

**From:** Jim Petropulos <jimp@ipscorp.com>  
**To:** <CEQAComments@portla.org>  
**Date:** Thu, Sep 29, 2005 11:58 AM  
**Subject:** Rail Yard

To Ralph G. Appy,

I strongly support the rail yard proposed to be built here. It not only should remove many diesel trucks from the roads and freeways around the ports, it will SAVE fuel, and cut down on pollution in the area. Thats three very good reasons to make the rail yard!  
The railroad is still the best way to go after a century and a half!

Jim Petropulos  
1214 N. Lakme Ave.  
Wilmington, CA 90744

**2334 Colt Road  
Rancho Palos Verdes 90275  
September 29, 2005**



**Dear Ralph G. Appy,  
This is in reply of your notification for the  
development of a railway yard in Wilmington.**

**I have lived on the East side of Rancho Palos Verdes  
for 20 years. I face the harbor and the refineries.  
To my dismay, the continuing noise from the harbor  
and the disgusting continued violations of the  
refineries, are so detrimental to our  
environment, along with the black substance from the  
smoke of the "eternal flames" of the refineries!**

**Now a plan is in progress for a railway yard in  
Wilmington. What next?**

**A very close friend of mine lives in Wilmington and for  
10 years, I attended a church on Wilmington Blvd.  
Needless to say, I am very familiar with Wilmington  
and if you keep going on the path you seem to be on,  
the city will be so polluted and consequently so will  
we. Therefore, I am sending you my "no vote" in this  
letter for the above plan.**

**Sincerely,  
E.M. Matharu**

*E.M. Matharu*

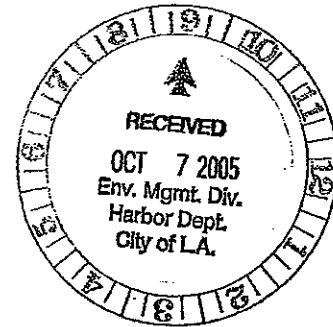
Morgan, Lewis & Bockius LLP  
5 Park Plaza  
Suite 1750  
Irvine, CA 92614  
Tel: 949.399.7000  
Fax: 949.399.7001  
www.morganlewis.com

**Morgan Lewis**  
COUNSELORS AT LAW

**Robin C. Martindale**  
949.399.7115  
rmartindale@morganlewis.com

October 5, 2005

**VIA E-MAIL (CEQACOMMENTS@PORTLA.ORG)  
AND FIRST CLASS MAIL**



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

Re: Southern California International Gateway  
Request for Notification of All Future Proceedings and Activities

Dear Dr. Appy:

The proposed Southern California International Gateway project ("SCIG") is of particular interest to individual members of our firm. Accordingly, we very much appreciate your courtesy in providing advance written notice of all future events, activities and proceedings relative to the review, processing and consideration of the SCIG to the following individuals:

Robin C. Martindale  
Morgan, Lewis & Bockius LLP  
5 Park Plaza  
Suite 1750  
Irvine, CA 92614  
949.399.7115/FAX 399.7001  
E-mail: [rmartindale@morganlewis.com](mailto:rmartindale@morganlewis.com)

Randolph C. Visser  
Morgan Lewis & Bockius LLP  
300 S. Grand Avenue, Suite 2200  
Los Angeles, CA 90071-3132  
213.612.2632/FAX: 612.2501  
E-mail: [rvisser@morganlewis.com](mailto:rvisser@morganlewis.com)

Should you have any questions concerning the foregoing request, please call/e-mail me at your earliest convenience.

Very truly yours,

A handwritten signature in black ink, appearing to read "Robin C. Martindale".

Robin C. Martindale

PORT OF LOS ANGELES  
SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
CEQA Public Scoping Meeting (October 6, 2005)



## Scoping Comments

The scoping process is intended to provide the Port of Los Angeles with information to assist agencies and the public to establish the scope of the environmental analysis for a project. Please submit your comments, concerns, mitigation measures, alternatives, or suggestions on environmental considerations that you may find relevant for the Southern California International Gateway project, and any other information that you believe may help us prepare a comprehensive and meaningful Draft Environmental Impact Report for this project. Written comments will be received until November 4, 2005.

Name: Victoria IWATA

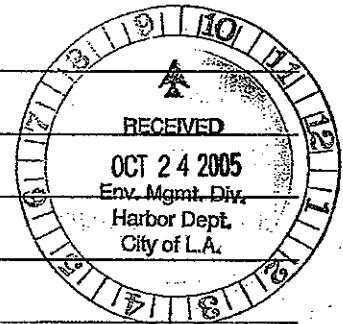
Telephone/Fax:

Organization/Company:

Address: 2352 Adriatic Ave. Long Beach,

City/State/Zip Code: CA. 90810

E-Mail:



The proposed SCIG Project ensures further environmental damage & hazards to an already existing devastated area of Long Beach. It may sound benign, & perhaps beneficial in the "project description" afforded the public/citizenry, but the subtext clearly describes a "cancer-like growth" of industrial manipulation of the terrain that DOES NOT TAKE INTO ACCOUNT HUMAN BEINGS AS ANY VALUABLE ENTITY in the consideration, design or execution of the project. FOR the sake of the community & environment, only use on-dock facilities; NO DIESEL; INCREASE TAXES, TARIFFS, FEES, etc. on containers, ship- (Please use the reverse side if needed.) ping companies, rail-

Please mail your comments for receipt no later than November 4, 2005 at the following address:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

EL PUERTO DE LOS ANGELES  
LAS INSTALACIONES DE LA ENTRADA INTERNACIONAL  
DEL SUR DE CALIFORNIA



*Evaluación de los Comentarios*

El proceso de evaluación tiene el propósito de proporcionar al Puerto con información que las agencias y el público juzguen necesarias para establecer una evaluación del análisis ambiental del proyecto. Por favor díganos sus comentarios, preocupaciones, medidas de aligeramiento o sugerencias para conservar el medio ambiente que usted juzgue pertinentes a este proyecto y cualquier otra información que nos ayude a preparar un Informe Preliminar Completo y Significativo sobre el Impacto al Medio Ambiente para el Proyecto de la Entrada Internacional del Sur de California. Los comentarios por escrito se aceptarán hasta el 4 de noviembre de 2005.

Nombre

Teléfono/Fax

Organización/Compañía

Domicilio

Ciudad/Estado/C.P.

E-Mail:

(cont.) road companies, etc. & use the increased funds for cleaning up the environment (air, water, land) & for the health concerns of the people. We, especially in the westside of Long Beach, should not bear the cumulative effects from the various sources of poisonous matter generated by this economic breeding-ground that places profits ahead of human beings & other life forms. Where is the dignity, respect & honor that reflects the best part, the most noble part of human nature?

(Favor de usar el reverso de la hoja si es necesario.)

Favor de enviar sus comentarios a más tardar el 4 de noviembre de 2005 a:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

PORT OF LOS ANGELES  
SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
CEQA Public Scoping Meeting (October 6, 2005)



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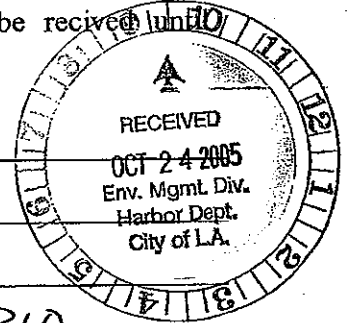
Name: GREGORY A. KASZNIAK Telephone/Fax:

Organization/Company:

Address: 2352 ADRIATIC AVE

City/State/Zip Code: LONG BEACH, CA 90810

E-Mail:



DEVELOP ON DOCK RAIL USING  
ALL ELECTRIC EQUIPMENT FOR UNLOADING &  
MOVEMENT OF CARGO CONTAINERS, AND STOP THIS SHORT  
SIGHTED NEAR DOCK, DEATH WISH SCIG PROJECT  
NOW! DOCTOR APPY  
MAKE US HAPPY  
& CUT THE CRAPPY  
& MAKE IT SNAPPY

(Please use the reverse side if needed.)

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Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

PORT OF LOS ANGELES  
SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
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Name: Peter Gonzaga Telephone/Fax: 562 424-2223  
Organization/Company: Resident / Entertainment News Wire  
Address: 2670 LaVere Dr  
City/State/Zip Code: Long Beach, CA 90810  
E-Mail: pgonzaga@vmedia.com

As I peruse through the information packets, I noticed that BNSF Railways uses LNG fuel. By allowing this Railway project to follow through, does this mean that BNSF will lobby against the majority of the residents of Long Beach who do not want an LNG facility at the port of Long Beach. Also we also have to deal with the noise of the ICTF, by adding this facility, the residents of the westside will be inundated with noise 24/7. I will vigorously support a "no" to this project. It should be built closer to the port.

(Please use the reverse side if needed.)

Please mail your comments for receipt no later than November 4, 2005 at the following address:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

PORT OF LOS ANGELES  
SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
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Name: JOHN DEATS Telephone/Fax: (562) 822-1265 (cell)  
Organization/Company: SOUTH LOS CORRIJOS NEIGHBORHOOD ASSOCIATION  
Address: 3600 PACIFIC AVENUE  
City/State/Zip Code: LONG BEACH, CA 90807-3228  
E-Mail:

EIR SHOULD EXAMINE PROVIDING  
LONG-TERM (LIFETIME?) HEALTH CARE  
TO THOSE PERSONS LIVING IN THE  
"POLLUTION STREAM" WHO DEVELOP  
LUNG CANCER, ASTHMA OR COPD.

(Please use the reverse side if needed.)

Please mail your comments for receipt no later than November 4, 2005 at the following address:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731



**PORT OF LOS ANGELES**  
**SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY**  
**CEQA Public Scoping Meeting (October 6, 2005)**



**Scoping Comments**

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Name: JOHN DEAS Telephone/Fax: (562) 822-1265 (cell)  
Organization/Company: SOUTH LOS CERRITOS NEIGHBORHOOD ASSOCIATION  
Address: 3600 PACIFIC AVENUE  
City/State/Zip Code: LONG BEACH CA 90807-3828  
E-Mail: \_\_\_\_\_

EIR SHOULD STUDY AS AN ALTERNATIVE  
"WHATEVER IT TAKES" TO ACCOMPLISH  
100% ON-DOCK RAIL CAR  
LOADING THUS ELIMINATING THE  
NEED FOR THIS PROJECT AS PROPOSED  
IN ITS ENTIRETY.

(Please use the reverse side if needed.)

Please mail your comments for receipt no later than **November 4, 2005** at the following address:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

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Name: JOHN DEATS Telephone/Fax: (562) 822-1265 (CELL)  
Organization/Company: SOUTH LOS CERRITOS NEIGHBORHOOD ASSOCIATION  
Address: 3600 PACIFIC AVENUE  
City/State/Zip Code: LONG BEACH, CA. 90807-3828  
E-Mail:

EIR SHOULD ADDRESS "BUYING-OUT" AND  
RELOCATING ALL RESIDENCES WEST OF  
SANTA FE BETWEEN PACIFIC COAST HIGHWAY  
AND WARDLOW ROAD.

(Please use the reverse side if needed.)

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Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
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SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
CEQA Public Scoping Meeting (October 6, 2005)



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Name: Gloria Hernandez Telephone/Fax: 562/716-8435

Organization/Company:

Address: 2515 Hayes Ave

City/State/Zip Code: Long Beach CA 90810

E-Mail:

I would like to know the route trucks will take their exits. Also the danger of children walking to school before & afterschool across the 710 FWY.

(Please use the reverse side if needed.)

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Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

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SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
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Name: Carla Tmax

Telephone/Fax: 323-442-2743

Organization/Company: USC

Address: 1540 Alcazar St CH P 236 LA CA 90033

City/State/Zip Code:

E-Mail: ctmax@usc.edu

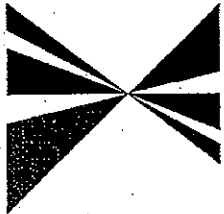
I would like to comment on the scope of the Initial Study. The scope of the EIR does not include enough about the truck traffic that would be going to and from the proposed ICTF. The initial study barely mentions the increase in traffic, and there are no numerical estimates or routes that the trucks would go.

(Please use the reverse side if needed.)

Please mail your comments for receipt no later than November 4, 2005 at the following address:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

SOUTHERN CALIFORNIA



**ASSOCIATION of GOVERNMENTS**

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435

l (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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First Vice President: Yvonne Burke, Los Angeles  
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Niguel - Richard Dixon, Lake Forest - Marilyn  
Poe, Los Alamitos - Tod Ridgeway, Newport  
Beach

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Thomas Buckley, Lake Elsinore - Bonnie  
Flickinger, Moreno Valley - Ron Loveridge,  
Riverside - Greg Pettis, Cathedral City - Ron  
Roberts, Temecula

San Bernardino County: Gary Oviatt, San  
Bernardino County - Lawrence Dale, Barstow -  
Paul Eaton, Montclair - Lee Ann Garcia, Grand  
Terrace - Tim Jasper, Town of Apple Valley - Lany  
McCallon, Highland - Deborah Robertson, Rialto  
- Alan Wagner, Ontario

Ventura County: Judy Mikels, Ventura County -  
Glen Becerra, Simi Valley - Carl Morehouse, San  
Buena Ventura - Toni Young, Port Hueneme

Orange County Transportation Authority: Lou  
Correa, County of Orange

Riverside County Transportation Commission:  
Robin Lowe, Hemet

Ventura County Transportation Commission:  
Keith Millhouse, Moorpark

October 11, 2005

Dr. Ralph G. Appy, Ph.D.  
Director of Environmental Management  
The Port of Los Angeles  
425 S. Palos Verdes Street  
P. O. Box 151  
San Pedro, CA 90733-0151

**RE: SCAG Clearinghouse No. I 20050609 Port of Los Angeles Southern  
California International Gateway Project**

Dear Dr. Appy:

Thank you for submitting the **Port of Los Angeles Southern California International Gateway Project** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Port of Los Angeles Southern California International Gateway Project**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

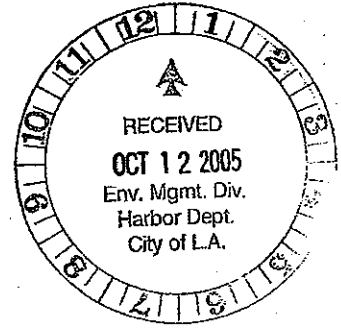
A description of the proposed Project was published in SCAG's **September 1-30, 2005 Intergovernmental Review Clearinghouse Report** for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1851. Thank you.

Sincerely,

**BRIAN WALLACE**  
Associate Regional Planner  
Intergovernmental Review

Doc #114772



**From:** "John Houck" <johnhouck@charter.net>  
**To:** <ceqacomments@portla.org>  
**Date:** Wed, Oct 12, 2005 8:21 AM  
**Subject:** FW: CEQA Southern California International Gateway Project

John Houck

2506 Seabright Ave

Long Beach, Ca 90810

562-981-1999

The big concern of the neighborhood (next to Hudson Elementary) is the amount of air and noise pollution the new facility will produce. It seems that you are trying to address the emissions caused by the increase of the truck and rail use. That will help off set the number of trucks coming into the port. The other area of consideration is the noise produced by a 24 hour operation. You have addressed the issue with electric cranes, automatic engine idle, etc. but what about the noise of the cars coming in, being hooked up, or the containers loaded onto the cars. A recommendation is to provide a noise reduction wall (around 12 feet in height) to the affected neighborhoods. With the wall comes the possibility of transients and graffiti. The use of murals (possibly done by the kids of the schools) and the use of vegetation such as a thorny vine will reduce the issues of that. In addition, planting trees along the wall will help reduce the emissions from the proposed site. Other C.P.T.E.D. (crime prevention through environmental design) theories can be used to reduce other factors. The last recommendation is to offer special consideration to West side resident with the jobs that will be created with the new site.

Thank you

PORT OF LOS ANGELES  
SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
CEQA Public Scoping Meeting (October 13, 2005)



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Name: CARLOS CORDON

Telephone/Fax: (213) 618-1765

Organization/Company:

Address:

City/State/Zip Code:

E-Mail: CARLOS R CORDON@YAHOO.COM

EMAIL ME

WHEN YOU SAY 'ENVIRONMENTAL CONSIDERATIONS' OR 'ENVIRONMENTAL ANALYSIS' I DO HOPE THAT YOU TAKE INTO ACCOUNT THE OVERALL SOCIAL AND ECONOMIC IMPACTS THAT THIS PROPOSED PROJECT WOULD HAVE ON THE PEOPLE WHO ARE BEING DISPLACED FROM THEIR JOBS AS A RESULT AND FURTHER THE QUALITY OF JOBS BEING CREATED HERE. TO WHAT STANDARD IS THE CITY HOLDING THE EMPLOYER HERE? THIS IS SOMETHING WHICH THE EIR SHOULD INCLUDE.

(Please use the reverse side if needed.)

THANK YOU

Please mail your comments for receipt no later than November 4, 2005 at the following address:

Port of Los Angeles  
Environmental Management Division  
C/o Dr. Ralph G. Appy  
425 S. Palos Verdes St.  
San Pedro, CA 90731

Mr. David Freeman

President

Board of Harbor Commissioners  
Los Angeles, CA

10/13/05

Dear Mr. Freeman

I don't think you should put a train depot by a school. I have asthma and I know how hard it is to breath around trains and trucks, I bet that if you took a vote with the kids at Hudson the majority would be against it. I'm not saying you shouldn't build it, just couldn't you build it some place else? I mean there's better places right? Also there has to be kids with asthma there and they'd have the same problems. So please do those kids a favor and build it →



some where else.

Sincerely,

Naomi R. Jones

Naomi R. Jones  
2518 E. 5<sup>th</sup> St.  
Long Beach, CA  
90814

over

LAW OFFICES OF  
**JOHN S. PETERSON**

LAW CORPORATION  
SUITE 5270  
707 WILSHIRE BOULEVARD  
LOS ANGELES, CALIFORNIA 90017

JOHN S. PETERSON  
J. JAMIE FISHER

OF COUNSEL  
RICHARD LASKIN

TELEPHONE (213) 236-9720  
FACSIMILE (213) 236-9724

October 13, 2005

Ralph G. Appy, P.h.D  
City of Los Angeles Harbor Department (Port of Los Angeles)  
Environmental Management Division  
425 South Palos Verdes Street  
P.O. Box 151  
San Pedro, CA 90733-0151



Re: Southern California International Gateway Project

Dear Dr. Appy:

This office represents Fast Lane Transportation, Inc. ("Fast Lane"), and this letter is written on behalf of Fast Lane whose principal business is located at 2400 East Pacific Coast Highway, Wilmington, CA 90744. Fast Lane's business includes port related services consisting of container repair, maintenance and storage. Fast Lane owns and occupies property in the Additional Project Impact Area shown in Figure 2 accompanying the Notice of Preparation for the Southern California International Gateway Project. Based on our preliminary review of the Environmental Checklist and Impact Analysis, we believe several components fail to take into account and identify issues that must be considered in your Environmental Impact Report.

In Section IX, Land Use and Planning, in response to (a) "Would the project physically divide an established community?", the environmental checklist incorrectly answers, "less than significant impact". In fact, as Fast Lane understands the proposed project, Fast Lane's access to its own property will be bisected by the repositioning or addition of new lead lines that will travel under Pacific Coast Highway into the new ICTF facility. Although a residential community may not be divided, certainly Fast Lane's neighborhood, as a business community, will be severed from street access. Appropriate mitigation must be accounted for as a result of this concern, which if allowed to proceed unmitigated, will prove disastrous to Fast Lane's business and property.

In Section XV, Transportation/Traffic, in response to the required items, it appears that there is no specific mention made of the addition of rail traffic and rail line facilities that will bisect Fast Lane's property from its street access. The increase in rail traffic and rail facilities, in the vicinity of Fast Lane, if unmitigated, will prove disastrous to Fast Lane's business and property. We believe this requires consideration under XV(a), (c), (d), and (e) such that your determination that there is no impact under (c) and less than significant impact under (d) and (e) is incorrect and must be appropriately addressed in the EIR. The issues must be identified and

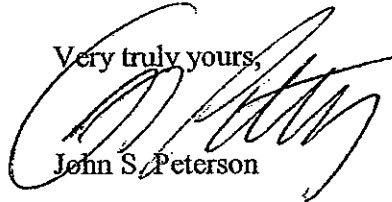
Ralph G. Appy, P.h.D  
City of Los Angeles Harbor Department (Port of Los Angeles)  
October 13, 2005  
Page 2 of 2

appropriate mitigation must be provided to satisfy these area concerns and in order to ensure Fast Lane's continued viability at its property.

Fast Lane is an important member of the port related community and provides a much needed port related service. It is located in the most appropriate site for its business and operations. The Project and related Environmental Impact Report must appropriately identify the issues impacting Fast Lane's property and the nearby business community so that satisfactory mitigation is provided to ensure Fast Lane's continued existence and viability at its location.

Please add this office to all future notice lists and please feel free to contact us for additional information and input.

Very truly yours,

A handwritten signature in black ink, appearing to read 'John S. Peterson', written over the typed name below.

John S. Peterson

JSP:db  
cc: Patrick Wilson

# Coalition For A Safe Environment

140 West Lomita Blvd., Wilmington, California 90744-1223  
wilmingtoncoalition @ prodigy.net 310-704-1265

Port of Los Angeles  
Dr. Ralph G. Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, CA 90731  
310-732-3675 Off 310-547-4643 Fax  
ceqacomments @ portla.org



October 13, 2005

Reference: Port of Los Angeles NOP-EIR Southern California International Gateway Project  
Subject: Opposition To Proposed Southern California International Gateway Project  
Support For Alternative Technology Intermodal Rail Transportation Systems

Dear Dr. Appy:

The Coalition For A Safe Environment (CFASE) wishes to state for the record that our non-profit community environmental, public health and public safety advocacy organization is against the approval and construction of the Port of Los Angeles (POLA) proposed Southern California International Gateway (SCIG) Project. The Coalition For A Safe Environment is also against the BNSF Railroad Company operating the proposed SCIG Intermodal Container Terminal.

We request the following Alternative Technology Intermodal Rail Systems be studied, included and addressed in the Draft EIR/Final EIR:

Alternate # 1: Gravity Conveyor Transportation System (GCTS)

The GCTS incorporates a very simple commonly known technology and scientific principal called gravity. It consists of a straight roller track in a tube in an underground subway like system. The roller tracks are designed so that one end is high which would be the Port Terminal which would incline down at an angle so that gravity pulls the container car load down the roller way track to downtown to the Los Angeles rail yard. It requires no diesel fuel or any petroleum based fuel and almost no electricity. In fact each roller can have a generator attached so as it turns the rollers generate electricity. It will actually generate more electricity than it can use which can be used somewhere else in Los Angeles or sold. The system could be expanded throughout the goods movement corridor and be pollution free, noise free and traffic congestion free.

Alternative # 2: Linear Induction Motor Transportation System (LIMTS)

The LIMTS uses the repelling magnetic force to levitate container car load along a mono-rail track. Since it is raised above the track it is frictionless. It uses

LAND, 04 1027-199

electricity to create electro-magnetic energy which propels the rail cars across a straight track which can also make turns around a bend. It requires no diesel fuel or any petroleum based fuel. The system could be powered by an above ground solar electricity panel network. The system could be expanded throughout the goods movement corridor and be pollution free, noise free and traffic congestion free.

**Alternative # 3: Mag Lev - Magnetic Levitated Train Transportation System (MLTTS)**

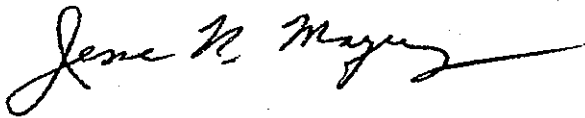
The Mag Lev uses similar technology as the Linear Induction Motor Transportation System so that the rail cars float above a flat track or rail system. It moves using two innovative ways: using a linear induction motor to propel it and/or air pressure if it is built in a tube like regular subways. It requires no diesel fuel or any petroleum based fuel. The system could be powered by an above ground solar electricity panel network. The system could be expanded throughout the goods movement corridor and be pollution free, noise free and traffic congestion free.

**Alternative # 4 Solar Powered Electric Trains System (SPETS)**

SPETS uses old school electric train technology which is powered by an above ground solar electricity panel network. It requires no diesel fuel or any petroleum based fuel. The system could be expanded throughout the goods movement corridor and be pollution free, noise free and traffic congestion free.

These projects would create hundreds of construction jobs and hundreds of new permanent operating jobs. The projects could be built by Los Angeles area based companies and create a new world wide business technology center which would create thousands of permanent long term design, logistical support and manufacturing jobs.

Environmental Justice For All,



Jesse N. Marquez  
Executive Director



MAJESTIC REALTY CO.

13191 Crossroads Parkway North, Sixth Floor • City of Industry, CA 91746-3497

Office (562) 692-9581 • FAX (562) 695-2329

October 14, 2005

Environmental Management Division  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731



RE: Southern California International Gateway Project (SCIG)

To Whom It May Concern:

By way of background, Majestic Realty is a 57 year old development company, headquartered in Los Angeles with more than 65 million square feet in our portfolio. We currently have projects in 10 states and offices in Atlanta, Dallas, Denver, Las Vegas and Los Angeles. We are one of the nation's largest privately-held development companies and we are proud to have been the largest developer in LA County for the past 15 years. We also have substantial holdings in the Inland Empire. As portfolio builders, we build and hold. Thus, we view ourselves as active stakeholders of our various communities. When we build a project, we know that we are in a community for the long term – our employees work and live in these communities. We have found a way to be good neighbors and last year, our corporate foundation invested nearly 2 million dollars in local non profits, helping to build sustainable communities.

The purpose of this letter is to encourage you to plan for the growth that is coming. The economists tell us that we can expect more than 6 million people in the region within the next 20 years; and the majority of the growth is coming from our children having children. The gridlock that we are already experiencing will only get worse unless we all find ways to work together. From our perspective, we are running on empty. Given our lack of infrastructure and transportation funding, our highways are congested, our rail lines are congested, and our air is polluted.

However, we do not believe that there is one silver bullet solution. The proposed Southern California International Gateway facility is just one small step in trying to have responsible growth. Granted the planning process should include incorporating energy and environmentally efficient equipment and smoothing out the supply chain, but doing nothing is not an option. The economic and environmental well-being of our region is at stake.

We urge you to work together with the railroad to find ways to more efficiently accommodate the flow of goods to and through our region with this proposed facility. Once again, we want to emphasize that doing nothing is not an option. Thank you for your consideration.

Sincerely,

MAJESTIC REALTY CO.

Edward P. Roski, Jr.  
Chairman & CEO

Fran Inman  
Senior Vice President

LAND, 041027-199, SCIG (ICTF SOUTH PROJ., CLASSIFICATION VARD)

**From:** Dennis Hagner  
**To:** Cannon, Chris  
**Date:** 10/21/05 3:00PM  
**Subject:** Add to SCIG mailing list please

James Lavish  
301 Commerce St. Suite 1600  
Ft. Worth, TX  
76102



Alan C. Lloyd, Ph.D.  
Agency Secretary  
Cal/EPA



## Department of Toxic Substances Control

1011 North Grandview Avenue  
Glendale, California 91201



Arnold Schwarzenegger  
Governor

October 24, 2005

Mr. Ralph G. Appy  
Los Angeles City Harbor Department  
425 South Palos Verdes Street  
P. O. Box 151  
San Pedro, California 90733-0151



### NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY (SCIG), SCH NO. 2005091116

Dear Mr. Appy:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of Draft Environmental Impact Report (EIR) for the Project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The EIR needs to identify and determine whether current or historic uses at the Project area have resulted in any release of hazardous wastes/substances.
2. The EIR needs to identify any known or potentially contaminated site within the Project area. For all identified sites, the EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
3. The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
4. If during construction of the Project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.



Mr. Ralph G. Appy  
October 24, 2005  
Page 2

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at [www.dtsc.ca.gov](http://www.dtsc.ca.gov). If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me at (818) 551-2973.

Sincerely,



Jennifer Jones  
Unit Chief  
Southern California Cleanup Operations Branch -- Glendale Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

**From:** jennifer sun <jensun28@yahoo.com>  
**To:** <CEQAComments@portla.org>  
**Date:** 10/24/05 9:27PM  
**Subject:** comments

Dear Ralph,

We object to the rail yard proposition. Both from environmental concern and from safety/security standpoint. We hope you understand that this city's lawful citizens all need and deserve to have a safe and clean environment to live.

Thanks,  
Jen Sun and family

---

Start your day with Yahoo! - Make it your home page!  
<http://www.yahoo.com/r/hs>

October 25, 2005

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



Dear Dr. Appy,

I am a staff member at Elizabeth Hudson School, located at 2335 Webster Avenue in Long Beach, whose playground's western boundary runs up and down the Terminal Island Freeway. A chain link fence separates our children from the heavy traffic of diesel spewing trucks, the trains, the oil refineries, and the heavy load of particulate matter floating up from the Port.

It is incomprehensible to me that anyone looking at a map who notices where people live, work, play and go to school would consider adding to an already intolerable air pollution situation by wanting or more to the point, ALLOWING, the BNSF to build a rail yard in Wilmington, directly west of our school on the other side of the Terminal Island Freeway.

I've heard all about their pledge to make the yard a model of environmentally sound technology, blah, blah, blah. WHEN? From what I understand, the project is moving forward regardless. Make the trucks, trains, ships, and yards environmentally sound FIRST, and then think about expanding.

WE DON'T WANT IT.

You wanted comments and that is it in a nutshell.

I've worked here at Hudson for over 9 years. I live and raised two daughters in the Wrigley neighborhood, directly east of here, only a mile away. One of my daughters attended schools in the Bixby Knolls area. The younger daughter came here to Hudson, and then to Stephens Middle School (another toxic neighborhood approx. 1 mile directly north of Hudson). Guess which daughter was diagnosed with asthma?

WE DON'T WANT ANOTHER RAILYARD AND WE WANT MORE DONE TO ALLEVIATE THE TOXIC AIR POLLUTION SITUATION THAT EXISTS NOW.

Thank you, and I mean all the above most sincerely,

A handwritten signature in cursive that reads "Julie Gholson".

Julie Gholson  
Staff Member, Hudson School, 2335 Webster Avenue, Long Beach, CA 90810  
Resident, 2133 Maine Avenue, Long Beach, CA 90806  
[gholsonjjaz@verizon.net](mailto:gholsonjjaz@verizon.net)  
562 591 - 8836

cc: BNSF Railroad  
Press Telegram  
Los Angeles Times  
SCAQMD  
Mayor Beverly O'Neil  
LBUSD Superintendent Chrs Stemhauser  
041027-199 DH

**October 25, 2005**

**Environmental Management Division  
Port of Los Angeles  
c/o Dr. Ralph G. Appy  
425 South Palos Verdes Street  
San Pedro, California 90731**



**Dear Dr. Appy:**

**I am the School Nurse at Hudson School and Bethune Transitional Center. Both facilities are adjacent to the Terminal Island Freeway in Long Beach.**

**I live ten miles from Hudson School. When I moved to my house five years ago, I noticed black oily dust on my windowsills. I had lived all of my life before that in Glendale, and the only dust I had ever seen was gray and fluffy. I asked one of my new neighbors if she had the same black and oily dust, and she said, "Yes. It's because of the refineries."**

**When I began working at Hudson School last year, I was shocked and horrified when I first experienced a "lock down." I learned that "lock downs" occurred whenever the refineries expelled a release of toxins into the air. When that happens, all staff and children must run to their classrooms and close their doors. Additionally, they must turn off all ventilation systems and fans that provided exchanges of air with the outside. When these classrooms are shut tight, the air inside soon becomes stuffy, increasingly uncomfortable, and oppressive. As the oxygen supply diminishes, the carbon dioxide levels increase. The children's ability to learn and give attention to lessons is greatly diminished. Children typically must remain in these enclosed rooms for a half an hour to up to two hours. We have been enrolled 35 days to date, and we have already had two lockdowns.**

**Our athletic field is at the rear of our school, abutting the Terminal Island freeway. Our three PE teachers are outdoors every day, virtually all day long. About a month ago, one of the PE teachers had to leave his class and come to my office, because his chest was hurting, his eyes were burning, his face was red, and he was in pain. All I could do was have him wash his face and drink water. He told me that the air outside was particularly awful that day, and that the other PE teacher had almost passed out because of it. All of the children had been brought inside their bungalows with the air conditioning on,**

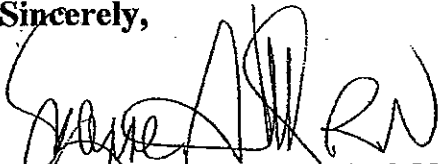
because the air outside was so bad. It wasn't even a lock down day. He said that if he could have one wish, it would be for an indoor gym so that all of the children could play safely inside, for he knew how damaging the air was to their lungs, as well as the lungs of the PE teachers.

Every year, our fifth graders and their teachers spend a week at Camp Hi-Hill in the Angeles National Forest. According to one of the teachers, our students from Hudson bring up far more inhalers and respiratory medication than students that they see from other schools. This doesn't surprise any of us.

We feel like we're at the 11<sup>th</sup> hour in our quest for help. They say that societies can be judged by how well they care for their weakest and most vulnerable members. We at Hudson and Bethune are doing our part by helping these precious children learn all that they can, in order to become productive and valued members of society.

We can't do it alone, though. The thick, hazy, often gaggingly stinky air that we have to breathe is "beyond belief" bad. To consider the addition of a rail yard that would make our air even worse is incomprehensible and unbelievably inhumane. All we ask is that you help take care of all of us, by making sure that we have healthier, cleaner, safer air to breathe. We implore you to please not allow the proposed railyard to be built behind our school.

Sincerely,



Suzanne Arnold, R.N., B.S.N., P.H.N., M.A.

Hudson School Nurse

(562) 426-0470 extension 228

Resident, 4117 Lorraine Road, Rancho Palos Verdes, CA 90275

(310) 514-1999

cc: [deborah.schoch@latimes.com](mailto:deborah.schoch@latimes.com)

[nedre.lindsey@presstelegram.com](mailto:nedre.lindsey@presstelegram.com)

[frank.suraci@dailybreeze.com](mailto:frank.suraci@dailybreeze.com)

**From:** "Elizabeth Kim" <EKim@planningcenter.com>  
**To:** <hagnerd@portla.org>  
**Date:** 10/25/05 10:44AM  
**Subject:** International Gateway Project - Mailing List

Hi Dennise:

Please add the following address to your mailing list:

The Planning Center (Attn: Dwayne Mears & Elizabeth Kim)  
1580 Metro Drive  
Costa Mesa, CA 92626

Thank you!

Elizabeth Kim, Environmental Planner  
THE PLANNING CENTER  
1580 Metro Drive | Costa Mesa, CA 92626  
714.966.9220, ext. 327 | fax: 714.966.9221

041027-199

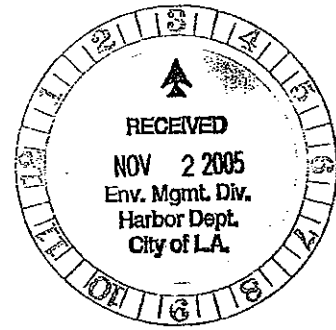
SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

31 October 2005

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



RE: Southern California International Gateway Project

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Dear Dr. Appy:

Thank you for providing SCAG the opportunity to comment on the NOP for the Southern California International Gateway Project. As you are aware, the Southern California Association of Governments, through the Regional Transportation Plan and the goods movement program, conducts regional planning to determine goods movement system needs in the areas of infrastructure, finance, and environmental mitigation. For more information on SCAG's goods movement program, please consult our website, <http://scag.ca.gov/goodsmove/>.

Officers: President: Toni Young, Port Hueneme •  
First Vice President: Yvonne Burke, Los Angeles County •  
Second Vice President: Gary Oviatt, San Bernardino County •  
Immediate Past President: Ron Roberts, Temecula

Imperial County: Victor Carrillo, Imperial County •  
Jon Edney, El Centro

Los Angeles County: Yvonne Burke, Los Angeles County •  
Zev Yaroslavsky, Los Angeles County •  
Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Paul Bowen, Cerritos • Todd Campbell, Burbank • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Rae Gabellich, Long Beach • David Galin, Downey • Eric Garretti, Los Angeles • Wendy Gruel, Los Angeles • Frank Guruli, Cudahy • Janice Hahn, Los Angeles • Isadore Hall, Compton • Keith W. Hanks, Azusa • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Ed Reyes, Los Angeles • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Dennis Zine, Los Angeles

Orange County: Chris Norby, Orange County •  
Christine Baraes, La Palma • John Beaman, Brea • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Marilynna Poe, Los Alamitos • Tod Ridgeway, Newport Beach

Riverside County: Jeff Stone, Riverside County •  
Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Oviatt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Warner, Ontario

Ventura County: Judy Mikels, Ventura County •  
Glen Becerra, Simi Valley • Carl Murehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

The movement of goods via rail is a key component of the regional goods movement system. As a result, it is essential that adequate rail infrastructure is available to facilitate the movement of containers both into and out of the Ports of Los Angeles and Long Beach for both current and future projected needs. This includes rail intermodal facilities such as the current Intermodal Container Transfer Facility as well as the proposed Southern California International Gateway. In fact, a new near-dock intermodal facility serving both ports has been identified as a potential need for the Southern California regional goods movement system in the Southern California Regional Strategy for Goods Movement policy paper (p. 11) (<http://scag.ca.gov/goodsmove/pdf/GoodsmovePaper0305.pdf>).

We are interested in ways to monitor the Project's progress as it evolves and is expected to play a fundamental role in this region's goods movement system. We also appreciate and encourage the Port's efforts to integrate environmentally preferable technologies into this project to the greatest extent possible. Please keep us informed of additional steps in the EIR process as well as any other opportunities for comment or discussion. If you have any questions regarding these comments, please contact me at (213) 236-1851. Thank you.

Sincerely,

Brian Wallace  
Associate Regional Planner

DOCS# 115361



DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
100 MAIN STREET, MS # 16  
LOS ANGELES, CA 90012-3606  
PHONE: (213) 897-3747  
FAX: (213) 897-1337



*Flex your power!  
Be energy efficient!*

IGR/CEQA No. 050931AL, NOP  
Southern California International Gateway  
Vic. LA-01 / 8.56  
SCH # 2005091116

November 1, 2005

Mr. Ralph G. Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes St.  
P.O. Box 151  
San Pedro, CA 90733-0151

Dear Mr. Appy:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. We wish to refer the project's traffic consultant to our traffic study guideline Website:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

and we list here some elements of what we generally are expecting in the traffic study:

1. Presentations of assumptions and methods used to develop truck trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 01, 605, and 710.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all



facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
  - Description of Transportation Infrastructure Improvements
  - **Financial Costs, Funding Sources and Financing**
  - Sequence and Scheduling Considerations
  - Implementation Responsibilities, Controls, and Monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and its facilities must be analyzed per the Department's Traffic Impact Study Guidelines.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 050931AL.

Sincerely,

*Original Signed by*

CHERYL J. POWELL  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

041027-199

## Villages at Cabrillo

2001 River Avenue  
Long Beach, California 90810  
Office # (562) 388-8191 - Fax # (562) 388-8199

November 2, 2005

Ralph G. Appy, Ph.D.  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes Street  
San Pedro, California 90731



Re: Southern California International Gateway Project

Mr. Appy:

Villages at Cabrillo, Inc. is the owner of a 26 acre parcel located at 2001 River Avenue. This is directly east of the Terminal Island Freeway and north of PCH. Activities at our site include:

The Villages at Cabrillo is located north of Pacific Coast Highway and west of Santa Fe Avenue in the City of Long Beach. The development is located on approximately 26-acres known as Villages at Cabrillo. Villages at Cabrillo was part of a larger Naval Housing Facility made surplus by the DOD in 1991 as a result of the closure of the Long Beach Naval Station.

Currently operating within Villages are services and housing as follows:

- A community based outpatient clinic.
- Childcare center serving
- Transitional school
- Family Shelter
- Housing for families, youths, and veterans
- A Central kitchen and dining facility
- Career Center and computer lab
- Adult classroom education courses
- Parks and recreation supervised activities
- Clothing Room

Current service providers located within Villages:

- US Vets
- Catholic Charities
- Family Crisis Center

Ralph G. Appy, Ph.D.  
Director of Environmental Management  
Los Angeles Harbor Department

Re: Southern California International Gateway Project

The Salvation Army  
Veterans Administration  
Long Beach City College  
Long Beach Unified School District  
Century Lift  
Long Beach Parks and Recreation  
Changing Spirits  
Employment Development Department  
School on Wheels

Within the Village existing site amenities open to all residents include basketball and volleyball courts, Barbeques and picnic tables, community garden, social hall, central plaza and weigh room. In addition, there are a number of group rooms and counseling offices located throughout the site.

Service providers at Villages include: New Image – 12 units for Family Transitional Housing; Catholic Charities – 12 units for Emergency Housing; Salvation Army – 28 units for Family Transitional Housing; United States Veterans Initiative – 39 beds for Women's Advance and 69 beds for Veterans In Progress programs both provide 90 days of housing and job placement – 30 units Shelter Plus Care and 30 units Permanent Housing for Disabled programs both provides rental assistance - Job Resource Center and Food Service; Veterans Administration – 35 beds Veterans Village Recovery Center provides housing and treatment; Changing Spirits – 15 beds Native American housing and treatment; Comprehensive Child Development – 95 spots Child Care; Long Beach Unified School District – 30+ spots Bethune Transition Center; and, Long Beach Parks and Recreations – Weekend activities. In addition, USVI provides case management support to the 320 units of transitional housing occupied by veterans.

As Villages at Cabrillo enters the third phase of their master planned development Cabrillo Plaza is helping fill the growing demand for affordable housing connected to supportive services all ready established at Villages.

Families, youths and veterans are receiving comprehensive, well-designed and coordinated services at Villages at Cabrillo. Programs and housing are structured in a manner to break the cycle of homelessness and poverty using affordable dignified housing, education, job training and placement, case management and counseling. Current on site services include: the Bethune School operated by LBUSD, child care infant through pre-k operated by Comprehensive Child Development, US Vets who operate several veteran programs including a Job Resource Center, food service, case management and counseling Long Beach City College and the Veterans Administration residential program and Community Outpatient Clinic, just to name a few. In addition to services, Villages was recipient of the Department of Planning and Building 2000 Design

Ralph G. Appy, Ph.D.  
Director of Environmental Management  
Los Angeles Harbor Department

Re: Southern California International Gateway Project

Award for residential project titled "Building for the New Millennium" which was presented by Mayor Beverly O'Neill to the project in January of 2001.

**Concerns:**

**Increased truck traffic will negatively impact vehicle and pedestrian access to our site from PCH. And, especially at our entry at San Gabriel which is located adjacent to the TI freeway north on-ramp. This must be redesigned and improved and include landscaping and signage. This plan needs to deal with the un-kept, eyesore dumping area of a traffic island between the north side of PCH and south of 19<sup>th</sup> Street located to the west of San Gabriel.**

**A sound wall along the TI freeway is needed to sufficiently reduce sound transmissions to acceptable levels.**

**Landscaping plan developed for PCH and TI Freeway cloverleaf and north along the east side of the TI Freeway to mitigate view of project and visually enhance**

**Vacate the TI freeway easement property adjacent to our project that is not required for freeway use.**

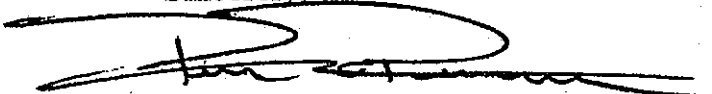
**Pollution from trucks and the resulting adverse health impacts to the family, youth, children and adults at Villages.**

**Lighting glare from SCIG should not cast light upon our site or buildings.**

**Flooding regularly occurs each year along PCH east of the TI freeway, where Sepulveda and Willow Street meet under the bridge and at our entry at San Gabriel. This flooding at times prevents cars from traveling these roads and gaining entry into our development.**

Feel free to contact me directly at (562) 388-8191 with any questions you may have. Also, please include me on your mailing list for any further public notices or information. Address provided above.

Sincerely,



Peter W. Postlmayr  
Manager

CITY OF LOS ANGELES  
CALIFORNIA

Francis Banerjee  
GENERAL MANAGER



ANTONIO VILLARAIGOSA  
MAYOR

DEPARTMENT OF  
TRANSPORTATION  
180 S. Main Street, 10<sup>th</sup> Floor  
LOS ANGELES, CA 90012  
213-972-8478  
FAX 213-972-8410

Southern California International Gateway  
DOT Case No. CEN 05-2632

November 2, 2005

Mr. Ralph G. Appy, Director of Environmental Management  
City of Los Angeles Harbor Department (Port of Los Angeles)  
Environmental Management Division  
425 S. Palos Verdes Street  
Post Office Box 151  
San Pedro, CA 90733-0151

**NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
(DEIR) FOR THE PROPOSED SOUTHERN CALIFORNIA INTERNATIONAL GATEWAY  
PROJECT**

The Los Angeles Department of Transportation (LADOT) has reviewed the NOP for the DEIR of the proposed Southern California International Gateway Project. The primary project area is bounded by the Terminal Island Freeway on the east, Sepulveda Boulevard on the north, the Dominguez Channel on the west, and Pacific Coast Highway on the south. The South Lead Track area is bounded by the Terminal Island Freeway to the east, the Pacific Coast Highway bridge to the north, the Dominguez Channel to the west, and the Alameda Corridor Long Beach lead track to the south. The project is located adjacent to the City of Long Beach on the east side and the City of Carson on the west side. The proposed project consists of a near-dock rail loading and unloading facility to facilitate the movement of container freight in and out of the Port of Los Angeles by rail. This will include the construction of new tracks, a new administration building, a hostler yard tractor maintenance building, a trailer maintenance building, a crane maintenance area, an air compressor building area, fueling areas, and a truck in/out gate. Certain existing buildings will be demolished. Other project elements include the widening of an existing railroad bridge over the Dominguez Channel, the replacement of an existing railroad bridge over Sepulveda Boulevard, additional track north of Sepulveda Boulevard, and alterations to the Pacific Coast Highway interchange.

**ASSESSMENT OF TRAFFIC IMPACTS**

A traffic impact study should be prepared to address community concerns and include the following steps:

1. Conduct the traffic study to analyze the potential impacts of the proposed project.
2. Determine the existing levels of service at the study intersections.
3. Project the background traffic to the estimated year of completion using an appropriate annual growth rate and assuming a "no project" condition. If a traffic forecast model is used to forecast future traffic volumes, it should be validated against LADOT's EMME/2 Citywide Framework trip table.
4. Add related project traffic from other proposed developments in the area. LADOT and the Department of City Planning (DCP) should be contacted for this information.
5. Determine the volume of traffic that would be added during the AM and PM weekday peak hours as a result of the proposed development.
6. Analyze the impact of project generated traffic on the circulation system by comparing the levels of service both with and without the project.
7. A Congestion Management Program (CMP) analysis should also be conducted for CMP intersections and segments utilizing the latest CMP guidelines.
8. Coordinate your study with other affected government agencies such as Caltrans.

**MITIGATION MEASURES**

If any adverse impacts is anticipated, a discussion of the realistic mitigation measures which are under the control of the developer should be included. If street improvements are proposed as mitigation measures for any study intersection, then scale drawings of the proposed street improvement should be included.

**STUDY PARAMETERS**

At a minimum, include the following study locations within the City of Los Angeles:

1. Pacific Avenue/John S. Gibson Boulevard and 110 Freeway Northbound On/Off Ramps
2. Figueroa Street and Harry Bridges Boulevard/John S. Gibson Boulevard
3. Figueroa Street and 110 Freeway Ramps/C Street
4. Harry Bridges Boulevard and Hawaiian Avenue
5. Harry Bridges Boulevard and Neptune Avenue
6. Harry Bridges Boulevard and Fries Avenue
7. Harry Bridges Boulevard and Avalon Boulevard

- 8. Harry Bridges Boulevard and Broad Avenue
- 9. Alameda Street and Anaheim Street
- 10. Henry Ford Avenue and Terminal Island Freeway Ramps
- 11. Anaheim Street and Henry Ford Avenue
- 12. Denni Street and Henry Ford Avenue

- Traffic Counts:
  - Count data should not be more than two years old.
  - Weekday counts should be taken from 7:00 A.M. to 10:00 A.M. and from 3:00 P.M. to 6:00 P.M.
- Study Hours:
  - Both A.M. and P.M. weekday peak hours.
- Capacity Calculations:
  - CMA method should be used. Worksheets and counts should be included with the report.
- Annual Growth Rate:
  - One percent per year or based upon model output.
- Project Description:
  - A detailed description of the proposed project uses and their corresponding square footage is necessary.
- Traffic Generation:
  - Institute of Transportation Engineers' Trip Generation, 7<sup>th</sup> Edition rates and/or prior studies with similar uses.
- Significant Impact:
  - In the City of Los Angeles, a transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

<u>Final Volume/Capacity (V/C)</u>	<u>Project-Related Increase in V/C</u>
0.701 - 0.800	equal to or greater than 0.040
0.801 - 0.900	equal to or greater than 0.020
0.901 or greater	equal to or greater than 0.010

For purposes of this calculation, final V/C shall mean the V/C ratio at an intersection considering impacts with a Project and without proposed Traffic Impact Mitigation.

**PARKING AND ACCESS**

The traffic study should analyze any potential impact to project access, local traffic circulation and parking.

**ADJACENT JURISDICTIONS**

The traffic consultant should check the cities of Carson and Long Beach as to the parameters of the traffic studies for each city and the intersections that should be studied.



Ralph G. Appy

- 4 -

November 2, 2005

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Sincerely,



Mike Bagheri  
Transportation Engineer

s:\letters\ICEN05-2632\_so\_cal\_international\_gateway\_nop.wpd

c: Sergio Carillo, Council District No. 15  
Yadi Hashemi, Southern District, LADOT  
Hadar Plafkin, Department of City Planning

**From:** "Townsend, Jeanine" <JTownsen@CALEPA.ca.gov>  
**To:** <CEQAComments@portla.org>  
**Date:** 11/2/2005 2:03:38 PM

We received a flyer on the Scoping Meetings and the name on it is incorrect. Please change the following:

Mr. Shankar Prasad  
Cal/EPA  
P.O. Box 2815  
Sacramento, CA 95811

This individual is a male not a female as it states on your flyer.  
Thank you.

Thank you,  
Jeanine Townsend  
Executive Assistant  
California Environmental Protection Agency  
916.324.7582  
916.445.6401 fax  
e-mail: jtownsen@calepa.ca.gov <mailto:jtownsen@calepa.ca.gov>

November 2, 2005

Re: Southern California International Gateway

To Whom It May Concern:

I am opposed to the BANS Railway facility project. This project will add additional diesel fumes/exhaust to the west side of Long Beach, adding more air pollution in an area that already has an excessive amount of air pollution from the Port and 710 Freeway. The rate of cancer in this area already is far higher than that allowed under current environmental standards.

This is a port related use and should stay in the Port. The best alternate would be for cargo to be transferred directly from ship to rail, instead of ship to truck to rail. Regardless of how the use is operated the pollution from the diesel trucks cannot be mitigated.

Please add my name to the mailing list. I would like to be notified of any future hearings regarding this project.

Lynette Ferenczy  
2926 Eucalyptus Ave  
Long Beach, CA 90806

**From:** <Lynette\_Ferenczy@longbeach.gov>  
**To:** "Ceqacomments" <CEQACOMMENTS.PO2.Dom1@portla.org>  
**Date:** 11/2/2005 1:40:59 PM  
**Subject:** Re: Southern California International Gateway comments

No. This is a comment from me personally, a resident of Wrigley. I live just east of the 710 freeway, near Willow Street.

Thanks,  
Lynette Ferenczy, Planner  
333 West Ocean Blvd, 7th Floor  
City of Long Beach  
Long Beach, CA 90802  
Phone 562-570-6273  
Fax 562-570-6068

"Ceqacomments" <CEQACOMMENTS.PO2.Dom1@portla.org>  
11/02/2005 12:36 PM

To: <Lynette\_Ferenczy@longbeach.gov>  
cc:  
Subject: Re: Southern California International Gateway comments

Is this to be considered a comment from Long Beach Planning Department?

>>> <Lynette\_Ferenczy@longbeach.gov> 11/02/05 12:17 PM >>>  
Please see attachment.

Lynette Ferenczy, Planner  
333 West Ocean Blvd, 7th Floor  
City of Long Beach  
Long Beach, CA 90802  
Phone 562-570-6273  
Fax 562-570-6068

**From:** "Peter Postlmayr" <ppostlmayr@usvetsinc.org>  
**To:** <ceqacomments@portla.org>  
**Date:** 11/2/2005 11:53:48 AM  
**Subject:** Southern California International Gateway Project

Villages at Cabrillo, Inc. is the owner of a 26 acre parcel located at 2001 River Avenue. This is directly east of the Terminal Island Freeway and north of PCH. Activities at our site include:

The Villages at Cabrillo is located north of Pacific Coast Highway and west of Santa Fe Avenue in the City of Long Beach. The development is located on approximately 26-acres known as Villages at Cabrillo. Villages at Cabrillo was part of a larger Naval Housing Facility made surplus by the DOD in 1991 as a result of the closure of the Long Beach Naval Station.

Currently operating within Villages are services and housing as follows:

A community based outpatient clinic.

Childcare center serving

Transitional school

Family Shelter

Housing for families, youths, and veterans

A Central kitchen and dining facility.

Career Center and computer lab.

Adult classroom education courses.

Parks and recreation supervised activities.

Clothing Room

Current service providers located within Villages:

US Vets

Catholic Charities

Family Crisis Center

The Salvation Army  
Veterans Administration  
Long Beach City College  
Long Beach Unified School District  
Century Lift  
Long Beach Parks and Recreation  
Changing Spirits  
Employment Development Department  
School on Wheels

Within the Village existing site amenities open to all residents include basketball and volleyball courts, Barbeques and picnic tables, community garden, social hall, central plaza and weigh room. In addition, there are a number of group rooms and counseling offices located throughout the site.

Service providers at Villages include: New Image - 12 units for Family Transitional Housing; Catholic Charities - 12 units for Emergency Housing; Salvation Army - 28 units for Family Transitional Housing; United States Veterans Initiative - 39 beds for Women's Advance and 69 beds for Veterans In Progress programs both provide 90 days of housing and job placement - 30 units Shelter Plus Care and 30 units Permanent Housing for Disabled programs both provides rental assistance - Job Resource Center and Food Service; Veterans Administration - 35 beds Veterans Village Recovery Center provides housing and treatment; Changing Spirits - 15 beds Native American housing and treatment; Comprehensive Child Development - 95 spots Child Care; Long Beach Unified School District - 30+ spots Bethune Transition Center; and, Long Beach Parks and Receptions - Weekend activities. In addition, USVI provides case management support to the 320 units of transitional housing occupied by veterans.

As Villages at Cabrillo enters the third phase of their master planned development Cabrillo Plaza is helping fill the growing demand for affordable housing connected to supportive services all ready established at Villages.

Families, youths and veterans are receiving comprehensive, well-designed and coordinated services at Villages at Cabrillo. Programs and housing are structured in a manner to break the cycle of homelessness and

poverty using affordable dignified housing, education, job training and placement, case management and counseling. Current on site services include: the Bethune School operated by LBUSD, child care infant through pre-k operated by Comprehensive Child Development, US Vets who operate several veteran programs including a Job Resource Center, food service, case management and counseling Long Beach City College and the Veterans Administration residential program and Community Outpatient Clinic, just to name a few. In addition to services, Villages was recipient of the Department of Planning and Building 2000 Design Award for residential project titled "Building for the New Millennium" which was presented by Mayor Beverly O'Neill to the project in January of 2001.

Concerns:

Increased truck traffic will negatively impact vehicle and pedestrian access to our site from PCH. And, especially at our entry at San Gabriel which is located adjacent to the TI freeway north on-ramp. This must be redesigned and improved and include landscaping and signage. This plan needs to deal with the un-kept, eyesore dumping area of a traffic island between the north side of PCH and south of 19th Street located to the west of San Gabriel.

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CC: "Steve Peck" <sjpeck@usvetsinc.org>, "Aaron T. Wooler" <awooler@centuryhousing.org>

**From:** "Peter Postlmayr" <ppostlmayr@usvetsinc.org>  
**To:** <ceqacomments@portla.org>  
**Date:** 11/2/2005 12:02:05 PM  
**Subject:** FW: Southern California International Gateway Project

I forgot to include in my prior email the following concern: Flooding regularly occurs each year along PCH east of the TI freeway, where Sepulveda and Willow Street meet under the bridge and at our entry at San Gabriel. This flooding at times prevents cars from traveling these roads and gaining entry into our development.

---

**From:** Peter Postlmayr  
**Sent:** Wednesday, November 02, 2005 11:53 AM  
**To:** 'ceqacomments@portla.org'  
**Cc:** Steve Peck; 'Aaron T. Wooler'  
**Subject:** Southern California International Gateway Project

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# Metro

November 3, 2005

Dr. Ralph G. Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 S Palos Verdes St.  
San Pedro, CA 90731

Dear Dr. Appy:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Southern California International Gateway Project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with both highway and freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix B. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

1. Evidence that in addition to Metro, all affected municipal transit operators received the NOP for the Draft EIR;
2. A summary of all the existing transit services in the area;
3. Estimated project trip generation and mode assignment for both morning and evening peak periods;
4. Documentation on the assumptions/analyses used to determine the number of percentage of trips assigned to transit;

5. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
6. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

In general, Metro supports on-dock rail and near-dock rail facilities that will relieve congestion and ultimately lead to increased utilization of the Alameda Corridor. However, adequate measures must be taken to address existing community impacts (i.e., air quality, noise, idling trucks, etc.) and quality of life issues prior to project implementation. In addition, due to limited and constrained financial resources, this effort will require innovative financing strategies, (i.e., public/private partnerships, etc.) as well as non-traditional transportation funding sources.

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, contact me at 213-922-6908 or by email at [chapmans@metro.net](mailto:chapmans@metro.net). Please send the Draft EIR to the following address:

Metro CEQA Review Coordination  
One Gateway Plaza MS 99-23-2  
Los Angeles, CA 90012-2952  
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read "Susan F. Chapman", is written over a vertical line that extends from the signature down to the typed name below.

Susan F. Chapman  
Program Manager, Long Range Planning



1995 A Decade of Providing More Than Shelter® 2005

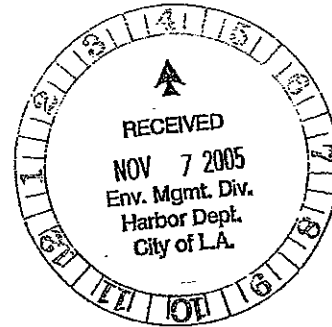
1000 CORPORATE POINTE, SUITE 200 CULVER CITY, CALIFORNIA 90230  
PHONE 310 . 258 . 0700 FAX 310 . 258 . 0701

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November 4, 2005

Dr. Ralph Appy, Ph.D.  
Director Of Environmental Management  
Los Angeles Harbor Department  
425 S Palos Verdes Street  
San Pedro, CA 90731-3309



**SUBJECT: Notice of Preparation for the Southern California  
International Gateway Project (SCH No. 2005091116)**

Dear Dr. Appy:

This letter documents Century Housing's review and comments on the Notice of Preparation and Initial Study for the Southern California International Gateway (SCIG) project proposed by the Los Angeles Harbor Department and the Burlington Northern and Santa Fe Railroad Company immediately west of the Terminal Island Freeway and south of Sepulveda Boulevard, as shown on maps accompanying the Initial Study.

Century Housing is the owner of the property immediately to the east of the proposed project known as Villages at Cabrillo, a 26-acre former Navy housing facility currently partially developed as transitional housing serving previously homeless veterans, youth and families, as well as a school serving the children living on the site. New housing serving this population will be constructed in the next year, and Century is currently preparing a long-term plan for development of the unutilized portion of the property over the coming years.

Century is strongly committed to providing the best living conditions feasible for the residents of Villages at Cabrillo, where over 4,000 previously homeless adults, youth and children are served each year. As a result, we are concerned about the potential environmental impacts which the SCIG Project may have upon the Village at Cabrillo and its residents. At the same time, we recognize the need to expand the capacity of the Ports of Los Angeles and Long Beach,

and the opportunity that increased economic development at the ports may present for employment of the previously homeless residents at the Village at Cabrillo. In fact, as subcontractors providing community job training services during the construction of the Alameda Corridor, we are acutely aware that further development is needed to assure that industry and the public realize the full potential of that major public works project.

We offer the following comments on the Initial Study, and request that they be addressed in preparation of the environmental documents for the SCIG Project:

***Section I: Aesthetics***

As noted in the Initial Study, the SCIG Project is expected to create a new source of substantial light and glare that would adversely affect use of nearby residential properties, including the Villages at Cabrillo. This impact should be fully explored in the EIR and mitigation measures proposed to reduce the glare from the proposed lighting of the rail yards at the SCIG Project. Careful siting and shielding of the light standards illuminating the SCIG Project should be designed to limit the glare of those lights from encroaching on surrounding properties. Limiting the illumination to the SCIG Project site will also have ancillary economic benefits by reducing the energy levels needed.

***Section III: Air Quality***

Although the existing air quality at the site and adjacent properties does not currently meet the health and safety standards set by state and federal agencies, the potential of the SCIG Project to further deteriorate air quality near the site and frustrate the efforts of the South Coast Air Quality Management District (SCAQMD), Air Resources Board (ARB) and California Environmental Protection Agency to improve air quality in the region and this area will be a significant environmental effect requiring substantial mitigation measures. As documented in several studies, including the recently released "Air Quality and Land Use Handbook," the air pollutants released by the levels of truck and rail activity that can be expected at a facility like the SCIG Project are strongly associated with serious health issues, especially for vulnerable populations like children.

Additionally, while the period of construction may be relatively short, the dust created by grading and construction activities on the project site will contain unknown residues of prior uses of the site, potentially including hazardous materials accidentally, inadvertently or deliberately introduced to the soils there by current and prior users. These materials, if carried to the nearby properties during construction in the form of construction dust, may constitute a health hazard to the residents and users of those properties, especially

children. The EIR should include a full analysis of the transitory and permanent impacts this facility may have upon vulnerable populations, including especially the children residing at the Villages at Cabrillo and attending the schools on the Villages at Cabrillo and immediately to the north.

Aggressive mitigation measures should be identified to reduce the adverse health effects of air pollutants would have upon exposed persons, especially vulnerable populations such as children. Mitigation measures to be evaluated should include installation of high-efficiency air filtrations systems capable of removing the fine particulate emissions created by trucks and railroad engines on the HVAC systems of nearby structures, especially residential and educational facilities.

#### ***Section VII: Hazards and Hazardous Materials***

Century Housing is concerned that the discussion of hazards and hazardous materials specifically discuss the potential impact of materials handling and the unavoidable accidents which occur during transport of cargos upon the surrounding community. It can be expected that some proportion of the cargos to be handled at the SCIG Project will include hazardous materials and any accidental release of those materials may be carried to nearby properties, including the Villages at Cabrillo. While it may be infeasible to reduce the probability of such releases to zero, the EIR should clearly identify the probability of such releases, the types of materials which may be released, and the impact of those releases upon exposed persons, including children residing at Villages at Cabrillo and attending the schools at Villages at Cabrillo and immediately to the north.

Aggressive mitigation measures, including automated warning systems and evacuation procedures, should be identified in the EIR to assure the minimum possible exposure of vulnerable populations to any identified hazard.

#### ***Section IX: Land Use***

While the proposed SCIG Project may be compatible with the land use designations of the relevant land use jurisdictions for the project property, completion of the project as proposed may have external effects upon the permissible and advisable use of nearby properties, including the Villages at Cabrillo. While the Villages at Cabrillo site is already partially improved, there is sufficient capacity remaining to permit substantial additional development and redevelopment to serve adults, youth and children. Century Housing is currently engaged in developing a land use plan for the entire site.



If development of the SCIG Project significantly degrades the environment of the area near the project, it may be infeasible for landowners of affected properties to receive land use entitlements or financing for development of their property. For example, if the external environmental effects of the SCIG Project results in a finding that the air quality characteristics of the Villages at Cabrillo are so degraded as to constitute a health hazard, it may be infeasible to utilize local, state or federal subsidies to continue the planned expansion of the property to serve previously homeless adults, youth and children, as we contemplated at the time the property was transferred from the United States Navy to Century Housing under the provisions of the Base Closure and Realignment Act and the McKinney-Vento Homeless Assistance Act. It is also feasible that, if the SCIG Project sufficiently degrades the environment at the Villages site, it may be infeasible to continue the existing programs, which would require relocation of the existing services and housing stock to another site. The same effect could be seen at the adjacent schools.

The EIR should fully explore the land use implications of the SCIG Project upon the existing and prospective use of nearby properties, especially those serving vulnerable populations, including children. Mitigation measures adequate to offset those long-term and probably irreversible impacts should include identification of alternative sites for the uses which would be incompatible with the environmental effects caused by the SCIG Project, and the financial resources needed to accomplish the required relocation.

#### *Section XI: Noise*

The SCIG Project would generate substantial additional noise pollution, which has been demonstrated to have severely adverse health effects and which disrupts the activities associated with residential and educational land uses. If the SCIG Project envisions a 24-hour activity level to reduce peak hour congestion, consistent with the Port of Los Angeles' "OffPeak" program, the adverse impact upon nearby residential uses, as reflected by projected the Community Noise Equivalent Levels (CNEL), will be disproportionately large. These impacts should be fully explored in the EIR, including modeling of the daytime and nighttime noise levels to be generated by traffic to and from the site and cargo transfer operations at the SCIG Project.

Aggressive mitigation measures to both reduce the production of noise and the propagation of unavoidable noise to surrounding properties should be identified in the EIR. At minimum, a solid concrete or solid masonry sound wall along the eastern boundary of the Terminal Island Freeway from Willow Street south to Pacific Coast Highway would help to reduce the impact of the

sound which will inevitably be generated by the operations at the SCIG Project rail yard and the truck traffic along the Terminal Island Freeway which provides access to and from the site and points north. Additional measures may be necessary to shield the residents and students of the nearby properties from the adverse health effects of the increased noise levels this project would generate, including, but not limited to, installation of sound insulation in residential and educational structures, and improvements to the HVAC systems to block noise.

### ***Section XII: Population and Land Use***

The Initial Study indicates that the SCIG Project would have "No Impact" upon population or housing. As noted above under "Land Use," there exists the very real possibility that completion of the SCIG Project could lead to unmitigable increases in health hazards that would make continued operation of the Villages at Cabrillo infeasible, requiring the relocation of the supportive services and housing serving the previously homeless residents. While there are only perhaps 2,000 adults, youth and children present at the Villages at Cabrillo campus at any given time, about 4,000 persons live there for some time annually, and that population is in constant transition, with new residents arriving and leaving daily.

The most recent estimates show that there are approximately 90,000 homeless persons living on the streets of the Los Angeles area, and it is Century Housing's plan to continue to expand the capacity of Villages at Cabrillo to serve as many of those homeless adults, youth and children as feasible. Should the development of the SCIG Project frustrate that plan, and/or necessitate the relocation of the existing facilities, it is feasible that, over a period of a decade, this project would be responsible for the "displacement" of housing serving as many as 50,000 persons. This would constitute "a substantial number of people, necessitating the construction of replacement housing elsewhere."

The environmental review of this project must include an evaluation of this effect.

### ***Section XV: Transportation/Traffic***

As stated in the Initial Study, the SCIG Project can be expected to have significant, possible unmitigable, impacts on the local and regional traffic systems. Century Housing is particularly concerned about the impact the SCIG Project may have to the streets providing access to the Villages at Cabrillo campus: Pacific Coast Highway, West 19<sup>th</sup> Street and San Gabriel Avenue. While the Initial Study does not indicate that any changes would be

Dr. R. Appy, Ph.D.  
Los Angeles Harbor Department  
Comments on SCIG Initial Study (SCH No. 2005091116)  
November 4, 2005  
Page 6 of 6

made to the current configuration of the interchange between Pacific Highway and the Terminal Island Freeway that would affect access to the Villages at Cabrillo, any change in this area must be fully evaluated in the EIR.

Century Housing has been an active member of the Long Beach and Los Angeles communities, and welcomes the opportunity to work with the Los Angeles Harbor Department and the project sponsors, the BNSF Railroad Company, to help assure that the expansion needs of the ports are met while respecting the needs of the surrounding communities.

Should there be any questions regarding the information contained in this comment letter, please contact Mr. Timothy O'Connell at (310) 642-2014.

Respectfully Submitted,

  
G. Allan Kingston

c: Janice Hahn, Councilwoman, City of Los Angeles  
Beverly O'Neill, Mayor, and City Council, City of Long Beach  
T. O'Connell

**From:** LYDIA GUTIERREZ <forlydia@sbcglobal.net>  
**To:** <ceqacomment@portla.org>  
**Date:** 11/4/2005 10:59:10 PM  
**Subject:** Southern California International Gateway

Dear Dr. Ralph G. Appy,

Thank you for your time in allowing me to express my concern. I am a teacher at Hudson School and I am greatly concern about the present situation of diesel trucks that stand idling against our school fence almost daily. I have asked several people who is responsible for these trucks and found out that it is a Catch 22. I have learned that the trucks are independent and have no real accountability.

On top of this already present dangerous health concern, our neighbor BNSF, who is 750 feet away desires to build a bigger facility bring more diesel trucks. Even if the trucks were to unload on the opposite side of the structure, there would still be additional trucks on the road idling causing additional particulates in the air.

I want you to know that I understand that the port brings a great deal of jobs to our surrounding cities. I ask that the plans be reviewed and a short railing system be installed to meet the on going demands of BNSF.

Second, I would like to ask that a solution be sought out between the Port of Los Angeles/Long Beach and Union Pacific Rails in regards to the idling trucks. The trucks pick up containers from the port and then deliver them to Union Pacific. Some from these organizations must take the lead in resolving this problem.

Thank you once again for allowing me to express my concerns on these issues.

Sincerely,

Lydia Gutierrez

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-3747

FAX: (213) 897-1337

*Flex your power!  
Be energy efficient!*

IGR/CEQA No. 051113AL, Supplemental NOP  
Referenced to IGR/CEQA No. 050931AL  
Southern California International Gateway  
Vic. LA-01 / 8.56  
SCH # 2005091116

November 10, 2005

Mr. Ralph G. Appy  
Director of Environmental Management  
Los Angeles Harbor Department  
425 South Palos Verdes St.  
P.O. Box 151  
San Pedro, CA 90733-0151



Dear Mr. Appy:

We have the following comments after we received your Supplemental Notice of Preparation dated on October 31, 2005.

We acknowledge your revision on the Notice of Preparation and please see our comment letter dated on November 1, 2005 (See Attached).

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project.

If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 051113AL.

Sincerely,

CHERYL J. POWELL

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



# *Wilmington Neighborhood Council*

544 N. Avalon Boulevard, Suite 103 • Wilmington, California 90744 • (310) 522-2013

November 16, 2005

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

Re: Comments on Southern California International Gateway (SCIG) Project NOP

Dear Dr. Appy:

To improve the quality of life in the Wilmington the Wilmington Neighborhood Council and the Port Community Advisory Committee passed two motions.

The first motion, presented to the Board of Harbor Commissioners on February 25, 2004, requested the Board to support Wilmington's opposition to the relocation, expansion or creation of any terminal operations that would increase negative environmental impacts in the community, such as noise, truck and rail traffic and air pollution. The Board approved Port staff's recommendation to assess potential increases in environmental impacts in accordance with CEQA requirements for any proposed Port projects.

- Please discuss the preventive measures that will be employed in this project to ensure that there will be no increase in negative environmental impacts on the Wilmington Community.

The second motion requests the Port of Los Angeles to develop and implement a comprehensive transportation plan that eliminates the truck and rail movement of Port cargo and hazardous materials through Wilmington's residential and commercial areas. The Port's evaluation and recommendations submitted to the Board of Harbor Commissioners on November 9, 2005 indicate that the Harbor Department supports the elements of this motion within its jurisdiction and that Port staff will continue to work with PCAC to refine and implement a comprehensive transportation plan.

- Please discuss how the SCIG project will help further this goal.
- Please discuss how the SCIG project will achieve the goal of 'No Net Increase' in air emissions above 2001 levels.

The NOP indicates that the entrance to the SCIG facilities will be on Pacific Coast Highway which will potentially increase truck traffic and congestion on that thoroughfare.

- Please evaluate flyovers and/or on/off ramps from the Terminal Island Freeway directly into the facility to prevent increased truck traffic on PCH.

The elevated portion of PCH between Eubank and Sanford was built in 1928. Because this project has the potential to increase truck traffic on that portion of PCH;

- Please thoroughly evaluate the structural integrity of this bridge.
- Please evaluate potential truck traffic patterns to/from the West Basin terminals – China Shipping, Yang Ming and TraPac and the proposed SCIG facility to ensure that this new facility will not divert truck traffic to other local surface streets or intersections, such as Figueroa Street at PCH.
- Please evaluate how truck driver education and roadway signage can be utilized to ensure that trucks stay on designated truck routes.
- Please evaluate potential congestion or traffic conflicts at the northern terminus (Alameda/Henry Ford) of the proposed ACTA SR 47 truck expressway in relation to West Basin trucks traveling to/from the SCIG on Harry Bridges/Alameda.
- Please evaluate how this project will impact Wilmington businesses within the project site, how it can be configured to create the least impact to these businesses and address relocation requirements of these businesses.
- Please evaluate a primary entrance on Sepulveda including elevating Sepulveda Blvd and creating on/off ramps into both the SCIG and ICTF to reduce existing and future traffic congestion on Sepulveda and PCH and disruption to surrounding neighborhoods and commercial establishments.

In regard to volume forecasts of containerized cargo:

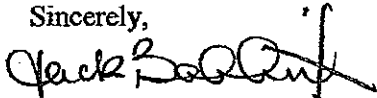
- Please discuss world-class productivity in terms of this facility including innovative technology to increase efficiency, rail yard capacity and speed up the transfer of containers to rail cars and from rail cars to chasses and how it could be implemented to avoid future problems, such as trucks backing up into the community or increasing congestion on the freeways.

In regard to Homeland Security, chemical spills, natural disasters or other incidents:

- Please evaluate the truck and rail operations of this proposed facility to ensure that they will not create an impediment to the safe evacuation of residents in the surrounding residential and commercial areas or to through traffic.
- Please ensure that the operator of this facility provides 24-hour telephone access and someone at that number who has authority to resolve residents' concerns.

Thank you for the opportunity to comment on this proposed project.

Sincerely,



Jack Babbitt

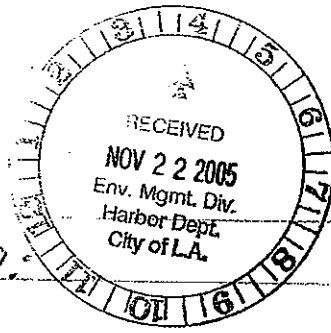
Chair

Wilmington Neighborhood Council

Cc: file

WNC Board





Dear Sirs:

November 19, 2005

I am a concerned citizen  
of the Wilmington community.

I fully support the  
development of the Southern California  
Intermodal Gateway project.

I truly believe this will  
benefit our community.

Sincerely,

HENRIETTA PEREZ

1145 GARY AV

WILMINGTON, CA 90744-3507

Henrietta Perez

## PUBLIC UTILITIES COMMISSION

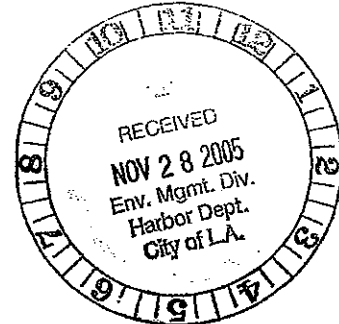
320 WEST 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



November 22, 2005

File No. SCH 2005091116

Dr. Ralph G. Appy  
Los Angeles Harbor Department Environmental Mngt Div.  
425 South Palos Verdes St.  
San Pedro, CA 90731



Subject: Southern California International Gateway (SCIG)

Dear Dr. Appy:

As the state agency responsible for rail safety within California, we recommend that the proposed development project be planned with the safety of the rail corridor in mind. The proposed project is along the Union Pacific Railroad Company and BNSF Railway Company right-of-way. The full development of the project area will increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings.

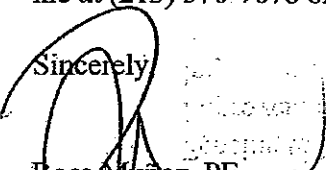
Safety considerations may include, but are not limited to, the following items:

- Grade separation of the crossings along major thoroughfares
- Fencing to limit the access of pedestrians onto the railroad right-of-way
- Improvements to warning devices at existing at-grade highway-rail crossings
- Improvements to traffic signaling at intersections adjacent to crossings
- Improvements to roadway geometry and lane striping near crossings
- Increased enforcement of traffic laws at crossings
- A safety awareness program on rail related hazards

The above-mentioned safety improvements should be considered when approval is sought for new developments; this includes mitigation measures at highway-rail at-grade crossing. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the community.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).

Sincerely,

  
Rosa Muñoz, PE  
Utilities Engineer  
Rail Crossings Engineering Section  
Consumer Protection & Safety Division

cc: Richard Gonzales, UP  
John Shurson, BNSF



Wilmington Property Owners Assn,  
1348 Kyatt Ave.

Wilm, Ca. 90744

11/24/05

President Arthur Hernandez

Wilm Neighborhood Council-member,

To The Mayor of Los Angeles /

Antonio Villaraigosa

To The Harbor Commission

(Wilmington is a Diesel Death Zone Water Yard  
along with the Alameda Corridor.

In the Development of the Harbor Diesel Trains should  
be phased out and the use of L.N.G. Terminal Tractors  
powered by Clean Burning Liquefied Natural Gas. The  
engines emit 65% Lower Oxides of Nitrogen (NOx) and  
80 Percent lower Particulate Matter (PM), Electric trains also.

The B.N.S.F. should use (L.N.G.) not Diesel Trains and  
There should be a plan to change over to L.N.G. TRAINS,  
as soon as possible. (NNI.)

12/8/05 TO <sup>enfm</sup> Exec Director for handling

Sincerely Yours,  
Arthur Hernandez

Brumer  
for handling

128

Wilmington Property Owner Assn,

1348 Hyatt Ave.

Wichita, Ca 90744

President Arthur Hernandez

(Widow. Neighborhood Council-member.)

11/24/05

To Mrs Harman;

The B.N.S.F. haven't been good neighbors  
In Wilmington Their Diesel trains cause many  
problems, <sup>(1)</sup> Excessive pollution <sup>(2)</sup> Excessive noise  
<sup>(3)</sup> wheel noise, <sup>(4)</sup> Bang noise, <sup>(5)</sup> Engine running all hours,  
<sup>(6)</sup> window shake, House Rattle, Automatic Idling  
Doesn't work, and the Horn blowing is a big problem.

The Horn have been heard 9 to 15 times

The Water yard is full of Red label and is a  
health and safety problem for East Wilmington.

(On Dock) container loading should be implemented  
and L.N.C. used. To enter Los Angeles and make Delmar  
Trucks should use L.N.C. (NWI) (Try to Have a Clean LA),  
(Widow is a Diesel Death zone)  
Water yard.

Sincerely Yours,

Arthur N. Hernandez

City of Long Beach  
City Council BNSF/SCIG Study Session  
November 22, 2005

MAYOR O'NEILL: Thank you very much, Council Members. We will take public comments at this time. I would like to ask Mayor Dear if you'd like to make some comments to us, and then we'll take other community members' comments.

Remember to state your name and address.

MAYOR DEAR: Thank you, Honorable Mayor and Honorable Council Members. My name is Jim Dear, spelled D-e-a-r. I'm the Mayor of Carson. My address 10 is 701 East Carson Street in Carson.

MAYOR O'NEILL: You know how to do that real well.

MAYOR DEAR: Yeah, that was the easy one. It's really the first time I've been before you speaking, probably not the last, but I came here as much to learn about the project as to give my opinion. I'm formulating my opinion now, and this is a good venue because there's some Council Members that are together, and I can figure out what you guys want by your comments and your questions. They tell quite a bit. So I'm really here to let you know that I want to be supportive to this City Council because a section of the project does fall within the city limits of the City of Carson, as well, and I think as good neighbors, we should be on the same page with this project. I'm essentially neutral on it at this point, but as I learn more, I'll formulate my opinion, as you are today and in your further workshops and meetings. But I just want you to know that you can communicate with me very readily. I'm easy to reach at Carson City Hall, and feel free to contact me on this issue. And I want you to know that I intend to be supportive of your position because really, your constituents are the ones that live near this project. My constituents are quite a distance, over a mile away, from the project. But it's, again, real important that our cities cooperate with one another and work together on the issues that are on our borders. So thank you for your time, and I look forward to seeing you again.

MAYOR O'NEILL: Thanks a lot, Jim. Mayor. Other speakers?

MR. CROSS: John Cross, 2627 Hayes Avenue, Long Beach.. Back here again, Madam Mayor. Couple times in the last few months and on the same project. I'm here representing the majority of the west side residents, and there was a meeting

October 6th with approximately 350 people there. We estimated about 100 people didn't make it. I know ten people didn't make it because they didn't find a parking spot close enough to the facility, which is so far apart. We're we all opposed to the project because it butts up right against the City of Long Beach, and like she said, seven schools are there, six Long Beach Unified schools and one Catholic school, as well as Cabrillo and stuff like that. My grandson goes to Hudson Middle School, and we did a laser site on it approximately 250 yards from the school to the proposed site, and Hudson Middle School, about eight,

City of Long Beach  
City Council BNSF/SCIG Study Session  
November 22, 2005

nine years ago, they did a survey and had Secretary there of the State of California. Mr. Colonna asked, you know. And they also did a survey on Stevens and had very dirty air, and Stevens butts up right up next to the Union Pacific rail line right on the other side of Union Pacific terminal. Now, 1.5 million lifts a year going out of that facility. That's truck lifts. Burlington Northern has a great idea about a green yard. Green locomotive, like you said, Mr. Colonna, is a great idea, electronic trains is a great idea, but how do you compensate for those 1.5 million trucks? Angela Reynolds has some good pictures of the freeway looking at the site, but she didn't get the pictures during the afternoon when there are diesel trucks sitting two deep from Sepulveda down to approximately PCH waiting to get into Union Pacific rail yard. Now, Union Pacific is doing about 600,000 lifts a year right now. They propose to increase theirs to 1,600,000, and then you have 1,500,000 coming into the new Burlington Northern project. That's going to be approximately 3,100,000 trucks on the Terminal Island freeway, the 710 freeway and PCH/9th Street, like Bonnie said. PCH and 9<sup>th</sup> Street will be bumper-to-bumper traffic to the 710. Now, taking the trucks off the 710, I told you before, this is a stopgap. This terminal is not built, those ports are going to bottleneck because when they do start construction on the 710 freeway, they won't have any way to get out of there from the ports. So this is a stopgap. Once the 710 freeway is up and built and we have 14 lanes, and five or six will be truck lanes, we're going to have five, six million trucks a year going up the 710 freeway and three and a half million trucks on the other side because those terminals are going to expand again. Now, I spent three hours yesterday at Port of LA. Mr. Freeman, the president of Harbor Commission in LA, told his people to look at trying to find a facility in the port where they can build a rail yard. Burlington Northern has no problem building a 10 rail yard down in Port of LA or Long Beach. So I suggest this project not be built in this location because of the health impact it's going to have on all the human residents of that area. And Mr. Colonna, the better -- the Mayor said, we don't need to suffer so somebody else can be better off. Let's spread it out all the way along the 710. I don't want to sit there and breathe in all the air. I live right there at the end about a quarter of a mile from Union Pacific, and I'll be about a quarter mile from Burlington Northern. I live right at Willow and Terminal Island freeway. There is noise, a lot of noise. You hear beep, beep, beep, beep, beep all night, and you hear crash when they drop a container. There's a lot of noise, and there's a sound wall and a building in probably a quarter mile distance. We hear the trains go up and down the Union Pacific rail line, and I ask you get together with your harbor commissioners, get together with your harbor people, and ask them to work with the LA and the Port of LA to find ways to put it down. A quarter mile drive is better than a three-mile drive.

MAYOR O'NEILL: Thanks, John. Other speakers?

You mean you're all here to take notes and listen? Just like we are. No one else. Okay, we'll bring it back to Council.

**I-710 Oversight Committee Meeting  
Hudson Elementary  
November 28, 2005  
6:00 pm – 8:30pm**

MR. SRAMEK: I'm Nick Sramek, 1816 West Lincoln Street, almost 60-year resident of West Long Beach. And first of all, I'd like to thank the community for coming out. My first comment really is I'd like to really thank Angela for the job that she's done. One of the comments I would have that's cumulative aspect of the project, that really -- I'm glad it's going to be included in there and really needs to be. ICTF was talking about expansion. If ICTF and this project come in, we're over three million trucks over here on, you know, ICTF, from ICTF and BNSF. So it's really going to be just a horror story over here from the noise, the pollution, the truck traffic itself. Might as well just stop business over here. People have quit driving on the TI freeway right now because of the trucks. One of the aspects I want to talk about was the trains that are supposed to go north on the tracks up to Wardlow and then switch back into the yard. You know, it's gonna be a mess up there, trains going back and forth, trying to -- switching yards, stopping. They're going, stopping, going. The impact from pollution of the trains if that happens would just be horrendous on the neighborhood that's north. We're already impacted tremendously from ICTF and the trains already. Now it's going to be turned into a switching yard next to us in addition to ICTF. The additional traffic -- and, Bonnie, you talked about that at the City Council meeting. It's just going to be tremendous. PCH, 9th Street, Anaheim, might as well close down the economic engine of the City, which is over 500 businesses down there. Just the sheer volume of trucks, it just -- I don't know where you're gonna put them. One of the things I talked about in one of the scoping meetings -- I wanted to reemphasize that -- was that BNSF talks about using these clean engines and electric and LNG, but it's all experimental. They're gonna investigate it, gonna look at it, but there's nothing that holds them to having to use this equipment at this time or at least to talk about it. So when they do the study, they really need to look at worst case, the worst case trains, the worst case hostlers, worst case trains, all that needs to be looked at worst case because, you know, there's nothing gonna hold them from using the worst case stuff, make them use the less stuff. And, you know, the problems over here are bad enough. We don't need anything more. But we don't need worst case stuff over there, too, which they will be able to be use if they want to. I see Scott Velez in the audience. He'll probably talk a little bit about this, but I wanted to bring up something brought up at the scoping meeting because people don't realize, and that's a rodent problem. It's minor compared to other things, but there are heavy accumulation of rodents from whatever comes in these containers. Every once in a while, they'll spill a container. What's coming out of there? ICTF has a real bad problem over there. It comes into the neighborhoods. So I don't know if anybody's ever talked about that before, so I wanted to make sure that that gets in there, and maybe it's something that Angela also can think about putting in there because it is a problem. They'll come right in our neighborhoods over here. The dust and the rubber in the air with all the traffic, the tire traffic within ICTF, there have been

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studies done in the past on the air, and now it's not just heavy dust in the air but also rubber particles in the air from the tires. If you put three million more trucks over here, just think, even if they're clean trucks, electric trucks, you're still going to get a lot of dust particles and rubber particles that people are going to be breathing. And then toxic spills. Every once in a while, there is a spill of a container. It's fun to listen over here to these big crashes, and we know what happens. They drop the container, and if there are toxic materials in there -- I don't know how to keep them from bringing toxic materials in, but if there's a crash, there needs to be a way to make sure that the neighborhood gets notified instantly, something gets done instantly about that because it can create great harm. I know people are going to talk about some of the other things. Those are some of the things I wanted to make sure from a Long Beach resident perspective. So thank you very much.

**COUNCILWOMAN REYES-URANGA:** And many of you know that Nick is our local -- he's a planning commissioner for the City of Long Beach, so we consider him ours also.

**MR. VELEZ:** Good evening, Ladies and Gentlemen. My name is Scott Velez. I live at 2450 Arlington, Long Beach, California, for the last 25 years. About 15 years -- actually, a little bit further than that, but 15 years, we had such an impact from the ICTF complex that I started looking into trying to get some relief. It was just an awesome amount of diesel, truck, like Nick said, there was from the tires, just a dirt, grit and grime, noise. Long Beach Health Department came out, did a noise study, and it's like 80 decibels over certain amount of time. Anyways, the bottom line is over the last 15 years, I have had to deal with the railroads, deal with the ports, City Council, anything and any avenue -- and again, nothing against the railroads, nothing against employment, nothing against trying to impede or stop anything, but just trying to have a good neighbor because there were some ways that they could avoid these impacts, negative impacts, and it was outlined. It was outlined many times. Been outlined over the last 15 years, but yet never, never implemented until just recently. I will say that. About half a month ago. What a coincidence. But for the last 15 years, it has been unbearable. Just to give you an example -- I only brought half of them this evening -- and this is just half of it, of what the ports of LA, ports of Long Beach, City Council, AQMD, ARB, all the agencies. Even had PUC come by. They come, they look, they see. Letters after letters -- sad to say derogatory ones -- from UP. Instead of being a good neighbor, after a period of time, they just wind up slandering. But the bottom line is I've tried, and I want people to know how much diesel do you have now? You have none. Whatever is emanating from the trucks now. But you don't have a direct source on you day and night, and it runs 24/7, 365. Get Christmas off, I think. But the bottom line is it's an ongoing



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thing. Take it off your fan. Didn't know if there was available a video recorder tonight or -- to show the tape, but I have a tape that just -- you take a look at it and see what's on here. It's more than I can say. It shows you what it's really like on children, elderly people. And the ones involved have seen this or I've explained it to them, and they continue to do what is wrong even with the opportunity of knowing to do the right thing. We've had chemical tank next-door that's on the video. It was on the rail. It was leaking. And there's just no way to let anybody know that their tank's leaking. Call the tower, encourage them to call the fire department, so on, so forth. But again, it was to no avail. So here's this tank with whatever chemical leaking on the neighborhood, on a community. We're adjacent right across. The trucks run on some real bad diesel. It's not the good stuff. And so it just constantly runs. The three things we asked them to do was to slow the train down for good reason. There's a bend there. Screeches loud. And then on top of that, when it screeches, it derails. You think in 15 years, little over 15 years, but in the 15 years that I've documented it, if you think one year one derailment in 15 years, not bad. Maybe two. But then if there's three, you start to wonder. But now if you have four, you really start to wonder why aren't they looking into this. And they're supposed to increase the skids. Now, recently they contracted out and they're doing it now, but in the 15 years, if you have five, would you think maybe we ought to take a look at this? And I'll stop at five because I got them recorded. There's so much more, there's not enough time to talk about it. But I have all the documents, and I have the recording documented. So if anybody's really, really interested, please come and see me, and I'll be glad to show them a viewing of this at my home.

**COUNCILWOMAN REYES-URANGA:** Scott, can you describe where you live?

**MR. VELEZ:** 2450 Arlington is right at Hesperia and Arlington. I'm at the very corner. 50 feet away is ICTF.

**COUNCILWOMAN URANGA:** Can a copy of this tape be submitted? I don't know how -- I know it's Union Pacific and not Burlington Northern, but --

**MR. VELEZ:** Gives you an idea, gives you a sense of what went on and what -- the opportunity of these individuals to really make a positive impact environmentally, and they failed to do so until just recently, and that's the sad part because had they done so, I wouldn't be here now. I wouldn't have all these documents. I wouldn't have any recordings. Because they flat out know it's not true. Thank you.

**COUNCILWOMAN REYES-URANGA:** Thank you. I see Miss Cabanban walking.

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MS. CABANBAN: Good evening. My name is Rose Cabanban, president of the West Long Beach Association, 2453 Seabright Avenue, Long Beach, and I have lived here for almost -- 31 years old, 31 years already. As a matter of fact, this school is my first job here when I came to America. And I did not realize during those years that school children here are suffering from asthma. And even in my house, you know, every morning you have to go out -- you have to go out at the windows because there are those dark particles, and it's coming from the emission from all this things that are running in this area here. And if we have to think about how many more trucks that to come over to west Long Beach like that, this is too much for us to suffer, too much for us to bear. And I think that the school children, especially so from this area, from this school, are very much affected with what is being flown over here by these trucks and these transportations that are going down. There are so many people that are -- even the Long Beach Press-Telegram is already reporting that the school children from this area are suffering from asthma and other lung diseases. So I hope that City Council will reconsider, look deep into this project and see the effect and aftereffects of this thing. Thank you. Okay? Thank you very much.

COUNCILWOMAN REYES-URANGA: Thank you, Rose.

MR. QUIJANO: Hello. My name is Phillip Quijano, that's Q-u-i-j-a-n-o, and I live at 2377 Gale Avenue, which is just across the street from the 710. I've lived here on the west side for 53 years, and gotten the fumes from not only the freeway but, of course, the oil companies and such. And as the former speaker talked about over there on Arlington, back in the seventies for a couple years, I used to live over on Lincoln. And the ICTF, when they were first built over there, we were getting the fumes early in the morning. I mean, you could wake up to it at 3:00 o'clock, 4:00 o'clock in the morning. One thing I'd like to know on the BNSF building situation is will they build a high enough retainer wall between the oil companies and the BNSF railroad since the former Texaco plant has a habit of exploding every so often from its coker plant. And, of course, we don't know what type of chemicals, toxic or hazardous materials will be inside the containers. And, of course, if you have X amount of trucks inside of the yard at a certain time and, say, the Coker plant has an explosion, you will not only have a devastating fire, you would also have hazardous materials let out into the air. And, of course, with the explosion, some of our windows get blown out every so often when they have had them. On your EIR report, how far down in the water do you drill for the ground water? That's one thing I never heard on some of the EIR reports mentioned at the Council meeting. Ground water at the chemical plant that I used to work at for 23 years, every so often we have a company come in, they drill down about 100, 150 feet to check the ground water, and most of our ground

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water pollution was from McDonnell Douglas in Torrance. So I don't know about the EIR's that we have over here, you know, if ground water is checked. I notice when they were building the Wal-Mart over there in Torrance off 190th, the Wal-Mart was built, all the other businesses were built, and I had taken my daughter over there, and all the sudden here they are drilling for the ground water. After everything's been built, they've had to drill through the cement. That should have been done before that area was even done because I know the ground water there is contaminated because since I only worked a half a block away from there. But the schools here, the children, the adults, we've had to deal with the pollution from the trucks. In fact, couple days ago I was going down the 710 from downtown Long Beach when I dropped my son off at work, and I was behind a semi spilling out all kinds of black smoke, and I could -- it just came into the car, and had to deal with the diesel from his truck. But if you're going to build -- if you're going to let the trucks come in on Pacific Coast Highway, that would be a worse traffic problem than Pacific Coast Highway already has best bet if you're going to have the trucks come from the port, have the trucks come down the TI freeway instead, all of them. All they have to do is go over the bridge and then go over the Gerald Desmond and come down the TI freeway, Pacific Coast Highway. That way Pacific Coast Highway and Santa Fe and all the way to 710 will not be affected. Have them come down Pacific Coast Highway, the TI freeway to Pacific Coast Highway. That way nobody will be hurt by the pollution. I know because I know Bonnie, and when I pass her area there, I get the fumes and everything.

**COUNCILWOMAN REYES-URANGA:** That is the question that we are looking at, in terms of the traffic and where the trucks go, but the bottom line is that many trucks on the Terminal Island freeway will impact the 10,000 kids that we have on this side of town. So no matter what happens, those trucks need to change the way they do business or be gone altogether. We're in an area where AQMD already, so there's not much we can do.

**MR. QUIJANO:** Since it's gonna go across from here -- like I say, here you have the Coker plant. When that has had its little explosions, there are kids here -- and, of course, no mention on here of Saint Lucy's, but all the schools will be -- difference during the daytime: Those kids will be affected by anything that's hazardous and coming their way. You know when there's an explosion because it just rocks the whole west side.

**COUNCILWOMAN REYES-URANGA:** Thank you. You know what? We'll include that. We did not in your list, which I thought was pretty comprehensive -- we did have Saint Lucy's, the job corps, Boys and Girls Club. But also, if the tracks are going to be extended to Wardlow, you have Springdale, Windward

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Village and, of course, Arlington area that's already impacted by the flooding and will be even more impacted. I think we made that comment earlier, the flooding that occurs because of the cementing around there. So thank you for your comments. We'll be sure to include them. Anyone else?

MR. CROSS: John Cross, 2627 Hayes Avenue.

COUNCILWOMAN URANGA: He starts off slowly, builds up speed.

MR. CROSS: I'm glad we have outside again another meeting, stuff like this. I appreciate the Councilwomen coming down here, Bonnie, Tonia, Val. Councilwoman Gabelich, appreciate you being here also. One thing -- you know, I talked about other issues at the last meeting, but this time is really a health issue. This school over here has a 15 percent asthma rate. That's double the State averages right now. And the increased truck traffic and stuff like this is going to make it even worse. Like I told you before, this school has the second dirtiest air in the State of California -- in the State -- and there's AQMD records to prove that. Now, the trains going all the way down to Wardlow Road and back in, they have to build new rails to take them off the Union Pacific track. No way they can do it right now without a use permit. Now, Councilwoman Gabelich, the tracks that run through your neighborhood -- I have a friend of mine that lives at - - close to Orange and Del Amo. The tracks go right behind his backyard. Few years ago, they welded all those tracks together. They put up big sound walls. He used to have a few trains a week going through there at the most. What a lot of people don't understand -- I have some inside information. I can't -- my source is pretty reliable, but not gonna say it's a hundred percent true -- that when these terminals are built, they're supposed to be going down the Alameda corridor. Well, they may be up to capacity, and one of the easiest ways to get those trains out, instead of going down Alameda corridor, going through all the yards in LA, if they take them right up that track, the Union Pacific track, right through your district out into the Inland Empire because those tracks go right into the Inland Empire.

COUNCILWOMAN GABELICH: They do, but they won't. MR. CROSS: So that track has been set up with sound walls. They welded the track together so you don't get the clang, clang, clang, clang, clang. No one's telling you this. Those tracks will be utilized more now once these terminals are built. I've been doing some research, stuff like this. Think part of those tracks go through your district. Not positive.

COUNCILMAN LERCH: Goes right through it. MR. CROSS: So those tracks are going to be utilized. Send them out the Alameda corridor, go through the

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switching yards in downtown LA and go straight out that track to the Inland Empire. And that's where a lot of these trains are going to be going. This track -- that track should be cut back so they can't do that. One thing. That's a Union Pacific railroad yard, but -- I mean the railroad track, but Burlington Northern is going to be using it. Burlington Northern, they don't care where you build the yard. They want to build a yard all right. Put it in the port. The port is creating the problem. I have lived over here since 1961 in Navy housing, and there was hardly any truck traffic going down that freeway. There was hardly any train traffic. Most train traffic going through that -- down there at the time was during the Vietnam war, and they were carrying goods to take to Vietnam down the track. Lot of stuff being shipped overseas on those tracks. We don't need the extra trains, we don't need the extra trucks going through the area. What we need now is for the port to step up and take responsibility. Like I said before, you should push your harbor commissioners and your Port of Long Beach authorities down there to work with the City of Los Angeles and the harbor commissions in Los Angeles and the port people in Los Angeles to find a property to build a railroad yard in the terminals. On-dock loading means on-dock loading. If I remember, part of the project when the Navy turned over the property to the City of Long Beach was to make on-dock a reality. Not near-dock. On-dock loading. So we don't need near-dock loading. We need on-dock loading. And if the port can't expand anymore, I'm sorry. As for the 710 Oversight Committee, which you guys are overseeing, that's just a scapegoat, like I said before. They need this rail yard right now because when you start construction on the 710, this port will be so bottlenecked, they can't get traffic out of it because of construction on the 710. When the 710 is complete, the 710 will be just as busy with truck traffic, if not more busy than it is now because they're going to widen the freeway and they're going to increase the independent trucks lanes just for the trucks to use. There's going to be probably five million trucks going down the freeway. And if these rail yards are built, Union Pacific expands, we're talking about 3.1 million trucks here, five million going down the freeway. This area will be a coffin area. With the trains, the refineries, the trucks on both sides surrounding us, this will be a coffin. Might as well just start putting nails in it now. Now, if the port want to come along, offer everybody in this neighborhood a million bucks for their home, I'm sure they'll leave. Give them a million bucks, I'm sure they'll move out of here. And I invited some of the officials from Burlington Northern one time to -- I'll find you a house, you can live over here for a year. Then I thought about it. I won't put anybody in that kind of jeopardy. So why don't you guys talks with the port, like I said, find a place to put it down in the port. Thank you.

MR. LAQUATRA: Michael Laquatra, L-a-q-u-a-t-r-a, 2926 Eucalyptus. Most of my -- I mean, there are a lot of concerns with all of this, but the primary one to me is air quality. I agree perfectly with the last gentleman. This needs to be on-

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dock, not near-dock. And we know that no matter what they build as far as the 710, they'll max it out. So we need to keep the rest of this alleviated. Looking at their own NOP here on page seven under air quality, categories A through G all are listed as potentially significant impact, including exposed sensitive receptors in substantial pollution concentrations. As Councilwoman Uranga said, those are people, mostly children, older people, although if we all breathe it long enough, we'll all fit into the category anyway. And this is just going to hugely increase the pollution in the area. We don't need that. They do need to relieve truck traffic. Do it right at the dock. I work at a hospital, and I've seen x-rays of children's lungs, and just growing up in Southern California puts you in the range of at least about a pack-a-day smoker. If this goes through, you're up to about two packs of unfiltered a day, which is not what any of us needs and is not the place for the project. Thank you.

MR. HOSE: Good evening. My name is Alan Hose. The address is 3595 Santa Fe Avenue, space number 251, resident of Windward Village Mobile Home Park. First thing I want to mention is that as a member of the 710 Tier Two Committee, the overriding concern for that committee was air quality. What I see happening with this project is what I would call a transfer of pollution. I'll explain. Right now, most of the trucks are going down the 710. The buffer zone for the 710 is the LA River. Guess what? If everything switches and goes down Alameda, we the residents will be the buffer, and we're gonna get all that crap. That's something to think about. The other thing I want to mention is I notice that there was air quality and noise, but there's one thing missing on that list, and that's lighting. Let me tell you living in Windward Village, the lighting coming from those railroad tracks is unreal, and especially if it's cloudy because light has a tendency to reflect off the clouds and bounce back down. That's something that's really going to be impacting that neighborhood if this project does go through. The other thing I'm concerned about is, as Nick pointed out, the railroad going up to Wardlow and then disconnecting. I can tell you right now it is 24/7, 365 days a year that we are getting the noise from those railroads already. We already have a large sound wall. Guess what? It's not doing the job because it's too much. You can only stop so much, and then it's just kind of like overflow. It just kind of goes over the monitor walls they call it. So what he's talking about is exactly correct. It's going to impact everyone clear up to Wardlow. And then, of course, as was also mentioned, you know, when they made these connections, then this will wind up involving the other districts, as well. I've got a solution. We've already talked about on-dock as the main solution. I say get rid of the LNG terminal and put it down there. Thank you.

COUNCILWOMAN REYES-URANGA: That was our suggestion.

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MR. LAQUATRA: I didn't know it.

MS. BEARD: My name is Victoria Beard, B-e-a-r-d, and I live at 2824 Chestnut Avenue. I'll make my comments really brief because I think most of my points have already been -- have already been mentioned in one form or another, but I just wanted to register my concern as another resident of Long Beach. As everyone in the room knows, the air quality in Long Beach is already extremely degraded. One in 200 people is expected to get cancer according to an AQMD report. This is going to have particularly negative impacts on school children. As was mentioned earlier, there are seven schools in the affected area, and I guess my main concern is that I don't see any plausible way that on-site efforts to mitigate the effects of a million trucks will be effective in regards to air quality. I don't see how anything -- I don't believe that we have the technology to do anything on site that can mitigate that increase in the amount of trucks in the area. I understand the need for economic growth and the need for new jobs, but I feel that this type of development will hurt us all and it's the wrong way to go. Thank you.

MS. SRAMEK: Hi, I'm Patty Sramek, S-r-a-m-e-k, 1816 Lincoln Street. Well, we don't need -- can you hear me? I'm not used to microphones. We don't need another rail yard. We have one. As you noticed in the NOP, I'm sure -- I don't want to preach to the choir here. I'm sure you've all noticed the assessments of the Port of LA, the added assessments, and that they were going to look at a facility for an on-dock alternative. And as you know with the ports, that's just an assessment. That doesn't mean that they will do that. Also, we can see on -- three pages in that the BNSF is investigating the use of LNG. They're investigating certified on-road heavy duty diesel engines and the yard hostlers and also the emission reductions. That's just investigating. And I'm sure that you have all seen it. If you look behind you at the picture of Hudson School on the TI freeway, you'll see that metal guardrail there. About seven or eight years ago, a semi -- the guardrail was not there. A semi actually came off the Terminal Island freeway into the school yard. There was pictures of it in the Press-Telegram. And at the time, there was a big argument and a big flap who was going to be responsible for paying for that small guardrail that we have there now. And what is so irritating to me is the Port of Long Beach in all of these years that ICTF has been functioning has never, ever once even come up with a suggestion of putting a sound wall behind that school, but now all of a sudden since we all want to expand, they have trees for the west side, and I just find it so amazing. And one thing I want to be sure that we get in, that everybody understands. I mean everyone. The pollution from these two rail yards if BNSF does go in there is going to be cumulative. We already have the ICTF doing 600,000 containers a year. That is what now has given us the asthma and the

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sickness that we have, just the conditions now. Now, when they're both rolling and they're both expanded, we're looking at three million trucks a year. Not just a million. We're talking about this one project for BNSF, which they said they want to do 1.2 or 1.5 million. You have to consider both of them. The other one is just across the street. So there's no other way you can cut it. It's going to be three million trucks a year. I don't know how anyone thinks that we can survive that. And what really gets me is the callousness of people thinking that they're going to take these 700,000 trucks off of the Long Beach 710 freeway and how everyone thought this was so great. And the original letters that we read on BNSF, the original presentations, it was in there, and this is true, that they were going to take the 700,000 trucks off the freeway. They never said where they were going to put them. Right. Within about 250 yards of probably at least four schools and one day care that is right on the Terminal Island freeway at the chain link fence. So I just want to be sure that everyone understands how really bad, even if it takes three or four years to build this thing, how horrible it's going to be. And no one is in the truck business. The railroad will tell you -- and it's true. They're for one reason, to move those containers. And I saw the environmental gentleman give a presentation, and he just -- I said what about the one million trucks? And he went like this, no one is in the truck business. No one wants to take responsibility for this. When they leave the port, well, I'm sorry, they're off of port property, that's it. No one does. And they should -- they belong in the port. The port does have plenty of land for this rail yard. BNSF, I have nothing -- they've been very nice and very receptive and glad to give us all their presentations. That's not the point. But it does belong down there. But it's cheaper. They don't have to pay the ILWU whatever it costs to move their containers around. It's all cheaper. And I just have one more comment to make. Normally I don't speak in public. But I will say that I attended the scoping meeting in LA October 13th, and so did Council Member Uranga. She was there, too. I don't know if you recall, but there was a young woman got up to talk, and she lives near the Watson rail yard, the BNSF Watson rail yard, and she stated -- it's a matter of record, and I hope I get it correct. She stated that BNSF had been invited to community meetings over the years and that she and some of the residents had talked to them about the deplorable conditions of their Watson rail yard, and that the railroad actually told them that, hey, we don't even have to come to these meetings. And so the bottom line is like everything. You guys are in government. Bonnie, you too. You understand that once they go in, that's it. They don't have to be held to anything. What makes us think that this rail yard will be better? Thank you.

MS. FERENCZY: My name is Lynette Ferenczy, F-e-r-e-n-c-z-y, 90806, and I just want to make two comments. One on pollution and air quality. People in West Long Beach and east of the 710 already live in area that has terrible air



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quality, and they have greater chances of getting cancer, and this facility would drastically worsen that condition. There is no way that the air quality can be mitigated. No way to mitigate that. Secondly, this is a port-related use. I think this belongs in the port. I think the best alternative is ship to rail, ship to truck to rail. The wind kind of blows from the west to the east, so doesn't matter if it's two miles inland. Still gonna blow over Long Beach. And lastly, I just don't know – I thought that Alameda corridor was built to take shipping containers on rail, and I don't know. I'm told it was actually functioning at capacity. So I was just wondering why don't they use the rails that are already there? Thank you.

COUNCILWOMAN REYES-URANGA: Anyone would like to -- okay.

MS. KNIGHT: My name is Evelyn Knight, and I live at 2521 Cota Avenue. It's a block west of Santa Fe at Willow. And I would just like to say that ditto to all the comments that's been made. You know, I keep hearing people talk about responsibility, and it seems to me the only responsibility that's being taken is the children, the people on the westside, who are the recipients of all of everybody else's irresponsibility. And it seems to me that, you know, we -- more and more pollution is going to be worse and worse for all of us in our community. We've been hearing about the asthma, we've been hearing about what's happening to the children, that the people don't want to teach at the school here, right here where we are, because of the pollution and the cumulative effects of all of this on our families and all of us. And, you know, we don't need this. We don't want this kind of destruction of our communities and people. And so we really need to all be accountable for what's happening and responsible, and enough is enough. Thank you.

MS. SANCHEZ: Hello. My name is Marlene, the last name is Sanchez, and I have a neighbor -- let me start all over again. I have lived in the west side for 30 years now, and besides all the things that everyone else has mentioned, the one thing that bothers me the most right now is the noise coming from the yard, ICTF. I live within walking distance ICTF, and last year when I was off track -- I'm a teacher -- I had had enough of the noise, and I actually went over there to talk to someone. Why can't they control this noise? It goes on sporadically day and night, and I asked to speak to the person in charge. Three gentlemen came out, and I tried to speak with them, and what ended up doing was having the guard escort me out of the building. They didn't want to be bothered talking to me. So I have no illusion that these other people are going to be any different, that we're gonna be treated the same. Now, personally, I don't think this discussion should be taking place at all. I think it's scandalous. I think it's a crime that we're even considering putting all those tracks and a freeway right next to all these schools. This is a crime. Shouldn't be considered. I look at the picture up on the screen,

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and I feel like that is third world country where people are play on the school grounds and all the trucks going by. That's the way they treat us. I wonder does this have anything to do with the fact that many of these children are people of color, like me. Would this conversation be taking place anywhere else in Long Beach? We put up with the fact we don't have a bank. We've lost our own Main Street Bank, chain bank. Ralph's, we don't have one of those over here. For any kind of public service, we have to go somewhere else. When the Navy was taken away, we would have maybe liked a park. What did they tell us? That we had to have Navy hospital, maybe they end up homeless, center for homeless, which is fine. But what about the Navy land on the other side of town? What did they end up with? A beautiful shopping center. How come they were allowed to build a shopping center over there, but over here we have to have public services for other people? Look at the high school they end up giving us. We waited 20 years for the high school. Take a drive down the street and look at the high school. The high school looks like a prison. It does not look like a school. Doesn't even have a name to the school on the main street. Doesn't even have landscaping. It is sad. 20 years we waiting for a high school on the west side of Long Beach, and that's what we end up with. Now, lately, I just been thinking it isn't fair. It isn't fair at all. And I just can't stand it when I talk to some people and I see those children playing on the playground. This should have happened a long time ago. A wall should have happened all along. Now they giving us something twice as bad. My friend and I have been walking for, like, ten years, usually in the evening. Lately we have decided sometimes we go up to Bixby Knolls and take our walk, it's so bad. It's the beeping noise that they use on the tracks when they're backing up, I guess. And I don't know why the noise sometimes is bad. Sometimes I wake up 3:00 in the morning, let my dog out, and if it's hot, I gotta shut my door. I can't stand the noise. And my friends says, yeah, the noise is so bad today. Don't know how those people can stand it, the ones that live right next to the wall. Last time we had a meeting, there was a lady come spoke to me in charge of ICTF now, and she gave me her card. I haven't received a call from her. She said she'll talk to them about the noise. Perhaps she has because at times it is so quiet, I can't believe it's my neighborhood. And then all of a sudden, the noise comes back as loud as it can be. What's going on? Why -- if this is for safety, why can't they turn it off at night if it's for safety? They have it either on all the time or if they manage not to need it, they shouldn't have it on at all. I think everything else has been said. Thank you.

COUNCILWOMAN REYES-URANGA: Thank you.

Is there anyone else? While Miss Morel is coming up, Councilwoman Lowenthal would like to add the Japanese Cultural Center also is impacted as a location.

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MS. MOREL: It's hard to add anything else. First I'll give my name. Barbara Morel, M-o-r-e-l, 3630 Delta Avenue, 90810. A lot has been said. In fact, almost all has been said, that we don't need this expansion of the port. The City of Long Beach can control things like that by not encouraging more port activity. But in the meantime, since we've got this problem in front of us, it must be on-dock. And like somebody said, the air will still blow from all of those trucks. It will still blow over the whole City of Long Beach, but it won't be quite as close to the schools as it is proposed to be. Now, of course the room can be found down at the port, and the LNG terminal is a great place to start, and we don't need that, and we don't need as many trucks either coming here from the Port of Los Angeles. They should be pushed over to the Alameda area, if possible. I suppose that would have to be enlarged. But the increased traffic that is proposed doesn't necessarily have to happen. Sometimes you could just say no to more growth. And as far as my need for oxygen is concerned, I've lived here longer than the rest of these people. I've lived here 53 years. And when I moved to Long Beach, there was no 710, so it didn't bother me. And even if a bus came down my street, I didn't know that they weren't supposed to be on residential streets. They're still there. Gosh. So if my lungs were examined like some of the children's have been, I'm sure they'd be black because, I mean, if the sheets hung out to dry got black from the skies and if the wires in the yards and the window sills in the yard used to get black, well, the air we breathe was making us black inside. So all I can say is I don't know why people are allowed to make a -- what do you call that three-letter notice of intention?

COUNCILWOMAN REYES-URANGA: Notice of preparation. MS. MOREL: -- without public input before they make a notice of preparation so that all of this won't have to be gone through with. And not only that, once you get into an EIR mode, have you ever known an EIR that was -- that made them go away and made them stop their project? No. They always say, oh, well you're going to have to take out a few more trucks or mitigate here or mitigate there, and that's not sufficient. We the public should be notified if anybody intends to do anything. Just like with the LNG, if they intended to come to the City of Long Beach, we should have known in advance and studied up on it and found out we didn't want it. So I think we've been left out of it the whole time, and if the EIR is able to stop a project in its tracks, I don't know if it will be the first time, but we'll try.

COUNCILWOMAN REYES-URANGA: Thank you, Miss Morel: Anyone else?

MS. SRAMEK: I'd just like to thank all the Council Members for making this possible. Thank you all very much. Angela, you're the best. We watched the study. We caught it on television, and you're the greatest.

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Comment Cards

Victoria Beard, 2824 Chestnut Avenue, Long Beach 90806

I would like to register my concern regarding the proposed intermodal truck facility. It is wrong to locate such a dirty, polluting development in such close proximity to seven schools, and such a dense residential population. Long Beach air quality is already degraded, please don't make it worse.

Matthew K. Anderson, 2824 Chestnut Avenue, Long Beach 90806

I wish to oppose the construction of the BNSF intermodal track facility! According to the AQMD, one in 200 people will develop cancer as a direct result of air pollution in Long Beach. This facility will only exacerbate the dangerously poor air quality in Long Beach and negatively affect our health.

Lynette Ferenczy, 2926 Eucalyptus Avenue, Long Beach 90806

Air pollution created by this project cannot be mitigated. Solution to reduce emissions is to have ship to rail facility. Also, why is Alameda Corridor only used at 1/3 of capacity? This rail line should be used a 100% to reduce traffic/pollution.

Mike J. Laquatra, 2926 Eucalyptus Avenue, Long Beach 90806

This is the wrong place for this project. Our air quality is already substandard. This is a Port generated project, so let it be located at the Port for true ship to rail.

Janice Schwegler, 4153 Cedar Avenue, Long Beach 90807

I am concerned that the air and traffic congestion will negatively affect our lovely neighborhood. Please help us maintain a high quality of life in Los Cerritos.

Jim Meyer, 4109 Cedar Avenue, Long Beach 90807

I think we need to look at this harder.

Jayme Mekis, 4109 Cedar Avenue, Long Beach 90807

Why aren't we using the 33+ million and Alameda Corridor area for these types of projects? Isn't this what it was built to promote?

Alan Tolkoff, 2851 Chestnut Avenue, Long Beach 90806

Other ports offload directly from ship to railcars. These ports have less real estate yet move more cargo than LA/LB. In light of this fact why is there a need for a truck to rail terminal adjacent to schools and residential areas?

Roland Acuna, 2911 Eucalyptus Avenue, Long Beach 90806

I question the need for expansion in Alameda Corridor and production of more diesel pollution up wind from my house.

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**Comment Cards**

Mauna Eichner/Lee Fuku, 2925 Cedar Avenue, Long Beach 90806

Why can't we better utilize the Alameda Corridor? If it isn't cost effective, then we should create incentives for companies to use it. We are strongly opposed to BNSF and any project that contributes to more air, noise, and traffic pollution for the Long Beach area.

Shosannah Siegel, 3059 Chestnut Avenue, Long Beach 90806

I oppose the BNSF facility for three reasons: (1) the air quality in Long Beach is horrible already; (2) facility will be located too close to residential and schools and will negatively impact them; and (3) jobs do not outweigh health issues. What happened to using the Alameda Corridor?

Barbara Kingsley, 2771 Cedar Avenue, Long Beach 90806

Does the Port of Los Angeles consider itself liable for dramatically increased asthma and lung diseases for Westside children and residents?

Candace Mead, 2925 Eucalyptus Avenue, Long Beach 90806

Citizens should come first. SCIG should not be allowed to operate.

Tirsha Krinke, 821 Orange Avenue, Long Beach 90813

Why would the City plan to build a truck facility? Why not place the containers on the rail directly? We already have enough pollution in our area, please consider reducing pollution, don't increase it!

MAUNA EICHNER  
2925 CEDAR AVENUE  
LONG BEACH, CA. 90806  
tel: 562.595.7205  
email: melf@charter.net

Port of Long Beach Planning Division  
925 Harbor Plaza  
Long Beach, CA 90802

December 6, 2005

To Whom It May Concern:

I am writing today in opposition to the proposed BNSF Intermodal Truck Facility.

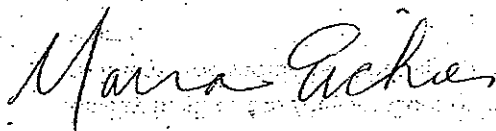
As a local resident being effected by the project I would like to state my concerns as follows:

- Long Beach citizens already are exposed to some of the most unhealthful air quality in all of Los Angeles County because of the two ports and surrounding industry—we should be thinking up ways to clean up the air not make it worse;
- This proposed project will add at the very least 1 million extra diesel trucks and more likely 3 million and more—exposing us to that many more extra pollutants—making the air quality worse;
- The facility is in close proximity to 7 schools putting children in harms way;
- There is no technology yet to alleviate the negative impacts of these diesel trucks even if mitigation measures are adopted;
- The Alameda corridor was created to avoid this type of situation, why not come up with some incentives to get it used.

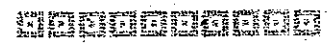
I am well aware of the importance of bringing jobs to the area but ill-health effects far outweigh any positive impact these few jobs will bring. There is a good chance, if this facility is to go through, that a lot of people will sell their houses, pack up and move away and that would be very bad for all.

I strongly urge you to oppose this BNSF facility.

Sincerely,



DEC - 8 2005

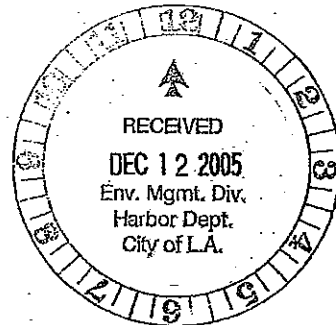


LEE FUKUI  
Book and  
Jacket design

2925  
CEDAR  
AVENUE

LONG BEACH  
CALIFORNIA  
90806

Phone/fax: (562) 595-7205  
E-mail: melf@charter.net



December 6, 2005

Port of Long Beach Planning Division  
925 Harbor Plaza  
Long Beach, CA 90802

To Whom It May Concern:

As a resident of the Wrigley area of Long Beach, I am writing in strong opposition against the proposed BNSF Intermodal Truck Facility for the following reasons:

- Due to the increased traffic and port activity, the current air quality in Long Beach has been severely degraded. The proposed facility will bring between 1 to 3 million new diesel trucks idling next to residential areas, which will exacerbate the pollution problem.
- The AQMD reports 1 in 200 people will get cancer as a result of the air pollution in Long Beach. Children are particularly susceptible to this negative impact, as 7 schools are within close proximity of the proposed facility.
- Even if mitigation measures are adopted for these diesel trucks, the technology does not exist to completely extinguish the negative pollution impacts.

I understand the importance of job creation, but in this case, the limited number of new jobs created by this facility does not outweigh the long term health and well-being of an entire city. I urge you to oppose this proposed facility.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lee Fukui', written in a cursive style.

DEC - 8 2005



NATURAL RESOURCES DEFENSE COUNCIL

December 7, 2005

*Via Facsimile and U.S. Mail*

David Freeman, President  
Port of Los Angeles Board of Harbor Commissioners  
Port of Los Angeles  
425 South Palos Verdes Street  
P.O. Box 151  
San Pedro, CA 90733-0151

**Re: Proposed Exclusive Negotiating and Funding Agreement Between the City of Los Angeles and Burlington Northern and Santa Fe Railway Company**

Dear President Freeman and the Port of Los Angeles Board of Harbor Commissioners:

On behalf of the Natural Resources Defense Council ("NRDC"), we submit these comments to urge the Port of Los Angeles Board of Harbor Commissioners ("Board") to **not** approve, or at minimum to revise to address the issues raised below, the *Exclusive Negotiating and Funding Agreement Between the City of Los Angeles and Burlington Northern and Santa Fe Railway Company* ("Agreement").<sup>1</sup> As you know, this Agreement concerns the highly controversial Southern California International Gateway project ("SCIG"), which is currently undergoing an environmental review under California Environmental Quality Act ("CEQA"). We are concerned that this Agreement may undermine the Port's ability to consider alternatives and mitigation measures critical to the CEQA process by: (1) foreclosing consideration of project proposals from third parties even if such proposals meet the project's objectives in a more environmentally-sound manner, and (2) creating a substantial conflict of interest relating to BNSF's funding the environmental assessment in which alternatives that do not involve developing the project at the proposed Site must be considered.

Under CEQA, an agency may not undertake any actions or make any approvals that may "give[] impetus to a planned or foreseeable project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of" a project. CEQA Guidelines § 15004(b)(2). However, certain legally binding provisions of the Agreement may do just that – give impetus to pursuing the project as proposed in the Notice of Preparation ("NOP") without

<sup>1</sup> The Agreement appeared on the agenda for the November 21, 2005 meeting of the Board of Harbor Commissioners, but its consideration was postponed until the December 12, 2005 meeting.

Natural Resources Defense Council  
1314 Second Street  
Santa Monica, CA 90401  
310-434-2300





President Freeman  
POLA Board of Harbor Commissioners  
December 7, 2005  
Page 2

giving serious consideration to a reasonable range of alternatives and feasible mitigation measures.

Indeed, while the November 21, 2005 agenda described the Agreement as *not* legally binding,<sup>2</sup> the Agreement itself makes clear that three of its ten terms are **in fact legally binding**. Term 1 of the Agreement provides that "BNSF and POLA acknowledge and agree that, *except for the provisions of Paragraphs 4, 5, and 7 below*, this Agreement" is not legally binding. Agreement, p.2 (emphasis added).

For instance, Paragraph 5 of the Agreement, which is stated to be legally binding, prohibits POLA from accepting, entertaining, or even considering any offer or proposal "from any other person relating to the acquisition, lease, development, operation, or other use of any portion of the Site." Agreement, p.6. In other words, if an entity other than BNSF proposed to POLA a project for the Site that met the project's objectives as defined in the NOP and was environmentally superior to the project proposed by BNSF, POLA would be precluded from considering that proposal. Clearly, POLA should not be bound to an agreement that would tie its hands even in the face of such a proposal from another entity.

Second, BNSF's obligation to fund the environmental assessment of the project is legally binding under Paragraph 7. *See* Agreement, p.7. Under Paragraph 5's provisions, however, BNSF's right of exclusive ownership is conditioned on development of a project *at the Site*.<sup>3</sup> At least two alternatives that should be seriously considered in the environmental assessment – maximizing the use of on-dock rail using Agile Port methods, and alternative site locations – do not involve developing the designated Site. Similarly, certain mitigation measures relating to non-diesel delivery systems, such as maglev, involve infrastructure development outside the Site. Under the Agreement, BNSF would not have ownership and control of such aspects of the project or alternative, "off-site" projects, yet these mitigation measures and alternatives must be fully analyzed in the environmental assessment for which BNSF is bound to pay. Accordingly, we are concerned that a conflict of interest may arise in BNSF's ability to fund consideration of these important "off-site" alternatives and mitigation measures, and as a result, that BNSF's fiscal control over the environmental assessment may stand in conflict with POLA's interest in developing a project that is a model for efficiency and environmental stewardship.<sup>4</sup>

In conclusion, we urge that the Board not approve the Agreement, or at the very least, revise the Agreement to ensure that it does not limit the range of alternatives and mitigation measures considered for the project site.

<sup>2</sup> The agenda states: "The Agreement does not constitute a legally binding contract or commitment, nor do the terms include complete details and provisions that may be included in the final agreements by the parties, nor does it constitute approval of the [Southern California International Gateway project]. Final approval of the SCIG is subject to, among other things, compliance with CEQA and NEPA actions."

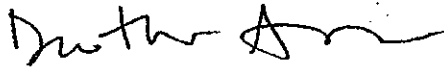
<sup>3</sup> The "Site" is identified in the NOP as the area bounded by the Pacific Coast Highway to the south, the Terminal Island freeway to the east, Sepulveda Boulevard to the north, and the Dominguez Channel to the west.

<sup>4</sup> As described in the NOP, POLA seeks to achieve "the efficient transportation of cargo between the San Pedro Bay Ports and the inland destinations in the most environmentally beneficial way." *See* NOP, p.A-3.

President Freeman  
POLA Board of Harbor Commissioners  
December 7, 2005  
Page 3

Thank you for considering our comments.

Sincerely,



Dorothee Alsentzer  
Legal Fellow  
Natural Resources Defense Council

Melissa C. Lin Perrella  
Senior Project Attorney  
Natural Resources Defense Council

cc: Dr. Ralph Appy, Ph.D., Director of Environmental Management

Port of Los Angeles Community Advisory Committee  
Traffic Subcommittee  
c/o Port of Los Angeles  
P.O. Box 151

San Pedro, CA 90733-0151

Telephone c/o Noel Park, Chairman, (562) 804-5205 days, (562) 201-2128 cell  
December 8, 2005



Ralph G. Appy, Ph.D., Director of Environmental Management  
Los Angeles Harbor Department  
P.O. Box 151  
San Pedro, CA 90733-0151

**Subject: Supplemental Notice Of Preparation for the Southern California International Gateway Project**

Dear Dr. Appy:

At the Traffic Subcommittee's meeting of today, the enclosed motion was adopted. It will be sent forward to the full Port Community Advisory Committee through the regular channels.

The Subcommittee also requested of the undersigned that this motion be sent to you as a comment of the Subcommittee on the Supplemental Notice of Preparation for the Southern California International Gateway Project. Please consider this comment while preparing your subsequent environmental documents.

Sincerely,

A handwritten signature in black ink, appearing to read "Noel Park".

Noel Park  
Chairman

MOTION

PORT COMMUNITY ADVISORY COMMITTEE  
TRAFFIC SUBCOMMITTEE  
DECEMBER 8, 2005

WHEREAS THE TRAFFIC SUBCOMMITTEE APPLAUDS AND SUPPORTS THE INITIATIVE OF THE BOARD OF HARBOR COMMISSIONERS (BHC) TO REQUIRE ALTERNATIVE FUEL OR ELECTRIC TRUCKS TO MOVE CONTAINERS TO AND FROM THE PROPOSED NEW INTERMODAL RAIL YARD IN EAST WILMINGTON, AND:

WHEREAS, ACCORDING TO THE PROJECTIONS IN THE PORT'S "NO NET INCREASE" (NNI) PLAN RAILROAD LOCOMOTIVES WILL SHORTLY SURPASS TRUCKS AS SOURCES OF DIESEL PARTICULATE AIR POLLUTION IN THE SOUTH COAST AIR BASIN, AND:

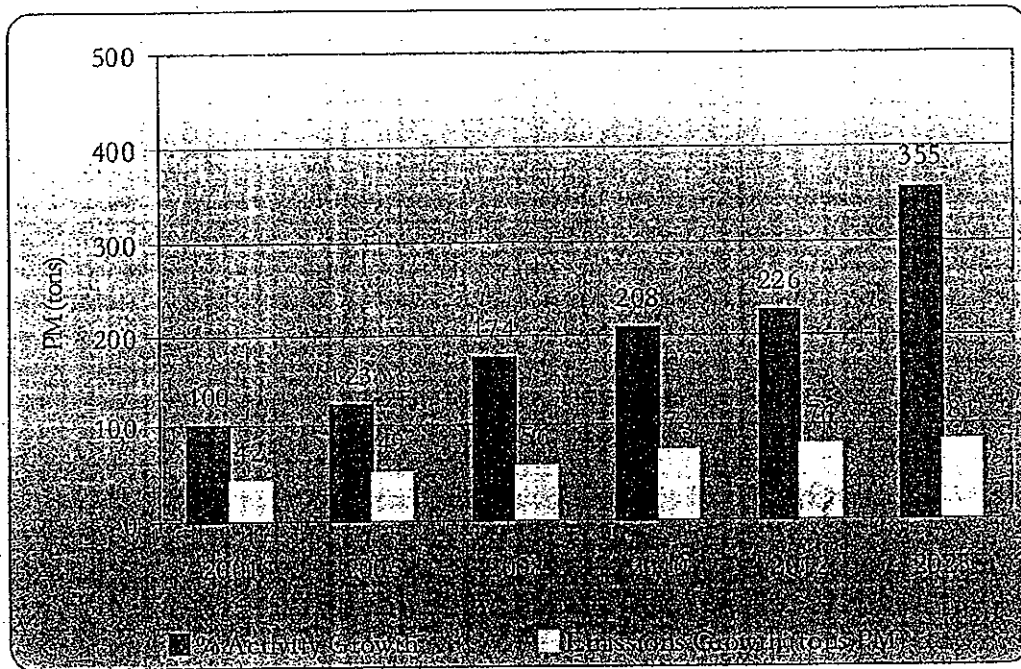
WHEREAS THE PROPOSED INTERMODAL FACILITY BORDERS ON A LARGE POPULATION CENTER IN EAST WILMINGTON AND WEST LONG BEACH, INCLUDING SEVERAL SCHOOLS:

THEREFORE BE IT RESOLVED THAT THE TRAFFIC SUBCOMMITTEE RECOMMENDS TO THE PCAC THAT THE PCAC RECOMMEND TO THE BHC:

THAT IT REQUIRE SIMILAR POLLUTION CONTROL MEASURES FOR ALL "LINE-HAUL" LOCOMOTIVES UTILIZING THE PROPOSED FACILITY. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, IMMEDIATE USE OF LOWER SULFUR DIESEL FUEL PER MEASURE R 9 OF THE "NNI" PLAN, AND THE EARLIEST POSSIBLE INTRODUCTION OF ELECTRIC LOCOMOTIVES AS ENVISIONED IN THE PORT'S CLEAN AIR PROGRAM AS PRESENTED AT THE NOVEMBER 21, 2005 MEETING OF THE BHC.

Support Document developed for 1998 EPA locomotive standards. There is no change assumed in the Pacific Harbor Line locomotive fleet. Tier 3 locomotive engine standards, when adopted, will act to reduce the emissions growth shown, but the effects of these standards have not been included due to uncertainty over what standards will eventually be promulgated. Figure 2-6 depicts the projected activity growth under Scenario 3 and the PM<sub>10</sub> emissions growth scenarios developed for locomotives.

Figure 2-6. Locomotive Activity and Emissions Growth Projections



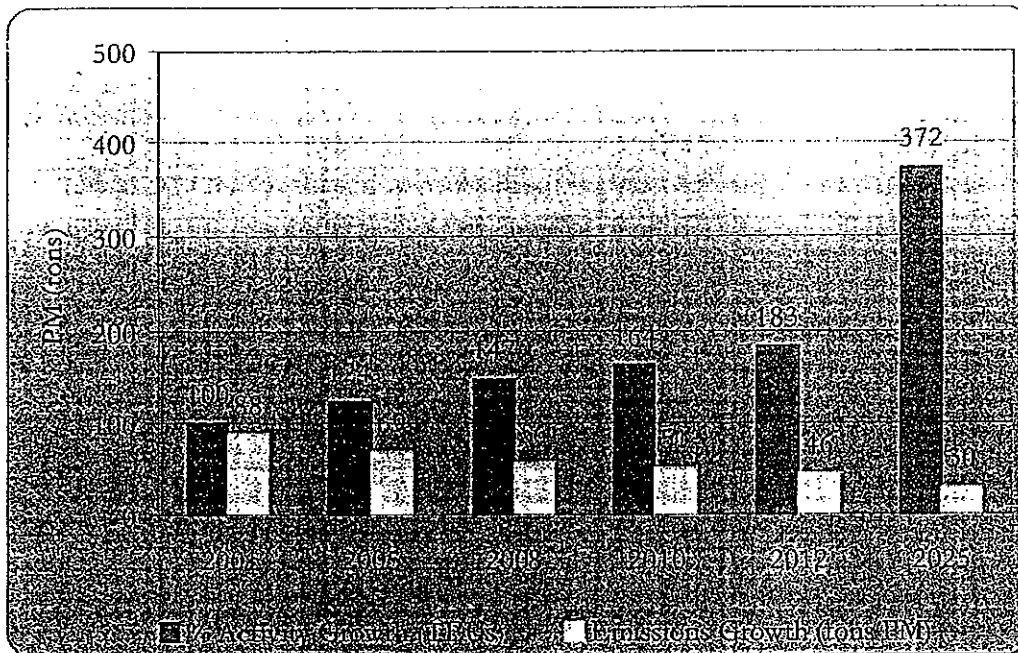
Stakeholder Comments Received:

Rail Industry

*Rail - Without consulting BNSF/UP, the TWG developed its new third scenario based on discussions with ACTA officials as to the range of anticipated future train traffic that it is likely to move through the Alameda Corridor. ACTA supplied a range for 2025 of between 117 and 142 trains per day, of which 17 trains were estimated to carry non-containerized freight, including bulk commodities, automobiles, tanks, heavy equipment, etc. The TWG took ACTA's high estimate -- 142 trains per day. The TWG then calculated an emissions growth factor of 353 percent for the period from 2001 to 2025.*

*A major problem with the TWG's approach lies in the fact that the Alameda Corridor is only one piece of a complex goods movement system. In order to arrive at a realistic estimate of future growth at the Port, the TWG must look at both ports, make reasonable assumptions for allocation of traffic between trucks and rail, and apply those assumptions consistently using the same methodology and the same input variables for both modes. That was not done here.*

Figure 2-7. Heavy-Duty Vehicle (Trucks) Activity and Emissions Growth Projections



**Stakeholder Comments Received:**

**Pacific Merchant Shipping Association**

*Rail and Trucks - The estimates should be reconciled to match the projected TEU volumes projected. Currently, it appears that the combined estimation of Rail and Trucks will accommodate many more TEUs than are projected.*

*From the analysis it is not clear how the benefits from the Alameda Corridor or the Memorandum of Understandings and Agreements are included. In the emission estimate tables these measures are not quantified making it impossible to evaluate if they were incorporated correctly. Another element of Figure 2-6 that requires explanation is how emissions can increase by 240-percent when activity increases by only 54-percent between 2008 and 2010, especially when 2010 is the year of full implementation of the locomotive MOU.*

**Rail Industry**

*Trucks - It is not possible to compare trucks to rail on an "apples to apples" basis because the activity growth rates and emissions growth rates that were imputed for trucks were derived from an entirely different source and employed entirely different methodologies and assumptions than the TWG employed for rail. For example, whereas rail activity and emissions were calculated on trains operating to the perimeter of the Basin, for trucks the calculations were only carried out to the point of first drop-off. This would include truck drayage moves to CP's near dock facility located within five miles of the Port. It does not appear that trucks hauling Port-related traffic between inland distribution centers and to and from points outside the Basin were even considered.*

Targeted Source Category: Rail

Measure Number: R9

Measure Focus: Fuel Requirements

Measure Category: Additional

Measure Title: ARB Diesel Fuel for Class 1 Railroad Locomotives

Lead Agency: Port of Los Angeles

**Control Measure Narrative:**

ARB's recently adopted low sulfur fuel requirements for intrastate locomotives and harbor craft do not apply to locomotives operated by Class 1 freight railroads (i.e., BNSF, UP) operated in the South Coast Air Basin. This control measure would require locomotives operated by Class 1 railroads which service the Port of Los Angeles while in the South Coast Air Basin to only use fuel for their operations that meets the same fuel-based standards as intrastate locomotives (i.e., ARB Diesel).

Pollutants Targeted: NO<sub>x</sub>, PM and SO<sub>x</sub>.

**Control Measure Schedule and Implementation:**

This control strategy is proposed to be implemented for all locomotives in 2007.

Expected NO<sub>x</sub> and PM reductions in tons per year and percent reduced from locomotives are presented below:

Pollutant	2001 (tpy)	2005 Reduction		2008 Reduction		2010 Reduction		2012 Reduction		2025 Reduction	
		(tpy)	% Red	(tpy)	% Red	(tpy)	% Red	(tpy)	% Red	(tpy)	% Red
NO <sub>x</sub>	2,465.8	0.0	0.0%	173.7	5.0%	132.1	5.0%	150.8	5.0%	271.1	5.0%
PM	57.4	0.0	0.0%	7.4	15.0%	17.9	15.0%	19.9	15.0%	23.8	15.0%

Note: The 2001 values for PM shown above have been adjusted from the baseline emission inventory to reflect data from the ARB indicating that the average sulfur content of fuel used by line haul locomotives operating in the South Coast Air Basin from 1998-2001 was 1,927 ppm. The baseline emission inventory assumed an average sulfur content of 3,300 ppm.

**Implementation Issues:**

Trains using high sulfur fuel and carrying freight in and out of the Basin would have to switch to low-sulfur fuel upon entering the Basin. This will result in potentially significant operational, logistical and equipment changes, including but not limited to, draining of tanks, or the installation of separate tanks, baffling of tanks, or adding a dedicated fuel car containing ULSD to the train all with the ability to switch over fueling.

Benefit of using ULSD in locomotive engines may be more limited than in highway and nonroad engines, due to low speed, steady state operation and engines not transmission-connected to wheel axles.

In order to avoid double counting of emission reductions, NO<sub>x</sub> reductions achieved under this measure and credited for purposes of attaining the NNI goal may not also be used as credits or offsets to meet the ARB/Railroad MOU commitment. Monitoring/reporting will be required to ensure compliance.