levitation -- levitated train transportation system, and  
5 the other one is electric trains. But what is the  
6 criticism? They are too costly. Well, the fact of the  
7 matter, goods moving down by train in the United States is  
8 already a trillion-dollar industry, so no matter what  
9 we're going to adopt, it's going to cost billions.

10           So they're looking at a super 20-year plan. I've  
11 lived here 50 years; I've gone through two 20-year plans,  
12 and we've gotten nowhere with it. We need to look at a  
13 50-year plan, adopt the best technology, and use it for  
14 the future.

15           And why are the railroad lobbyists talking  
16 against this? Because they can't adopt a new technology.  
17 They don't dare. To adopt these would put them out of  
18 business, which is fine. This creates new industry here  
19 in L.A., new companies that will build these technology  
20 systems, create hundreds of jobs and offer them here, and  
21 create thousands of jobs here to build them all over the  
22 United States. And they say oh, the mag lift, the  
23 levitated system, electric trains is too expensive because  
24 of electricity. Well, imagine if we build a solar panel  
25 relay station all across -- all over -- so that solar

1 energy electrifies this technology, and I will submit  
2 these to you now.

3 MR. HAGNER: Thank you.

4 Roye Love, and Rick Whearty is next after Roye.

5 UNIDENTIFIED SPEAKER: Do you have a card for me?

6 MR. HAGNER: No, I don't. That's very  
7 surprising.

8 MR. LOVE: Good evening. I'm Roye Love, the  
9 chair of the environmental commission for the City of  
10 Carson. You heard our mayor indicate earlier one of the  
11 problems we have in Carson is people don't seem to realize  
12 that we are right adjacent to Wilmington. Some of the  
13 recent studies indicate that the pollution is going to  
14 spread over 20 miles. We're only three miles away.  
15 Another problem we have in Carson is that we are inundated  
16 by emissions from refineries, and we have, of course, the  
17 truck traffic. All of these things were already there,  
18 and you need to consider this, that when we're talking  
19 about bringing in new projects here, we have a school  
20 that's being built right at Santa Fe Street. We have a  
21 lot of sensitive receptors, and of course, everybody knows  
22 about the studies in Germany, USC, UCLA -- the whole thing  
23 indicating about the amount of asthma and cancers and all  
24 of the health impacts of the pollution.

25 So definitely that means you definitely need to

1 look at this closely. The manner of the environmental  
2 justice is not something that has been resolved. We can't  
3 continue to have communities of Carson and Wilmington  
4 being inundated. I mean, we are not people who can be  
5 dispensed with, so I'm saying and joining with our mayor.  
6 You've got to also consider Carson is a town that has  
7 about 95,000 to almost a hundred thousand people, so we  
8 need to have a hearing.

9 I would like to invite you to come before our  
10 environmental commission so that we can inform the  
11 residents of Carson what's going on. I learned about this  
12 hearing two days ago, just two days ago. So there was no  
13 time to tell anyone. If it wasn't for this, I wouldn't  
14 know at this point. So I'm saying this is critical.  
15 You've got to consider that, but we must -- I found a lot  
16 of this we don't look at the cumulative impact of what's  
17 already there, and we are bathed in this stuff, and there  
18 needs to be some changes.

19 So again, I'm asking you, please let's hold a  
20 hearing, public hearing. I would join in the request to  
21 extend these public hearings at least 90 days, but hold  
22 your next hearing in the city of Carson where you get to  
23 hear some input from about 90,000 to a hundred thousand  
24 people. All right. I just want you to understand that  
25 clearly, and I like your comment, and I hope they'll work



1 out fine, but basically we have a problem here, and I'm  
2 asking that you take care of it. Thank you very much.

3 MR. HAGNER: Rick followed by Leslie Mahley.

4 MR. WHEARTY: I'm Rick Whearty, and I work on the  
5 docks in Wilmington, taking care of boats. I live in Long  
6 Beach, and I really think that this rail yard thing is  
7 just the tip of the iceberg. With the overall health and  
8 the future of us and the future generation in the Long  
9 Beach, Los Angeles port area, and the inland areas its  
10 effects is something that really needs to be addressed.

11 I think that this truck/train traffic situation  
12 is the single largest obstacle in the way of the greater  
13 port's expansion plans. Current plans between the  
14 shipping docks the truck trips, the train dock, the level  
15 of pollution and all carried down through the port  
16 currently suffer unacceptable levels of asthma and  
17 pollution and cancer issues. I think it's totally  
18 unacceptable at this time, and with the proposed growth,  
19 it will become even worse.

20 And I hope that the port looks at the big  
21 picture, and that we do take -- if we can't find a  
22 solution to this problem, that we make the whole overall  
23 picture of the Port of Los Angeles and Long Beach as a  
24 green area, and that we can promise our future generations  
25 a clean living in this general area. Thanks a lot.

1 MR. HAGNER: Thank you. Welcome.

2 MS. MAHLEY: Leslie Mahley.

3 MR. HAGNER: What is your name?

4 MS. MAHLEY: Mahley, M-a-h-l-e-y.

5 MR. HAGNER: And following her Noel Park.

6 MS. MAHLEY: Our commission said that a number of  
7 new alternatives are definitely going to be considered.  
8 However, there is nothing in the NOP that discusses the  
9 alternative technology. Commissioner Freeman discussed  
10 the NOP -- the alternative technology, but the NOP  
11 completely ignores trucks. I can see that the NOP on this  
12 proposed project must be withdrawn, and the project must  
13 go back to the drawing board. Thank you.

14 MR. HAGNER: After Noel would be Peggy Forster.  
15 Is she here?

16 MR. PARK: Noel Park representing (inaudible)  
17 here tonight. We're troubled by the casting of this  
18 project as a traffic-on-the-710-freeway-reducing project.  
19 Anybody that thinks that the millions of trucks are going  
20 to disappear off the 710 freeway as a result of this  
21 project is going to be waiting a good long time. And the  
22 port's own traffic studies show that in 2025 that the peak  
23 hour of port truck traffic on the 710 freeway will be  
24 50 percent higher than it is today. The reason why the  
25 ports and the industries are lobbying for billions of

1 dollars to expand the 710 freeway to 14 lanes and to  
2 replace the Sepulveda Bridge is not because the truck  
3 traffic is going down. So I think it's sort of pitting  
4 the citizens of West Long Beach against people who want to  
5 reduce traffic on the freeways. It's quite misleading.

6 I would also say that if we applied these cleaner  
7 technologies that are proposed for this terminal  
8 operation -- but the port's emissions inventory show that  
9 of the total emissions for the railroad operation of the  
10 air basin that related to the port 11 percent are related  
11 to switching and 89 percent are related to the line haul  
12 locomotives, and there's nothing here that speaks to the  
13 line-haul locomotives. The no-increase plan -- I think  
14 Tom told us this -- the no increase plan shows that as of  
15 2008, the total PM emissions in the air basin from line  
16 haul -- from railroad operations will exceed that of  
17 port-related trucks, and by 2025 the railroad emissions  
18 will be more than seven times those of port-related trucks  
19 just because of the stringent truck regulations that are  
20 coming into play in 2007 and the tier-two locomotives that  
21 the railroads are using are, in terms of emissions for  
22 horsepower hours, extremely dirty in comparison with the  
23 newer trucks. So if the line-haul locomotives are not  
24 controlled as part of this emission from the thousands of  
25 visits from those locomotives, they're going to create a

1 serious problem in the rail yards.

2 One possible mitigation -- there are a number of  
3 railroad possible mitigations listed in the no-increase  
4 policy, and I've heard the port staff say that now it  
5 somehow becomes a feasible mitigation. Port officials say  
6 that no increase isn't good enough; that's true. But for  
7 example, ARV diesel fuel for railroad locomotives -- add  
8 its figures into the blue line of the no-net increase, but  
9 the railroads have made it absolutely clear they have no  
10 intention of doing it in a way that's reminiscent of a  
11 neighbor's comments a while ago that there's also a  
12 proposed measure here for electric locomotives for the  
13 Alameda Corridor and the Alameda Corridor East. Our  
14 comments on the no-net increase submitted extensive  
15 pictures of electric locomotives hauling freight trains  
16 around the world from England to France to Germany to  
17 India to Japan. We have these picture of these containers  
18 down to the docks in Yokohama, and so we deeply appreciate  
19 what the Harbor Commissioner said about trucks. Trucks  
20 are a highly visible symptom of all this, but the railroad  
21 locomotives in an earlier time means more trucks.

22 We also have to have stringent controls on the  
23 line-haul railroad locomotives, or this pollution is going  
24 to go up instead of down.

25 Finally I would like to submit to you take Tom's

1 Messey's (phonetic) column from today's outside Press  
2 Telegram in which he finished up by saying it seems  
3 increasingly this is about this project -- it seems  
4 increasingly likely that pollution here is also a killer,  
5 and government needs to give it as much concern as it  
6 gives to facilitate shipments of table tennis balls from  
7 China. Progress is measured by a robust economy. It is  
8 not progress if it comes at the expense of the public  
9 well-being. Our problems are not confined to the states,  
10 cities, streets, but ultimately the state of the air. I  
11 am fully opposed to this. Here's an intense article from  
12 the San Francisco Chronicle, tells right up about what I'm  
13 talking about right now, and I would advise staff to very  
14 strongly consider this article as they go forward with  
15 this environmental process.

16           And finally if I may, I want to second the  
17 questions of light, glare, noise. We spent this weekend  
18 in San Diego in a hotel adjacent to the Interstate 5  
19 freeway, and the roar that goes on 24 hours a day, as it  
20 will adjacent to the 47 with a million and a half trucks a  
21 year going up and down whatever their power is. As Mr.  
22 Freeman pointed out, more people want to see the  
23 environmental justice ramifications of this which are  
24 profound and extend all the way up the rail lines to  
25 Commerce and beyond. And then I also want to say that as

1 this is not a "traffic reduction on the freeway" project  
2 because, in fact, it is a "facilitate more container  
3 movements after the freeway gridlocks" project, that all  
4 of the reasonable, foreseeable cumulative impacts of that  
5 including more ship calls, more terminals put in  
6 operation, more railroad use, and all of these things have  
7 to be considered in the Environmental Impact Report.

8 Thank you.

9 MR. HAGNER: Peggy Forster.

10 MS. FORSTER: Thank you. My name is Peggy  
11 Forster. I'm from Studio City. And my comments are  
12 directed specifically to the facility for BNSF railway  
13 personnel. You have developed an impressive and elaborate  
14 visual presentation which I saw was right in the lobby,  
15 and your facility site has been chosen and (inaudible) is  
16 firmly established. Your EIR process is well underway.  
17 Your projected estimates for the environmental impacts  
18 can, no doubt, be developed with care. In other words it  
19 seems that you have proceeded with all due speed but  
20 without due caution.

21 The local community made up of neighborhood  
22 councils and environmental coalitions, city officials and  
23 administrators from local schools and hospitals were not  
24 consulted or included in the concept and design of this  
25 proposal. May I humbly suggest in the future port

1 officials and affiliates reverse this process and consult  
2 first with community residents and representatives before  
3 making decisions and expenditures which are bound to be  
4 overruled to alleviate and correct your violations and  
5 your negligence in addressing the illness and its stress  
6 in this community -- all of it caused by the port  
7 pollution. And locating a rail yard adjacent to three  
8 schools is poor judgment, poor planning.

9 So I'm asking you to please rethink this project  
10 and reverse your methods. Thank you.

11 MR. HAGNER: Thank you very much.

12 We have a written comment that I will read into  
13 the record. A letter addressed to Mr. David Freeman,  
14 President of the Board of Harbor Commissioners,  
15 Los Angeles, California.

16 "Dear Mr. Freeman.

17 "I don't think you should put the  
18 rail depo by a school. I have  
19 asthma, and I know how hard it is to  
20 breathe around trains and trucks. I  
21 bet that if you took a vote of the  
22 kids at Hudson --" which is Hudson  
23 Elementary School presumably "-- the  
24 majority would be against it. I'm  
25 not saying you shouldn't build this,

1           just couldn't you build it someplace  
2           else? I mean, there's better places,  
3           right? Also there has to be kids  
4           with asthma there, and they have the  
5           same problems, so please do those  
6           kids a favor and build it somewhere  
7           else.

8                         "Sincerely, Naomi R. Jones, 2518  
9           East 5th Street, Long Beach,  
10          California 90814."

11           Thank you very much. This -- to summarize in  
12          addition to the issues brought out in the Long Beach  
13          meeting, primarily air quality and traffic, though noise  
14          and light was mentioned at the end --

15                         It seems truck traffic is a very big issue with  
16          the residents.

17                         Air quality.

18                         The range of alternatives to be considered was  
19          brought up often.

20                         Noise to the community.

21                         We also heard about concern about the impact on  
22          businesses and the jobs that they provide if those  
23          businesses were to be relocated.

24                         Again, air quality and health effects.

25                         And again, as in Long Beach, discussion about



1 impacts on schools.

2 And a call to work closely with neighbors in  
3 Carson and Long Beach.

4 With that I'd like to close the proceedings.  
5 Thank you for coming out, and see you at the next meeting  
6 with the Draft EIR.

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