

<p style="text-align: right;">Page 1</p> <p style="text-align: center;">INTERMODAL CONTAINER TRANSFER FACILITY MODERNIZATION AND EXPANSION PROJECT</p> <p style="text-align: center;">PUBLIC SCOPING MEETING</p> <p style="text-align: center;">WEDNESDAY, FEBRUARY 11, 2009</p> <p style="text-align: center;">STEPHENS MIDDLE SCHOOL, LONG BEACH, CALIFORNIA</p>	<p style="text-align: right;">Page 3</p> <p>1 One of my colleagues, Dennis Crable, is going to 2 actually make the presentation. It will only be about 3 10 or 15 minutes, just a very brief overview of the 4 current status of the project, one slide on the 5 schedule, one slide on the outreach efforts including 6 the Web site that's available where you can get all this 7 information, where you can get this presentation -- or 8 will be on the Site as early as tomorrow. 9 General logistics -- you have already been 10 introduced to the speaker services we have over here. 11 Food -- usually an important item, available in the back 12 of the room. Restrooms -- I believe the men's room is 13 through that door. Unfortunately, the women have to go 14 out the door across to the auditorium. 15 There are some poster boards over there on that 16 side of the room against the wall which are way too 17 detailed for us to have included in the presentation, 18 but they're available for the public to look at. There 19 are copies of the slides in a handout in the back of the 20 room. I think most of you probably saw them when you 21 came in. Nadine is back there doing that. We do have a 22 reporter here trying to keep up with all of the 23 different speaking engagements either from this 24 microphone or that one which is where each of you will 25 come up when you have your comments.</p>
<p style="text-align: right;">Page 2</p> <p>1 Long Beach, California, Wednesday, February 11, 2009 2 -0- 3 4 MR. ROGAN: My name is Ed Rogan. I work for a 5 local firm here in Long Beach called Essentia Management 6 Services. We were hired by the Joint Powers Authority 7 to monitor this project for the first 12 to 18 months 8 dealing with this EIR. We're working closely with the 9 South Coast Air Quality Management District, who most of 10 you should know who are reading the document or 11 attending previous meetings are actually conducting the 12 EIR and writing the document on behalf of the 13 responsible agency which is the JPA, which again I think 14 most of you are aware of the existence of the joint 15 authority comprised of the two ports. 16 There are some important people of notoriety in 17 the room tonight. I'm only going to deal with one of 18 them, the gentleman getting stuck in the front row here. 19 This is Sam Joumblat. He's the executive director of 20 the JPA. And in addition to anyone in the room from 21 Essentia or anyone else you know from the two ports, 22 there's your answer man right there if we don't have the 23 answer. 24 This is the public scoping meeting for the NOP 25 for the ICTF Modernization and Expansion Project EIR.</p>	<p style="text-align: right;">Page 4</p> <p>1 There are comment cards, speaker cards, 2 available at the back table where Nadine is presently 3 holding one of them up. If you need to give a speech, 4 you will have three minutes as you do with each of these 5 meetings. We have a timer over here. If it goes 6 orange, don't get all nervous. It starts off with two 7 minutes and 30 seconds. The last 30 seconds is the 8 orange and then the red, you will get the full three 9 minutes or a little extra time if you need it. I will 10 be monitoring that up here from in front of the room. 11 Please speak clearly; please state your name when you 12 get up to the microphone. 13 What I will do, as you fill out those speaker 14 cards and turn them in to Nadine, she will provide them 15 to me. When we get to the speaker portion of the event, 16 coming portion of the event, I'll call up here -- call 17 out three names so that we know who the first three 18 people are, and then we'll try to keep a couple people 19 in the queue from the list that we have from the cards 20 that were turned in. 21 And I think that might be all of the general 22 introductory comments. I don't think there's anything 23 you want to say, so with that, I know everybody is 24 probably more anxious to get to the comments than sit 25 and listen to the presentation, but I think this will be</p>

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1 a very valuable overview, and we will -- I promise to  
 2 keep it as short as we can. Thank you very much.  
 3 Dennis.  
 4 MR. CRABLE: Hi, my name is Dennis Crable, and  
 5 I'm involved with the management preparation of this  
 6 EIR. It's called the ICTF Modernization and Expansion  
 7 Project.  
 8 Overview of CEQA. CEQA was enacted in 1997.  
 9 CEQA requires that lead agencies inform themselves about  
 10 the environmental effects of the proposed action; that  
 11 they carefully consider all relevant information before  
 12 they act; and most important, I think, is give the  
 13 public a opportunity to comment on the environmental  
 14 issues in order to avoid or reduce significant  
 15 environmental impacts when it is feasible to do so.  
 16 It includes the following steps -- we also have  
 17 a handout for you -- consultation and scoping process  
 18 for this project to identify the major issues that will  
 19 be analyzed in the EIR. We prepare and circulate the  
 20 Notice of Preparation and the Initial Study. Those are  
 21 available in the back of the room; they're also on the  
 22 Web site. We conduct a public scoping meeting.  
 23 We prepare the Draft Environmental Impact  
 24 Report. We circulate it for comments for 45 to 60 days  
 25 after it's been prepared. We conduct another public

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1 hearing. We evaluate the response to the comments after  
 2 the comment period is closed.  
 3 We prepare a Final Environmental Impact Report  
 4 which consists of the Draft Environmental Impact Report  
 5 plus the comments and responses and revisions to the  
 6 draft that was made in response to the comments. We  
 7 present it to the lead agency, and then we certify that  
 8 the process was in compliance with CEQA. The lead  
 9 agency then will approve the project or not approve the  
 10 project or possibly approve an alternative to the  
 11 project.  
 12 The scoping process consists of the NOP/IS  
 13 which is circulated for agency and public review.  
 14 Scoping meeting is held. Comments from agencies and  
 15 public are used to help focus the analysis contained in  
 16 the Draft Environmental Impact Report which becomes very  
 17 important for that purpose as well.  
 18 ICTF is located at 2401 Sepulveda Boulevard at  
 19 the end of the Terminal Island Freeway. Between '82 and  
 20 '86 POLA and POLB and Southern Pacific Transportation  
 21 Company acquired by Union Pacific -- not the property  
 22 but the leasehold -- they jointly developed and  
 23 bond-financed the ICTF through a public/private  
 24 partnership.  
 25 It's comprised of approximately 148 acres, and

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1 74 of those acres are on an adjacent property that Union  
 2 Pacific leases from Watson Land Company, as well as  
 3 another adjacent 15 acres that UP owns, for a total,  
 4 current total, of 237 acres.  
 5 The ICTF was specifically designed to provide  
 6 near-dock infrastructure required to handle the  
 7 international container shipping demand and to enhance  
 8 the flow of container traffic through the POLA and  
 9 POLB -- Port of Los Angeles, Port of Long Beach.  
 10 Construction would be phased in seven stages  
 11 over the course of approximately three to four years.  
 12 The proposed project would increase the capacity to  
 13 handle containers from the current annual capacity of  
 14 725,000 containers to approximately 1.5 million annual  
 15 average by modernizing existing equipment and equipment  
 16 operation -- operating methods. The project would  
 17 increase truck traffic, existing traffic, currently  
 18 estimated at about 1.1 million to approximately 2.268  
 19 million one-way truck trips per year.  
 20 It would increase the number of annual rail  
 21 trips from 4,745 to approximately 9,490. It would  
 22 increase the container-handling capacity by  
 23 reconfiguring existing tracks and adding new train  
 24 tracks and replacing the existing diesel-fueled  
 25 rubber-tired gantry cranes with electric-powered

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1 wide-span gantry cranes. These cranes can service  
 2 several tracks at once and shuttle containers and reduce  
 3 emissions through the use of diesel fuel.  
 4 Schedule. The NOP was published for the  
 5 general public. Public review period began January 9  
 6 and will end February 25th. Scoping meeting tonight.  
 7 We expect the Draft EIR for public review sometime in  
 8 June, July, or August. And we will have another public  
 9 meeting sometime in August.  
 10 We have a semipermanent outreach and comments  
 11 which will be handled by Greg Alexander for the most  
 12 part. He built the Web site or got the Web site up, and  
 13 he addresses the public outreach institute, and if you  
 14 have questions, he's the person to call at our company.  
 15 As you can see, the calendar and other things, the  
 16 meetings on the Web site, sign up for notification  
 17 lists, project documents, background materials, and  
 18 requesting project information from Greg Alexander at  
 19 that number. And that's it.  
 20 MR. ROGAN: Okay. I told you we would keep it  
 21 short. Dennis did a great job. All of that information  
 22 is available in the back of the room. It will be posted  
 23 on the Web site tomorrow.  
 24 So with that, we will move forward with the  
 25 speaker comment session. And I'm going to call three

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1 names. The first person should come up. Please  
 2 remember to clearly state your name and the organization  
 3 you're representing if there is such an organization.  
 4 We will queue three people, and then when the third  
 5 person is up, I'll try to get two or three more people  
 6 in line. So far I have 15 cards, and I think there's a  
 7 few more being filled out in the back.  
 8       There does need to be a three-minute limit.  
 9 The timer will be going over here, so please try to keep  
 10 an eye on it. Please try to honor that, so we can get  
 11 everybody a turn to get up here and speak their mind.  
 12       The first -- actually, are there any general  
 13 questions before we get into the speakers, one at a  
 14 time? People out there having a question. I see we  
 15 have two or three.  
 16       Yes, ma'am.  
 17       UNIDENTIFIED SPEAKER: Of course, are we going  
 18 to hear from the JPA?  
 19       MR. ROGAN: Yes, Sam Joumbat's here. He's the  
 20 executive director of the JPA.  
 21       UNIDENTIFIED SPEAKER: Well, what about people  
 22 who are appointed to the JPA who are not here?  
 23       MR. ROGAN: The Board is not here, no, ma'am.  
 24       UNIDENTIFIED SPEAKER: That's entirely  
 25 irregular. President David Freeman and our other Harbor

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1 Commissioners -- why aren't they here?  
 2       MR. ROGAN: They have other obligations  
 3 tonight, and I think we need to move on.  
 4       There was another question over here. Yes,  
 5 sir.  
 6       UNIDENTIFIED SPEAKER: What is the exact  
 7 location of the proposed terminal?  
 8       MR. ROGAN: It's where it presently is. It's a  
 9 modification of the existing facility.  
 10       UNIDENTIFIED SPEAKER: Where is that? 2401  
 11 East Sepulveda Boulevard.  
 12       MR. ROGAN: Yes, it's way out that way, less  
 13 than a mile.  
 14       There is an aerial photo back there, I think,  
 15 in the back corner which shows you the exact location.  
 16       Okay. First speaker tonight will be  
 17 Mr. Bill Lyte, second speaker will be John Hummer, and  
 18 the third speaker will be Dan Hoffman.  
 19       MR. LYTE: Yes. Good evening. Thank you for  
 20 the opportunity to speak. My name is Bill Lyte. I'm  
 21 the development chair of the Harbor Association of  
 22 Industry and Commerce. Our organization employs  
 23 thousands of individuals. We have more than a hundred  
 24 member companies, major companies here in the port area.  
 25       We're very strongly supportive of this project.

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1 We've been following it for the last two and a half  
 2 years. We followed it through our governmental affairs  
 3 committee. We are formally recommending that it be  
 4 approved. We feel that it is vital to the future  
 5 operation of our port complex here, and beyond that, it  
 6 helps to grow the green technology initiatives that we  
 7 have underway. This project is a major end-user of  
 8 green technology.  
 9       And thirdly, we need the jobs that it creates.  
 10 We're in a terrible recession, and it's going to get  
 11 worse. And so it's very, very important to support this  
 12 project. So thank you.  
 13       UNIDENTIFIED SPEAKER: Could we get an idea to  
 14 where these folks live?  
 15       MR. ROGAN: That's really -- that's a personal  
 16 announcement, and if they feel comfortable announcing  
 17 where they live, then they can, but I'm not going to  
 18 require it.  
 19       John Hummer, please.  
 20       MR. HUMMER: Thank you. My name is John  
 21 Hummer. I'm with the State of California. I work for  
 22 the Business, Transportation, and Housing Agency, which  
 23 is an agency of the state government. Within our agency  
 24 we have Caltrans. We have DMV. We have CHP. We have a  
 25 lot of different departments. I'm the goods movement

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1 deputy for the State of California. I'm here to speak  
 2 in strong support of this modification of the ICTF, and  
 3 I live in Sacramento and work for the state.  
 4       What we have here is an issue that balances  
 5 environmental justice and economic opportunity. And  
 6 when people are looking at these two dynamic issues,  
 7 it's always hard to balance. We try to toss the coin,  
 8 and hopefully, it lands on its edge, so we're both  
 9 addressing the economic opportunities and the  
 10 environmental justice issues. The good thing about this  
 11 project is that it will be the greenest railroad  
 12 terminal in the United States. It will also divert  
 13 literally millions of truck moves off the I-710, which  
 14 is extremely important for the air quality congestion in  
 15 Los Angeles.  
 16       From the economic side, what it does is it  
 17 offers the port an opportunity to grow in the tens of  
 18 thousands of jobs in the L.A. Basin from all the way  
 19 from the Port neighbors here to the Inland Empire  
 20 depending on the warehousing jobs that the ports have to  
 21 bring. The ICTF will help the port grow and grow green.  
 22       The chief issue here is, How do we get trucks  
 23 into the terminal? And I think that is where the  
 24 community can also participate in the economic  
 25 opportunities offered by this development because we at

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1 the state are looking at how we can develop a green  
 2 guideway to this facility to make it as really true as  
 3 possible to the communities surrounding it.  
 4 And once again, I wish I had more time, but I  
 5 want to thank the audience, and I want to thank you for  
 6 giving me the opportunity to speak. And we strongly  
 7 support the goods movement action plan from the state, a  
 8 very important project. Thank you.  
 9 MR. ROGAN: Thank you.  
 10 Next is Dan Hoffman, and following Dan will be  
 11 Randy Gordon and Bill, I believe, Walles, W-a-l-l-e-s.  
 12 MR. HOFFMAN: Good evening. I am Dan Hoffman.  
 13 I'm the executive director for the Wilmington Chamber of  
 14 Commerce, and I'm also a resident of Wilmington.  
 15 The Wilmington Chamber of Commerce continues to  
 16 support this project, thinking it's going to make a  
 17 tremendous decrease in harmful emissions by the use of  
 18 electric cranes, elimination of rail yard trucks, genset  
 19 locomotives for switching, high tech gates that will get  
 20 trucks through the gates within 20 seconds versus five  
 21 minutes. Then once they get through those gates, they  
 22 will be able to handle that cargo efficiently without  
 23 any diesel engines, attempted and tested technology.  
 24 Remember at the last hearing President Freeman  
 25 had mentioned -- made a connection to electric trucks

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1 and other technology, and they have -- once they are  
 2 certified, those electric trucks -- they will purchase  
 3 two of them and do that successfully. Hopefully, when  
 4 they put the pencil to paper, I'd say that's a win-win  
 5 for everyone.  
 6 As far as the modernization in regard to the  
 7 proposed SR-47 expressway go hand in hand to ensure that  
 8 our ports will be competitive, and by handling the goods  
 9 in the most efficient and the cleanest manner possible.  
 10 Given our current economic climate, our chamber feels  
 11 that there should be something in the port to create  
 12 jobs and new technique to ensure the ports are a  
 13 desirable destination for goods movement. There is just  
 14 too much at stake for this project to be delayed, and I  
 15 thank you for this opportunity.  
 16 MR. GORDON: Good evening. My name is  
 17 Randy Gordon. I'm the president and CEO of the Long  
 18 Beach Area Chamber of Commerce, and I reside in Long  
 19 Beach.  
 20 Last year our chamber met with the most  
 21 involved businesses that we have and developed clear and  
 22 focused public policies for 2009. Two such initiatives  
 23 brings me here tonight to express the chamber's support  
 24 for moving forward with the modernization plan EIR.  
 25 First the Long Beach business community must

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1 determine which business sectors currently thrive in the  
 2 struggling economy and keep ways to support their  
 3 efforts. It should be clear to you that both these  
 4 projects and Union Pacific are important components to  
 5 driving our local economy. For many projects, if it's  
 6 approved and allowed to continue, will provide badly  
 7 needed construction jobs. In today's struggling  
 8 economy, new jobs sound very, very good.  
 9 And second, we must support our business  
 10 community's efforts to invest in green technology. I  
 11 applaud Union Pacific's commitment to making this  
 12 project as environmentally friendly as possible. This  
 13 project will reduce emissions by replacing  
 14 diesel-powered equipment with electric-powered  
 15 equipment, providing diesel near-dock rail container  
 16 capacity, and by increasing operations effectively,  
 17 continue to promote the direct transfer of cargo from  
 18 port to rail with minimal surface transportation  
 19 congestion or delay.  
 20 And finally, upon completion, this project is  
 21 estimated to reduce on-site diesel emissions by  
 22 approximately 74 percent and emissions of oxide and  
 23 nitrogen by more than 55 percent from 2005 levels.  
 24 In conclusion, it is clear to the Long Beach  
 25 Area Chamber of Commerce and our over 1,000 business

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1 members that by reading the description, project  
 2 description, that this project deserves to move forward.  
 3 Businesses such as Union Pacific and their employees  
 4 help drive our economy. They need us now more than  
 5 ever. I urge the support of this project. Thank you.  
 6 MR. ROGAN: Thank you.  
 7 Next speaker is Bill Walles, and after him  
 8 would be Paul Spiering and Evangelina Ramirez.  
 9 MR. WALLES: Thank you for the opportunity to  
 10 speak. I'm a local businessman. I live in San Pedro.  
 11 I'm the father of an eight-year-old son, and I am in  
 12 great support of this project. I work in keeping track  
 13 of -- in surveying emerging technology.  
 14 The only opportunity for green growth is  
 15 through this project. The only opportunity to improve  
 16 our current standard of living and grow for our  
 17 community are the opportunities to do this modernization  
 18 project like this proposed by the Union Pacific. Union  
 19 Pacific is an incredibly good company that has  
 20 demonstrated its leadership in trying to develop green  
 21 technology to extend that locomotive facility to use  
 22 electric yard-handling equipment, and the general theme  
 23 of this project is to increase the through-put.  
 24 Frankly, it saves our jobs and saves our community, and  
 25 I speak in great support for it. Thank you.

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1 MR. SPIERING: Hi, thank you. My name is  
 2 Paul Spiering, and I'm with the Port Technology  
 3 Development Center. I live in San Pedro.  
 4 This project, I think, is necessarily good, and  
 5 I also think that this project is well planned and  
 6 intelligent. And thank you.  
 7 MR. ROGAN: Thank you.  
 8 Evangelina Ramirez. After that, we have  
 9 Camilla Townsend and John Thomas.  
 10 MS. RAMIREZ: My name is Evangelina Ramirez.  
 11 I'm from the Long Beach Alliance for Children with  
 12 Asthma, and I have a child with asthma.  
 13 A lot of things that come out, oh, this is  
 14 wonderful; everything is wonderful. But I also know  
 15 it's wonderful when my child has an asthma attack. It's  
 16 wonderful when I have to clean up my windows, and it's  
 17 only oil on there. That is wonderful? That's wonderful  
 18 when my child asks to go to play outside in the yard,  
 19 and they can't do it, and she has to wait. That is  
 20 wonderful? I would like to know if that is wonderful.  
 21 I would like to see you guys in there -- I  
 22 would like to see you guys when they feel they cannot  
 23 breathe. They cannot breathe. We have to be in the  
 24 emergency room the whole night. I would like to see you  
 25 guys -- to everybody. Yeah. I would like you to

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1 understand.  
 2 Before this -- everything, please stop and  
 3 think. Help the children. How you can help these kind  
 4 of people to help with asthma.  
 5 We're not doing enough for cleaning the  
 6 environment that is like it is. First we need to clean  
 7 up all the air we have. I understand we need more  
 8 things, but of course, please, please think of the  
 9 little kids. Please think of families.  
 10 Sometimes I don't have money to pay my doctor.  
 11 Sometimes I have to work double-time. I have to leave  
 12 my kids at home with the babysitter. I don't have  
 13 enough time to stick up for them because I have to work,  
 14 and I have to pay my bills, and I have to pay  
 15 everything.  
 16 Who's going to help me with my child if I die?  
 17 Who's going to help me when I have to pay the hospital  
 18 \$1,500 or \$2,000 because the emergency room is not going  
 19 to pay? That is my question. Who's going to help me?  
 20 Thank you.  
 21 MS. TOWNSEND: Good evening. I'm Camilla  
 22 Townsend, president and CEO of the San Pedro Chamber of  
 23 Commerce. I'm also going to make some comments to the  
 24 former Harbor Commissioners. I served on the Board of  
 25 Harbor Commissioners for the Port of Los Angeles. I was

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1 an official delegate to the joint powers board and had  
 2 quite a bit of experience in those four years in working  
 3 with this facility.  
 4 And I have to say, in looking back -- looking  
 5 back at that operation which has always been a sound,  
 6 good operation that was definitely in need of upgrading  
 7 and modernization, this is probably one of the most  
 8 thorough, clearly defined projects that I've seen come  
 9 forward in any of the maritime projects.  
 10 Now, I'm president of the San Pedro Chamber of  
 11 Commerce. We, too, support this project. We believe  
 12 that it will bring significant economic revenues to the  
 13 entire region while reducing negative environmental  
 14 impacts. Our chamber is partnershiped with the San  
 15 Pedro Bay Port Technology Development Center. It's very  
 16 focused on development of green technology that will  
 17 address the issues that oppose health risks to people  
 18 who live near us in industrial areas. And we feel this  
 19 project is totally green. It reduces diesel emissions  
 20 which is the major cause and will cover our needs with  
 21 clean electrical energy that we can truly support.  
 22 We also support our neighbors in Wilmington.  
 23 We are also pleased because the project will take trucks  
 24 out of the neighborhood streets by providing state of  
 25 the art new gate system and will safely handle the

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1 movement of goods, so we lend our support for this  
 2 project. Thank you.  
 3 MR. ROGAN: Thank you.  
 4 Next speaker is John Thomas followed by  
 5 John Cross and Erika Olvena.  
 6 MR. THOMAS: Good evening. My name is John  
 7 Thomas. I live right across from the harbor here in  
 8 San Pedro, and I would just like the members of the  
 9 audience to take a look at the secondary filter in my  
 10 home -- air filter system here made from a couple of  
 11 microscopic variations -- surgical mask, about the  
 12 finest filter that you could get. And this is a  
 13 secondary filter. There's a dust filter in front of it.  
 14 There's also a window screen in front of that. It's  
 15 coated in coal dust and diesel soot, asphalt dust from  
 16 the roads, tire dust, brake dust. This goes right  
 17 through this material like wet paint, as you can clearly  
 18 see the outside, and this is the inside. It doesn't  
 19 seem to make that much difference.  
 20 For several years I've been coming to the  
 21 meetings, and I get extremely frustrated with David  
 22 Freeman, the harbor commission president, because I felt  
 23 that several organizations have submitted paperwork  
 24 which indicates that the overall extremely harmful  
 25 contaminants from diesel fuel -- and I don't care if

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1 it's from the ship fuel which is the worst, standard  
 2 diesel which is not really as bad as that, or the  
 3 heating of homes, ultra sulfur triple-refined diesel  
 4 fuel, all three of them. The problem with them is that  
 5 they are derived from petroleum, which is the same  
 6 problem we have with gasoline.

7 We have the technology today while we're  
 8 waiting to go all-electric to simply switch to  
 9 100 percent biodiesel or diesel engines converted to run  
 10 on pure vegetable oil, ethanol, compressed natural gas.

11 Those that work in gasoline-powered engines -- and  
 12 there's universal biodiesel engines will be a hundred  
 13 percent with no blend of any petroleum-based products in  
 14 these empty, big ships. And if we use these fuels, this  
 15 will decrease the overall pollution coming out of the  
 16 ports by about 95 percent.

17 And I'd also like to point out there is another  
 18 big plot of land right here at Ocean Boulevard and the  
 19 47 freeway, and that is the ideal location for a  
 20 facility of this magnitude. It's not near any schools;  
 21 it's not near any congested housing in the area. And  
 22 another two important advantages are that in the evening  
 23 when the wind changes direction, it will take the  
 24 pollution offshore. And when the Santa Anas are  
 25 blowing, the same thing is true.

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1 And since there has not been any effort made to  
 2 switch to these fuels by the harbor, I strongly advise  
 3 against putting this in unless there is some effort made  
 4 to switch to cleaner burning fuels that will be  
 5 available to the general public and all the ships and  
 6 the cranes and trains that operate in both ports. Thank  
 7 you.

8 MR. ROGAN: Thank you.

9 MR. CROSS: Yes, my name is John Cross, and I'm  
 10 director -- vice president of the West Long Beach Naval  
 11 Association which encompasses everything west of the  
 12 L.A. River. I live approximately 500 yards that way  
 13 along the harbor, about 200 yards away from the Navy and  
 14 the ICTF Terminal.

15 I really have to address the impacts in the  
 16 terminal that's there now. Contacts through the  
 17 chamber -- they're supporting everybody. They support  
 18 this project. There's not a project that any chamber of  
 19 commerce does not like, so the chamber is out there. So  
 20 if there was any goods coming in from overseas to  
 21 support jobs in warehouses or in a retail store, they  
 22 always propose tariffs on containers because it's going  
 23 to hurt commerce.

24 When the children of Long Beach should not be  
 25 permitted in the rail yard -- they're suffering from

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1 asthma and stuff like this. We need to put containers  
 2 in there.

3 But as for this yard, I suggest operation --  
 4 have it run 24 hours a day, seven days a week. It's  
 5 really noisy. I don't care how clean you say they're  
 6 going to get. They're not going to go clean. It's not  
 7 going to take the stuff away from the schools, Cabrillo  
 8 High School, and stuff like this.

9 So the trucks come out the Port of Long Beach;  
 10 they're not going to go down and come across the 47  
 11 expressway if they're going to Alameda. They're going  
 12 to come out PCH and come out of Anaheim, come up the 103  
 13 freeway, and go right on down Sepulveda and to the beach  
 14 and to the yard.

15 I bet any one of you the Chamber of Commerce  
 16 representing people that support the project don't live  
 17 within 500 yards of these facilities. If they lived  
 18 within 500 yards of this facility -- I asked one of the  
 19 railroad vice presidents. He wouldn't live near any of  
 20 those rail yards. Most of the people here that are  
 21 residents have been here before the rail yard was built.  
 22 They won't ever be a good neighbor. They won't be a  
 23 good neighbor in the future.

24 And I don't care what you say, if you totally  
 25 support this project, I know cranes. I think you can

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1 put these containers on the train, haul them up there.  
 2 The Alameda Corridor, that's fine. That gets the trucks  
 3 off the freeway.

4 But the rail yards need to go in the port. The  
 5 railroads don't want that, and the Port of Long Beach  
 6 should step up and put rail facilities on-dock, not in  
 7 neighborhoods where it affects the health of the kids  
 8 and the residents of the neighborhood. And the cost  
 9 weighs of lost productivity from people being sick,  
 10 asthma, cancer, heart disease, taking children from  
 11 school -- they outweigh the facility.

12 And as for taking the trucks off the 710  
 13 freeway, why do they want to widen the 710 freeway to  
 14 ten lanes down here in Long Beach if we're taking all  
 15 the trucks off the freeway? You guys are using smoke  
 16 and mirrors. Most people are starting to see through  
 17 the smoke and mirrors. This is not a good idea. The  
 18 Port of Long Beach should put on-dock rail. They should  
 19 clean up the existing mess they have got now. Instead  
 20 of spending \$40 million, they should clean up the  
 21 existing mess they've got now, the existing mess they  
 22 have in the yards in Wilmington and the yards they've  
 23 got up in Commerce, and start doing the right thing.  
 24 When they start proving they're doing the right thing,  
 25 then maybe we'll listen. But they are not doing

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1 anything.

2 We're totally opposed to this project, and I

3 personally and West Long Beach Association and private

4 parties want it to stop.

5 MR. ROGAN: Thank you.

6 Next speaker is Erika Olvena followed by

7 Monica Panilla and Andrea Hricko.

8 MS. OLVENA: Good evening. My name is

9 Erika Olvena. I am a resident of Long Beach, and I have

10 a daughter with asthma. In the case of my daughter if

11 it is in school when she is suffering from asthma

12 symptoms and it is because of the pollution and the lack

13 of health to us regarding this issue.

14 In my case it is also the stress that we suffer

15 because of the situation that we're going through with

16 my daughter. So I also -- and I'm also suffering from

17 headaches because of the fumes that are there and from

18 allergies because of the quantity of dust that comes in

19 my windows morning, noon, and night.

20 For this reason I ask you please, in your

21 report, investigate how -- what effect this will have on

22 people's health in the community and the consequences

23 that are going to result from this project that you want

24 to do. Please take into consideration that what we are

25 going through and that it could be somewhere with a

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1 young family who could be in the same situation. Thank

2 you.

3 MR. ROGAN: Thank you.

4 Monica.

5 MS. PANILLA: My name is Monica Panilla, and I

6 live in Long Beach, and I am against this project. It

7 is very frustrating to see how the companies, because of

8 their ambition, don't care how the people are

9 affected -- most of the people -- how they're affected

10 by the pollution that already exists all around here.

11 That's not enough for them because it's more important

12 that they begin to take action to clean up the rail yard

13 because it is the third dirtiest yard in the state of

14 California.

15 At the rate we're going, the housing -- housing

16 is going to lose even more value because the area is so

17 polluted and because of the noise. And because of this

18 and the noise, the quality of life in this area is

19 awful. And the traffic congestion from the trucks and

20 the cars is very stressful and because the pollution is

21 just never ending.

22 In your report I want you to research very well

23 how your project will affect these things in regard to

24 how many more traffic will be coming in every day or

25 every hour, how much light is going to be used, how much

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1 electricity is going to be used, and how this is going

2 to affect people's health.

3 And I hear that everyone is speaking very

4 nicely about this project. What I would like to know is

5 if you have done surveys of the people who live right

6 around in this area and that they really know what these

7 -- how it's going to affect them and if they approve of

8 it. And I have a question for you and for these

9 representatives of that company: I'd like to know if

10 these people live in this area?

11 MR. ROGAN: I represent the Joint Powers

12 Authority that will be evaluating the entire scope of

13 the project, and I live in Irvine.

14 Next speaker is Andrea Hricko followed by

15 Elina Green and Angelo Logan.

16 MS. HRICKO: Thank you. I'm Andrea Hricko from

17 the University of Southern California School of

18 Medicine, and I conduct a -- I direct a community

19 outreach program working with scientists who have

20 conducted some of the world landmark studies on the

21 effects on children's lungs of studies -- I'm sorry.

22 They have conducted studies on the effect of traffic

23 proximity on children's lungs. We now know that

24 children who live closer to traffic or closer to diesel

25 exhaust are more likely to develop asthma or have

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1 reduced lung function. There are a variety of other

2 studies, and I request that all of these studies be

3 carefully reviewed in the EIR.

4 The homes in this community and the schools in

5 this community pretty much have been impacted by this

6 rail yard for the last 22 years, and one of the

7 project's goals is to reduce emissions at the ICTF by

8 replacing diesel-powered equipment. This goal can be

9 met without expanding the ICTF. This currently has the

10 fourth highest diesel cancer rate of any rail yard

11 studied in California, and the risks at the current yard

12 must be reduced.

13 Another project goal is to continue to promote

14 the direct transfer of cargo from port to rail with

15 minimal surface transportation congestion in the way.

16 The only way that direct transfer happens is by putting

17 a container onto a train at the port. That's the direct

18 transfer area. A rail yard that's five miles from the

19 port in a residential community does not promote direct

20 rail -- direct transfer to rail.

21 I request that there be an analysis of

22 alternatives, and that in the course of that analysis

23 that are included, number one, reducing emissions at the

24 existing ICTF to reduce the cancer rate in the nearby

25 community and maximizing on-dock rail with no expansion.

<p style="text-align: right;">Page 29</p> <p>1 Looking at that as an alternative, if the planning of  2 on-dock rail is maximized, is that a viable alternative?  3       Number two would be electrifying the Alameda  4 Corridor and electrifying the locomotives from the ICTF  5 that are entering that corridor.  6       Number three would be electrification of the  7 trucks entering the facility.  8       And number four would be the analysis of  9 maglev.  10       I think that it's really important for a very  11 careful traffic analysis to be done because of some of  12 the people from the various chambers of commerce and  13 other organizations stating that millions of truck trips  14 are going to be taken off of the 710 freeway. I would  15 refer you to newspaper stories in 1984 that made that  16 exact same claim about what this ICTF was going to do  17 for them when it was built ten years ago. I would ask  18 anyone here to say whether or not we think that it has  19 solved our congestion problems. The Alameda Corridor  20 also said it was going to reduce truck traffic on the  21 710. The SR-47 freeway was to reduce directly truck  22 traffic on the 710, and the public needs to really  23 understand what these projects are about.  24       This project is designed to help support and  25 accommodate more containers that are coming in. That's</p>	<p style="text-align: right;">Page 31</p> <p>1 health that exists in this community because of the high  2 levels of pollutants from the existing facility in its  3 current state, and I would like to echo the comments  4 that have been made that there is a lack of trust  5 between the Union Pacific and the community in terms of  6 their ability to follow through on cutting pollution.  7       So I am speaking on behalf of the coalition  8 that we are very much opposed to the expansion of this  9 project. Specifically, the government on truck trips  10 onto these communities -- we've had community members  11 count truck trips, and they have counted over 500 trucks  12 passing on the Terminal Island freeway servicing the  13 ICTF in a one-hour period on multiple occasions. So we  14 see a doubling of truck traffic. If you look again at  15 what the current totals are -- the specific capacity in  16 this facility that exists now, it is pretty difficult to  17 imagine where the truck trips will go.  18       Furthermore, the emissions associated with all  19 those trucks cause problems of health. I know that  20 there's a lot of information about the clean trucks  21 program for the port taking into account the pollution  22 that will be coming from these trucks that are servicing  23 this facility and where the challenges some of the  24 people commented on that clean trucks program are, and I  25 question whether or not we will actually see any</p>
<p style="text-align: right;">Page 30</p> <p>1 what it is for, and so looking -- we need to be looking  2 at not coming up with some analysis --  3       MR. ROGAN: You need to wrap up.  4       MS. HRICKO: -- trying to prove that the truck  5 traffic throughout this whole region is going to be  6 reduced by having a facility like this. It's going to  7 have twice as many trucks in the community as it has  8 today.  9       And just for the record, I would like to be  10 sure that it's stated that, I think, probably many  11 people in this room are very surprised that there was  12 perhaps a decision by the Joint Powers Authority to not  13 have the harbor commissioners or the executive directors  14 of both the ports be at this hearing tonight. I  15 personally find that appalling. Thank you.  16       MR. ROGAN: Thank you.  17       The next speaker is Elina Green followed by  18 Angela Logan and Elena Rodriguez.  19       MS. GREEN: Good evening. My name is Elina  20 Green, and I'm here as a public health consultant. I  21 work for the Long Beach Alliance for Children with  22 Asthma. We're a coalition with the city of Long Beach  23 for over ten years. Thousands of families suffering  24 with asthma use our services.  25       We are very concerned about the health -- the</p>	<p style="text-align: right;">Page 32</p> <p>1 reduction with trucks entering the facility.  2       I also request that the energy study  3 nonintensive impacts on health, things like asthma that  4 you're heard from some of the community members. Asthma  5 is not something that is related that has financial and  6 other quality-of-life impacts. Cardiovascular disease  7 impacts the outcome, and there is a huge body of  8 literature from USC of L.A. will be visited again, as  9 well.  10       In terms of the population and housing, it has  11 not projected how significant the impacts on these will  12 be. If you can question whether or not that is exactly  13 the case, and I imagine that real estate values for  14 residents living in this area will experience impact.  15 Light and truck traffic are also problems from that  16 industry.  17       And I'll just end by saying because of the key  18 impacts as referenced in the NOP proposed for the gate  19 projects area in the neighborhood, but there is no  20 reference to the SR-47 project, and I'm a little  21 concerned as to the reasons why the reference to the  22 state project and not this project as these projects are  23 all very much the same.  24       I just want to end with one final statement. I  25 know that they're saying there's no sense to having two</p>



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1 gates, one in the back and one in the front, and that  
 2 trucks will be exiting out and turning right only on  
 3 Sepulveda, and so that is the question. What's going to  
 4 happen when the Terminal Island freeway will be closed  
 5 to truck traffic? And I recommend that the NOP look at  
 6 that as well. Thank you so much.

7 MR. LOGAN: My name is Angelo Logan. I'm with  
 8 the Committee on Environmental Justice, and I just  
 9 wanted to add some comments in regard to NOP further  
 10 examination that would be, hopefully, examined in the  
 11 Environmental Impact Report.

12 I think it's really important for this study to  
 13 really examine and study the regional impacts of this  
 14 particular project. We know that one of the objectives  
 15 of the project is to increase capacity of the  
 16 through-put. That would lead me to believe that there  
 17 would be added activity at other rail yards such as the  
 18 intermodal facility at City of Commerce. With that  
 19 added activity, I'm sure there's going to be some impact  
 20 to that local vicinity, but that should be further  
 21 analyzed.

22 Also I believe there would be more traffic on  
 23 the rail lines going out eastbound out of the port area,  
 24 and I believe there should be a further examination of  
 25 the impact from the limited capacity of the main lines

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1 going eastbound out with both the place traffic and the  
 2 commuter traffic.

3 In terms of the truck traffic and reducing  
 4 truck traffic from 710 and other arterials, in terms of  
 5 this particular project attempts that have been made --  
 6 that should thoroughly be examined and studied.

7 Recently on the 710 meeting they kind of looked at  
 8 several scenarios for growth and through-put on the 710  
 9 freeway, and one of the scenarios we looked at was with  
 10 and without an expansion, and it still calls for the  
 11 exact same amount of lanes that they would expect to  
 12 have on the 710 freeway.

13 So it doesn't seem like that there would be a  
 14 decrease in truck traffic on the 710 freeway. So I  
 15 think coordination with the 710 project and a thorough  
 16 study of the traffic -- truck traffic throughout the  
 17 region should be examined. In terms of this project,  
 18 would it be a magnet, or would it be actual reductions  
 19 in truck traffic?

20 I also think there should be a written  
 21 threshold identified and that a public assessment should  
 22 be conducted in realizing both children, workers, and  
 23 residents in that analysis in the EIR, and also a  
 24 comprehensive study on opportunity for on-dock rail  
 25 versus added alternatives versus expansion of ICTF.

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1 Also I believe there should be a health impact  
 2 assessment conducted and with that a more thorough and  
 3 comprehensive public participation in this process. As  
 4 we all know being here today, it's very difficult to  
 5 participate when you're at the end of the amount of time  
 6 to give your viewpoints. It's a one-way conversation.  
 7 Maybe you can set up a public participation process  
 8 where you can sit down with the community and have a  
 9 more productive conversation in addition. Thank you.

10 MR. ROGAN: Thank you.

11 Next speaker is Elena Rodriguez.

12 Before you begin, there is a public review  
 13 period going on, and we will be receiving written  
 14 comments through February 25th. So, yes, your three  
 15 minutes is fairly constricted in nature. You have a  
 16 period of about 50 days to provide written comments  
 17 which are treated the same way as these public comments.

18 MS. RODRIGUEZ: Thank you for allowing me to be  
 19 here to express my concern. My name is Elena Rodriguez,  
 20 and I am from the Long Beach Alliance for Children with  
 21 Asthma. And I'm also a resident of West Long Beach.

22 I am worried. I'm concerned about the series  
 23 of health attacks that this project would bring to my  
 24 community, and this project being an expansion of the  
 25 ICTF. This would be affecting different community

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1 health effects that we already have here in the  
 2 community that are caused in great part by this company.

3 First, double the number of trucks would be  
 4 passing very close by schools such as Cabrillo High  
 5 School and Stephens, and the use of this project would  
 6 cause more asthma attacks and other respiratory  
 7 illnesses for thousands of children who are attending  
 8 school today. Also there would increase the noise that  
 9 already exists here 24 hours a day, sometimes making it  
 10 impossible to sleep, that nevertheless I have to get up  
 11 early every morning to get my daughter ready for school  
 12 and to -- for me to go to work. The -- another thing  
 13 that is very bothersome, and it is the bright lights  
 14 that some residences have to deal with. Even at  
 15 nighttime it's as bright as day.

16 This third and last, I would be afraid to go to  
 17 the park and to try to go running, for example, walking.  
 18 I would not want to see my children go and play in the  
 19 park. I would always be living with the stress and the  
 20 worry, thinking that at any time some member of my  
 21 family or even myself might be diagnosed with asthma or  
 22 even worse, might develop some type of cancer. My  
 23 community has a right to breathe clean air and to live  
 24 in peace, and so we definitely do not want this project  
 25 in our home, in our community, and so we urge you to

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1 look for another alternative.  
 2 And lastly, I would like to be away from the  
 3 103, and I would like to know how much -- how much the  
 4 value of my house would go down because of this. That's  
 5 it. Thank you.  
 6 MR. ROGAN: Thank you.  
 7 Next speaker is Martha Cota followed by  
 8 Elizabeth Warren and David Pettit.  
 9 MS. COTA: Good evening, everyone. I know that  
 10 everyone is watching the gentleman up here in the front,  
 11 but I don't want to look at you. As well, I don't want  
 12 to turn my back on anyone. And I would like to ask all  
 13 of you how much -- how many of you are residents of West  
 14 Long Beach?  
 15 UNIDENTIFIED SPEAKER: And Wilmington.  
 16 MS. COTA: Okay. Because the reason I have  
 17 asked how many people live in Long Beach, but Long Beach  
 18 could not be over by the port.  
 19 MR. ROGAN: Excuse me. There is not supposed  
 20 to be dialogue between the speaker and the audience.  
 21 MS. COTA: Okay. I don't know why, but I will  
 22 continue, even though I can't see everyone. We have to  
 23 consider that he said that at this point there are over  
 24 a million trucks that come through our area, but in the  
 25 next few years it will definitely be more than

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1 2 million -- 2.68 million trucks and thanks to this  
 2 project that is coming our way.  
 3 Trains -- right now we have 4,795. But there  
 4 will be 9,490 in the next future. But the numbers that  
 5 we don't have -- the statistics that we don't have is  
 6 how many more children or residents, other people, will  
 7 have asthma or some type of cancer. Someone said, I  
 8 don't know; I don't understand why they're doing this  
 9 project. But I think that most of us do understand, and  
 10 I think everyone here, with whatever company or  
 11 organization you're representing, you know exactly what  
 12 we're saying to you, and you understand perfectly right.  
 13 Someone comes from Sacramento, saying it's a  
 14 wonderful project. Someone comes from San Pedro Chamber  
 15 of Commerce. I want all of you to be perfectly aware of  
 16 what we say. I say that because I lived in Long Beach  
 17 for 20 years, and when my son was a year old, he got  
 18 this illness that no one knew what it was. Now, he's  
 19 19, and he is going to the University of Long Beach.  
 20 His asthma is under control, but he still has it.  
 21 And so I leave it to you. I ask you to think  
 22 and think about other alternatives that could be used  
 23 for this. If there's money invested in an expansion  
 24 project and modifications, then there is also money that  
 25 can be used to look for other ways to run these trains

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1 and trucks. And when they talk about train -- trucks  
 2 that exist, is it going to be the drivers or the  
 3 companies that are going to buy the trucks? Thank you.  
 4 MR. ROGAN: Okay.  
 5 MS. WARREN: Good evening. My name is  
 6 Elizabeth Warren. I'm the executive director of Future  
 7 Ports, and I live in San Pedro. And the vast majority  
 8 are members who live in Long Beach, San Pedro, and  
 9 Wilmington.  
 10 Future Ports welcomes the development of this  
 11 project as presented by the new team. The business  
 12 community has heard and is looking into the concerns of  
 13 the residents. We acknowledge, of course, that there  
 14 are health impacts to port operations, and also actions  
 15 are being taken to improve our environment.  
 16 Things are different now. Jobs have been lost.  
 17 The future of many businesses -- the future of everyone  
 18 in this room is at stake. Future Ports as well as  
 19 everyone in this room wants to clean the ports. It  
 20 wants to keep the housing. It wants to keep the  
 21 economic stability including to support all of us with a  
 22 good quality of life and good secure jobs that are  
 23 started about \$40,000 for someone without a college  
 24 degree. Those are jobs with benefits like paid  
 25 vacations and health insurance.

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1 We need a proactive approach to environmental  
 2 issues through leadership. This project demonstrates  
 3 that to be applied to these endeavors. We know from  
 4 history that even though we are in a recession right  
 5 now, we will recover. Now is the time to invest in  
 6 infrastructure which will bring back the cargo that  
 7 provides jobs. Without trade and without the port,  
 8 everyone's jobs suffers.  
 9 We are all connected to the supply chain. For  
 10 instance, longshoremen buy cars, clothes, furniture, go  
 11 out to eat, and go to the movies. If they don't work,  
 12 they don't spend. When they don't purchase goods,  
 13 retailers lose business and lay off workers including  
 14 warehouse workers. Stores don't order goods which don't  
 15 come to the port. No cargo at the port means the  
 16 longshoremen don't work, which means the possibility of  
 17 more layoffs.  
 18 Green technology and green jobs are important.  
 19 The companies cannot be in the red and make the  
 20 necessary adjustments to become green. Companies need  
 21 to make a profit so instead of laying off workers they  
 22 can invest in improvements which will not only provide  
 23 good jobs for all of us, but also for the next  
 24 generation, our children and grandchildren.  
 25 Union Pacific is going to do what has been

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1 asked of them. They are going to implement an electric  
 2 truck pilot program and solid charger stations. They  
 3 are going to take a serious look at maglevs. They have  
 4 already replaced equipment and reduced diesel  
 5 particulate matter by 25 percent. This is a good start  
 6 in the right direction, and if they are allowed to make  
 7 improvements, they will get more than 75 percent  
 8 reduction.

9       Jobs created by the investment in new  
 10 equipment, green equipment that will clean up our  
 11 environment, are part of the green jobs that we need,  
 12 and construction jobs that also get our community  
 13 working.

14       Doing nothing is not an option. Our economy is  
 15 in the worst shape it's been in 40 years, and it could  
 16 get worse. We need to get this particular project  
 17 underway so we can create jobs, green jobs, construction  
 18 jobs, logistic jobs, and other good jobs to keep people  
 19 employed, keep them in their homes, and keep our economy  
 20 and our ports moving, and let's not forget cleaning up  
 21 the air.

22       MR. ROGAN: Thank you.

23       Next speaker is David Pettit followed by  
 24 Ian McMillan, James Johnson, and Joan Greenwood.

25       MR. PETTIT: Good evening. My name is

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1 David Pettit, and I'm a lawyer with NRDC --

2       THE REPORTER: I can't hear you. Can you speak  
 3 into the microphone?

4       MR. PETTIT: I've been in court a lot. I'm  
 5 David Pettit. I'm a lawyer with NRDC, and I've been  
 6 following the program.

7       I want to address myself directly to the NOP,  
 8 in particular to the alternative analysis that needs to  
 9 be in the NOP EIR. As you probably know, the  
 10 alternative analysis is really the heart of the EIR with  
 11 CEQA, and in my experience litigating these cases is one  
 12 of the easiest ways to get the EIR thrown out of court,  
 13 requiring the project to start all over again, is an  
 14 analysis that is less than thorough alternative  
 15 analysis. I have selected five things that I want to  
 16 bring up that I hope to see analyzed in the EIR.

17       First would be advance technology for container  
 18 movement, whether it's maglev, or there's a whole lot of  
 19 things on the table right now. I think that you all  
 20 need to look at that in the Port of L.A. Either have  
 21 something put in the NOP, or advanced technology about  
 22 container movement should be looked at. I think that  
 23 needs to be referenced. You may think it's all a bunch  
 24 of hooley, but that at least needs to be looked at.

25       Secondly, I think that the alternative of

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1 on-dock rail, that is the extension of on-dock rail,  
 2 needs to be thoroughly looked at from a fresh  
 3 perspective, and I don't think it's enough to say, well,  
 4 it's an important, realistic plan that came out a few  
 5 years ago, and what we're doing that's consistent with  
 6 that. That rail plan may or may not be still accurate  
 7 in terms of today's environment. I think that's  
 8 something that these consultants on the EIR need to look  
 9 at.

10       Another speaker talked about potential limits  
 11 on SR-47. As you know, that project, particularly the  
 12 truck freeway project that is now in CEQA review --  
 13 there is some attention about whether the EIR is going  
 14 to be any good and whether the truck freeway is going to  
 15 be built. I think it's important to this EIR to look at  
 16 what will happen to the truck traffic whether the truck  
 17 freeway or SR-47 is built or is not built, and if it's  
 18 not built, what will be the best way to get the trucks  
 19 to the expanded facility? Or as Mr. Logan pointed out,  
 20 I think the project will have regional effects as well  
 21 as local trucks going all over the place, and I think  
 22 that needs to be looked at. Thank you very much.

23       MR. MC MILLAN: Good evening. My name is  
 24 Ian McMillan. I'm a consultant with Los Angeles Unified  
 25 School District with the office of environmental public

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1 safety. I have a couple of thoughts I'd like to share.

2       We really appreciate the fact that there's a  
 3 lot of features that look like they're going to be  
 4 reducing emissions from this project. I can't deny  
 5 that's a good thing to reduce emissions from the source.  
 6 However, a lot of these which I think is out of this EIR  
 7 is that a lot of these reductions are public ending  
 8 because of the rules that are outside of the project,  
 9 but they're rules on trucks on reducing truck emissions  
 10 or rules on reducing locomotive emissions or those kinds  
 11 of things, that when they announce the signature on the  
 12 EIR, a lot of these reductions are going to be outside  
 13 of the project. But we're going to see some actual  
 14 results, which it's going to be interesting to see how  
 15 much is from the project and how much is from outside  
 16 the project.

17       The reason I bring this up is that what's  
 18 really kind of a concern here is that there is baseline  
 19 health rate that we're concerned about from the area  
 20 around here, and that what CEQA does, is CEQA analyzes  
 21 the incremental effects of a project. And that is an  
 22 inherent weakness in that if there is, in the case of  
 23 this project, it's very possible that the health effects  
 24 will actually be -- they will be better that will  
 25 actually be having beneficial health effects from this

<p style="text-align: right;">Page 45</p> <p>1 project, or it will appear that way. But the baseline  2 is still too high. Even if it reduces emissions  3 50 percent, incrementally it looks like you're fine, and  4 it looks like you have reduced significant risks.  5 But in fact, this project itself has a baseline  6 rate already. So the rail yard baseline itself, I would  7 like to see considered in this EIR. As part of that,  8 looking at off-site emissions is something we'd like to  9 see considered, for example, filtration of sensitive  10 receptors at schools in the nearby area.  11 I'd also like to echo some of the comments by  12 other speakers about alternatives, especially looking at  13 the 710 project, that there's a lot of alternative  14 technology being pushed for there, making sure that  15 there's coordination happening with this project which  16 is moving a little faster than the 710, but making sure  17 that coordination involves the new technology.  18 I guess the last thing is also when those  19 health-risk assessments were started looking at  20 noncancer health effects -- this is kind of a technical  21 comment -- but the traditional weecock (phonetic)  22 toxicity criteria does not look at asthma as a toxic  23 endpoint from diesel. Asthma is not considered when it  24 comes to toxic endpoint. Thus, I think it's an  25 important consideration to figure out how this asthma,</p>	<p style="text-align: right;">Page 47</p> <p>1 Federal Maritime Commission that may act. We have  2 federal court which made chronic changes, et cetera, so  3 you can't -- that's no guarantee to the community.  4 So what I want to read in the EIR is that if  5 those things clean up the air, those programs, and  6 everything else is thrown out. And there are  7 improvements to trucks, so the trucks we have now, and  8 it deals with what is going to be the impact. So that's  9 what I want to know. I want an honest EIR that takes a  10 look at the entire scope, not just the ICTF, but all the  11 way through the port to ICTF, and look at methods of  12 pollution.  13 And lastly, I just want to say, I was talking  14 to someone the other day. He said, you know, if you  15 want to look at the impact of diesel particulate, one of  16 the best places in the nation -- one of the best places  17 in the nation right here in Hudson nearby, so I hope  18 that in the future, that will be the case. Thank you.  19 MR. ROGAN: Thank you.  20 Next speaker is Joan Greenwood followed by  21 Ben Rockwell, Carla Truax, and Vicky Bennett.  22 MS. GREENWOOD: Good evening. My name is Joan  23 Greenwood. I live in the Wrigley district of Long  24 Beach, and I'm the environmental chair of the Wrigley  25 Area Neighborhood Alliance.</p>
<p style="text-align: right;">Page 46</p> <p>1 what will be the effects on asthma rates in this area  2 from diesel exhaust, but that's not traditionally  3 covered. Thank you.  4 MR. JOHNSON: My name is James Johnson, and I  5 live in Long Beach. When I heard about this project,  6 you hear a lot about the reduction of pollution on the  7 EIR and the ICTF. And I think what I want to know about  8 this EIR, and I want to be in on the study. And my  9 understanding of tonight is that at the scoping meeting  10 we're supposed to talk about what should be in the scope  11 of this EIR.  12 I need you to look at the environmental impacts  13 of this project. You can't just look at what happens on  14 the yard, what reductions may or may not occur on the  15 yard, but you look at the impacts off the yard -- all  16 the trucks coming which is a concern of a lot of people  17 here. So the first thing I want to stress is that the  18 impact of all the trucks that needs to be double the  19 trucks -- that needs to be taken into effect; that needs  20 to be taken into account.  21 Now, the next question is, well, you have your  22 other programs. A lot of people are working hard on the  23 clean trucks program in the port and to improve that  24 problem, but we all know that those problems and those  25 solutions are up in the air to some degree. We have the</p>	<p style="text-align: right;">Page 48</p> <p>1 I have been following the issue of air quality  2 here in the western section of Long Beach for well over  3 ten years, and I am a chemist by training, and I'm an  4 environmental consultant thoroughly familiar with risk  5 assessment and data collection, data management, and  6 data validation. I've been to many of these public  7 meetings and brought out scientific deficiencies in  8 modeling that needs to be dealt with the health-risk  9 assessments for many of the environmental impacts of  10 projects that are planned in the port area.  11 Therefore, tonight I do want to make it part of  12 the official record that the use of monitors is not  13 correct. In this EIR for it to be scientifically  14 defensible, it must be based on the epidemiological data  15 and the type of health-risk assessment done by the  16 health profession, not the one that is done by  17 traditional environmental consultants for hazardous  18 materials emissions. And I will be very carefully  19 looking at the resulting EIR to make sure that it is  20 scientifically defensible.  21 Now, today I read a report that was prepared by  22 the Health Assessment Institute. This is a  23 scientifically defensible report. It is independently  24 validated by a quality assurance specialist, and what he  25 makes a notation of is that many of the models that are</p>

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1 done and being presented to the public have not been  
 2 validated. This EIR must have a good analysis of the  
 3 air quality impact by duly credentialed scientists  
 4 trained in epidemiological protocol.

5 Okay. I also did want to mention that in many  
 6 of the comments earlier today about the economics of  
 7 this project and its benefits, they're not germane to  
 8 the Environmental Impact Report. They are side comments  
 9 and should not be made part of the administrative  
 10 record. However, those brought up by the community with  
 11 regard to both the economic and social impact that are  
 12 direct results of the project itself and the  
 13 environment, are germane and should be part of the  
 14 administrative record. And I just wanted to make that  
 15 very clear in an understanding of what the  
 16 decision-makers should be concerned with in the Final  
 17 EIR.

18 The other thing is the regional impacts are  
 19 important. I read a book that was published in 1977.  
 20 It said, yes, that's part of the process. And  
 21 therefore, all of these other projects, SR-47, and the  
 22 others must be brought into it because -- and for  
 23 consistency because they're not consistent in monitoring  
 24 the number of trucks, and what's going to happen when  
 25 you put the additional truck traffic on these roads and

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1 the infrastructure that happens with that.

2 Again, these are direct cumulative impacts that  
 3 affect the people who live in this area. That's what is  
 4 important in the EIR, not the person who gets a good  
 5 job, that moves to the other side of Long Beach or  
 6 further from the 710. It's what happens to the people  
 7 here in this neighborhood.

8 MR. ROGAN: Thank you.  
 9 Ben Rockwell.

10 MR. ROCKWELL: Thank you. Good evening. My  
 11 name is Ben Rockwell. I live here in the downtown area  
 12 of Long Beach within three blocks of the 710 freeway.  
 13 I'm a member of (unintelligible) organization in greater  
 14 Long Beach interfacing, organizing in the community --  
 15 community organized (unintelligible). I'm also chair of  
 16 their fall ministry team of First Congregational Church,  
 17 as well as president of the local chapter of California  
 18 for Disability Mobility Rights. I am a resident with  
 19 COPD, asthma, and polio. I have just started two weeks  
 20 ago on a breathing machine, and tomorrow I have a  
 21 concentrated (unintelligible) delivered to my home.

22 The air pollution, not only from the diesel  
 23 particulates, but from the particulates that are being  
 24 kicked up by the tires of all these trucks, the  
 25 particulates that are being knocked off the freeway as

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1 these trucks go along the freeway -- they're killing me.  
 2 We were promised 20 years ago that the Alameda Corridor  
 3 would remove over half of the trucks from the 710  
 4 freeway. This did not happen. We were lied to. How do  
 5 you expect us to continue on listening to these reports  
 6 and saying it's going to get better, when in essence it  
 7 never has?

8 The plans don't work. My home is filled with  
 9 particulates. I have difficulty breathing. I cannot  
 10 continue on this way. There has been talk about  
 11 filters, but who gives a care for those of us that are  
 12 living in our own apartments? We can't afford to move.  
 13 We don't have the energy to be able to move out of the  
 14 area to get better care, but yet we are dying because of  
 15 all of this. We need to have filters in our homes,  
 16 especially for those of us that are dying because of the  
 17 pollution that is being caused by all these trucks and  
 18 being caused by the movement of all these goods. Thank  
 19 you.

20 MR. ROGAN: Thank you.  
 21 Next speaker is Carla Truax.  
 22 MS. TRUAX: Good evening. My name is  
 23 Carla Truax, and I work at the University of Southern  
 24 California Environmental Health. Thanks for this  
 25 opportunity to comment on the NOP, and we see the

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1 additional tracks are closer to homes and schools and  
 2 should be on the industrial side, on the west side of  
 3 the ICTF, rather than the east. It also makes a  
 4 difference whether the unused Watson land is no longer  
 5 going to be used for consumer storage if this is unused  
 6 and has emission sources in that area.

7 The EIR should explain how Union Pacific cleans  
 8 up hazardous waste spills or diesel fuel spills and  
 9 where the hazardous waste goes. We request that the EIR  
 10 contain a list of hazardous waste spills since its  
 11 opening in 1986 so that the department toxicity control  
 12 can evaluate it for the contamination of the things. We  
 13 bring this up because other yards have been closed as  
 14 highly contaminated and required major cleanup. We  
 15 request that the DTSC evaluate whether the soil is  
 16 contaminated. If it is, then the pavement is going to  
 17 be torn up for the modernization. There should be a  
 18 plan for how the nearby residents are presented this.  
 19 If the land that the ICTF now sits on is contaminated,  
 20 then I suggest that the department of toxic substances  
 21 control conduct soil samplings.

22 I still have some comments on the checklist --  
 23 management and planning should be checked as an impact.  
 24 We must consider the adjacent land because in this case  
 25 to the northeast and the east which are school and

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1 residential, the land which is not ICTF-intended, the  
 2 industrial which is more than a quarter of the adjoining  
 3 property which is not industrial.  
 4 Recreation should be checked, and there are  
 5 filters in some of the schools, but when the children  
 6 play outside, it definitely impacts their recreation.  
 7 Population and housing should be checked as an impact.  
 8 We need to see appropriate land-use planning in the  
 9 twenty-first century -- would not consider putting the  
 10 rail yard immediately next to homes and schools based on  
 11 the current climate of the covenants, so the box should  
 12 be checked. And the value of the homes in the area  
 13 would be decreased. Parks should also be checked. The  
 14 question asked is the project will increase the need for  
 15 parks by the project which would be no by the project,  
 16 but parks will be impacted by the project. But with  
 17 additional locomotives and trucks passing by, it is not  
 18 safe to play in the parks with hundreds of trucks  
 19 passing by schools. Thank you.  
 20 MR. ROGAN: Thank you.  
 21 Next speaker is Vicky Bennett followed by  
 22 Jesse Marquez and James Larson.  
 23 MS. BENNETT: Good evening. My name is Vicky  
 24 Bennett. I'm a resident here in the community, and I'm  
 25 also an employee of the Union Railroad, and I listened

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1 to some of the nonsense as far as some of the illnesses  
 2 and asthma and stuff. I have a son who is also a  
 3 student here in Stephen Middle School, and he was born  
 4 with asthma. I'm pretty sure it wasn't due to the road.  
 5 And he's played every day. He has not had an asthma  
 6 attack here since we have been in the community for the  
 7 last three years. I live half a mile here off the  
 8 freeway.  
 9 I'm very supportive of the program and the  
 10 project, and I'm sure that it's going to bring jobs in  
 11 the country and in the community. Thank you.  
 12 MR. MARQUEZ: Good evening. Thank you for this  
 13 opportunity. My name is Jesse Marquez, and I'm  
 14 executive director of the Coalition for a Safe  
 15 Environment. We have members who live in Long Beach,  
 16 Carson, and Wilmington that all border that new terminal  
 17 and port terminal.  
 18 Green begins when new technologies are  
 19 introduced to address, mitigate, eliminate, or reduce to  
 20 no significant impacts. Both the ports, ICTF, Alameda  
 21 Corridor have had opportunities over the past 25 years  
 22 to immediately adopt these types of technologies, so  
 23 they would not have impacts on the public, but they did  
 24 not do it. They chose especially not to do it. They  
 25 did not want to invest in it. It has only been because

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1 of the public in the last ten years who have learned to  
 2 use the public process, via the Environmental Impact  
 3 Report, via CEQA EIS reports, and we began to voice our  
 4 opinions and our comments and our recommendations.  
 5 Our members who live here do not want the ICTF  
 6 terminal to expand. This EIR fails to include other  
 7 alternatives such as what if it was mandatory for the  
 8 terminal operators to increase their usage of the  
 9 Alameda Corridor? If they did that, it would reduce  
 10 trucks going to the ICTF terminal. If the ports in  
 11 their planning of terminals and regard to terminals  
 12 included that rails would be dockside to ships, then the  
 13 ships could unload directly onto the rail, yet they are  
 14 still not doing that today. Even the latest Draft EIR  
 15 project focus does not include shipside alternatives.  
 16 The public has asked that all impacts be  
 17 mitigated to zero or near zero, and that has not been  
 18 done. ICTF terminal has had all these years to be able  
 19 to install H factor purification system for residential  
 20 homes, senior citizen housing, apartments, public  
 21 schools, and all locations, and they did not do it.  
 22 Residents have brought up about noise impacts  
 23 on them. There's been years of opportunity to install  
 24 soundproofing, and to make it perfectly clear,  
 25 double-paned windows is unacceptable. I paid \$3,000 to

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1 have double-paned windows installed in my home, and it  
 2 reduces the noise about 10 to 15 percent. But when I  
 3 did do research, I did find that there is soundproofing  
 4 glass that reduces sound 90 to 95 percent, and that  
 5 should also be recommended.  
 6 A public health education fund has been asked  
 7 for many times to be established whereby public health  
 8 impacts could be taken care of because some that do not  
 9 have insurance have nowhere to go. Families that do  
 10 have insurance are being -- haven't had higher  
 11 additional changes to be made. Prescription prices are  
 12 increasing. L.A. County hospitals have cut over a  
 13 hundred doctors over the last two years because of  
 14 financial shortages when they did not cause the health  
 15 problems. So we will submit additional comments because  
 16 we want to highlight these.  
 17 We just want to close with the Chamber of  
 18 Commerce never insisted, has ever initiated any  
 19 proposal, any plan to ask its members to voluntarily  
 20 establish programs and plans or to purchase equipment to  
 21 reduce the impacts on the public health. Thank you.  
 22 MR. ROGAN: Thank you.  
 23 Next, James Larson followed by Candice Kim,  
 24 Susan Nakamura, and Laurie Angel.  
 25 MR. LARSON: My name is James Larson. I'm a

<p style="text-align: right;">Page 57</p> <p>1 resident of West Long Beach and a member of St. Angeles  2 (phonetic) Church. I've lived in West Long Beach for 20  3 years. I live approximately at the corner of Santa Fe  4 and Hill Street. I have lived within three blocks of  5 four schools.</p> <p>6 My son is in fifth grade at St. Lucy's  7 Elementary. His class has about a 30 percent asthma  8 rate, and beyond that, I am not going to repeat  9 everything that's been said in our position on this  10 expansion. But I would say that I agree with almost  11 everything that's been said, and that the expansion of  12 the railroad will, undoubtedly, cause a negative impact  13 on an already polluted neighborhood.</p> <p>14 But the one thing that hasn't really been, you  15 know, talked about too much is the business practicality  16 of what they're trying to do here. And to me it makes  17 no sense to load and unload the same container carton  18 three times in a 25-mile distance and not yet be at the  19 final destination, you know. So I totally support an  20 on-port solution of that.</p> <p>21 It also doesn't make sense that you're talking  22 about expansion when containers coming into the port are  23 decreasing, not increasing. And just recently, if you  24 read the paper, it tells you that containers coming into  25 the port are down 25 percent, yet they're going to</p>	<p style="text-align: right;">Page 59</p> <p>1 Powers Authority to prepare the EIR for this current  2 project. This agreement was made because of CEQA which  3 allows the lead agency to contract with another public  4 entity to plan the EIR. The agreement states the JPA  5 has determined inappropriate for the AQMD, quote, as the  6 agency with expertise in CEQA document preparation, air  7 quality analysis, air pollution mitigation, and health  8 risks to prepare the EIR, end quote.</p> <p>9 While the AQMD staff would prepare the EIR, an  10 agreement recognizes that under CEQA the Final EIR shows  11 the independent judgment of the lead agency which is the  12 JPA, and the Final that will be on all questions  13 concerning the contents of the EIR lies within the sole  14 discretion of the JPA. The agreement does state,  15 however, that it does not limit authority to AQMD,  16 including authority to take positions on the project  17 including, but not limited to, commenting on the Draft  18 EIR and the Final EIR.</p> <p>19 In closing, we will show the JPA and the public  20 that the AQMD staff will continue to apply the best  21 efforts and expertise to develop a thorough analysis  22 regarding environmental impacts, alternatives,  23 mitigation, and compliance with CEQA.</p> <p>24 MR. ROGAN: Thank you.  25 Laurie Angel followed by Maria Trujillo,</p>
<p style="text-align: right;">Page 58</p> <p>1 increase the trucks in the neighborhood by three times  2 what they already are. It doesn't make any sense. It  3 doesn't make business sense, you know, so in an  4 inefficient business model, and inefficiency results in  5 pollution and to waste. That's all I have to say.  6 Thank you.</p> <p>7 MS. KIM: Good evening. My name is  8 Candice Kim. I'm here on behalf of the Coalition for  9 Clean Air to share a brief concern regarding this  10 proposed project.</p> <p>11 I share the opinion that there should be an  12 analysis of alternatives that includes maximizing  13 on-dock rail, and after a thorough analysis and  14 inclusion in the plan, there is an application of the  15 calculations that include truck traffic that there be  16 thorough -- thoroughly accessible review of the  17 assumptions that have gone in that calculation, and  18 something that is accessible to someone that maybe does  19 not have an engineering degree so that everyone in the  20 community can understand just how you are calculating  21 how much the truck traffic will increase. Thank you.</p> <p>22 MS. NAKAMURA: Good evening. My name is  23 Susan Nakamura. I'm in planning management in the South  24 Coast Air Quality Management District. Last year the  25 South Coast agency decided in agreement with ICTF Joint</p>	<p style="text-align: right;">Page 60</p> <p>1 Jesus Trujillo, and Alicia Carvera, I think.</p> <p>2 MS. ANGEL: I'm Laurie Angel. I'm president of  3 the North Long Beach Community Action Group. And this  4 project and the port activity impacts neighborhoods far  5 north and east of this location here. The air pollution  6 and particulate matter impacts are horrendous.</p> <p>7 The planned mitigation and corridors make our  8 roads unsafe, and unfortunately, the rail yard as it  9 exists now has been a very poor neighbor in the region.  10 They do not maintain their properties properly. They  11 are magnets for graffiti. They create dust. There is  12 noise. There is light pollution. I would like them to  13 take care of what they have now before they are given an  14 opportunity to build further.</p> <p>15 We have the Alameda Corridor which was -- I  16 don't know how much it cost, but I'm sure it was  17 hundreds of millions of dollars. There is absolutely no  18 reason why more effective and less intrusive measures  19 can be taken to support our neighbors and the residents  20 around us, and to mitigate the impacts of these type of  21 operations on people that live here. The impact on the  22 quality of life is horrendous.</p> <p>23 I have asthma. My husband has lung problems;  24 he's had cancer twice. People are dying, and we need  25 the port and all of the businesses associated with the</p>

<p style="text-align: right;">Page 61</p> <p>1 port to be responsible for the human beings that live in 2 one of the most polluted areas in the United States. 3 MR. ROGAN: Thank you. 4 Maria Trujillo. 5 MS. TRUJILLO: Good evening. My name is 6 Maria Trujillo, and the reason I'm here is that I 7 consider this project one that affects my family once 8 again. I have a daughter with asthma, and she goes to 9 school. She has had asthma since she was nine months 10 old, and she's worse and worse and worse. 11 I can see that you're very concerned about your 12 project, but you're not very concerned about the people 13 and the children. The children get sick. We have had 14 so many sleepless nights that we have with doctors and 15 hospitals, and a lot of people don't understand that if 16 they haven't been through it, that that is what we've 17 been through. 18 And so will you please think about the -- I ask 19 as a mother that you think about this -- that this has 20 -- that this will have on people, especially children, 21 and their health. Please look for some other way to do 22 this. Thank you. 23 MR. TRUJILLO: Good evening. My name is 24 Jesus Trujillo. I'm a person with asthma, and I am 25 opposed to this project. We are already saturated with</p>	<p style="text-align: right;">Page 63</p> <p>1 so it doesn't really affect me, but even some of their 2 schools end up coming to these schools that are over 3 here. 4 And this asthma -- there are so many kids with 5 asthma, and basically there aren't that many now, but 6 what's going to happen in five or six years? Are the 7 kids going to end up coming to public schools with masks 8 on -- wearing masks? 9 You're going to get a lot of good out of your 10 project. There will be a lot of utility, increased 11 capacity, but have you really thought about these sick 12 children? And have you thought about creating -- 13 establishing a fund to help these children with their 14 health care? We ask that you think about these things 15 and think about those benefits. Thank you. 16 MR. RIVERA: Good evening. My name is 17 Antonio Rivera. I live in the gardens in Long Beach 18 next to the rail track in the west side. I also share 19 pollution with the west side. 20 Everybody has been talking about what their 21 reality is of this scientific and what's happening 22 today. One of the things that the Union Pacific is 23 doing, if you're a resident, they need to stop the 24 polluting trucks coming to the yards today. There are 25 clean trucks available. Many already are doing service</p>
<p style="text-align: right;">Page 62</p> <p>1 traffic, smog, and noise. I have a daughter at Cabrillo 2 School, and the truck traffic is dangerous for her 3 because of all the pollution, and it also is harmful to 4 all of the other students here. 5 And so in your report, I ask that you 6 investigate and reduce the effects that your project 7 will have on noise, pollution, and respiratory 8 illnesses. Thank you. 9 MR. ROGAN: Thank you. 10 Alicia Carvera. Tony Rivera next, Jill Hill 11 after that, and then Mary Hernandez after that. 12 MS. CARVERA: Good evening. My name is 13 Alicia Carvera, and I -- pardon me my voice. I'm a 14 little under the weather. I lived here for 13 years. I 15 have three children with asthma, and it was very 16 important for me to come and speak to you all regarding 17 the reality of our situation. A lot of people have 18 commented about children with asthma, but I think you 19 really need to understand what's involved. 20 You're talking about bringing about big 21 changes. There are going to be big changes. We as 22 citizens are opposed to these changes. Change can be 23 very good, but there is already too much pollution here 24 because of the freeways and the truck traffic. And a 25 lot of people may say, well, I don't live right there,</p>	<p style="text-align: right;">Page 64</p> <p>1 to the trains. That's number one. Stop the killing of 2 the kids in the neighborhood. 3 Number two, what we need to do is tell the city 4 about controlling the property owners. UP -- I work for 5 the UP. Twenty years ago, which is a long time ago, 6 when we used to plug the freeways, if they missed a 7 shift they go to City of Industry, Burma, and other 8 areas and if you believe it, they go to Washington where 9 they have the other rail yards, and you see all the 10 trucks and the trucks that get out. The other thing is 11 if they don't put that on the side all the rail yards, 12 if they're talking about making a mega rail yard, what 13 the port needs to do really is think about it as a bond, 14 and put it next to the housing. Let's get it there, and 15 let's get it over with, and do it right for once. 16 Now, that should be the message for the joint 17 boards so they can start acting and dealing with this 18 project. It seems to me, the rail is not going to do 19 it. So they are always playing games like the way when 20 they come, the way they're going to tell you, they 21 trying to tell us the traffic is going to slow down on 22 the 710. It's not going to slow down on any of the 23 freeways, all the freeways all over to Riverside and 24 going out to Burbank. 25 The other thing is that we really need to have</p>



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1 is when we talking about today about this problem of  
 2 cleaning or not cleaning the yard, many of the people  
 3 live in the city. We're talking about change for the  
 4 city -- for the Chamber of Commerce coming and saying  
 5 this is where we need jobs. We need jobs. We are not  
 6 against rails, and the west side is a business industry,  
 7 and we need to have business in here, but not at the  
 8 cost of people's lives. If they are going for the  
 9 money, not for the country, so we need to understand the  
 10 results, and please give thought.

11 The joint boards need to understand they have  
 12 the solution at the harbor. They can get it done, and  
 13 they can make the rails lead the way to drink the water  
 14 like the horse. Thank you.

15 MR. ROGAN: Thank you.

16 Next speaker, Jill Hill and Mary Hernandez.

17 MS. HILL: Good evening. My name is Jill Hill,  
 18 and I am the president of the Wrigley Area Neighborhood  
 19 Alliance which is just on the other side of the river  
 20 bed. And we represent about 280 members. I'm not here  
 21 to speak on their behalf, just as a resident.

22 And when I walked in here, I couldn't help  
 23 observing the girl on the street, and the girl was  
 24 pointing to see that -- and after they made their  
 25 comments, they left and went on their way while the

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1 residents are here making their comments, and they  
 2 didn't even stick around to see what they had to say.  
 3 But I have to agree with a number of things they said.

4 I am for green technology and the jobs and for  
 5 diverting traffic off the 710 and for minimizing  
 6 congestion, but also what others have said it was cost.  
 7 What cost? And the cost to friends and neighbors on the  
 8 west side. It impacts us also.

9 The ICTF is really a big issue, and it's sure  
 10 to impact the lack of trust. There is a lack of trust  
 11 here. They see things come; promises made; it's not  
 12 what it's supposed to be. The new technology -- we have  
 13 that available. To me, I think what the solution is,  
 14 take what you have right now and convert it to green.  
 15 Show the people that you can do this. If they can see  
 16 that has been done and there is actually a benefit,  
 17 great. Then I think they would applaud an expansion.  
 18 But until then, you're going to find some opposition.  
 19 So it might behoove you to start small, make it a second  
 20 phase.

21 And also how are all these health problems  
 22 going to be mitigated? And how will the construction  
 23 problems be mitigated? And I am in total agreement with  
 24 what others said about on-dock loading. In fact, that's  
 25 the solution to the problem. That's the real solution,

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1 not bringing them up here, but keeping them right where  
 2 they come off the ship. Thank you very much.

3 MR. ROGAN: Thank you.

4 Mary Hernandez.

5 MS. HERNANDEZ: Good evening. My name is  
 6 Mary Hernandez. I'm living here on the west side for 64  
 7 years, and I belong to ICO -- community organization and  
 8 the city of Long Beach advisor for the Senior Citizen  
 9 Advisory Commission. What I'm talking about, I live two  
 10 blocks from the rail yard, from the freeway, terminal  
 11 island freeway. I live on Hayes Avenue, and sometimes  
 12 the noise is terrible. You can hear these trucks  
 13 honking, honking. And you can hear the trains when  
 14 they -- I guess they bang together -- other parts of the  
 15 train.

16 UNIDENTIFIED SPEAKER: Coupling.

17 MS. HERNANDEZ: I don't know what it's called,  
 18 but I can hear it. And sometimes it's all night,  
 19 sometimes wee hours of the morning. And the thing is,  
 20 we have senior citizens -- talking about asthma, we have  
 21 senior citizens that have asthma and health problems.  
 22 And as of right now, I'm going to a doctor, a  
 23 cardiologist, because of all the pollution that comes  
 24 from them -- from those trains and trucks. You can hear  
 25 them all night long. And I live close by, two blocks

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1 away. That's what I wanted to say.

2 Let's keep it -- keep it in the port. That's  
 3 where it should be. I thank you very much. Short and  
 4 sweet. Okay.

5 MR. ROGAN: Thank you.

6 Jesse Javier.

7 MR. JAVIER: My name is Jesse J. Javier. I'm a  
 8 resident of the west side. I live at 1835 West Lincoln  
 9 Street. I'm going to close with saying the people on  
 10 the west side are opposed to the expansion -- the  
 11 commercial fisherman. I've seen the ports grow over the  
 12 months, not in years, but it's -- everyone is  
 13 complaining about the smog, their asthma, health, and  
 14 environmental issues. That is number one.

15 But what affects me the most is my wallet. The  
 16 property that we live at will go down. A lot of people  
 17 that live here don't realize that. They realize  
 18 environmental problems. That's number one. But with me  
 19 it's my pocket. What can I do about that? Nothing.  
 20 But you can help these people with the environmental  
 21 impacts, but be prepared that people on the west side  
 22 are going to fight the expansion plan. There are other  
 23 alternatives that we can work together in putting it on  
 24 the rail, make it the same.

25 Other than that, I guess I have 42 seconds

1 left. I just want to say, be prepared. We are going to  
2 fight you guys. Okay. We did it before, and we can do  
3 it again. And thank you very much.

4 MR. ROGAN: Thank you. Those are all the  
5 speaker cards that I have unless somebody has  
6 last-minute comments about that.

7 I would like to comment that I am -- I do these  
8 three or four times a year. This is, frankly, the best  
9 meeting I've ever been in where people were intelligent,  
10 tactful, passionate, well-prepared. I want to applaud  
11 all of you in the audience for the job you did coming up  
12 here and speaking. Thank you very much.

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