

Community Outreach and Education Program
Southern California Environmental Health Sciences Center
Keck School of Medicine
University of Southern California
1540 Alcazar Street CHP 236
Los Angeles, CA 90033

September 26, 2007

Dr. Spencer D. MacNeil, Commander
U.S. Army Corps of Engineers, Los Angeles District
P.O. Box 532711
Los Angeles, CA 90053-2325

Dr. Ralph G. Appy, Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

RE: Comments on TraPac Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS)

Dear Dr. MacNeil and Dr. Appy:

I submit these comments on behalf of the Community Outreach and Education Program (COEP) of the Southern California Environmental Health Sciences Center (SCEHSC). This Center is based at the Keck School of Medicine of the University of Southern California and is composed of scientific researchers from USC and UCLA, many of whom conduct exposure assessment, toxicological or epidemiological studies on the health impacts of air pollution. I direct the Center's outreach program, which is designed, in part, to ensure that the research findings of our Center investigators are understood by the public and considered in public policy decisions.

For more than ten years USC investigators in our Center have been conducting the Children's Health Study, which examines the health effects of air pollution on the respiratory health of school children. The study's findings show that children who grow up breathing polluted air have reduced lung function when they reach adulthood, that air pollution is linked to increased school absences, that children with asthma suffer other health problems (such as bronchitis) when they are exposed to high levels of particulate matter, and that children who live or go to school near busy roads or freeways have more asthma.

SCEHSC-1

Other investigators in our Center at UCLA have published papers on the impacts of exposure to particulate matter, including ultrafine particles. In addition, one of our researchers has published a paper on increased cardiovascular mortality related to PM exposure in Southern California. Many of the USC/UCLA and other relevant scientific papers are submitted on CD for the TraPac DEIR/EIS record.

SCEHSC-1

This comment letter from our Center's Community Outreach and Education Program concerning the TRAPC DEIR/DIES is submitted with these scientific studies – and dozens of other air pollution health investigations – in mind. It is clear to us from reading the DEIR/DEIS that significant air quality and noise impacts will occur from this project, and that not all of the impacts will be mitigated. Below, we review the health impacts from air pollution and noise and then describe deficiencies in the DEIR/DEIS in fully mitigating these risks to protect the public. (See Appendix A, List of Air Pollution and Health Impact Articles on the CD-ROM that was hand-delivered to the Port of L.A. and sent to the Army Corp of Engineers). .

SCIENTIFIC EVIDENCE OF HEALTH IMPACTS FROM EXPOSURE TO AIR POLLUTION

A review of the scientific literature on the health impacts of mobile source noise and air pollution shows a growing body of scientific evidence indicating that:

Children who grow up in polluted communities suffer reduced lung function and other respiratory effects.

SCEHSC-2

USC studies in Southern California show that a package of mobile source pollutants (NO_x, PM, acid vapor, and elemental carbon) correlate with reduced lung function. In one USC study, three times as many children in North Long Beach, where levels of elemental carbon (EC) are higher than in most of the communities in the study, had reduced lung function than children in less polluted communities. The study is important because medical experts believe that reduced lung function is a significant predictor of mortality from all causes in adults. The DEIR/DEIS must describe the USC and other studies showing the respiratory health effects of mobile source air pollution. (See Appendix A-1 for citations to scientific articles on this topic).

Living or going to school in close proximity to busy roads and freeways (close to mobile source exhaust) is linked to asthma and respiratory effects in children, as well as other effects in adults.

SCEHSC-3

A growing body of evidence shows increased risk of asthma and other respiratory effects from living or going to school in close proximity to busy roads and freeways. (See Appendix A-2 for citations to scientific articles on this topic).

SCEHSC-4

Elevated levels of particulate matter are linked to cardiovascular disease and increased mortality.

In response to this growing body of evidence, the American Heart Association issued a scientific statement in 2004 concluding: “Exposure to air pollution contributes to the development of cardiovascular diseases.” A recent study shows an increase in stroke among those living close to busy roads. Studies on increased cardiovascular disease and mortality from particulate exposure should be reviewed in the DEIR/DEIS. (See Appendix A-3 for citations to scientific articles on this topic).

SCEHSC-4

Pregnant women who live near busy roads and freeways (and who are exposed to current levels of air pollution in Los Angeles air) are more likely to give birth to low-birth weight and premature infants; infant mortality has also been linked to air pollution levels.

Thousands of women of child-bearing age live in the vicinity of the San Pedro Bay Ports or along goods movement corridors in Southern California. For example, the mixed income L.A. Housing Department complex, Dana Strand, is less than one quarter of a mile from the Port of Los Angeles terminal entrance at Figueroa and Harry Bridges in Wilmington. Studies on increased reproductive problems and adverse birth outcomes must be described in the DEIR/DEIS. (See Appendix A-4 for citations to scientific articles on this topic).

SCEHSC-5

Increased lung cancer risks among workers exposed to diesel exhaust, including a recent study on railroad workers.

Based on studies of workers exposed to diesel exhaust, diesel particulate matter was declared a Toxic Air Contaminant in the state of California in 1998. A recent study on diesel and cancer risks authored by Dr. Eric Garshick states:

In > 35 studies of workers with occupational exposure to diesel exhaust, excess risk of lung cancer is consistently elevated by 20–50%.... These results [elevated cancer risk in railroad workers] indicate that the association between diesel exhaust exposure and lung cancer is real. These results along with previous studies of lung cancer and diesel exhaust support current efforts to reduce emissions in both occupational and general environmental settings. (See Appendix A-5 for citations to scientific articles on this topic).

SCEHSC-6

In addition, a cancer study by census tracts, conducted by Dr. Thomas Mack of USC, found an excess of oropharyngeal cancer near the Ports and along the I-710 Freeway. (See reference to work by Dr. Thomas Mack in Appendix A-5.)

Diesel exhaust particles can enhance allergies and allergic asthma.

The DEIR/DEIS should describe studies showing the potential for enhancement of allergies and asthma from diesel exhaust emissions at the Ports and from trucks/trains delivering containers to other locations throughout the region. (See Appendix A-1 for citations to scientific articles on the topic of diesel and allergies).

SCEHSC-7

The adverse health impacts of breathing ultrafine particles, including neurological effects.

Appendix A-3 includes citations to emerging data on exposure assessment for, and health effects of, ultrafine particles which should be evaluated more thoroughly in the DEIR/DEIS.

SCEHSC-8

Elevated noise levels are linked to worker hearing loss, learning issues in the classroom, as well as to cardiovascular disease and other impacts.

Noise is a significant impact that must be considered in any new projects that the Ports approves. The DEIR/DEIS should evaluate the effects of noise on the health of both workers and residents, including hearing loss, cardiovascular disease, stress, sleep patterns, and the potential effects on students' learning. *(See Appendix A-6 for citations to scientific articles on this topic).*

Some of the above-mentioned research can be found in the California Air Resources Board's (CARB) Emission Reduction Plan for Ports and International Trade in California (CARB Emission Reduction Plan), which can be found at: <http://www.arb.ca.gov/planning/gmerp/gmerp.htm>.

SCEHSC-9

CURRENT LEVELS OF AMBIENT AIR POLLUTION NEAR THE PORTS AND DOCUMENTATION OF HEALTH IMPACTS

The South Coast Air Basin is currently in non-attainment for a number of air pollutants. In addition, air pollution levels in the Port area exceed a number of State of California air pollution regulations relating to particulate matter pollution. Therefore, it is imperative that any new significant air pollution sources in the Port area must be added to the SCAQMD inventory with serious forethought and planning.

Most importantly, Southern California residents – especially in areas affected by the Ports and goods movement – are already suffering negative health impacts from Port expansion and goods movement, in terms of respiratory and cardiovascular disease and the health impacts of noise exposure. Statewide, the California Air Resources Board (CARB) has calculated that 2,400 annual premature deaths are linked to goods movement, mostly from particulate pollution. *[See California Air Resources Board Emission Reduction Plan (CARB ERP), p. 4; <http://www.arb.ca.gov/planning/gmerp/gmerp.htm> Accessed on September 14, 2007].* CARB calculates that diesel exhaust is responsible for more than 70% of the risk from breathing our air statewide and in the South Coast Air Basin, respectively. *(CARB ERP at 7)*. In addition, the South Coast Air Quality Management District (SCAQMD) in its MATES II study identified the communities of San Pedro and Wilmington as having among the highest cancer risks in the South Coast, recognizing mobile sources, i.e.

trucks, trains, ships, etc. to be the primary sources of toxic diesel particulate emissions. [See SCAQMD Multiple Air Toxics Exposure Study in the South Coast Air Basin, at ES-5 (“MATES II”)].

Without question, residents of San Pedro, Wilmington and nearby Long Beach will face additional health risks due to increased pollution from the TraPac expansion project. In addition, residents will face additional health risks if they live, work or play along transportation corridors (including Harry Bridges Boulevard) where increased numbers of containers from the TraPac terminal are moved from that terminal throughout the entire South Coast Air Basin. Residents living further east of the Ports will face greater ozone exposure as a result of increased emissions at the Port due to this project. These on-port and off-port health impacts must be taken into consideration.

SCEHSC-9

DEFICIENCIES OF THE TRAPAC DRAFT EIR/EIS WITH REGARD TO AIR QUALITY

In this set of comments, we provide a list of what we perceive as some of the deficiencies of the draft EIR/EIS with respect to air quality and noise – both of which relate to health outcomes. We outline our concerns with the DEIS/DEIR and the proposed project below.

1. The TraPac DEIR/DEIS fails to fully describe the wide array of health impacts from exposure to mobile source pollution related to Port and goods movement activities, including the TraPac expansion.

SCEHSC-10

Recommendation: *The DEIR/DEIS must describe the scientific evidence on exposure to noise and to mobile source air pollution and related health impacts (as described above in this comment letter). The description should include at least: (1) health effects of noise include loss of hearing for workers, cardiovascular disease, learning problems for school children, and difficulty concentrating and (2) health effects from exposure to mobile source air pollution, including cardiovascular disease, respiratory disease (including asthma and cancer), lung function reduction, premature births, and infant mortality.*

2. The Proposed Project Will Cause Serious Health Impacts on Port-Adjacent Communities, on Communities along Transportation Corridors, and on the South Coast Air Basin in General

The new terminal will operate 24 hours a day, 7 days a week, 365 days per year, impacting the local community, transportation corridors, and the entire Air Basin in numerous ways. There will be increased diesel truck, train, yard equipment, harbor craft, and ship activity, which will lead to a vast array of negative health impacts on workers, residents neighboring the proposed project area, residents who live or commute along transportation corridors, and even on residents who live more than 50 miles from the Port

SCEHSC-11

terminal itself, near distribution centers and rail yards that handle or transport cargo containers.

SCEHSC-11

As our documentation of health impact studies above show, there are already significant exposures to air pollutants and serious health impacts occurring at existing levels of air pollution in Southern California and near the Ports. We believe that the proposed project, as described, will cause significant additional harm, that the DEIR/DEIS does not take into account all of the health impacts, and that proper mitigations are not provided in the DEIR/DEIS to prevent these numerous impacts and protect public health

3. Air Quality: The DEIS/DEIR Underestimates Air Quality Impacts

3A. The DEIS/EIR should have a wider geographic area for estimating air quality impacts

SCEHSC-12

The DEIR/DEIS must also consider as an “affected geographic area” for particulate matter and ozone the entire South Coast Air Quality Management District. This is imperative because Port-generated particulate pollution can be transported throughout the air basin, and other air pollutants, released in the Port area by ships, harborcraft, trains, yard equipment and trucks, can form secondary particles as they reach Inland areas. The U.S. EPA describes the differences in particles this way: “*Primary particles* are emitted directly from a source, such as construction sites, unpaved roads, fields, smokestacks or fires. Others form in complicated reactions in the atmosphere of chemicals such as sulfur dioxides and nitrogen oxides that are emitted from power plants, industries and automobiles. These particles, known as *secondary particles*, make up most of the fine particle pollution in the country.” (See U.S. EPA, *Particulate Matter: Basic Information*, available at <http://epa.gov/pm/basic.html>, accessed September 14, 2007.)

3B. The DEIS/DEIR Fails to Quantify and Consider Ozone and Secondary Particle Formation Impacts Throughout the South Coast Air Basin

SCEHSC-13

Ozone (O₃) is a secondary pollutant formed in the atmosphere by photochemical reaction between volatile organic chemicals and nitrogen oxides. The DEIS/DEIR fails to recognize that emissions from project construction and operational sources can lead to the formation of ozone in the presence of sunlight, adversely impacting the health of residents far from the Project site. In the Deep Draft Navigation Improvements Project Final EIR/EIS (1992), the Army Corps of Engineers and Port recognized this and included a broader “region of influence” or affected area for air pollution. That EIR/EIS states: “... the maximum effect of ROG [reactive organic gases] and NO_x emissions on O₃ levels usually occurs several hours after they are emitted and many miles from the source. Therefore, the ROI [Region of Influence] for O₃ may include much of the SCAB [South Coast Air Basin].” (See *Army Corps of Engineers and WorldPort LA, Deep Draft Navigation Improvements Project Final EIR/EIS, September 1992, p. 3.1-1*). .

We request that the affected area for particulate matter include the entire South Coast Air Quality Management District, since Port particulate pollution can be transported throughout the air basin and particulate matter released in the Port area by ships, harborcraft, trains, yard

equipment and trucks can form secondary particles as they reach Inland areas. The U.S. EPA describes the differences in particles this way: “*Primary particles* are emitted directly from a source, such as construction sites, unpaved roads, fields, smokestacks or fires. Others form in complicated reactions in the atmosphere of chemicals such as sulfur dioxides and nitrogen oxides that are emitted from power plants, industries and automobiles. These particles, known as *secondary particles*, make up most of the fine particle pollution in the country.” [See: (See U.S. EPA, *Particulate Matter: Basic Information*, available at <http://epa.gov/pm/basic.html>, accessed October 5, 2006, reprinted as an Appendix to this letter.)

SCEHSC-13

HEALTH IMPACTS OF EXPOSURE TO NOISE

Noise is a serious, and often dismissed, public health problem, which causes numerous health and social effects, ranging from hearing to cardiovascular problems, and from learning problems in school to sleep disturbances at home.

a. Studies on the Impacts of Noise Show that Noise Exposure Causes Health and Psychosocial Impacts

Community and occupational health studies show that noise levels from goods movement activities can impact health and quality of life. For example, workers in the rail industry are at risk of noise-induced hearing loss; excessive noise disturbs restorative sleep; elevated noise levels affect children’s mental health and classroom behavior, especially if children have an “early biological risk” (such as having been born prematurely); and chronic noise exposure may contribute to the progression of cardiovascular disease.

The section on Noise and Health (3.9.2.1.3) in the DEIR/DEIS provided information from a review of the health impacts of noise by Babisch. Additional research findings are provided in Appendix A. Portions of abstracts from several selected studies are reprinted below to illustrate the causes for concern:

SCEHSC-14

a1. “Noise exposures of rail workers at a North American chemical facility,” by P. Landon et al. *Am J Ind Med.* 2005 Apr;47(4):364-9.

ABSTRACT. “This study found that peak impact sound levels exceeded 140 dB in 17 of 18 samples (94%) with a mean peak sound level of 143.9 dB. Maximum continuous sound levels were greater than 115 dBA in 4 of 18 samples (22%) with a mean maximum sound level of 113.1 dBA. *The study concludes that rail workers are at risk of noise induced hearing loss from high impact noise exposures*”. [Emphasis added]

a2. “Disturbed Sleep Patterns and Limitation of Noise” by B. Griefahn et al. *Noise and Health*, Volume 6, Number 22, Jan - Mar 2004, pp. 27-33(7).

ABSTRACT. “Due to the undisputable restorative function of sleep, noise-induced sleep disturbances are regarded as the most deleterious effects of noise. They comprise alterations during bedtimes such as awakenings, sleep stage changes, body movements and after-effects such as subjectively felt decrease of sleep quality, impairment of mood and performance. The extents of these reactions depend on the information content of noise, on its acoustical parameters and are modified by individual influences and by situational conditions. *Intermittent noise that is produced by air traffic, rail traffic and by road traffic during the night is particularly disturbing and needs to be reduced.* Suitable limits are suggested.” [Emphasis added]

a3. “Ambient neighbourhood noise and children's mental health” by P. Lercher et al. Occup Environ Med. 2002 Jun;59(6):380-6.

“OBJECTIVES: To investigate the relation between typical ambient noise levels (highway, rail, road) and multiple mental health indices of school children considering psychosocial and biological risk factors as potential moderators. CONCLUSIONS: Exposure to ambient noise was associated with small decrements in children's mental health and poorer classroom behaviour. The correlation between mental health and ambient noise is larger in children with early biological risk”.

a4. “Noise burden and the risk of myocardial infarction” by SN Willich et al. Eur Heart J. 2006 Feb;27(3):276-82. Epub 2005 Nov 24.

“AIMS: Chronic noise exposure is associated with adverse pathophysiological effects and may contribute to the progression of cardiovascular disease. We, therefore, determined the risk of noise for the incidence of myocardial infarction. METHODS AND RESULTS: In a case-control study, 4115 patients (3054 men, 56+/-9 years; 1061 women, 58+/-9 years) consecutively admitted to all 32 major hospitals in Berlin with confirmed diagnosis of acute myocardial infarction were enrolled from 1998 to 2001 in the Noise and Risk of Myocardial Infarction (NaRoMI) study. Controls were matched for gender, age, and hospital. In standardized interviews, information was obtained on environmental and work noise annoyance. The sound levels of environmental and work noise were assessed using traffic noise maps as proxy and international standards for workplaces, respectively. In multivariate logistic regression models, the adjusted odds ratios of noise variables were determined. ... Environmental sound levels were associated with increased risk in men and women (odds ratios 1.46, 1.02-2.09, P=0.040 and 3.36, 1.40-8.06, P=0.007) ... CONCLUSION: Chronic noise burden is associated with the risk of myocardial infarction. The risk increase appears more closely associated with sound levels than with subjective annoyance”.

a5. “Neighbourhood inequalities in physical inactivity: the role of neighbourhood attractiveness, proximity to local facilities and safety in the Netherlands” by FJ van Lenthe et al. Soc Sci Med. 2005 Feb;60(4):763-75.

In a study in the Netherlands, residents who lived in neighborhoods with the most traffic-related noise pollution seldom walked or cycled to shops or work. This study is relevant to residents in noise and traffic-related goods movement communities, especially at a time when obesity is becoming such a serious problem. (Odds ratio 0.80, 95% confidence interval 0.66–0.97).²⁰

SCEHSC-14

b. Government Agencies Acknowledge that Transportation Noise is a Problem and They Require Regional Transportation Plans to Address Transport Noise Issues

Studies indicate that: “Community resistance to noise begins somewhere between 55 and 65 dB DNL, with the higher level being the current definition for noise-affected populations applied by both the FAA and the Department of Housing and Urban Development and the lower level suggested by the EPA”. See: http://books.nap.edu/html/greener_skies/ch4.html

SCEHSC-15

Regional Transportation Plans created throughout the state of California are required to address noise issues, and the SCAG RTP PEIR, Section 3.5 on Noise, which states that the noise levels near port, railroad, freight and road operations often exceed the levels cited above.

c. Depreciation/loss of value of housing from excessive noise

Several studies have demonstrated that excessive noise lessens the value of housing near the transportation noise sources. See, for example:

- “Impact analysis for highways suggests a decrease from 8 to 10% of property values due to noise emissions by road transportation.” See: <http://people.hofstra.edu/geotrans/eng/ch8en/conc8en/ch8c3en.html>
- “Existing research has investigated the economic consequences of noise exposure in communities empirically. Several studies have examined the impact of noise on property value, concluding that home prices drop about 0.6 percent per dB of DNL exposure.” See: http://books.nap.edu/html/greener_skies/ch4.html

SCEHSC-16

A recent study (2004)* evaluated the impact of freight railroad tracks on housing markets. It found an average loss of 5-7% for houses less than 1250 square feet located within 750 feet of a railroad track. The study said that publicity about an anticipated increase in freight train traffic negatively impacted sales price of small homes.²¹

*Simons RA and El Jaouhari A. The effect of freight railroad tracks and train activity on residential property values. The Appraisal Journal. Summer 2004: vol 72, Issue 3, pp. 223-234.

CRITICAL DEFICIENCIES IN THE TRAPAC DEIS/EIR WITH REGARD TO NOISE IMPACTS

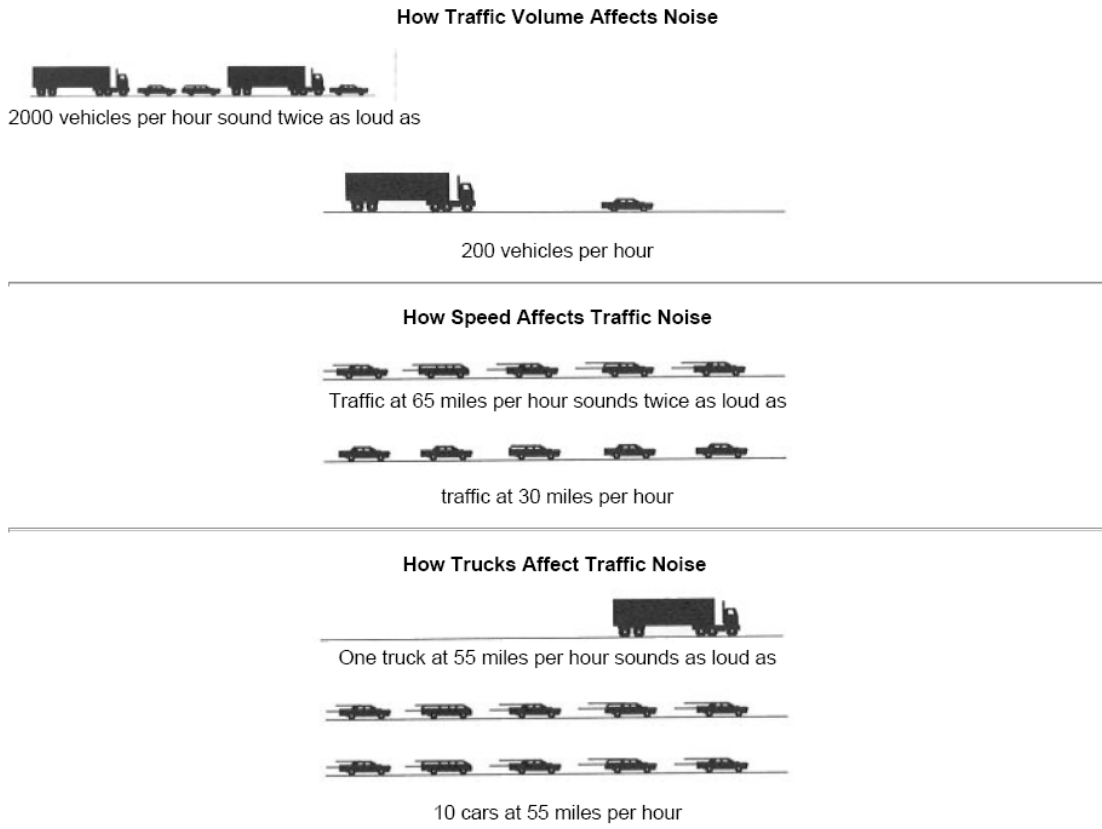
Overview: The TraPac DEIR/DEIS states: “Once completed, operation of improvements at Berths 136-147 implemented by the proposed Project, vehicular traffic on Harry Bridges Boulevard, and operations at the Pier A rail yard, would not cause a substantial increase in noise in the residential areas of San Pedro, Wilmington, and the live-aboards in the marinas near the rail yard.” The DEIR/DEIS concludes that there will be a “less than significant impact” from operational noise.

NOI-3: On-site operations would generate noise, but noise levels would not substantially exceed existing ambient noise levels at sensitive receivers.	CEQA: Less than significant impact NEPA: Less than significant impact
---	--

SCEHSC-17

The project will clearly add significant noise impacts to the community residents near and above TraPac and along transportation routes where containers originating at TraPac will be trucked or railed. We are concerned about the manner in which the noise analysis was conducted as detailed below and question the conclusion. In particular, we do not see how it is possible to conclude that additional traffic (let alone terminal operations) will not significantly increase noise levels when the DEIR/DEIS’s own noise sampling shows a dramatically different noise pattern during the afternoon when there is heavy truck traffic than during the nighttime hours along Harry Bridges Boulevard. The DEIR/DEIS consultants measured noise levels on Knoll Hill and commented that: “The higher noise levels during the late afternoon measurement resulted from heavier truck traffic (page 3.9-16)”.

It is common sense that heavier truck traffic adds to noise. But the Federal Highway Administration also documents that this is true in a simple graphic (from <http://www.fhwa.dot.gov/environment/htnoise.htm> accessed Sept. 14, 2007):



SCEHSC-17

The FHWA document also states:

“Causes of Traffic Noise: The level of highway traffic noise depends on three things: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater numbers of trucks. “

Perhaps the DEIR/DEIS’s own documentation provides the best evidence for consideration: every chart shows more noise during times of the day when there is greater truck activity in and out of the Port terminals. The TraPac project will greatly increase the number of trucks going to the rail yard, operating at the Terminal and traveling on Harry Bridges Boulevard and other roadways. It is inconceivable that this increase in truck volume will result in “insignificant” increases in noise levels. We paste below Figure 3.9-4 as an example of how much increased truck traffic increases the noise level:

SCEHSC-17

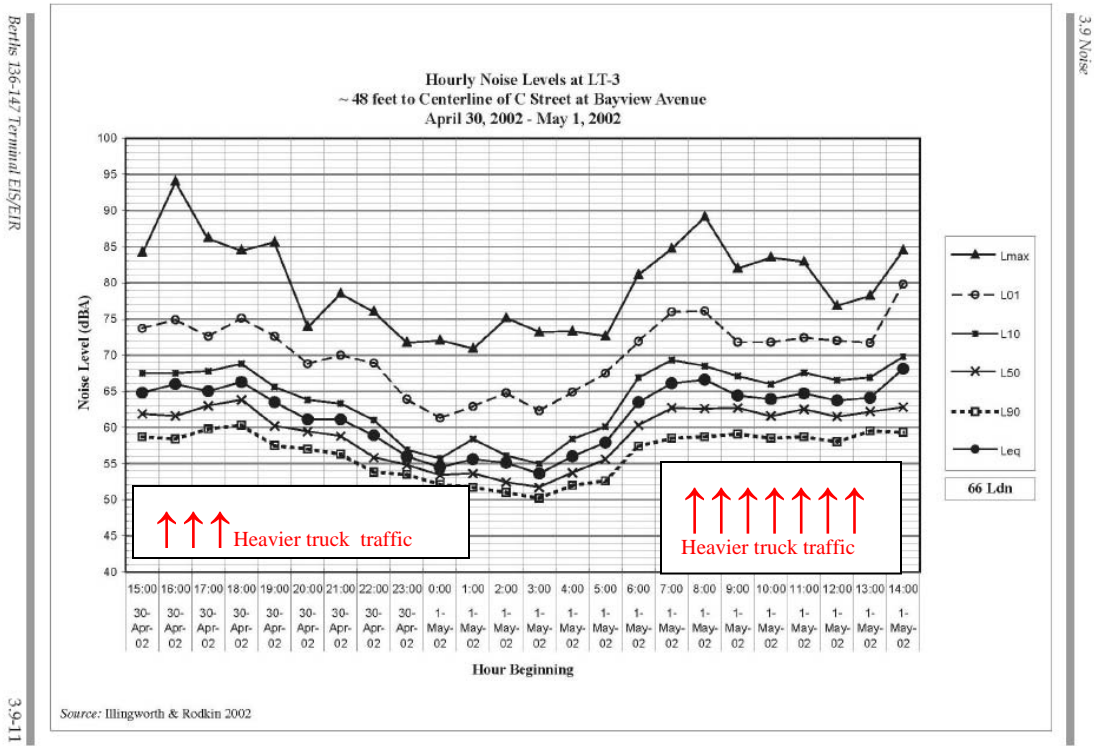


Figure 3.9-4. Hourly Noise Levels at LT-3

SCEHSC-18

Inappropriate baseline monitoring: We are concerned that the baseline for the noise analyses may have been done during a time of active construction at Berth 100 of China Shipping, which would invalidate the sampling periods in April and October 2002 for the TraPac DEIR/EIS as providing an acceptable “baseline” for the DEIR/DEIS. In fact, the “worst-case” scenario for construction noise was a noise survey listed in the DEIR/DEIS as having been conducted in July 2002. A judge later ordered that construction cease on October 30, 2002. We request that the Port of L.A. and Army Corps of Engineers obtain documentation (and provide it for the record and public review) on exactly what construction activities were occurring during the period when noise sampling was conducted and used in this DEIR/DEIS. Without such information, we must assume that construction was occurring during this period, thus invalidating the noise analyses as providing a “baseline” for noise activities during this period.

SCEHSC-19

Too narrow a geographic scope: In addition, we are concerned that the geographic scope for analyzing noise impacts is much too limited. Traffic impacts (including ones declared to be of significant impact) are determined by the DEIR/EIS to exist far from the proposed TraPac terminal itself. For example, in the Project Description – Truck Operations, the DEIR/DEIS states that “terminal planners estimate that in 2025 and thereafter, approximately 70% of the terminals’ cargo (approximately 4,500 truck trips per day) would move by truck at least as far as an off-site rail yard.” The DEIR/DEIS mentions the rail yards in Vernon/East L.A. as examples. Other trucks will head to the

Inland Empire. Thus, noise impacts should be analyzed at these more distant locations also, not just within a stone's throw of the proposed terminal, such as along Harry Bridges Boulevard immediately north of the proposed terminal. The following geographic scope/region of influence for TraPac noise impacts (cut and pasted from the DEIR/DEIS) must be revised:

CANNOT BE ELIMINATED.

Noise (Section 3.9 and Section 4.2.9)

The region of influence for noise impacts includes the residential area in the Wilmington District north of "C" Street located generally between Mar Vista Avenue and Fries Avenue, residents of San Pedro located west of Knoll Hill, and live-aboards in the marinas near the proposed Pier A rail yard site. This is the area over which noise from construction or operation of the proposed Project could have impacts or contribute to cumulative impacts on sensitive noise receptors.

In addition, we note that the "Region of Influence" (ROI) for the *Port of Los Angeles Deep Navigation Project (Final EIR/EIS, 1992, Section 4H.1.1* with regard to noise impacts included "the area surrounding the offshore and onshore elements of the project alternatives." The ROI also included the "corridors adjoining the ground transportation routes, including both vehicular and rail traffic, that would be used to access the Port. Any noise sensitive receptors which could be affected by noise from project construction or operation, both on-site and off-site, are included in the ROI." In fact, that 1992 EIR/EIS considers the noise levels at the Union Pacific Intermodal Container Transfer Facility (UP ICTF) in Carson on west Long Beach residents and reports on noise monitoring surveys conducted there. We request that the final EIR/EIS include a much wider geographically affected area than does the draft, including along the 110 Freeway, Alameda Street, Terminal Island Freeway, I-710 Freeway, Alameda Corridor, near the ICTF, and along other roadways. We request that the final EIR/EIS include a comparison between noise levels in 1992 (if they exist) with current noise levels to show the impact of Port operations on local residents in L.A. and Long Beach.

Recognition that area is already a "degraded noise environment" due to port operations. We note that the environment near the proposed TraPac expansion is already a "degraded noise environment" and that noise levels currently present are higher than what is typically acceptable in a residential community. We question whether the additional noise from terminal operations as well as thousands more trucks traveling on Harry Bridges Boulevard, the 110 Freeway, Alameda Street and other roadways can possibly be of "insignificant impact" to residents.

The noise surveys in the China Shipping DEIR/EIS, not provided in the TraPac DEIR/DEIS, show that over a 24-hour weekend period, on a Sunday, when the Port was not yet operating its "Pier Pass" 24/7 operation, the noise levels at 207 W. Amar Street, a residential location that the DEIR/DEIS says "overlooks the West Basin" (*DEIR/DEIS at 3.11-21 in China Shipping DEIR/DEIS*), has a CNEL of 57 dBA. The Ldn for Harry Bridges Blvd, 57 feet from the Center, is 77 dBA. For Shields Drive, the Ldn is 72 Ldn. This appears to indicate that the area immediately north and west of the proposed TraPac

SCEHSC-19

SCEHSC-20

SCEHSC-21

SCEHSC-21

Terminal is already a “degraded noise environment” into which additional sources of noise would create an even more serious noise problem.

SCEHSC-22

Note that the Los Angeles Land Use Compatibility Guidelines state that levels of noise between CNELs of “70-75 dBA” are “normally unacceptable.” The Guidelines (*see DEIR/DEIS Table 3.11-5*) state that at these noise levels: “New construction or development generally should be discouraged.” An explanation should be provided in the final EIR/EIS on how this project is in accord with this guidelines.

SCEHSC-23

In addition, we request that the Port of Los Angeles explain in the final EIR/EIS what causes the noise levels at residential locations in close proximity to the Port to rise from 57 dBA on a Sunday to a completely unacceptable Ldn (even before TraPac) of 72 or 77 dBA on a weekday and explain how the 24/7 TraPac project will not add even more to those port-related noise levels.

Below are more detailed concerns re the noise surveys in the DEIR/DEIS:

1. Community Noise Survey 1. April 30, 2002 – May 1, 2002. Along C Street and Harry Bridges Blvd.

NOTE: These measurements were taken the week after the Alameda Corridor opened for operation (Alameda Corridor opened for operation on April 15, 2002), likely an unusual period of activity. These surveys were take during a period of time that was apparently during active construction at Berth 100 of China Shipping, in light of the #2 below and #3 below.

2. Construction noise survey. July 15, 2002. “Noise survey during construction at Berth 100” to determine “worst case scenario” during active construction. See “Table 3.9-9 of TraPac DEIR/DEIS. Berth 100 Wharf Construction Noise Levels Measured July 15, 2002.”

SCEHSC-24

3. Community Noise Survey 2. October 29-30, 2002. San Pedro near West Basin.

What the TraPac DEIR/DEIS claims: “Construction activities at Berth 100 were virtually complete. The backland areas were nearly all paved and there were no activities at the wharf. Construction noise did not make a measurable or noticeable contribution to the October 2002 noise measurement survey. Data are presented in Table 3.9-3.”

What the court case shows: A judge ordered a partial halt to construction at China Shipping on October 30, 2002, according to the Project Description in the China Shipping DEIR/DEIR. <http://www.nrdc.org/media/pressreleases/021030b.asp>

What the construction schedule shows: in addition, the Construction Schedule for China Shipping Berth 100 following the court judgment shows active construction during Quarters 2, 3, and 4 of 2002, which include the quarters during which the noise surveys were conducted.. The China Shipping DEIR/DEIS Project Description also states that Phase I construction was completed in 2003 and took 20 months to complete.

Sampling done inappropriately two weeks after the Port lockout – another non-representative period of time. The Port lockout ended on October 12, 2002. The October 29-30, 2002 measurements were taken 2 ½ weeks after the Port lockout ended, an intense period of activity at the Port, in no way typical of normal activities. Dates in late October 2002 should not have been selected as a time to take baseline noise measurements. Even if construction was not going on, noise levels would have been higher during those two days because of intense activities to unload backed up containers and truck/rail them out of the Port.

SCEHSC-24

We question the thoroughness of the noise section of the TraPac DEIR/DEIS for the following additional reasons as well:

- No contour maps of CNELs are provided in the DEIR/DEIS which would assist reviewers in understanding the levels of noise and these should be included in the final EIR/EIS. These seem to be available in the noise sections of most other EIRs.
- In addition, with regard to Harry Bridges Blvd and several other arterials the DEIR/DEIS says that additional lanes will be added (as traffic mitigation measures) (see below cut and pasted from the document), yet no noise measurements (baseline or predicted) are in the document to define what such road expansions would do to noise levels for community residents.

SCEHSC-25

Mitigation Measures

The following intersection mitigation measures would be implemented to mitigate the significant impact of Project-related traffic. Tables 3.10-6 and 3.10-7 present the level-of-service results with implementation of the mitigation measures for 2015 and 2038, respectively.

Trans #2: *Avalon Boulevard and Harry Bridges Boulevard* – Provide an additional eastbound through-lane on Harry Bridges Boulevard. This measure shall be implemented by 2038.

SCEHSC-26

Trans #3: *Alameda Street and Anaheim Street* – Provide additional northbound and southbound through-lanes on Alameda Street, and provide a northbound free right-turn lane from northbound Alameda Street to eastbound Anaheim Street This measure shall be implemented by 2015.

Trans #4: *Fries Avenue and Harry Bridges Boulevard* – Add dual northbound left-turn lanes from northbound Fries Avenue to westbound Harry Bridges Boulevard, and provide an additional northbound right-turn lane from northbound Fries Avenue to eastbound Harry Bridges Boulevard. This measure shall be implemented by 2038.

Trans #5: *Broad Avenue and Harry Bridges Boulevard* – Provide an additional eastbound through-lane on Harry Bridges Boulevard. This measure shall be implemented by 2038.

- No evaluations were made of single event nighttime noise, a problem described by many residents of Wilmington

SCEHSC-27

SCEHSC-28

- The Federal Highway Administration Guidelines require that noise consultants “predict traffic noise levels using traffic characteristics that will yield the worst hourly traffic noise impact on a regular basis for the design year” and we can find no place in the document where this calculation is performed and no indication that the dates chosen for the noise monitoring surveys were chosen because they represented the “worst hourly traffic noise impact on a regular basis.” Since Harry Bridges Blvd is being widened, we believe this requirement should be met.
- No evaluations appear to have been made of nighttime noise when PierPass is in operation and the new terminal is operating 24/7.

SCEHSC-29

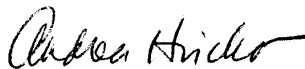
If these discrepancies and other problems noted above and not clarified to satisfaction in the final EIR/EIS, then we believe that the noise surveys in the DEIR/DEIS should not be considered valid for the purposes of evaluating the TraPac project’s noise impacts.

SCEHSC-30

CONCLUSION

We are concerned that the Port intends to engage in a huge terminal expansion despite already significant public health impacts in Southern California from existing Port operations. Without question, the new terminal will increase overall emissions and community noise from the Port of Los Angeles related to ships, trucks, trains, yard equipment and harbor craft. We have outlined deficiencies with the proposed expansion project and the DEIR/DEIS methodology and conclusions that we believe must be addressed. The proximity of this project to residents near the Port, transportation corridors, rail yards and cargo distribution centers in Southern California will result in air quality and noise impacts that must be addressed in order for this project to truly be considered. Moreover, there will be significant impacts in terms of particulate matter and ozone formation on the broader Los Angeles Air Basin that have not even been mentioned in the DEIR/DEIS. If the project proceeds, we request that the most intensive efforts be made to mitigate all environmental health impacts, including during construction and future operation. Thank you for considering these comments.

Sincerely,



Andrea Hricko
Associate Professor of Preventive Medicine
Director, Community Outreach and Education
Southern California Environmental Health Sciences Center
Keck School of Medicine
University of Southern California

APPENDIX A: Health Impact Studies

Appendix A-1: Respiratory and Children's Health Study

- Barck, C., J. Lundahl, et al. (2005). "Brief exposures to NO₂ augment the allergic inflammation in asthmatics." Environ Res 97(1): 58-66.
- Delfino, R. J. (2002). "Epidemiologic evidence for asthma and exposure to air toxics: linkages between occupational, indoor, and community air pollution research." Environ Health Perspect 110 Suppl 4: 573-89.
- Gauderman, W. J., R. McConnell, et al. (2000). "Association between air pollution and lung function growth in southern California children." Am J Respir Crit Care Med 162(4 Pt 1): 1383-90.
- Gauderman, W. J., E. Avol, et al. (2004). "The effect of air pollution on lung development from 10 to 18 years of age." N Engl J Med 351(11): 1057-67.
- Gauderman, W. J., E. Avol, et al. (2005). "Childhood asthma and exposure to traffic and nitrogen dioxide." Epidemiology 16(6): 737-43.
- Gauderman, W. J. (2006). "Air Pollution and Children – An Unhealthy Mix." N Engl J Med 355(1): 78-79.
- Gilliland, F. D., K. Berhane, et al. (2001). "The effects of ambient air pollution on school absenteeism due to respiratory illnesses." Epidemiology 12(1): 43-54.
- Hall, J. V., V. Brajer, et al. (2003). "Economic valuation of ozone-related school absences in the South Coast Air Basin of California." Contemporary Economic Policy 21: 407-417.
- Künzli, N., R. McConnell, et al. (2003). "Breathless in Los Angeles: the exhausting search for clean air." Am J Public Health 93(9): 1494-9.
- McConnell, R., K. Berhane, et al. (2002). "Asthma in exercising children exposed to ozone: a cohort study." Lancet 359(9304): 386-91.
- McConnell, R., K. Berhane, et al. (2003). "Prospective Study of Air Pollution and Bronchitic Symptoms in Children with Asthma." Am J Respir Crit Care Med 168(7): 790-797.
- McConnell, R., et al. (2006). "Traffic, Susceptibility, and Childhood Asthma." Environ Health Perspect 114(5): 766-772.
- Pandya, R. J., G. Solomon, et al. (2002). "Diesel exhaust and asthma: hypotheses and molecular mechanisms of action." Environ Health Perspect 110 Suppl 1: 103-12.
- Peden, D. B. (2002). "Pollutants and asthma: role of air toxics." Environ Health Perspect 110 Suppl 4: 565-8.
- Pietropaoli, A. P., M. W. Frampton, et al. (2004). "Pulmonary function, diffusing capacity, and inflammation in healthy and asthmatic subjects exposed to ultrafine particles." Inhal Toxicol 16 Suppl 1: 59-72.
- University of Southern California - Health Science News. (2005). "Air Pollution Found to Pose Greater Danger to Health than Earlier Thought."
- University of Southern California - Health Science News. (2005). "Researchers Link Childhood Asthma to Exposure to Traffic-related Pollution."

Appendix A-2: Traffic proximity

- Brauer, M., G. Hoek, et al. (2002). "Air pollution from traffic and the development of respiratory infections and asthmatic and allergic symptoms in children." Am J Respir Crit Care Med 166(8): 1092-8.
- Brunekreef, B. and J. Sunyer (2003). "Asthma, rhinitis and air pollution: is traffic to blame?" Eur Respir J 21(6): 913-5.
- Cyrus, J., J. Heinrich, et al. (2003). "Comparison between different traffic-related particle indicators: elemental carbon (EC), PM_{2.5} mass, and absorbance." J Expo Anal Environ Epidemiol 13(2): 134-43.
- Environmental Protection Agency (2004). "Study of Health Effects of Toxic Air Pollutants on Asthmatic Children in Huntington Park."
- Gauderman, W.J. et al. (2007) "Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study." Lancet 369(9561):571-7.
- Gilliland, F. L., Y;Saxon,A;Diaz-Sanchez,D; (2004). "Effect of glutathione-S-transferase M1 and P1 genotypes on xenobiotic enhancement of allergic responses: randomised, placebo-controlled crossover study." Lancet 363: 119.
- Green, R. S., S. Smorodinsky, et al. (2004). "Proximity of California public schools to busy roads." Environ Health Perspect 112(1): 61-6.
- Lee, Y. L., C. K. Shaw, et al. (2003). "Climate, traffic-related air pollutants and allergic rhinitis prevalence in middle-school children in Taiwan." Eur Respir J 21(6): 964-70.
- Nicolai, T., D. Carr, et al. (2003). "Urban traffic and pollutant exposure related to respiratory outcomes and atopy in a large sample of children." Eur Respir J 21(6): 956-63.
- van Vliet, P., M. Knape, et al. (1997). "Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways." Environ Res 74(2): 122-32.
- Zhu, Y., W. C. Hinds, et al. (2002). "Study of ultrafine particles near a major highway with heavy-duty diesel traffic." Atmospheric Environment 36: 4323-4335.
- Zhu, Y., W. C. Hinds, et al. (2002)(2). "Concentration and Size Distribution of Ultrafine Particles Near a Major Highway." J Air & Waste Manage Assoc 52:1032-1042.

Appendix A-3: Particulate Matter

- Chalupa, D. C., P. E. Morrow, et al. (2004). "Ultrafine particle deposition in subjects with asthma." Environ Health Perspect 112(8): 879-82.
- Charron, A. and R. M. Harrison (2003). "Primary particle formation from vehicle emissions during exhaust dilution in the roadside atmosphere." Atmos Environ.
- Delfino, R. J., C. Sioutas, et al. (2005). "Potential role of ultrafine particles in associations between airborne particle mass and cardiovascular health." Environ Health Perspect 113(8): 934-46.
- Environmental Protection Agency (2004). "Air Quality Criteria for Particulate Matter Providing the Scientific Foundation for EPA Decision Making." Volumes 1 and 2.
- Fruin, S. A., A. M. Winera, et al. (2004). "Black carbon concentrations in California vehicles and estimation of in-vehicle diesel exhaust particulate matter exposures." Atmos Environ 38: 4123-4133.
- Garshick, E., F. Laden, et al. (2004). "Lung cancer in railroad workers exposed to diesel exhaust." Environ Health Perspect 112(15): 1539-43.

- Hauck, H., A. Berner, et al. (2003). "AUPHEP—Austrian Project on Health Effects of Particulates—general overview." Atmos Environ.
- Hauck, H., A. Berner, et al. (2003). "AUPHEP—Austrian Project on Health Effects of Particulates—general overview." Atmos Environ.
- Health Effects Institute (HEI) (2003). "Research on Diesel Exhaust and Other Particles."
- Lippmann, M., M. Frampton, et al. (2003). "The U.S. Environmental Protection Agency Particulate Matter Health Effects Research Centers Program: a midcourse report of status, progress, and plans." Environ Health Perspect 111(8): 1074-92.
- Mudway, I. S., N. Stenfors, et al. (2004). "An in vitro and in vivo investigation of the effects of diesel exhaust on human airway lining fluid antioxidants." Arch Biochem Biophys 423(1): 200-12.
- Nikasinovic, L., I. Momas, et al. (2004). "A review of experimental studies on diesel exhaust particles and nasal epithelium alterations." J Toxicol Environ Health B Crit Rev 7(2): 81-104.
- Salmon, L. G., P. R. Mayo, et al. (2004). "Determination of Elemental Carbon and Organic Carbon Concentrations During the Southern California Children's Health Study, 1999-2001."
- Saxon, A. and D. Diaz-Sanchez (2000). "Diesel exhaust as a model xenobiotic in allergic inflammation." Immunopharmacology 48(3): 325-7.
- Saxon, A. and D. Diaz-Sanchez (2005). "Air pollution and allergy: you are what you breathe." Nat Immunol 6(3): 223-6.
- Froines, J. R. (2006). "Health Effects of Airborne Particulate Matter." Presentation to the Southern California Association of Governments May 17, 2006.
- Siegel, P. D., R. K. Saxena, et al. (2004). "Effect of diesel exhaust particulate (DEP) on immune responses: contributions of particulate versus organic soluble components." J Toxicol Environ Health A 67(3): 221-31.
- Singh, M., H. C. Phuleria, et al. (2005). "Seasonal and spatial trends in particle number concentrations and size distributions at the children's health study sites in Southern California." J Expo Anal Environ Epidemiol.
- Sioutas, C. (2003). "Results from the Research of the Southern California Particle Center and Supersite (SCPCS)."
- Sioutas, C., R. J. Delfino, et al. (2005). "Exposure assessment for atmospheric ultrafine particles (UFPs) and implications in epidemiologic research." Environ Health Perspect 113(8): 947-55.
- Wallace, L. A., H. Mitchell, et al. (2003). "Particle concentrations in inner-city homes of children with asthma: the effect of smoking, cooking, and outdoor pollution." Environ Health Perspect 111(9): 1265-72.

Appendix A-4: Cardiovascular and Neurologic

- Hong, Y. C., J. T. Lee, et al. (2002). "Effects of air pollutants on acute stroke mortality." Environ Health Perspect 110(2): 187-91.
- Jerrett, M., R. T. Burnett, et al. (2005). "Spatial analysis of air pollution and mortality in Los Angeles." Epidemiology 16(6): 727-36.
- Johnson, R. L., Jr. (2004). "Relative effects of air pollution on lungs and heart." Circulation 109(1): 5-7.

- Krewski, D., R. Burnett, et al. (2005). "Mortality and long-term exposure to ambient air pollution: ongoing analyses based on the American Cancer Society cohort." J Toxicol Environ Health A 68(13-14): 1093-109.
- Künzli, N., M. Jerrett, et al. (2005). "Ambient air pollution and atherosclerosis in Los Angeles." Environ Health Perspect 113(2): 201-6.
- Maheswaran, R. and P. Elliott (2003). "Stroke mortality associated with living near main roads in England and Wales: a geographical study." Stroke 34(12): 2776-80.
- Oberdorster, G. and M. J. Utell (2002). "Ultrafine particles in the urban air: to the respiratory tract--and beyond?" Environ Health Perspect 110(8): A440-1.
- Oberdorster, G., Z. Sharp, et al. (2004). "Translocation of inhaled ultrafine particles to the brain." Inhal Toxicol 16(6-7): 437-45.
- Peters, A. and C. A. Pope (2002). "Cardiopulmonary mortality and air pollution." Lancet 360(9341): 1184-5.
- Pope, C. A., 3rd, M. J. Thun, et al. (1995). "Particulate air pollution as a predictor of mortality in a prospective study of U.S. adults." Am J Respir Crit Care Med 151(3 Pt 1): 669-74.
- Pope, C. A., R. T. Burnett, et al. (2004). "Cardiovascular mortality and long-term exposure to particulate air pollution: epidemiological evidence of general pathophysiological pathways of disease." Circulation 109(1): 71-7.
- Riediker, M., R. Williams, et al. (2003). "Exposure to particulate matter, volatile organic compounds, and other air pollutants inside patrol cars." Environ Sci Technol 37(10): 2084-93.
- Riediker, M., W. E. Cascio, et al. (2004). "Particulate matter exposure in cars is associated with cardiovascular effects in healthy young men." Am J Respir Crit Care Med 169(8): 934-40.
- University of Rochester - Particulate Matter Center (2004). "Ultrafine Particles: Characterization, Health Effects and Pathophysiological Mechanisms."
- Weinhold, B. (2004). "Environmental cardiology: getting to the heart of the matter." Environ Health Perspect 112(15): A880-7.

Appendix A-5: Reproductive and Developmental

- California Air Resources Board (2004). "Particulate Air Pollution and Infant Mortality." Presentation May 20-21, 2004.
- Salam, M. T., J. Millstein, et al. (2005). "Birth outcomes and prenatal exposure to ozone, carbon monoxide, and particulate matter: results from the Children's Health Study." Environ Health Perspect 113(11): 1638-44.
- Sokol, R. Z., P. Kraft, et al. (2005). "Exposure To Environmental Ozone Alters Semen Quality." Environ Health Perspect.
- Wilhelm, M. and B. Ritz (2005). "Local variations in CO and particulate air pollution and adverse birth outcomes in Los Angeles County, California, USA." Environ Health Perspect 113(9): 1212-21.

Appendix A-6: Cancer

- Boffetta, P., M. Dosemeci, et al. (2001). "Occupational exposure to diesel engine emissions and risk of cancer in Swedish men and women." Cancer Causes Control 12(4): 365-74.

- Cohen, A. J. (2003). "Air pollution and lung cancer: what more do we need to know?" Thorax 58(12): 1010-2.
- Guo, J., T. Kauppinen, et al. (2004). "Risk of esophageal, ovarian, testicular, kidney and bladder cancers and leukemia among Finnish workers exposed to diesel or gasoline engine exhaust." Int J Cancer 111(2): 286-92.
- Mack, T. (2006). "Cancers in the Urban Environment." Presentation to the Southern California Association of Governments, January 18, 2006. Book published by Elsevier Academic Press.
- Mack, T. (2005). "Cancers in the Urban Environment." Presentation at NIEHS Town Meeting February 2005. Book published by Elsevier Academic Press.
- Nafstad, P., L. L. Haheim, et al. (2003). "Lung cancer and air pollution: a 27 year follow up of 16 209 Norwegian men." Thorax 58(12): 1071-6.
- Nicolich, M. J. and J. F. Gamble (2001). "Urban air pollution and lung cancer in Stockholm." Epidemiology 12(5): 590-2.
- Pope, C. A., 3rd, R. T. Burnett, et al. (2002). "Lung cancer, cardiopulmonary mortality, and long-term exposure to fine particulate air pollution." Jama 287(9): 1132-41
- Roosli, M., N. Kunzli, et al. (2003). "Single pollutant versus surrogate measure approaches: do single pollutant risk assessments underestimate the impact of air pollution on lung cancer risk?" J Occup Environ Med 45(7): 715-23.
- South Coast Air Quality Management District (AQMD) (1999). "Multiple Air Toxics Exposure Study (MATES-II)."
- Vineis, P., F. Forastiere, et al. (2004). "Outdoor air pollution and lung cancer: recent epidemiologic evidence." Int J Cancer 111(5): 647-52.

Appendix A-7: Noise

- Arnberg, P. W., O. Bennerhult, et al. (1990). "Sleep disturbances caused by vibrations from heavy road traffic." J Acoust Soc Am 88(3): 1486-93. Also see abstract from: Griefahn, B. and M. Spreng (2004). "Disturbed sleep patterns and limitation of noise." Noise Health 6(22): 27-33.
- Babisch, W. (2005). "Noise and health." Environ Health Perspect 113(1): A14-5.
- Babisch, W., B. Beule, et al. (2005). "Traffic noise and risk of myocardial infarction." Epidemiology 16(1): 33-40.
- Bronzaft, A. (2003). "United States aviation transportation policies ignore health hazards of airport-related noise." World Transport Policy & Practice Vol 9, Number 1
- Federal Highway Administration (Apr 2000). "Highway Traffic Noise in the United States."
- Franssen, E. A., C. M. van Wiechen, et al. (2004). "Aircraft noise around a large international airport and its impact on general health and medication use." Occup Environ Med 61(5): 405-13.
- Jarup, L., M. L. Dudley, et al. (2005). "Hypertension and Exposure to Noise near Airports (HYENA): study design and noise exposure assessment." Environ Health Perspect 113(11): 1473-8.
- Kawada, T. (2004). "The effect of noise on the health of children." J Nippon Med Sch 71(1): 5-10.
- Landon, P., P. Breyse, et al. (2005). "Noise exposures of rail workers at a North American chemical facility." Am J Ind Med 47(4): 364-9.

Integrated Working Group Letter to EPA; BTH; CARB re: "...Impacts in Goods Movement Action Plan (Feb 28, 2006)

Miedema, H. M. and C. G. Oudshoorn (2001). "Annoyance from Transportation Noise: Relationships with Exposure Metrics DNL and DENL and Their Confidence Intervals." Environ Health Perspect 109(4): 409-416.

Miller, N. P. (2005). "Addressing the Noise from U.S. Transportation Systems, Measures and Countermeasures." TR News(240):4-16.

Remington, P. J., J. S. Knight, et al. (2005). "A hybrid active/passive exhaust noise control system for locomotives." J Acoust Soc Am 117(1): 68-78.

Skanberg, A. and E. Ohrstrom (2002). "Adverse Health Effects in Relation to Urban Residential Soundscapes." Journal of Sound and Vibration 250(1): 151-155.

Transportation Research Board, (2005) "Noise & Vibration Committee Conference"

Transportation Research Board, "Transportation Noise: Measures and Countermeasures" TR NEWS Number 240 (Sep-Oct 2005)

Southern California Environmental Health Sciences Center, September 26, 2007

- SCEHSC-1.** Comment acknowledged.
- SCEHSC-2.** Table 3.2-1 in the Final EIS/EIR describes adverse effects associated with air pollutants. Impact topic AQ-6 also describes many of the adverse effects associated with air emissions of particulates. Appendices D5 and D7 of the Final EIS/EIR include numerous citations of health studies related to air pollution. Appendix A-1 attached to your comment letter has been included in the Project administrative record.
- SCEHSC-3.** Please see the response to comment SCEHSC-2. Appendix A-2 attached to your comment letter has been included in the Project administrative record.
- SCEHSC-4.** Please see the response to comment SCEHSC-2. Appendix A-3 attached to your comment letter has been included in the Project administrative record.
- SCEHSC-5.** Please see the response to comment SCEHSC-2. Appendix A-4 attached to your comment letter has been included in the Project administrative record.
- SCEHSC-6.** Please see the response to comment SCEHSC-2. Appendix A-5 attached to your comment letter has been included in the Project administrative record.
- SCEHSC-7.** Please see the response to comment SCEHSC-3. The Draft EIS/EIR acknowledges that ultra fine particles (UFP) is an emerging subject for Port air quality issues. Appendix D5 of the Draft EIS/EIR include several citations of studies related to UFPs. Additionally, the Port is expanding its air monitoring program to include sensors that will monitor UFPs. Since widely accepted methods are not available to evaluate UFPs impacts, the Draft EIS/EIR air quality analysis relies on the evaluation of Project PM and PM_{2.5} emissions, which include UFPs.
- SCEHSC-8.** The effects of noise from the proposed Project and its alternatives on the community surrounding the Project are evaluated with respect to guidelines, plans, and policies established by the City of Los Angeles to protect its residents from the effects of noise. Worker noise exposure is regulated by Cal Occupational Safety and Health Administration (OSHA).
- SCEHSC-9.** The results of the health risk assessment (HRA) in the Draft EIS/EIR show that with implementation of Mitigation Measures AQ-1 through AQ-24, the mitigated Project would produce lower cancer risks in the project region compared to the CEQA Baseline conditions, except for a very small area in East Wilmington.

Table 3.2-25 shows that soon after year 2007, the mitigated Project would produce lower emissions compared to existing terminal operations in 2003, including emissions generated by either trucks or trains. As a result, the mitigated Project at this time would not increase ozone formation compared to existing terminal operations. Additionally, Table D1.2.PPMit-29 of Appendix D1 shows that by year 2010, Project trucks that operate within off-terminal roadways would produce lower emissions compared to those estimated for existing terminal operations in 2003. In other words, Project trucks would reduce air pollutant impacts along transportation corridors compared to existing conditions.

The Final EIS/EIR has accelerated implementation of some mitigation measures proposed in the Draft EIS/EIR, as discussed in more detail in response to comments SCAQMD-7 through SCAQMD-24 and it has added Mitigation Measure AQ-25. These additional mitigations will further reduce mitigated Project impacts compared to those identified in the Draft EIS/EIR.

- SCEHSC-10.** Please see the responses to comments SCEHSC-2 and SCEHSC-9. The Final EIS/EIR adequately discloses potential adverse health effects from air pollution. The Final EIS/EIR relies on the cancer and non-cancer analyses to adequately determine Project impacts to public health. The Final EIS/EIR also includes a sample calculation to estimate the effect of mortality due to Project emissions of particulate matter (PM).
- SCEHSC-11.** The Port respectfully disagrees with this comment. Please see the responses to comments SCEHSC-9 and SCEHSC-10. Mitigations Measures AQ-1 through AQ-25 proposed in the Final EIS/EIR represent all feasible means to reduce emission and air quality impacts from the Project.
- SCEHSC-12.** The Project air quality analysis estimates emissions of vessels, trucks, and trains based upon routes lengths that extend from the Port to the edge of the South Coast Air Basin (SCAB). The air quality analysis relies on methods to evaluate primary emissions of ozone precursors and PM, as there are no accepted methods to evaluate the significance of the photochemical conversion of these pollutants to ozone or secondary PM for purposes of CEQA or NEPA.
- SCEHSC-13.** The Port respectfully disagrees with this comment. The fourth paragraph in Section 3.2.2.2, Criteria Pollutants, explains the mechanisms of ozone formation. Regarding secondary PM formation, please see the response to comment SCEHSC-12.
- SCEHSC-14.** The comment did not identify a specific comment or concern in regard to the EIS/EIR. Therefore, there is no response necessary.
- SCEHSC-15.** Thank you for this comment outlining the basis for local noise and land use compatibility guidelines. The comment did not identify a specific comment or concern in regard to the EIS/EIR. Therefore, there is no response necessary.
- SCEHSC-16.** Thank you for your comment outlining references regarding the effects of noise on the value of housing. The comment did not identify a specific comment or concern in regard to the EIS/EIR. Therefore, there is no response necessary.
- SCEHSC-17.** The comment reaches a conclusion that “the project will clearly add significant noise impacts to the community residents.” There is, however, no documentation presented to substantiate this conclusion. In fact, operation of the proposed Project was analyzed and was not found to cause a substantial increase in noise, leading to a finding that the Project would not cause significant noise impacts. The comment uses Figure 3.9-4 to illustrate its presumption that heavier truck traffic increases noise levels. In fact, the noise environment along “C” Street resulted from vehicular traffic along “C” Street, primarily automobiles, pickup trucks, motorcycles, and other typical neighborhood traffic. The graphic displays the typical diurnal distribution of noise levels along local roadways. Truck traffic on Harry Bridges Boulevard was intermittently audible but made only a minor contribution to the overall noise environment along “C” Street. Traffic noise levels from the Harry Bridges Boulevard corridor were modeled to determine whether or

not there would be a substantial increase in noise resulting from an increase in project-related truck traffic. The results of these analyses are documented in the Draft EIS/EIR.

- SCEHSC-18.** Baseline noise measurements were not conducted during a time of active construction at Berth 100. The comment refers to sampling periods in April and October. Measurements in April were made in the Wilmington District north of “C” Street. Ambient noise levels at this location resulted exclusively from vehicular traffic on the freeway, local street network, and operational activities at the northern edge of the West Basin along Harry Bridges Boulevard. During July 2002, there was active construction at Berth 100. A noise survey was conducted to supplement typical construction noise levels; that is, the purpose for the July measurements was not to establish ambient noise levels but specifically to measure the construction noise occurring at Berth 100. At the end of October (October 29-30, 2002), ambient noise measurements were made on Knoll Hill and west of Knoll Hill. All measurements were conducted by the primary researcher and author of the noise section. During the October measurements, there was almost no construction at Berth 100. From Knoll Hill, where there was an unobstructed view of the entire area, cranes were observed to still be on the site but they were inaudible above the noise of traffic circulating on the street network below. No construction activities from Berth 100 were audible and construction made no measurable contribution to ambient noise levels measured anywhere in the area during the October 2002 baseline measurements.
- SCEHSC-19.** The geographic scope for the noise study was appropriate for this project. This scope included the noise sensitive receiver locations potentially affected by construction and operational activities in the vicinity of Berths 136-147, and the receptors potentially affected by the relocation of the Pier A Railyard. The noise assessment also included an evaluation of potential changes in noise levels resulting from Project traffic at the 17 study intersections included in the traffic assessment. In addition, affects of rail movements in the Port area were also quantified.
- SCEHSC-20.** The baseline for the study was December 2003. Comparisons to other years is not appropriate.
- SCEHSC-21.** The L.A. CEQA thresholds guide is used as a basis for determining whether or not there will be a substantial increase in noise as the result of a proposed project. These guidelines consider the existing ambient noise level when determining what increase would be considered substantial. These guidelines were used as the basis for determining whether or not increases in noise levels would be substantial. The analysis concluded that there would not be a substantial increase in noise and that the impact of operations would be less than significant.
- SCEHSC-22.** See response to comment SCEHSC-20.
- SCEHSC-23.** The noise and land use compatibility guidelines referenced in comment SCEHSC-22 are used to guide the development of new noise sensitive uses, not to assess the impacts of a noise-generating project. It should be noted, however, that noise from the Project would not cause noise levels in the 70-75 dBA CNEL range at any sensitive receivers.
- SCEHSC-24.** The comment appears to be mixing up noise levels at different locations. This type of comparison is not valid. In particular, it would appear that source reference data used to

assist noise modeling measured adjacent to Harry Bridges Boulevard is being misrepresented as a noise exposure level at a sensitive receiver location.

- SCEHSC-25.**
1. There is no basis for concluding that this was an unusual period of activity. As noted in other responses and in the Draft EIS/DEIR, the baseline measurements from April/May 2002 are considered to provide a conservative estimate of baseline noise conditions.
 2. No response required.
 3. See response to comment SCEHSC-18.

The general comments describing the overall construction activities at Berth 100 may be accurate. The specific conditions occurring during the noise survey were noted by the primary researcher and author of the noise section during the noise survey and correctly describe conditions at Berth 100 and the lack of affect on the ambient noise measurements. Repeating this, what limited construction activities that were occurring were inaudible at the sensitive receiver locations and made no contribution to measured baseline noise levels during the noise survey at the end of October 2002. There is no data to indicate nor reason to believe that activities around the Port would be sufficiently different to affect ambient noise levels at sensitive receivers at Knoll Hill and west of Knoll Hill two weeks after the port lockout. The measured data are believed to provide an accurate, representative, and conservative measurement of baseline conditions.

- SCEHSC-26.** Noise contour maps would provide no useful information in the assessment of impacts from this Project. The contours are a generalized graphical aid typically used to characterize noise exposure levels for noise and land use planning questions related to the siting of noise sensitive uses. The effects of additional lanes along Harry Bridges Boulevard were analyzed in the traffic noise modeling. An additional northbound and southbound thru-lane on Alameda Street would not normally be expected to cause a substantial increase in noise at sensitive receivers located along the roadway. It is anticipated that any secondary impacts from roadway widening would be the subject of subsequent environmental review.

- SCEHSC-27.** Single-event noise was considered in the analysis. Data were represented for container terminal operations and railroad operations at the Pier A Railyard. Noise of identifiable events are periodically audible in the Wilmington neighborhood. While they are audible and identifiable and can, therefore, be a cause for a complaint, these noises do not make a significant or a measurable contribution to the overall noise environment. Noises generated from the new facilities would be at a lower level than noises generated from existing facilities located closer to the residences.

- SCEHSC-28.** The reference to the Federal Highway Administration Guidelines refers to noise level calculations for the “design year”; that is, the future traffic conditions that would occur after the project has been implemented. These calculations were completed for Harry Bridges Boulevard and are included in Appendix N of the Draft EIS/EIR. The analysis assumed that operational noise levels would occur 24 hours per day. This assumption was included in the increases in the Community Noise Equivalent Level resulting from Project operations.

SCEHSC-29. Your comment is appreciated and will be forwarded to the Board of Harbor Commissioners for their consideration.

SCEHSC-30. The Port respectfully disagrees with this comment. Please see the responses to comments SCEHSC-9 through SCEHSC-13.

This page intentionally left blank.

TraPac Draft EIR Comments

Tom Politeo
Co-chair, Harbor Vision Task Force
Angeles Chapter, Sierra Club.

P.O. Box 1256
San Pedro, CA 90733-1256

September 26, 2007
San Pedro Bay

Introduction

The problem we face with the TraPac EIR is that is being developed in a transitional period, between one set of technologies which is becoming obsolete and another set which need more demonstration — are not yet ready for prime time.

In this bind, it is a shame to spend good money on methodologies that should already be obsolete only to replace them with new technologies in the near future. But it is equally a shame to lock ourselves into old technologies and spend a lot of effort and money trying to shore them up to meet modern challenges when new technologies may prove to be far superior.

HVTF-1

Conventional rail and roadway transport systems served us well through the years of containerization — for most of their years of operation, with serious problems become first evident in the 1990s. That's about 30 years of unstressed service, which considering the growth that transpired in that period, is not bad.

There are a number of reasons for this success. One was that cargo volume were much smaller than today. The low cargo volumes could be absorbed by our regional roadway and rail transportation system without much trouble. Until the 1990s, port trucks comprised a relatively low percentage of traffic on the Harbor (I-110) and Long Beach (I-710) Freeways.

HVTF-2

This low impact on the freeways meant that port planners could essentially take the freeways for granted, knowing that there was enough capacity (though not all as free-moving as we would hope) to move trucks to and from the ports.

Relatively smaller ships also called on the port in that era, meaning that we were much less likely to develop log jams as trucks queued up to pick up and drop of cargo at

Southern California goods movement centers, including the port.

Until roughly the 1980s the United States was the world's largest creditor nation. It had a favorable balance of trade, exporting a greater dollar value than it imported. Through the 1980s, that changed, as American manufacturing began to move overseas to take advantage of lower labor rates and lower environmental standards in manufacturing. Our balance of trade began declining, until it went negative. It has been on almost a constant downward spiral since, and the United States is reportedly now the nation's largest creditor nation.

Through the initial years of containerization, air pollution due to goods movement was likely a much smaller percentage of the total air pollution pie chart for Southern California. It's a matter of speculation, since there were no records kept on diesel pollution at the time. Though diesel fuel and equipment was dirtier, we used far less diesel, which was reflected in two ways. The low price of diesel in comparison to gasoline in that period and the smaller cargo volumes. Further, cars, refineries and manufacturing facilities were all far dirtier. Our research attention was focused on these, likely because diesel didn't appear to play a large role in area photochemical smog.

Global warming was further not as serious a concern then — not just because it was less understood, but because we had less effects from global warming than today. Today, just about every glacier in the world is in obvious retreat, and we are about to open up a northern passage through the Arctic Sea. In 1980, no one would have imagined that either of these were likely by 2010. We have now also noticed that our oceans are becoming more acidic, as a result of absorbing carbon from the air.

HVTF-2

The Squeeze

Now, the "honeymoon" period for cargo movement and world trade is over. We are at the point where the way we are doing world trade and moving cargo is unsustainable. We are also at the point, where cargo growth is colliding with regional population growth and systemic limitations inherent to moving cargo by highways and conventional rail.

Now, if a port project puts more trucks on a freeway, it is a prudent question whether that freeway will be able to support that additional traffic. In the instance of the Harbor Freeway, it is not clear that it will. Nor, is it clear that Caltrans will be able to expand the capacity of this freeway any further. Parts of this freeway are already double-decked, and have a total capacity of 14 lanes, two HOV and five standard lanes of travel in each direction.

Even if the Harbor Freeway can carry the additional load TraPac may place on it, there is no certainty that a bottleneck won't develop further up the highway system as trucks leave the I-110 for another freeway or route. Once again, there is no certainty that any other route can be expanded on a timely basis to meet the needs of the goods movement industry.

HVTF-3

Part of the problem is that metropolitan Los Angeles is built out. Part of it is that Southern California's population is still growing, including that of metropolitan Los Angeles. Even if port trucks can rely on the freeways today and we don't add another truck to the highways, the existing freeways may snarl up port traffic in obscene commuter traffic.

There are some economists who feel that world trade is a boom market that is in for a major correction that will be triggered by weakening of the dollar. Once, the Euro was worth about \$0.85. Today it is worth about \$1.40. There are nervous expectations that the Yuan will need to be floated against the dollar before long. This could put a sharp downward pressure on the number of Chinese goods Americans buy. This puts our ports and the portions of the Southern California economy that depend on the ports in a vulnerable position.

So far, our best efforts to clean up port pollution have accomplished only a symbolic milestone. We have markedly decreased the total amount of pollution per unit of cargo moved through the ports. Though that's certainly a good sign, it is sobering to realize that the total pollution attributed to the ports is still on the rise. We are about six years into efforts to deal with it, and this is all we have accomplished. Either we are not trying hard enough or the problems are more intractable than we realized or a combination of both.

We clearly need to do something about climate change. If goods movement continues to grow without reducing its carbon emissions, by 2050, goods movement would use up all the carbon emissions permitted by a carbon reduction program some suggest we need. Though we can argue just how much the reduction needs to be, it is clear, that goods movement has the potential to overwhelm our best efforts if we don't work hard to bring it under control.

Even without these speculative concerns, we will be challenged to build conventional rail and highway projects fast enough to keep up with increasing demand. Southern California's long term transportation studies, such as SCAG's *Destination 2030*, are sobering in this regard.

Moreover, following a course of traditional infrastructure, we will be on a chase to reach the holy grail of attainment. We'll have Tier One locomotives, then Tier Two, Tier Three, Tier Four, and then what? By 2030, even Tier Four may not be good enough. We'll be phasing in new truck standards every few years. For how long? As the number of trucks continues to grow, we're bound to reach a point of diminishing returns no matter what hydrocarbon fuel we burn in the trucks.

This is a lot of money to *try and clean up* a system that is (1) inherently dirty and (2) may not be able to provide the muscle needed to move the number of containers we are expecting to move.

HVTF-3

It is important for the TraPac EIR to consider the inherent limitations we may be reaching as it looks at various alternatives. And that is perhaps part of the rub — because at 6000 pages, this EIR is already beginning to feel like a research paper, or at least a synopsis of research. This, however, may be part of what is required at a transition point.

Changes

If we simply apply the same roadway and rail transportation technology we have built since WWII, we will not meet the challenges we face. That is because we've reached a point of diminishing returns for this technology. Viewing our Southern California goods movement transportation network as a single system, an increase in net capacity of that system will now entail more and more work and more and more money to accomplish. It's rising inefficiency will make it harder and harder to meet environmental objectives. It will also make the economic system more and more dependent on underpaid labor to do the work while at the same time making it harder to find the needed number of workers.

We to move in a new direction and apply the technological advances our civilization has made to goods movement. We need a "smart", modernized, all electric goods movement system that uses a backbone of modernized rail supplemented with short-haul, fleet-gbased truck operations. Throughout this system, the drivers, dockworkers, warehouse and distribution center workers all need to make livable wages and benefits that they can receive as career employees as part of a stable workforce.

HVTF-4

We need to move in measuring port growth by green metrics instead of brown ones. Currently, we measure cargo by counting the number of containers that move through the port. This either counts the wasted movements of moving empty containers or fails to consider the inefficiencies of moving empties at all.

Instead of counting containers, we should consider the economic value of the contents of those containers as they move in both directions through the port, inbound and outbound. We need an incentive metric that deducts the port capacity score when the balance of trade is unequal, since a trade imbalance is not economically sustainable.

And we need to consider incentives in this process to increase local production (local manufacturing). This is an essential component of improving the trade balance.

Clearly, increasing local production is not part of the Port's job. However, it is certainly part of the city's. As Los Angeles explores methods of stoking its economic fires in a sustainable manner, it may need to put more of its efforts into restoring a local manufacturing base. One of the ways the port can help is by working to help secure an export market for some of those goods.

San Pedro Bay Master Plan

One of the shortcomings the TraPac EIR must deal with is the lack of a San Pedro Bay master plan, or at least a redrafted Port of Los Angeles Master Plan. The current port master plan is more than 25 years old with a series of what appear to be ad hoc updates that haven't taken time to orient the master plan to a possible new set of priorities and objectives.

Our increased understanding in climate change, the importance of geographically-distributed estuaries to fisheries and biological diversity, the relationship of open space and natural to childhood development and community well being and our understanding of the health impacts of toxic pollution, noise and lighting have all advanced since then.

HVTF-5

Additionally, we've had some significant changes in the demand on land use since the last time the plan was written, in terms of changes in industry (relative use of fisheries, passenger service, cargo transport, and recreation) as well as different social values. Further, as the ports have become more efficient, the number of jobs per acre offered by port work has decreased. This decrease has left the neighboring communities with less employment per unit of cargo but with more health impacts.

Ideally, any major EIR by either San Pedro Bay port should be withdrawn until the two ports can cooperatively draft their new master plans in a way that works as a cohesive whole.

The new master plans need to take in to account the diverse land-use needs of our tidelands trust area to ensure that no single use dominates the others to their full or excessive exclusion. An objectives driven master plan might be driven by the following types of criteria:

1. A cap to the acreage devoted to cargo movement, which is a use that has been taking over the Bay. That may be the current use area.
2. A minimum number of acres for restored or partially restored wetlands, perhaps 350, about 10% of the original amount in the Bay.
3. An areas set aside for personal water sports recreation, for example, the Los Angeles Outer Harbor.
4. Ensuring that each port community (San Pedro, Wilmington, and Long Beach) has its own shoreline access. This is distinct from waterfront access, by including a place where people can get their feet wet, take a swim, launch a kayak or canoe, etc.
5. Ensuring sufficient marina space including locations for transient berths.
6. Establishing objectives for passenger service
7. Removing non-essential, support elements from the tidelands zone.

HVTF-6

8. Providing for an appropriate area for retail and dining activities consistent with the Tidelands Trust
9. Providing sufficient buffer space between industrial facilities and residential neighborhoods
10. Completion of a multi-track California Coastal Trail and supporting amenities around the Bay.
11. Provision of sufficient research and biological study facilities with hands-on access to the Bay and habitat areas.
12. Ensuring that small retail, cultural and social justice needs are provided for at minimum standards with the plan.
13. Fisheries support via berths and habitat.

As part of item (7), the plan would look at technology that permits cargo containers to enter and leave the port more quickly, reducing container storage area within the port. This may involve modernized rail or guideway systems, different trucking management practices (making it easier to match drivers to containers), and container stacking systems. It would also involve moving parking lots and roadways out of the port to make more land available for other more tidelands-connected uses. This item works toward the objective of enhancing tidelands value by ensuring as much of the tidelands as possible are devoted to activities which can only be done in the tidelands area.

An appropriate master plan doesn't start by looking at all the myriad of projects the port may want to complete, and then budgeting land use accordingly. Nor should it work from the perspective of how to maximize revenue for the port by maximizing revenue for each parcel of land. Though run as a business, the port is a municipal agency and as such, and as part of its obligations to the Tidelands Trust, it has a wider set of obligations than simply making revenue or simply facilitating cargo movement. (Clearly, these are important part of its mission, but they should not solely define its mission.)

The prevalence of heavy industry and shipping in the port has created a burden on local communities which contributes to their depressed state. It is not in the better interest of the State of California to have depressed communities, since the social and financial problems they create in turn become a burden on the state. We can operate just exactly as much cargo movement within the ports as maintaining the various Tideland Trust objectives and sustaining local communities permits, and not a container more. Any increases

The destruction of coastal wetlands in California (more than 95% destroyed), habitat destruction in the oceans affecting our kelp forests and overfishing have worked together to bring our fishing industry to collapse. With growing world population, we've lost an important food source and the economic activity associated with it. This is also part of the many items that have helped make our oceans "sick", including greenhouse gasses, which are resulting in the acidification of our oceans. The

HVTF-6

HVTF-7

Regional Goods Movement Plan and Analysis

SCAG'S *Destination 2030* Regional Transportation Plan Programmatic EIR is deficient. It fails to consider the role of emergency technology to move goods. It fails to consider the importance of community-centric design and land-use reform as a method of reducing transit demand, and it fails to consider global warming.

HVTF-8

Proposition 1B project proposals suffer many of the same failings. These shortcomings will place additional challenges on the completion of the TraPac EIR because of uncertainties that they will introduce. I'm not sure what we can do about that here, except to make note of it.

Social Justice

The social justice impact on Wilmington cannot be measured by air quality and noise alone. Another significant social justice problem in Wilmington is caused by the complete loss of natural lands and direct access to the Pacific Ocean or the the waters of San Pedro Bay within that community. Access to natural areas is a social or environmental justice issue. It is often communities of color who today live in areas where there is the least community access to open space, natural open space and wild lands. Moreover, it is the same communities whose residents can least afford to travel to areas where such access is available.

HVTF-9

The TraPac EIR cannot address these measures adequately since these are not adequately addressed in a Port Master Plan. Looking at TraPac in isolation, we cannot say how we would hope to accomplish the objective of providing this sort of access in Wilmington. It is possible that TraPac plan may interfere with providing access and restoring wetlands in this area and perpetuate the injustice to Wilmington.

It is ironic that the vast sums of money the port has spent on habitat restoration have been done in affluent communities where homes are priced in the millions of dollars, such as by Batiquitos Lagoon near San Diego. The Port of Los Angeles has done almost no such wetland restoration in San Pedro Bay — an area that once had some 3500 acres of wetlands and now has less than 35 — more than a 99% decline.

The largest San Pedro Bay area wetland restoration project the Port of Los Angeles has engaged in is Salinas de San Pedro, a salt marsh which is only about one and a half acres. Most of the residential properties nearest both ports are in low-income, minority neighborhoods. It is perhaps the only area on the California coast where residential property values drop approaching the water.

HVTF-10

Not only has Wilmington lost its wetlands, it has lost all shoreline access. if a Wilmington resident wants to dip their toes in the ocean, they need to travel top the south end of San Pedro to Cabrillo Beach or to the east side of Long Beach. Wilmington

may be the only community along the entire California Coast whose entire coastline has been industrialized and which an entire community has been landlocked in the process. There is waterfront access along the Banning's Landing area. However, the "access" is from far above the waterline, on paved-over fill dirt held in place up by concrete walls.

Audubon reports from about 100 years ago, describe migratory birds as being so plentiful in San Pedro Bay they blacked the skies when they took off. In *Two Years Before the Mast*, Richard Henry Dana Jr. describes San Pedro Bay has having an annoying abundance of ducklings.

In the 1950s, it was easy enough to take a canoe from Wilmington up the Dominquez Channel to the Gardena Willows area and beyond. Machado Lake (in West Wilmington) was periodically part of the Los Angeles River, with the L.A. River flowing down North Gaffey Street entering the Bay near the east end of Channel Street in San Pedro. An additional water course from Machado also reportedly entered the Bay through in Wilmington in the West Basin. Today, Machado still drains into the Pacific via a concrete channel that runs on the east side of North Gaffey Street.

We do not expect the clock to be turned back 100 or more years in Wilmington. However, we do expect that port planning will provide for most of the restoration of San Pedro Bay's lost wetlands in the Wilmington area, since that is where most of the wetlands were originally located, and the Dominquez Channel provides an important water source to connect with the wetlands. Of the 350 acres of wetland restoration we seek in San Pedro Bay, 175 acres might be done in Wilmington.

One of or part of the possible area for this may conflict with the location of an on dock rail facility serving the TraPac facility. There are a number of Cal Poly Pomona student studies which explore the restoration of wetlands in this general area. Both sides of where the Dominquez Channel enters the Bay should be included as part of this wetland restoration.

Another possibility is to restore some of the wetland near the community itself, by moving TraPac to another location further east and away from the residential area. Such a wetland may be supported by water flow reestablished to Machaco Lake into this area.

The EIR should explore a variety of alternatives with respect to the restoration of wetlands in the Wilmington area.

The wetlands themselves may or may not be part of mitigation for the TraPac project. But even if they aren't, TraPac should not proceed unless a location and plan for wetland restoration is set—otherwise the TraPac project may inadvertently make such restoration more difficult in the future.

The only other alternative is to stall the TraPac project until a master plan specifies where wetland will be restored in Wilmington.

Balanced Trade Growth Alternative

The ports and the trade they create are part of the economic engine that contributes to the economy of Southern California and in turn the nation and the world. However, that economic engine has many externalized costs associated with it. There is some suggestion that those externalized costs may overwhelm the benefits locally, making the this engine more a liability than an asset. There are other national liabilities associated with this engine, such as the continually rising trade deficit.

Together, both economic and environmental externalities associated with this engine make is unsustainable. It is only a question which of local gridlock, global warming, the balance of trade deficit, an environmental justice backlash, rising energy costs or political instability (overseas) will be the first throw a big monkey wrench into this engine and how soon that might happen.

We can only endure the externalized costs this engine is creating for so long until those will also overwhelm us locally—and there is no moral justification that we should continue to do this for another day.

Of course, goods movement is not California's the only cylinder in California's economic engine. Tourism, the entertainment industry, aerospace, advertising and others play a role. Our objective should be at maintaining the economic viability of the entire engine, not just part of it.

Moreover, it is not wise for us to keep pouring resources into a component of that engine which is operating in an unsustainable fashion. If we truly want to seen green growth for trade, we need to work on balancing trade and removing waste from the system.

There are two ways to go about balancing trade. One is the reduction of imports. The other is the increase of exports. The two may go hand-in-hand.

We shouldn't ever look at a no-project alternative in the ports as doing nothing at all — but connect it with the objective of improving local manufacturing. Local manufacturing could offset some of our need for imported goods and might increase our ability to perform exports.

Part of the economic growth strategy the two ports have should involve facilitating trade talks that can lead to our exporting more goods through the ports. Given the trade imbalance we have, we should not look to bring more importers into the harbor at all, but should only look at providing for more export opportunities. Let the import opportunities come of their own accord.

We should measure growth of the ports not by the number of containers that move

through the ports, but by the dollar value of the goods that move in those containers.

Simply counting containers, puts equal weight to shipping empty containers as it does to shipping full ones. It give equal weight to squandering fuel, human time and infrastructure as it does to actually moving goods.

As long as we use a poor metric to measure port growth, like counting containers, we are measuring the wrong thing and will be unable to make the right decision.

HVTF-11

At some point, we may wish to take this further, by measuring the dollar value and durability of the good that move through the port. A television that lasts twice as long may cost far less than the two less durable t.v. sets it replaces. This increase of durability relative to cost and resource use is important in a world that is reaching its carrying capacity and in which the planetary standard of living is expected to rise. In measuring the growth of the ports, we should also consider the durability of the goods that pass through it.

So, part of the promise of growing the port green must entail measuring the growth in a green manner. If we measure "brown" growth, we'll always struggle to grow the port green.

Dynamic Environmental Impact Report

HVTF-12

Any new EIR that the port produces, including the TraPac EIR needs to carry dynamic elements for period reviews (every five years) of progress and reassessment of technology and business practices used. This is not new in the EIR world. However, with the possibility that maglev or another technology may come along and start replacing conventional rail in a period of five to ten years, we need to be sure we've built in the needed flexibility in a planned review process to take advantage of such changes and to avoid overbuilding before we reach them.

Of course, it is our contention that today, conventional electric locomotives are the cleanest available technology. The only reason not to deploy them now may be that we have something far superior available in the near future.

Model Regional System

HVTF-13

It is important to know how the TraPac facility is part of a regional transportation system with the appropriate systems analysis. Again, the TraPac EIR is hampered because no one has done an appropriate systems study of our regional transportation system—either the way we run it today or the way we may run it once we have advanced the technology we use. It is not really the responsibility of the TraPac EIR to do this, but it is increasingly hard to write such an EIR when that work hasn't been done. The pertinent question to answer for TraPac, is why is it sufficient to proceed with the

TraPac EIR in this vacuum.

In a model regional system, we might assume that containers leave the port with a mix of three means:

1. All electric trucks or hybrid trucks that carry out short-haul trips only. These would comprise a smaller percentage of goods movement in and out of the ports than trucking has today. The shorter distance trucks would be all electric, longer distance hybrid. As technology improves, we would expect a greater percentage of all electric, fleet vehicles.
2. Maglev or some other very modern system that moves trains quietly with a high degree of modernization. It should be possible for this system to take individual containers as they are pulled from the ship without further handling on the dock and to dispatch them to their intended destination directly.

This sort of a maglev (or other) system would be deployed in an increasing area of coverage over time, starting with the port and fanning out perhaps to 100 or so miles in the Southern California area. Major cargo handling facilities (warehouses, distribution centers, intermodal yards, factories) would be located along the maglev backbone or network and have direct access to it.

The network would be run by a regional cargo movement booking system that would ensure just-in-time cargo shipments on the transportation network. Containers arriving in the the port would reach dockside just in time to be loaded on a ship and in the correct load order.

The economic characteristics of the system would be include a stiff capitalization effort with relatively low maintenance costs afterwards and long system durability. A high capacity and fast-moving system could move cargo with little noise or pollution in a very reliable manner and may offer an excellent ROI by keeping per-container costs low because of cargo handling efficiencies.

3. Electrified conventional rail for moving cargo out of Southern California. These tracks may begin in the port and simply leave Southern California. Or, conventional diesel or LNG rail may pick up containers cars from a maglev system in an intermodal yard located in an outlying area. The intermodal yard would use all electric switchers, with conventional trains pulling the loads from the yard.

The optimal balance of cargo between the above three is likely to vary as systems are build up. The objective would be to move as much cargo from the port by method #2.

Along with this, trucking would still play a major role in moving containers for short-haul distances to maglev intermodal yards. Trucks would also carry goods in and out of distribution centers to local deliveries. For reasons not-related to port

HVTF-13

HVTF-14

goods movement, we'd expect local deliveries to rise further, with increased internet purchasing and a transportation-crunch driven return to neighborhood stores (and away from large-scale regional shopping centers).

Short haul conventional rail and long haul trucking would fade out of the picture. The mix of trucking would have more short-haul jobs, which would be better for family life than long-haul trucking jobs.

As much of the electric power for the above as possible would be derived from strictly renewable sources (not coal, oil, natural gas or nuclear). Additional renewable power would be phased in over time.

Land use planning would be transportation oriented — so that cargo containers and the cargo within them travel the shortest distance possible to get to market. We would not send cargo or containers from the port out to inland valleys or deserts (such as Mira Loma or Victorville) only to turn around and bring them back to Los Angeles. Ideally, merchandise would take a least-energy route to get to market.

The transportation system would also use a consortium run scheduling system to book container movements and permit just-in-time operations. The internet consortium would provide a business model for this sort of activity.

All the above technology would be further designed (or modernized) to reduce or eliminate noise. To the extent conventional rail is used within metropolitan areas, it would be electrified, use the quietest track technology possible (such as continuous welded track), and possibly use innovative methods to couple and decouple railcars to reduce the impact noise that arises from conventional train building. Servo mechanism or other processes could help ensure crane lifts run quietly (it's not usually the "lift" part that makes the noise, but the drop.)

The maglev system would be designed to have very short headway between containers. Currently, this is a challenge for maglev especially with a switching requirement, and further research needs to be done to improve this. A short headway increases the number of containers a particular guideway can process, reducing the number of tracks needed to move a given number of containers. This is essential to keeping construction costs down and to minimizing sprawl (land use).

Newer warehouses may well need to be taller than conventional tilt-up, concrete boxes. This will raise the price per unit of floor space for warehouse construction. But, it may be essential if we hope to process cargo "in line" as it moves from the port directly to its destination, rather than processing cargo "out-and-back," where it first moves to an Inland Port and then back to Los Angeles. To the extend taller warehouses may help reduce the transportation cost, it may be prudent to provide financial incentive for taller warehouses (and perhaps a disincentive for shorter ones).

For purposes of stability and to promote livable cities, the labor used throughout this

system should all be employee-based and pay a livable wage and benefits package. These jobs will form important careers in a the Southern California economy. Our economy will be handicapped if any of the workers in this industry don't make enough money to support their local schools and municipal services and to maintain decent neighborhoods.

A model regional system would avoid having any unneeded cargo handling or transfer point. As such, the ICTF and SCIG intermodal yards would be objects that the system would strive to optimize out of existence.

The system would move as many containers on as concise a footprint inside the port as possible. Ideally, it would reduce the size of each cargo terminal area dramatically while increasing the amount of cargo it could handle. (Yes, this is easy for me to say, but it really depends on the ability to have a short headway between maglev container departures and arrivals, and to implement just-in-time delivery methods to the port. Just how well can be done, depends on engineering work that would need to be done.)

HVTF-14

This system will couple numerous inland locations with the port on a direct, high-speed link. It is important that inland locations work in strict coordination with work being done on the docks — and for this reason, the entire link and the inland cargo handling locations can be logically seen as an extension of the ports.

Greenhouse Gas Inventory

Gee, I didn't have a chance to read the greenhouse gas part of this EIR — which, if a document by itself, would be bigger than other "complex" EIRs I've worked on. I suppose it's all relative.

I hope it reflects good work.

There is one thing I would like to see in the final EIR regarding GHGs.

We need to estimate one half of the GHGs emitted by a ship on its transoceanic (or short sea) voyage to Los Angeles and then one half of its GHGs emitted on its voyage to the next port. These values may not be the same, due to different operating conditions and use of refrigerants, for example.

HVTF-15

This is clearly outside of the jurisdiction of the port to do anything about. However, it is important for the port to estimate this figure and included it in its reporting. That's because, if the ports don't do this, no one else will.

We will need to understand this number to come to a better grip of the climate changing impact of shipping. Where short-sea shipping replaces trucking or rail, it would also be of interest for the figures to show the net GHG reductions by using more efficient ocean transport.

Harbor Vision Task Force, September 26, 2007

- HVTF-1.** Thank you for your comment. Please refer to response to comments SCAQMD-2 and SCAQMD-8. This Project would include a number of measures, namely Mitigation Measure AQ-17, -18B, and -26 to address potential new technologies in the future.
- HVTF-2.** Comment noted.
- HVTF-3.** A Congestion Management Plan (CMP) analysis was prepared for the project. Based on CMP Traffic Impact Analysis Guidelines, an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP arterial monitoring station is deemed a significant impact. This applies only if the Project meets the minimum CMP threshold for analysis, 50 trips at a CMP intersection during either the AM or PM weekday peak hours and 150 or more trips on a freeway segment intersection during either the AM or PM weekday peak hours. The results of the CMP analysis indicated that the Project would not result in more than a 0.02 increase in the V/C at the CMP monitoring intersection of “O” street/Alameda Street. Therefore there is no impact at this CMP location. Additionally, the Project would not result in adding 150 or more Project trips to either of the freeway monitoring locations (I-110 at “C” Street or I-710 at Willow Street). Therefore no CMP system analysis is required at these locations and no related freeway significant impacts would occur. Impact analyses of the Project on all access ramps and interchanges were completed and the results of those analyses are provided in the documentation.
- HVTF-4.** Comment noted. The Port of Los Angeles is working with local, state and federal government, industry and community groups to find new ways of moving cargo through the Port. However, the Port does not dictate, except in regards to safety concerns, what is in the containers that move through the Port.
- HVTF-5.** Please refer to response to comment PCAC EIR-6. There are no inconsistencies between the Proposed project and either the Port Master Plan or the City’s General Plan. The Port Master Plan and the Port Element of the City’s General Plan address general cargo land uses (container operations) as a permitted short and long term preferred use in Master Planning Area 5, the Wilmington District of the Port Master Plan. Additionally, the proposed Project is consistent with the Wilmington – Harbor City Community Plan which seeks to coordinate Port related land use development with the Wilmington community by providing adequate buffers and transitional uses between the Wilmington community and the Port. The Harry Bridges Buffer Project addresses this issue.
- The Proposed container terminal is continuation of an existing operation that is consistent with the Port’s Master Plan. Section 3.8 (Land Use) discusses related land use plans, including the City of Los Angeles General Plan (Draft EIS/EIR Section 3.8.3.3), the Port Master Plan (Draft EIS/EIR Section 3.8.3.5), and the Wilmington Community Plan (Draft EIS/EIR Section 3.8.3.6).
- HVTF-6.** Please see response to comments HVTF-5 and NRDC-38.
- HVTF-7.** Thank you for your comment. As discussed in Section 3.2, the analysis analyzes greenhouse gas emissions.

- HVTF-8.** Thank you for your comment. This document does not rely upon SCAG'S *Destination 2030* Regional Transportation Plan Programmatic EIR.
- HVTF-9.** Please see response to comment CBE-34. Chapter 8 of the Coastal Act of 1976 requires that commercial ports prepare a Port Master Plan and that the plan be adopted by the port governing body. The Port has a California Coastal Commission certified Port Master Plan which addresses Chapter 8 policies of the Coastal Act, relating to ports as well as Chapter 3 policies relating to public access opportunities. The Port has provided increased public access to the waterfront from the Wilmington Community with the Banning's Landing project and is presently working with the Community to expand public waterfront access and uses through the Wilmington Waterfront Master Plan (Avalon Corridor Development Project). As discussed in the Draft EIS/EIR, there are no wetlands in the vicinity of TraPac and the proposed Project will not result in any loss of wetlands.
- HVTF-10.** Please see response to comments HVTF 9 and AH(A)-1. The proposed Berth 136-147 Terminal project does not reduce public access to the waterfront. Presently there is no public access to the West Basin at the Northwest Slip because the surrounding area is being used for industrial purposes. The only waterway connection in this area is through an underground storm culvert which connects the West Basin with lower Machado Lake. The Community has access to the waterfront from Bannings Landing. At this time, the Port is working on several projects to enhance public views and access to the waterfront.
- HVTF-11.** Please see response to comment HVTF-4.
- HVTF-12.** Please see response to comment HVTF-1.
- HVTF-13.** Implementation of electric trains, electric rail, maglev, linear induction, and underground gravitation systems relates to regional goods movement infrastructure and are outside the scope of this EIS/EIR. Implementation of these systems is not necessary or financially feasible at the project level.
- HVTF-14.** Please see response to comment HVTF-13.
- HVTF-15.** The Final EIS/EIR calculates greenhouse gas (GHG) emissions generated from Project vessels that occur within California State Waters. This domain extends from the Port to 3 nautical miles (nm) west of Point Conception, or a vessel transit distance of about 170 nm from the Port. This domain was chosen to be consistent with the California Climate Action Registry (CCAR) methods to evaluate vessel activities. The Final EIS/EIR concludes that total Project GHG emissions would produce significant impacts to global climate change.



TraPac

Los Angeles • Oakland

August 10, 2007

**VIA FACSIMILE & U.S. MAIL
(310) 519-0291**

David Freeman
President, Board of Harbor Commissioners
Port of Los Angeles
425 South Palos Verdes Street, 5th Floor
San Pedro, California 90731

RE: Berths 136-147 DEIR/EIS

Dear President Freeman:

The Berth 136-147 DEIR/EIS for TraPac is an effort to refurbish the most obsolete terminal in the San Pedro Bay port complex, having the only obstructed gate, the only facility without access to an on-dock rail yard and the shortest berths and oldest cranes in existence.

To offset these limitations, TraPac has spent millions of dollars on technology and infrastructure to reduce and/or eliminate bottlenecks within the facility. Nonetheless, both TraPac and the Port of Los Angeles have lost millions of dollars in business to the Port of Long Beach which can currently offer more advanced terminal alternatives without the cost of current environmental mitigation. In the last few years CMA-CGM and Wan Hai have left our terminal due to a lack of on-dock rail and high rates caused by the Port, and relocated to Long Beach.

The certification of the DEIR/EIS will eliminate many of these current terminal inefficiencies and implement much needed cutting-edge environmental technologies including:

- Trucks queuing into the community caused by the numerous daily trains blocking the main gate to the facility;
- Additional grade crossings so that the community will not be affected by rail will be improved by grade separations;
- The elimination of 800 truck trips per day, nearly 5,000 truck trips per week and over 250,000 truck trips per year with the use of the on-dock rail;

TraPac-1

TraPac-2