APPEARANCES

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ALSO PRESENT: Ralph Appy,
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Bob Reily,
Burlington Northern Santa Fe Railroad
## SPEAKERS:

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RALPH APPY: My name is Ralph Appy. I'm the Director of the Environmental and Management Business for the Port of Los Angeles.

We are here for a meeting tonight that starts a process that will end probably a little over a year from now, and it's a process held under The California Environmental Quality Act.

That law requires public agencies that improve projects to go through an environmental process where they evaluate a project so the decision makers will know at the end whether they will decide to approve or not approve a project, and what will happen as a result of their approval of that project.

That discretionary body is The Port of Harbor Commissioners.

We have the Department of the City of Los Angeles called The Los Angeles City Harbor Department, and we operate under a grant from The State to operate The
Port for commerce and mitigation.

    We are here tonight to start the process. I want to emphasis to that tonight we want to hear from you.

    This isn't really going to be a you ask questions, we have answers; it is more we want to hear your comments.

    I, also, want to say that, too, "Se Habla Espanol." (Mr. Appy is speaking in Spanish to the audience.)

    So this begins a process and I want to talk just a little bit about that process and what it means to all of you.

    This is a Public Scoping Meeting, you should have gotten a notice, there was a notice in the newspaper. We sent it to people who live near the project area, live on the project area.

    We have very extensive mailing, also, in Wilmington and San Pedro.

    The project we're looking at tonight is Southern California International Gateway, so it is going to be rail facility.

    And the reason for that rail facility and involves the Ports O Call is that piece of land right across from the 47 Freeway is on Port property.

    That is what we call our Classification Yard.
That is described within our jurisdiction and so The Port is the lead agency in the California Environmental Quality Act. My division, the Environmental Division, is actually the one who prepares the documentation.

I do have some people here that I would like to introduce. Dennis Hagner is my Project Manager, Dennis is way in the back and he's the big tall guy.

Dave Souten I want to introduce because one of the big issues here is going to be Error Omissions and Dave Souten right here is with Environ.

He is a very well renowned for his model links and we are going to be doing health risk assessments on the entire facility, including the trucks and everything coming in.

Chris Canon is our Consultant Project Manager who is helping us prepare the documents. Also, not on the list up here is Gary Hamrick.

Gary is in the back. Gary is a Traffic Specialist and he is knowledgeable virtually of every traffic study done in the entire L.A. Basin. He knows about it. He is the best.

Also, we have Robert Woo. Robert Woo is an Air Quality -- I mean a Noise Specialist or Acoustics.

There's a lot of noise; right? So we know
that is going to be a big issue.

    Also, Mary McCormick helps us with
organization of the meetings, Mary is in the back.

    She was taking cards when you came in. So
that is by way of introductions.

    So what are we trying to do here tonight?
This is an opportunity for your participation.

    People say to me there is going to be so many
people there tonight, I view that as positive. That is a
success.

    The worst thing that can happen is you can
start the environmental process and not have everybody
show up.

    You end up at the final at the end and you
have somebody come up with a really good idea which is
something you should have looked at.

    So I have to believe here tonight that we
have a good start. Your presence here, I really
appreciate.

    You folks making the environmental process
better and stronger makes people stand up and take notice
of what is going on and that the issues are really
significant.

    So the other thing we want to do tonight is
give you a little information on the project.
Some of you may have gotten a whole brochure, a whole notice of preparation we call it, it's a thick document, but others could have just gotten flyers.

So we're have the Applicant which is Burlington Northern Santa Fe Railway actually give a little brief description of what their project is, and where it is, and some description of it, so you have an idea, then, exactly what it is.

Because sometimes there is misconceptions about what a project is.

So the other thing we are doing here tonight, of course, and that is the most important part, is I want to know from you what your significant issues are.

I know from talking to many of you that you are pretty much opposed to this project. You don't think that it should be there.

That is important for us to know. But more importantly, why? Why? Because of the air? Because of the noise?

We want to hear your ideas on what the significant affects you think are going to come out of this. What should we be looking at?

Somebody came to me and said, "Well, why can't they build this down in The Port?"

That is a really good question. Those are
called "alternatives."

So we need to get those ideas, we need to look at them in the Environmental Document and look at whether they are feasible or not.

And we need to have that discussion in the next document that comes up.

Your measure of our success of this will come when that next step in the document comes out.

And so that is what the meeting is about tonight, so we want to get your ideas.

Again, I won't be so much answering your questions up here because the idea is to get input from you, we're going to take that away and figure out how do we put that document together.

So I won't be answering questions, I will just be receiving them.

This is the area of our process. There is a board backing with it, and way over there on the left where it says "Notice of Preparation," so we're here down at the Scoping Meeting.

We are scoping out how to prepare the next step, it's called a "Draft EIR." Probably a better name for it is called a "Public Review EIR Document."

So that document comes out. We make them available everywhere. You will get it from us free on
CDs.

We will have them in every library. You can come to our office to get them.

We'll have them up on our website, so they will be very available.

Anybody that is on the mailing list. So if you wrote your name down tonight, you will get notice of everything that goes on from now on.

Okay. So if we have your name and address, you will get notice.

Okay. So the draft comes out, after that is released there is going to be a 45-day period when you get to comment on that document.

And so during that meeting we are also going to have another meeting.

That is something we want to get because some people are hesitant about writing so we want, at that time, to come in and get your verbal comments on that document.

And that's where we say Ralph, you really messed up, I told you this and it is not in there, okay?

One thing about the Draft EIR is a lot different, is we take down every one of your comments and then we're going to respond to them personally.

Every one of them gets a number and response
to it specifically. All of those responses end up in what we call a "Final Environmental Document."

That Final Environmental Document then responds to all of those, and there is a report that goes with it that makes recommendations to The Board of Harbor Commissioners on whether they should approve or disapprove the project.

And then, that Board will then certify that the document was done in accordance with the law, and Number 2, approve or disapprove the project, okay?

That is their decision, the discretionary body. And so, at the end there is a big hearing. It will be most likely at The Harbor Department, but maybe not.

Sometimes we have them at other locations and you will be noticed again of that.

The document will be available for you to see the response to your comments, and you will be able to come and speak to the decision making body at that time again.

So those are the places along the line where you would have public comment.

The Notice of Preparation is a document that has what is called an "Environmental Checklist" in it. This is a standard list produced by the State of California.
You go through on the project and say, okay, Air Quality, is there a problem?

And so we check, yes, we think there is a potential for air quality problem.

So these are the areas that we will now have a full disclosure and discussion in the Environmental Document already.

So it studies air quality, culture resources, social economics, noise, lighting; these are environmental issues that are going to be addressed in the document.

Okay. So we want to hear more about these from you tonight. If there is any you think we left out, we want to hear about them.

We, also, include in our documents a section on Environmental Justice.

Okay. So we will have a separate chapter on that because that is a very significant issue to a lot of projects that are coming forward now.

So what is our schedule? We published the Notice of Preparation in September. The Scoping period closes, so we have a 45-day period.

So on November 4th you need to get your comments to us.

There is lots of ways to do it. You can do it here tonight. If you speak, we're recording it.
We have a transcript of that and that transcript will be available if anybody wants to get a copy of it, likely, on our website.

The other ways is that you have -- there is a sheet of paper that is hand out in the packets.

You can actually write your comments on that if you don't want to speak, and turn that in.

There is information in the packet, also, a location you can send comments to me in writing.

The Harbor Department, there is an e-mail address in there if you want to send an e-mail.

If you do send an e-mail put your name and address, please, if you would, and the title of the project.

Sometimes we get the e-mails and we don't know the mailing address or anything, and so we need to be able to get back to you.

Please, if you do e-mail us follow the instructions on there. So we're looking at the Draft EIR, 45-day, Public Review period, we complete the final in the Spring of 2007, Certification.

So you can see that we are taking a long time to prepare this document and complete it.

It is going to take us a long time, we are putting a lot of money into the preparation of that, and
we're going to make sure that the environmental affects are well documented. 

So that you can look at them and say, yes, I think this is a fair objective view of it.

I have to tell you the truth, the other part is after we do the evaluation, then we look at mitigation measures, and how do we reduce those as far as we can. State Law requires us to look at any feasible mitigation measures to reduce impacts.

Okay. The next slide here is I'm going to ask a representative from BNSF to come forward and to give a little brief description, if you would, Rob, about your project.

Introduce yourself, please, and he's going to give just a brief presentation of the project. Thank you.

MR. REILY: Good evening. I'm Rob Reily, General Manager of BNSF Railway.

I'm responsible for the operations in L.A./Long Beach area.

First and foremost, I would like to thank everybody for coming here and giving us the opportunity to discuss our Southern California International Gateway Project.

We do know that meetings such as this are important because they help ensure that all
project-related issues are addressed.

I will address the Power Point presentation up here, I will go through about six slides here today, so I direct your attention to that, perhaps, and some of the overview and features of the project.

The proposal location for those who didn't see the maps here to this side over here, there is some real descriptive maps that point out the boundaries of the location.

The basic boundaries would be on the north side of Sepulveda, on the south side PCH, on the east side it would be Terminal Island Freeway, and on the West side Dominguez Channel.

When the facility is built it will be built on 183 acres, and when fully operational it will handle 1.2 to 1.5 million containers annually.

Most importantly, it has direct access to the 2.4 billion dollar Alameda Corridor.

And many of you know that the Alameda Corridor, when it opened in April of 2002, provided a link in terms of rail service between the Ports of L.A. and the Ports of Long Beach to the rail lines in the City of Los Angeles.

The Alameda Corridor has proved that the flow of cargo in and out of the Ports has made it more fluent
while minimizing the affects of freight movements on our local communities.

    As many of you probably recognize when the Alameda Corridor was opened it eliminated some 200 plus freight crossings.

    As freight volumes continue to increase BNSF is committed to taking advantage of the benefits offered by the Corridor to help reduce truck traffic.

    The proposed project is compatible with the existent land use which includes a heavily truck intensive operation along with the rail yard now.

    Okay. Under Current Operations. The way it currently works as far as containers moving to and from the Ports to a rail facility.

    The way it currently works is that containers are trucked from the terminals down here at the Port of L.A. and the Port of Long Beach and go to our rail facility in the City of Commerce, our cargo yard rail facility which is some 20 plus miles away.

    These containers currently do not, obviously, utilize the Alameda Corridor and they take up much needed space on our local freeways.

    The proposed facility will be located within four miles of the Ports who will have direct access to the Alameda Corridor.
And access to the facility, as you can see on the maps, would be at the south end of Pacific Coast Highway.

It is estimated that when this project is built that an annual reduction of 30 million truck miles will be taken off our local freeways, particularly, the 710 Freeway for those of you that are on that daily.

A brief overview of the facility.

In order to expect movement within the facility, it will have six, 2500-foot queueing lanes for truck access off the PCH; and this will allow trucks not to queue on our public roads.

A truck will enter the facility from the south end of the site from PCH and will have minimal delay due to gate kiosks that it will have in place.

They will utilize a card-swipe technology and wireless hand-held devices for efficient processing.

Truck direct to rail planning will allow trucks to move immediately.

The truck side, the cargo will be lifted on and off by the proposed electric cranes.

The truck will then continue to the exit minimizing the time spent idling and of using the time in the facility.

Some containers are loaded onto railcars at
1 The Port, and I would like to briefly discuss why all of
2 those can't be loaded On Dock.
3
4 For those of you who may not know the
5 difference between on-dock and near-dock; "on-dock" is
6 where a container is actually loaded on a railcar at a
7 Port Terminal now and then it is moved by rail or a train,
8 up the Alameda Corridor to Los Angeles and East.
9
10 A "near-dock" facility would be a facility
11 that's in close proximity to the Ports, such as this one,
12 where containers are consolidated before being taken by
13 trains to the Corridor.
14
15 BNSF is in favor of doing as much business On
16 Dock as possible, because it is a very efficient way of
17 moving containers due to the fact that it requires less
18 handling.
19
20 We work very hard with the Ports and our
21 shippers to use On Dock as much as possible. In fact, our
22 On Dock loading has consistently been on view every year.
23
24 This year alone, our On Dock loading is up 26
25 percent as compared to 2004.
26
27 There are a few reasons why it cannot all be
28 On Dock. First, available On Dock loading space at the
29 Ports is limited.
30
31 The second challenge is the fact that there
32 aren't always enough containers destined for the same
location, that can be loaded On Dock to make up a complete train.

Since there are not enough containers from terminal to make up complete train, containers must be taken to a central location where they can be sorted by destination, loaded on the railcars and then they are transported by rail out of the area.

Some of the proposed project features. BNSF is committed to making this facility the greenest facility in the Country.

The facility will set a new standard with environmental stewardship in Southern California.

Subject to completion of successful trials and testing of equipment during the sequel process is not reactive, preferred to.

BNSF proposes to use electrically powered trains to lift containers between trucks and trains, the first Intermodal Facility in the Country to do so.

These cranes have zero emissions and, also, offer reduced noise and lighting in conventional operations. In addition, they regenerate power during breaking and lowering of loads.

BNSF also proposes to use LPG power, Hustler tractors for moving containers within the facility.

Which will reduce Noxs emissions by 63
percent and particular matters emissions by 80 percent, compared to the standard of off-road diesel tractors, while noticeably quieter than traditional diesel engines.

We, also, propose using LPG multi-engine or hybrid switch locomotives.

Currently, BNSF operates the only four LPG locomotives in The United States, all four are based in Southern California here now.

LPG locomotives are 1200 horsepower, natural gas locomotives.

Hybrid switch locomotives called "Green Goats," you may have heard that term referred to, uses clean and efficient 290 horsepower Jensen engine that's got charge batteries.

They have a 40 to 70 percent reduction in fuel use and greenhouse gas emissions, and 80 to 90 percent reduction in Noxs and particular matter.

They, also, are noticeably quieter than traditional diesel engines.

In addition, BNSF will use Smart Start Technology to automatically shut down hybrid locomotives reducing fuel, use, noise and air emissions.

As an alternate, in order to fully evaluate the environmental affects of the proposed facility, the alternate of a traditional operation using conventional
technology will be studied.

Under that scenario diesel powered rubber
tire gantry cranes and Hustler tractors will be used.
This alternative would also use LPG or hybrid switch
ingines.

Locomotive idle shutdown features, truck
direct to rail train systems and will optimize the use of
the Alameda Corridor.

In conclusion, this proposed facility will
offer a number of important benefits.

Most important, among these is the
elimination of millions of truck miles per year by
increasing the distance cargo travels by truck before
being transferred to rail.

It will increase the utilization of rail to
the Alameda Corridor and incorporate the use of cleaner
more efficient locomotives, which will result in rail
transportation being two to four times more fuel efficient
than trucks handling the equipment loads.

Many may not realize that one double-stack
train can handle the equivalent of 250 to 280 trucks.
With state-of-the-art technology we anticipate trucks will
be expedited to the facility in an efficient manner.

This will improve the efficiencies for truck
drivers allowing them to make more turns in any given
Thanks again for your attention and coming out here tonight.

We look forward to working with the local communities and the Port of L.A. to ensure that the scope of the environmental refute process is comprehensive, and adequately addresses the concerns of the community to the region and the future. Thanks.

MR. APPY: Thanks, Bob. My job is to look at the things that he just said and confirm them in an environmental way, so that is part of the process.

They have a project, they have an application before us, I'm reviewing it so the things that he had up we'll be confirming that and looking at the environmental pros and cons of how that works.

So now, we will start the process of comments. I really appreciate your patience. Just to go over how you can comment. If you want to comment there are comment cards.

You can get them at the back, we are still taking them. So they look like this, they are small cards.

You need one of these to come up and speak, and I take them in the order we receive them pretty much with some exceptions.
We talk about a minute. We, also, have written pieces of form letter back there, if you want to just give us written comments tonight you can do it that way as well.

You can, also, submit any mail you want to me by the date I mentioned before and the address is the Los Angeles Harbor Department, it should be in your packets, and by e-mail.

Before we start the public comments I want to introduce a few people that are here tonight.

A couple of them are just here to listen and others wish to speak.

Tonia Reyes Uranca is here, Council Member of Long Beach.

Councilwoman Bonnie Lowenthal. Also, Jerry Calojury representing Val Lerch is here.

Also, Bridgett Tranic, are you still here? With Senator Lompoc's Office.

Okay. She is gone. She was here earlier.

And then, also, with the Planning Department, Angela Reynolds Planning Officer.

Are you here, Angela?

And Freddie Sylner is with the City of Long Beach.

Thank you very much. Some rules tonight that
I don't apply to the first couple of speakers.

What we would like to do is a I have, approximately, 50 speaker cards here.

To get to those, those will take, if we allow about three minutes, it will take about two and a half hours to get through.

I'll stay here through the duration, I want to hear anybody that wants to speak.

However, we have this little thing up here this Christmas tree that goes up to the red.

I don't like being dracunian about it, but please keep this in mind.

There are people here that may have to leave, and so if you could please take your three minutes and then concede to the next person then everybody will have a more likely chance of getting home before midnight.

So, please, as a matter of courtesy, if you could, keep it to three minutes and then you have other opportunities for commenting in writing or by e-mail.

So, please, if you would do that I would be very appreciative. What I do is read off two peoples names, the first person comes up and speaks followed by a second person.

And then, that way you don't all have to stand in a big line here and wait in line.
Tonight we have two special speakers Tonia Reyes Uranca and Bonnie Lowenthal.

If you would please come forward and give us your talk, and certainly, you are not going to be -- you can have as much time as you want.

Councilwoman Tonia.

TONIA URANCA:  Thank you for being here today, but especially, a big thanks to the hard working residents of West Long Beach who took the time to come down here to the meeting tonight.

I'm Councilwoman Tonia Reyes Uranca and I'm representing the 7th District, and this is the District most affected by this project.

And I'm here representing, not only the City of Long Beach, but the neighborhoods in the West Long Beach area, the most affected, especially, by this project in particular.

While this project may be less than five percent geographically located in the City of Long Beach, it mostly affects 100 percent of the residents in this area.

I am here today to comment on NOP for the Port of L.A. and the Burlington Northern Santa Fe Railroad, Southern California International Gateway Project, that is a mouth full.
I will keep my comments brief because it is very important for everyone to express their concerns. The California Environment Quality Act requires that within 30 days of receiving the NOP, each responsible agency such as The City and the Port of Long Beach must provide the lead agency -- that's you guys the Port of L.A. -- with specific details about the scope and content of the environmental information by way of the responsible agency area of statutory responsibility.

This means these are the guys that you need to talk to. The information that you and I provide tonight must be included in the Draft EIR.

So I hope that everyone understands the deadline for comments is November 4th, and I hope that everyone has a chance to speak.

The 7th District community of West Long Beach has listed a similar project Union Pacific's Facility for the past 15 years.

My residents have lived with UP's and a mobile container facility ICTF, 24 hours a day, seven days a week, and have lived with the noise, glaring lights, and especially, the diesel released from the UP's facility.

Now, the West Long Beach neighborhood is once again being asked to be the sacrificial lamb for the entire Southern California system change.
This is the last draw and the final blow to a community that has historically had to bear the burden, risks and impacts of this misfortune of being graphically located of a vast international distribution network.

And that, of course, is the Port of Long Beach and the Port of L.A. My first concern with NOP is the consideration of an alternative site.

Because of the existing environmental impacts of the proposed project area, I believe that alternative sites considered and addressed to the EIR need to be looked at.

Additionally, cumulative impacts must be established with existing technology and improvements rather than based on a proposed project features, in other words, not all projects are in anticipation of clean air regulations.

As required there must be respective mitigations for all impacts.

I do applaud BNSF in a proposal to utilize green efforts such as allergy guard mufflers, batter powered green boats, electric and other alternative diesel powered switching hybrid engines.

And I, also, applaud the continued efforts to have an open dialogue with the community.

In fact, I hope that what BNSF has been doing
is really share the property by Union Pacific because it has been admirable.

It is a good start, but these efforts are just a small part of the solution to the many problems facing the West Long Beach Community.

Poor air quality, lights, flooding will negatively impact the area.

This area is known and bordered by the 710 to the East, the TI Freeway, the ICTO and multiple refineries to the West, the 405 Freeway to the South, the Port of Long Beach to the North.

And it's home to numerous families in which are here tonight, students and disabled, and recovering individuals that will go into that Cabrillo Tech -- going to that Cabrillo, the Tech Park, living within homeless schools, daycare centers, Hudson Elementary, Cabrillo High School, Webster Elementary, Stevens Middle School, Garfield, near elementaries.

All of this adding up to thousands of students and well over 20,000 residents.

The proposed project will cause substantial negative affects on what is referred to as "Sensitive Receptors" or better known as human beings.

The project applicants are asking us, the community, to consider the benefits to a reason as is
anticipated that this project will take numerous trucks off of the 710 on a yearly basis, a very admirable goal. However given that Port traffic is anticipated to triple in the next 10 years, it would seem that this does nothing more than allow room for mass expansion.

After reviewing the applicant's NOP, I have additional areas of concern.

The project has a potential to bring increased flooding to the area, and I'm concerned about the affects of the water flow and the possibility of any change in the drainage patterns for anything proposed from the Dominguez Channel for the purposes of rail bridge widening.

The Dominguez Channel is a 100 year flood plane diversion structure and work on the bridge, although temporary, may affect the Arlington area neighborhood in a harmful way.

There are so many people from the Arlington area who wants to raise their hand.

The Arlington area has documented incidents of flooding every year and experiences major damage from flooding every 10 years.

The neighborhood's drain water drains into the Dominguez Channel and into the already inter-pushing
drainage of some stations serving the area may be over
taxed causing major storm water build up for up to 200
homes in the area.

    This is something we are still working on
with the L.A. County Public Works Department.
    It is a difficult problem and still has not
been solved.

The project has a potential to increase the
already heightened noise, light and pollution in the area.

    Light, noise and pollution have proven to be
a major source of disruption in the neighborhood adjacent
to UP's ICTF.

    The Southern California International
Project, although a location that is somewhat buffered by
the TI Freeway, will produce noise that will impact the
villages at Cabrillo, a shelter for over 900 veterans and
families, and will impact thousands of students in the
schools most adjacent to the area.

    In the evening the process is producing a
substantial new light source in the areas, just ask any
resident adjacent to UP's ICTF.

    The residents in the area known to the
proposed project site already experience periodic noise
from the UP's ICTF facility, and the impact of additional
train movements in the area proposed.
The San Pedro's tracks loading and unloading will bring the noise closer and more consistent making the entire neighborhood virtually unlivable.

Which means that not only is this project between PCH and Willow, but it is anticipated to go beyond all the way to Wardlow.

This project will take the area's already bad air quality to a level that will deadly for our children.

The area is already in the words used in the application, in your words, an extreme non-attainment area for ozone, Nox and other deadly toxic pollutants such as diesel particular matter.

And is already in violation of air quality standards, especially around the schools and the homes.

The residents of East Wilmington and West Long Beach are in the front lines and are the first casualties of the diesel death zone, which is now come in to affect residents living more than 15 miles from the Port.

The project NOP suggests the site that is already impacted by traffic and pollution and offers no alternative site.

The question remains, therefore, on the scope of project's impact on the neighborhood and in and around West Long Beach.
The less frequent use that is identified in the NOP of the rail support transport north of Sepulveda, which is Willow, will produce increase train generations and production of additional rail support transport from Willow to Wardlow.

And, as you know, there are many neighborhoods in that area, one of which is the Wardlow Village Park.

And the tracks along Wardlow is one of the tremendous areas of concern.

The less frequent use coupled with the frequent use for new freeway adds up to an overwhelming direct impact of homes and residents of the Eastern end and including Willow Village neighborhoods, our own Lincoln neighborhoods and additional two schools and a senior living facility we all know that as a Lone Star Manner.

Finally, the sensitive receptors of the notice refers to our people.

There are children and families and people like you and me.

There are families who already face the worst air quality in the region and who are struggling to live healthy lives.

West Long Beach residents and I know Irma is
here and her seven children, ranging from age seven to 19.

Darlene Tatum and her two young children, both under the age of five.

Art Liton, our elderly gentleman in his 80s, and thousands of other families and residents in the area who choose to live here to make The City and this neighborhood their home will suffer from the affects of the project will have on our neighborhoods and our own families.

I'm really outraged that families of limited means are spending more on medical bills and medicine than on books and milk.

My parents have lived by the I-710 Freeway a great part of their lives.

My children will more or less will suffer from asthma and other respiratory illnesses.

Everyone in our family has one of these except for my husband.

I don't know how he lucked out, but everyone else has one of these. We now live in a census track that is designated as a cluster area for throat and lung cancer.

How do I care for my family's welfare?

How do the residents of West Long Beach community care for the welfare of their families, if this
project proceeds as scheduled without addressing this and other health issues?

Unless the Port of L.A. and the Port of Long Beach and the Port-related businesses such as BNSF and UP start supporting the efforts of families in the West Long Beach and East Wilmington area to improve the health and the well being of our children.

They cannot count on our support for this or any other present or future project.

For this community, I just want to say that we will be having an item on the agenda on the 18th of October, and we invite you to come down to the City Council's Chambers.

I want to thank everyone for being here and taking the time to not only give their comments, but for the Port of L.A. for listening. Thank you.

MR. APPY: I want to say, also, that this evening wasn't the best evening for the Councilwoman and I know that she forego a very important meeting to be here tonight.

And I want to apologize for setting it, but we had to look ahead and we ended up with this night, and I really appreciate you coming here this evening.

I thank you very much.

BONNIE LOWENTHAL: Thank you. I will keep my
remains much shorter.

I think Council Member Tonia Reyes Uranca has done a masterful job of describing the challenges of this project and the needs of the West side.

My district constitutes a small part of the West side and I know many of you I appreciate your attendance here.

I, also, point out Tonia that one group that you didn't mention is Reverend Kong Chhoan from the Cambodian Buddhist Temple located adjacent to the project on Willow and the Terminal Island Freeway.

Where, literally, thousands of our Cambodian residents in Long Beach come regularly to have spiritual renewal, and they will be very dramatically affected by this.

I want to thank the Port of L.A. for holding this Scoping Meeting in the City of Long Beach at a public park, which is convenient to so many residents in the area, and I want to convey several concerns.

Trucks accessing the proposed facility are currently envisioned to drive through residential neighborhoods and commercial neighborhoods in which are in the First District, creating undesirable air quality and noise pollution impacts.

This is unacceptable to my constituents and
me. Where is the environmental justice in this project?

This project will heavily impact Hudson Elementary School, Bethune School, numerous schools that are here in the Long Beach Unified School District.

Where is the environmental justice in this project?

Hundreds or thousands of additional trucks per day traveling past our homes, our schools and our businesses to get to this facility is, also, unacceptable.

Where is the environmental justice in this project?

Although this facility is designed to help air quality overall in the region, our neighborhoods cannot and must not bear the brunt of additional trucks traveling to the Intermodal Yard.

The project plans include a feasibility of using alternative fuels and technologies to power switch engines, however, there is nothing to require this use in the proposed project, nor does it address the tremendous amount of traffic that will be created.

And I will, also, question how the California Air Resources Board CARB, the MOU that so many of us were concerned about is affected by this project.

This plant's objectives include reducing the distance of truck trips associated with projected increase
in continuized cargo.

However, I believe both ports should be looking at increased On-Dock rail and decrease the number of unnecessary truck trips in our community.

Finally, it is unacceptable to sacrifice our neighborhoods in Long Beach to accomplish these goals.

The goals may be worthy, the methods are not.

Thank you.

MR. APPY: Thank you, Councilwoman. And I was also informed that Robert Simpson is here representing Biddy Carnett.

Okay. So, now, we will start some additional public comments.

Again, if you could come as close to three minutes or shorter, I would really appreciate it.

The first speaker we'll have is John Cross followed by Ray Divinsky.

JOHN CROSS: Good evening, Ladies and Gentlemen. My name is John Cross and I am a West side resident.

I've been a resident for about 45 years now on the West side.

I've seen a change. We have a neighborhood made up of many nationalities, and I don't want to see that neighborhood poisoned.
And if this project, the way it is being built, it's going to poison the West side and Poison East Wilmington.

The green port that you are talking about, or the green yard facility you're talking is not going to mediate those million trucks a year going in and out of the terminal. That is air pollution.

And in one year's time your green port or your green terminal will be black with soot and diesel, and the kids in the neighborhood will be breathing all of that.

Can I ask all of the kids to please stand up. This is my grandson. Look at the name on his shirt, the Hudson Hawks.

He is less than 200 yards away from your proposed facility.

Right now Hudson Middle School has the second dirtiest air in the State of California and if my grandson continues to go to that school from the time he started Kindergarten last year to Eighth grade, that's nine years at that school.

If he goes right next-door to Cabrillo High, he will be doing 14 years of breathing the air coming from your facility.

And every kid that has come to the West side
and is attending school will be breathing that air.

I'm going to gone not too long from now, but these kids have a whole life.

They spend over here and they don't need to be sick and ill with cancer, which the Air Resources Board said it increases.

With all of the lung problems. Like I said, the second dirtiest air in the State of California, and you can check with AQMD that they monitored a few years back.

This terminal, and no matter how green it is, with a million trucks going in and out of there is not going to get any better.

Now, if you take 700,000 trucks off the freeway, that is great, but these trucks are still going to be in our back yard.

And what they are not telling you Ladies and Gentlemen this proposed project is supposed to be done in approximately 2009/2010.

Okay. 2009/2010, if the funds become available, the 710 Freeway will be widened to about six lanes, it will be double-deckered.

From that line that it holds right now, there are a lot of homes that we talked about last time, and once the freeway is open and operational again, we will
I have 1,000,000 trucks over here and 2,000,000 on the
freeway.

I have seen three presentations by the Port
of L.A. and I've listened to Burlington's presentation.
The first presentation, 700,000 lifts a year
at the terminal.
The next presentation 1,000,000 lifts a year.
Now, tonight I see a proposal of 1.2 to 1.5 million lifts.
How many is it going to be by the time it is
done, 2,000,000 lifts a year?
That's 2,000,000 trucks moving in and out of
that terminal.
The port of Long Beach wants this real bad.
The Port of L.A. wants this real bad. The Port of L.A.
and Long Beach are bed together.
And the Burlington Officers are saying we're
behind you 100 percent and we want this in your
neighborhood.
Let me tell you something, Ladies and
Gentlemen, West Long Beach, West Wilmington and East
Wilmington and all of Wilmington even though we are big
nationalities, we are not a third world country that you
can walk on and step on.
Ladies and gentlemen, this is not Japan where
people hold you up in China and they take you and throw
you in jail until you forget what you are opposing.

This is The United States of American and we're going to speak up and we're going to fight and it's to the end. We don't want our children killed.

We don't want our neighborhoods devalued and that will happen.

To increase a cause more than anybody in The City of Long Beach and once you get your railyard there and the freeways are in operation -- oh, by the way, did they tell you Union Pacific wants to increase from 600,000 lifts to 1,600,000 lifts, yeah, that's in the pipeline.

We are looking at, approximately, 3,600,000 lifts a year right in our back yard.

We don't need the noise pollution, we don't need the air pollution, and we don't need all of this truck traffic on the freeway.

Ladies and gentlemen, please every time they have a meeting, turn out like you are now and bring your neighbors.

Because these kids are our lives and our problems and we don't need somebody getting in.

I don't need to fight this battle, but I found out about a few weeks ago what was going to happen and a small group of us petitioned some flyers, 3,000 flyers went out, 2,500 flyers about this meeting.
I'm proud of the West side and I'm proud of Wilmington. Keep coming. Thank you.

RAY GRABINSKI: My name is Ray Grabinski and I want to talk about outside of West Long Beach because there is this misconception that all of the poison that gets blown up into the air from all of the industries just lands in West Long Beach.

People all over this city, all over Paramount, all over all of the cities all the way to Riverside according to the UCLA study of 15 years ago, not a few years ago, but 15 years ago.

That crap comes down in our lungs, and the stuff that comes down is small enough to go right into our lungs, not into our through.

And I want to tell Burlington Northern that my comments are not directed at you, they are directed at all of the railroads.

They are not directed to Long Beach Port, but they are directed to both Ports.

And there shouldn't be any problem with the Long Beach Freeway because the Alameda Corridor took all of the trucks off of the Long Beach Freeway, didn't it.

I know because Harbor Commissioner stood here and told us they're all going to be gone. Well, that didn't happen, and the problem is broken promises.
The ICTF was supposed to open one shift, five days a week; not three shifts seven days a week, 24/7. They would, probably, if they want to put more things into that, they would probably go to clean fuels.

What is really disappointing and hurts your gut is to think that these kids, John's grandkids, my grandkids, have to have a special project come up before the industry sees the value in clean air.

The value in valuing neighborhoods.

That is the real disgusting part of all of this. The way it ought to work is the Harbor Commissioners for L.A. and Long Beach ought to be getting us all of this new equipment from Korea, from China, from Mexico, from every place we are getting this business from.

Because I will pay a little more for my Kmart/Wal Mart crap if you guys will run your operation cleaner, but it doesn't happen.

Part of your business is Santa Fe, I believe; right?

There used to be 95 railroad crossings for Santa Fe to get up to where it needed to be in the railway.

The City has worked together to make that happen with ICTF and the Alameda Corridor.
The City has used their own tax money. The sad part of it is we see no benefit.

The Long Beach Freeway, you get that Long Beach Freeway widened when they get the passage in the freeway through.

They will not build another freeway in Long Beach in my lifetime.

And part of the problem is and what happens is we get these glowing opportunities here, people come down here and testify, and it pits us against each other. It shouldn't be that way.

You should be coming and saying you are going to enclose, not you the Ports now, all of the smoke dust before we notice that they are filthy black all over us.

How many smoke piles did we have to sit and watch blow over West Long Beach and over the rest of Long Beach, before they finally closed those up.

It is just a disproportionate share of responsibility. You have, as an obligation, part of cleaning up not just West side and Wilmington, you guys represent, the Harbor Commissioners represent, and I think there are some here -- and I want to thank the L.A. Harbor Commissioners because they seem to be more concerned.

Their obligation is to all of L.A. County and the State of California, it's in trust for all of us.
So just kind of think about what we would get back in benefit with good equipment when you don't have a project. When you don't make promises.

And we can just do what good businesses, which is keep the promises. Thank you.

ALEX CHERIN: I appreciate the opportunity to speak. For those who don't know, I'm running for City Council in the 7th District.

There are a lot of issues that Tonia and I do not agree on, but I want all of you tonight to know, that as a father, as a resident of this district, as a lawyer, as a neighbor, I am absolutely opposed to this project.

Everyone in the industry knows that On-Dock rail is the way to go. On-Dock rail keeps the Port competitive.

On-Dock rail fulfills your environmental obligations. And On-Dock rail is a win/win situation.

So my question to you tonight, although we are not allowed to ask questions of you, is: What specific efforts have you made do to invest in On-Dock rail.

You go to Europe, nothing but On-Dock rail.
You go to Asia, nothing but On-Dock rail.
Why is that not the standard in the industry here in California and in Long Beach?
It should be. It needs to be. Please do it.

Thank you very much.

LUPE VALDEZ: Good evening. My name is Lupe Valdez and I'm here tonight representing -- I'm the Director of Public Affairs and Human Relations for Union Pacific. I am here representing them.

I wanted to mention that UP was mentioned earlier. It operates the ICTF, the Intermodal Container Trans Facility, where we handle marine containers to and from rail cars and keep them off highways.

UP strongly supports the Southern California Intermodal Gateway Project.

Large increases in container traffic are coming to Southern California ports.

Near-dock facilities like this Gate as well will avoid overwhelming highway network and reduce our pollution in the Los Angeles Basin.

The Port of Los Angeles Intermodal Rail Facility calls for more Near-dock capacities and facilities like this.

UP needs to complete the ICTF in accordance of the plans many years ago, but we, also, realize we have a need to work with the communities.

We will be working with the Ports and BNSF to ensure that we coordinate operations to facilities.
Like them, we will work with the Ports and the community to address environmental concerns. Thank you.

WILLIAM ORTON: Is it possible to have the visual that shows the actual project, the overhead photo? Is that possible? I don't think we have that. I'm pointing to the side there.

If you look at the proposed railyard -- my name is Bill Orton. I am not a resident of Long Beach. I came 20 miles to here with the gift of perspective. This is a gift that was given to me.

If you look at the photograph. Right closest to the actual proposed project there are many schools, but one of them closest to the project is the Mary McCloud Bethune Transitional Center.

I was on the board for a few years and I was a volunteer. I came every Monday and I brought fruit to the kids on behalf of the Harbor Area Farmers Markets.

And in all of the things that -- I'm here as a private individual, I speak for no one other than myself.

But in the three years that I came to the Bethune School, the one gift that I received, and this is "Thank Yous" from the kids saying "Thanks for bringing Strawberries and Pistacios."
And the one thing that I gained from this is perspective. You can think what you want about life. You can think what you want about homelessness.

But when you talk about kids whose families are homeless, you are talking about the most innocent victims in society.

That school closest to the tracks has exactly two trees and has a gate that is completely exposed to whatever traffic is going to be going through that truck yard.

Mobile sources are not, these are smoke-stack industries. No matter how clean they are going to be, they are still smoke-stack industries, and this mobile source smoke-stack industry is going to have a detrimental affect on society's most innocent victims already.

And that is homeless kids. If the gift of perspective means anything, I am proud to be able to stand up and speak for a bunch of homeless kids and to urge that this marshalling yard be put somewhere else. Thanks very much.

MARLENE SANCHEZ: Good evening. My name is Marlene Sanchez and I am a neighbor of John Cross. I have lived in the neighborhood for 30 years now.

And one of the reasons I'm here is because our neighborhood is so special.
There are about 300 families in this neighborhood, some of them are third generation.

We have grandparents, the next generations, there are several families. There are three generations living in our neighborhood.

Everyone watches out for each other. The houses are well kept. We are a truly integrated neighborhood.

I am so proud of it. I am a teacher for L.A. High School District and I could have moved a long time ago.

But I prefer to live in the West side because I like to go out and be able to stop at a Filipino restaurant on Sundays and eat Filipino food.

I like to go to the Puposaria and buy Puposas like I did tonight before I came here. I would like to go to a Mexican restaurant, any kind of place.

I like to go to the Mexican Market and get my produce for half the price I would buy it at Ralphs down the street.

So one of the reasons I'm here that's one of them. The next reason would be the health. My daughter's health. She is 19 years old.

And out of her 19 cousins on both sides of our family, she is the only one that has asthma.
And she has been following through in a study with USC, they are still monitoring her at her age. 

Now, getting beyond my personal situation, I would like to say that I'm really fed up with the noise and the noise pollution with ICTF. We live within walking distance of ICTF.

Last summer when I was off for two months from my teaching career, I got so fed up that I decided to go over there and talk to them, and tell them how bad it is for me to have to close my door at night because of that beeping sound from the trucks when they are backing up constantly.

And what did I get. They threw me out of the building. They asked the guard to take me out of there. The gentleman came out with two other guys and they wouldn't even ask to sit down and talk to me. They ask the guard to escort me out, that is the kind of treatment I got. They wouldn't believe what we live through right now.

When I bought my house -- my house was there, and I was before the facility moved in.

Now, I have very good friends in San Pedro. And when I go visit them, and I go by Hudson and see those children playing right next to the freeway.

I see the kids at the high school practicing
football and soccer, and my heart breaks to think of what they are breathing before every single day. It is criminal.

I would like to know how many of the people representing The Port have children who attend the school right next to the freeway without even a wall to protect them from the sound or the pollution?

I would like to know that, because that is what we live with.

Why don't we use the Alameda Corridor? What happened to all of the money that was used to put up the Alameda Corridor?

Let's use it. And that's all I have to say tonight.

NICK SRAMEK: I first would like to say that this lady who was just up is absolutely correct.

She was thrown out of ICTF when she went over there with an issue.

I remember they used to tell everybody in the neighborhoods, you know, "Call us." "Tell us if you have an issue."

She went over there to tell them she has an issue, and she actually had a problem, you know.

And then what does she do, and she gets thrown out of there.
And I'll tell you, BNSF says we're, Oh, we're good neighbors. We're going to be good neighbors. We're going to be different than that.

We have too much experience with big business that gets in our neighborhoods and nothing stays the same, okay.

And I want to start from that point and say that this technology that they are saying that they are going to use, they have used words like "experimenting," "evaluating," "proposing," okay.

You know, once they get in there, we know they won't be using all of this technology. You know, there is nothing to hold them.

And if they are going to use that technology or aren't going to use that technology is what needs to be evaluated in the EIR.

And if they don't say they are absolutely, and I mean, going to sign on the dotted line and say we'll be fined $10,000,000 if we don't use that equipment, you'd better evaluate the worst case equipment for them and not the best case.

What I'm talking about, too, is you need to make sure you evaluate all of the cumulative existing and new pollution sources that are going to come up.

That is already there that Tonia and other
people talked about.

We already have ICTF. We have the 600,000 trucks from ICTF. We have refineries. We have freeways. We have the Ports.

So we have these affects and the EIR needs go include those in there and just add the rest of the text to it.

Another thing I want to talk about is the truck traffic. You are going to have 1,000,000, maybe 1.2 or 1.5 million trucks, I'll guarantee you that they are going to line up on the streets.

There is no way 1.5 million plus the 600,000 that are already coming up the freeway, 2.1 million trucks are all going to be, you know, able to be, at least, a million and a half will be put into that facility.

If you look at that Terminal Island Freeway every thing is backed up to at least a mile.

And they are sitting there, you know, blowing the fumes, the noise, all the other affects that are happening right next to the schools and our neighborhoods, okay.

So you need to make sure that that traffic analysis is done correctly, because I'll guarantee you, they are not going to be able to hold them one and a half million trucks a year in that facility, okay.
The next thing I want to talk about -- there are a couple of other things that I don't think you remember which is called Alternatives.

Alternatives are ridiculous, okay.

To say we're going to have this facility one of the alternatives we'll just switch it this way, and another one switch it this way, okay.

You need to evaluate On Dock down at The Port, putting it down at The Port is one of the alternatives.

And you may need to find one or two others, but don't just move things around in that one area that is no alternative, okay, as far as I'm concerned.

There are some affects in there that I don't think too many people know about, and ICTF has them and I guarantee you BNSF will have them.

They're rodents, terrible rodents, okay.

There are toxic materials that are shipped in these containers and every once in a while one gets dropped, okay, and have problems in there.

And the neighbors and the schools get the affects of those things, okay.

And do they come over there if there are problems? No. They don't. They try and keep it within their yard.
Those are all problems here and there. The toxics, the spills, it's just a terrible place, okay.

I guess I just want to finish by saying, let's just quit sacrificing our residents, our children, our seniors for someone's bigger needs, okay.

There is no bigger need than the health of our school kids and our neighbors and our community.

Thank you.

MR. APPY: Nick is, also, a Planning Commissioner with the City of Long Beach.

And, also, I did not mention that Mario Cordero, Long Beach Harbor Commissioner is here this evening.

DAN BERNS: Dan Berns with the West Side Project Area Committee, that is the industrial area south of Pacific Coast Highway and Anaheim.

And I think that a lot of what the problem is with so many of us around here is that you come to the same old tired ideas.

The ICTF that is existing now is the same as what you are offering us now, there really is no new idea or new technology you have.

And I think that part of that problem goes along with recognizing where you can get subsidies from the tax payers, where you wait for the Alameda Corridor
not to live up to its standards.

Perhaps, this will live up to its standards so that we enlarge the 710 Freeway.

At some point or another you can't enlarge the freeway and you can't take anymore ground because there won't be anybody to be a consumer anymore.

Some new ideas have to start, and whether it is On Dock or off dock like this, the idea of using electricity would make a lot more sense.

Be it electric trucks to bring it from the docks to your ICTF yard, or that you create a rail system to do it.

It would be better if both organizations that participate in the supply chain pay for it themselves instead of it being subsidized by us.

I think at this process we will be willing to pay a little bit more to have the job done right.

I've been there 50 years next to the 710 Freeway, and we see the studies come out from families that exist and think about them going on and it's not really something that is really attractive when you offer nothing to our neighborhood.

Are they going to mitigate straight through Southern California, but where is to be mitigated locally?

Without thinking of new ideas, I don't think
there is any way that it will be.

It is interesting to remember that the West side down there and the businesses and the private area most of which have something to do with The Port.

Their service is to make their living by The Port, but they don't want to make it by dying for The Port. Thank you.

SHERRI NIXON-JOINER: My name is Sherri Nixon-Joiner and I want everybody to know that I grow up on the West side in the 60s and 70s, a perfectly healthy child.

Left the West side, came back in the 90s, was over here a couple of years, developed asthma at my age. I work with a lot of children in this community 100s that have asthma. It makes no sense to me.

You are killing our kids over here. You would not bring your children here to put up with this. Don't do this to our kids.

PAT KENNEDY: My name is Pat Kennedy, Executive Director of the Greater Long Beach Interfaith Community Organization and congregations here in Long Beach.

The points that I want to make, First, this is air quality question is not a new concern that somebody
came up in the last couple of years, it's something that
people have been talking about in this neighborhood for
years.

    As I pointed before, it is not just the
diesel it's also the oil refinery. It's coming from a lot
of directions.

    This is a heavily-impacted neighborhood.
    To look at this you have to look at the
cumulative impacts as pointed out before.
    You are not looking at what is happening at
the other Intermodal Yard. You are not really looking at
the environmental impact.

    A couple of points that I want to make is
we've been visiting with people listening to their
concerns in the community, and one of the things people
keep talking about is the air pollution.

    This stuff that is coming down. The smells
that are coming through.

    What is going on in this neighborhood?
    For three years we've been visiting people
and asking and finding resources.

    We're meeting with the AQMD at the Town Hall
Meeting, on the 19th, here in this neighborhood because it
is a major concern.

    We surveyed at St. Lucy's Church and asked
people, "Do you have any respiratory problems?"

We found 30 percent of the people surveyed have respiratory problems.

We are looking for air filtering in this community. We are looking for no more trains.

But I guess the points that I want to make today is, one is noise. We hear all the time about accidents, about horns.

How do schools or how do Temples operate when they are right up against the freeway like that with this stuff coming through.

The second question is zoning. My understanding -- I'm not an expert, but my understanding of zoning is how you protect the neighborhood, not how you overwhelm it.

And what is going on here is just putting heavy industrial right next to, what everyone has pointed out, schools, temples, homeless shelters. This doesn't make sense.

I know Long Beach has light industrial as opposed to heavy industrial so we throw away the light and have no barrier?

Finally, you know, it's just, once again, please look at the cumulative impact to the air pollution.

Look at the oil refineries.
Look at the other sources coming in. And I would agree with the notion of come up with a better alternative. Thank you.

MR. APPY: Thank you. Our court reporter needs a quick break so she can continue.

So we'll give her just a couple of minutes and then we'll start again.

(A short break is taken.)

MR. APPY: Okay. Can I get everyone's attention, please.

Bob would like to make his comments and it is important that everyone hear him.

I would, also, like to thank Banning High School.

Actually, the refreshments and the food services are done by Banning High School, we have them do a lot of our projects.

BOB EULA: I'm with the Department of the City of Commerce.

I'm the person that lives between BNSF and Union Pacific, 30 yards.

My back yard is maybe 100 feet from the fueling station of the locomotives, and the containers are right up against my wall.

I'm also a half a block off the 710. For
your information, all of the cities south of Commerce to Long Beach have signed off on the 710 widening.

City of Commerce has not because we want it done our way, not CalTrans' way.

We have not signed off and we are still in negotiations. They have taken almost 350 homes.

They are down to 25 now because we fight. I am part of East Yard Environmental Justice.

We have an office on Atlantic Boulevard and we are environmental activists. I will say to you West side, Long Beach, be so careful.

Be careful. Because they make you a lot of promises, but they never follow through.

I came here because I want to tell you be careful. Be very very careful, I've gone through this.

And you have to be warned to that not only the pollution and the noise, watch out for the lights.

The lights are going to kill you. The lights in my bedroom are so lit up my sex life died.

Be careful of the lights. It's not funny.

It's not funny.

We have to be careful with the pollution and the noise and everything.

I came to that area in that three homes that I have now I developed. I live there 61 years.
Why did you buy a house next a railroad?

Sorry, I was there first.

There were Japanese farms behind my home, and the Japanese people were in concentration camps when I came here.

Isn't it funny the railroad moved right up to my back yard now.

I didn't move there because of the railroad, the railroad came after me. So be so careful. Watch yourself.

Watch your backs. And fight. Fight. Fight.

WILLIAM LYTE: Good evening. My name is Bill Lyte, I'm on the Board of Directors of the Harbor Association of Industry and Commerce and, also, Tom Midsak which is a State-wide Maritime Industry Board.

We really think this is one of the most important projects in the State, and it has to be done right.

It has to be done with all of the proper environmental review. And all of your input. And all of your contributions.

And everybody working together to come up with some brand new ideas on how this can all occur.

We're sitting on the edge of the largest port complex in The United States, and if you look at all of
the projections the cargo is going to keep growing.

And no one approach to moving the cargo is going to work. You know, whether it is the Alameda Corridor, whether it's On-Dock rail or Near-dock rail, whether it's the 710 Freeway.

Expansion it's all got to be sort of done and done carefully and all woven together.

So from my organization standpoint we look forward to really participating in this and helping, and if there is resources we can bring to the table we will.

And this is the way to work through the process and get what you want as a community and create a successful project. Thank you.

REYES SABRILLO: Hi, my name is Reyes Sabrillo, and I'm here to represent all of the kids who are suffering from asthma, not just the ones here in Long Beach, but in the whole general area.

I, also, represent the doctors that have helped me with the asthma treatments.

My sister and I both have asthma, and I want to represent all of the kids that are suffering of that, and struggling in their lives with that.

I want to thank all of the people that took the time to come here this evening.

I'm against the new project that is being
proposed. And that is all.

RAFAEL PALOMO: Good evening. Thank you. My name is Rafael Palomo and I guess I'm a West-sider.

I have a question for the gentlemen, I do not know exactly his name, but his name is Bob and he represents Burlington Northern Santa Fe.

Sir, I'm reading here on your proposal description on page A-2.

It says right here "Planning to incorporate alternative to traditional diesel powered guard Hustler."

My question to you, Sir, is: How big is the tank that is going to hold the gas in this yard facility?

MR. APPY: What I recommend is we don't want to get into a lot of answers and questions, so if we can do that.

If you have any suggestions on the environment related to that.

The issue that you have about the large tanks, are you concerned about the amount of fuel they are burning?

Is that your concern?

RAFAEL PALOMO: Sir, I work for a small city and I know what working for a yard is. I am retired.

I have a second job and I was fortunate to retire at 53.
But as a yard Hustler, it's a small tractor. I see the City buses that are going by and they have LPG, and it has a big tank across the hole bus.

A yard Hustler is no longer from here to that lady, it has two axles. It's automatic.

The fifth wheel goes up and goes down and backs up to the bus, it's automatic and you flop it and you drop it and it automatically releases the inside.

All the driver does is gets out of his seat to open the gate to the black tanks. That's a big tank on the buses.

The Hustler is not even that big. According to this they are going to investigate and look into it.

I can't see it having this on the yard. And I can't see it in the future.

It is impossible, unless they really supper compress this tank.

And it's not going to work on paper and it's not going to work on -- I hope I'm wrong. But right now it ain't going to work.

This right here is not going to work, and I know from experience. Thank you.

MR. APPY: We will document that when we see it. Thank you.

ARTHUR HERNANDEZ: Good evening. My name is
Arthur Hernandez, I live in Wilmington right behind the Watson Yard.

We have a lot of problems. I work the monitoring of the Watson Yard and there is a lot of problems there.

There still are. We have ethanol. We have propane. We have LPG.

And just a couple months ago we had some gases hit us.

And we have tank cars put in red label and all that, and it impacts our community.

We have our new residential community. The Banning Park Estates, that community has over 50 new homes.

Adjacent to it is another development by the church, Holy Family.

And it's a pretty nice community with 15 more, so total I have a petition going around in our community to amend and remove a rail line.

In other communities there has been problems like this and at present we have a problem with the diesel emissions coming into a residential community.

And that has impacted our community to the point where there is, like you say, problems with breathing, breathing-related problems.
And the scope of the development of the use of the diesel locomotives in our community, at first when it came out it was 45 to 52 diesel locomotives that that impacted the community.

It was very difficult to breathe. You get up in the morning and the fumes came into the residential community.

Now, we went -- the other day we went over to -- yesterday we had an environmental impact with BNSF Railroad.

There is a development BNSF Development Intermodal Yard by the Terminal Island Freeway, that was a plan to go forward.

Then there is, also, on-site container stations and there is a development in other areas, alternative development.

The Terminal Island Freeway, this will be Terminal Island with the Ocean Boulevard to Cerritos Channel that can be developed there.

And along Pier 300/400 along the road going in there, there is room for about four or five rails.

There is plenty of areas for rails.

But the development, whether they bring in the green goat, blue goat, or any of these development ideas.
I would like to see a plan with electrical trains that go from the Harbor to the Hobart Line in Los Angeles.

Because every community deserves to have better and breathe better air, oxygen.

We need to provide better oxygen, and see if we have a plan to replace some of these diesel locomotives with LPG and cleaner burning fuels.

If we do that, it would be a lot better for us and for our community. Thank you.

MR. APPY: There are a couple of little items here. Veronica Aservian representing Council Member Ray Golovitch is wanted.

Are you here?

Okay. Also, Reyes Abil wanted to make note that he, also, was here tonight representing the Long Beach Alliance for Children with Asthma.

I just wanted to read that into the record.

DAN PRESSBURG: Good evening. My name is Dan Pressburg. I'm from the North side of town, all the way up the freeway where all of your particulate funnels down the Los Angeles River and the 710 Freeway with all of your trucks.

I've been following this thing for probably a year and a half.
I do remember when you were talking about less than a million truck trips.

With the combination of the ICTF and this expanding over into the West side, which is going to take the biggest brunt.

I see our kids developing black lung a new source of diesel and sulfur attaching itself into the lung tissue.

So even if you don't smoke it's going to look pretty bad.

Now, the idea of a clean green port sounds great, but it's a big "what if." There is nothing here to guarantee it.

There is nothing here to make it feasible for all of us to believe what you are saying, although, I would like to believe it.

Expanding an Intermodal Container Transfers Facility, ICTF, they are talking about 1.6 and it's going to get bigger.

And when I first heard about this project, they were talking about two and a half times going up into .15 expansion of The Port.

I don't foresee this stopping the growth of The Port, I think it's going to continue.

But there has to be that big "a" word and
that is not asthma first, it's "accountability."

The people of The Port need to take accountability for our neighborhoods.

They need to take a good look at the infrastructure, human infrastructure.

That means from the tiniest to the largest, and to those of us who are going to continue having problems with breathing.

They need to be responsible. They need to also take care of the asthma.

You heard us talk about the diesel death zone, they have a couple of studies Mate's 1 and Mate's 2 and they are still working on Mate's 3.

Those things are going to only show it getting worse.

So even though you are talking about becoming greener and better, you know, it's kind of the sky at the moment.

The technology it's progressing, but it is not quite here yet.

Thank you very much. This is not directed it's just, you have to do a better job.

ALLEN HOSE: Good evening, Ladies and Gentlemen. My name is Allen Hose and I'm a resident of Winward Village Mobile Home Park.
And I'm also a member of Pier 2, 710 Freeway Committee.

For those of you who might remember what happened with that situation.

We got ticked off because they told us what they were going to go, and guess what, we said no, you are going to do what we tell you to do.

That committee is still alive. I'm still attending the Gateway City's HOG meetings to make sure they stay on track.

That's Point 1.

Point 2 I want to bring up, is we've been trying buy our park back, our resident park, so that we will own the park and the land.

Together we've been doing it now for the past four years, and it seems like every time we turn around we have to fight another battle to keep our property value from going down the tubes.

We are going to win this battle to. We are not going to stop.

So many times during the Pier 2 meetings, guess who was absent, Ladies and Gentlemen, the Port of L.A. and the Port of Long Beach, most of the time.

Hello, they aren't listening and I doubt that they are going to continue to listen, unless we put the
pressure on them to start listening now.

One of things that I have been doing in order to keep The Port from continuing to grow is boycott.

Hello, can we say quit buying stuff at Wal Mart.

Quit buying stuff at Kmart. We know where it comes from and it is time for us to tell them to send it back.

The last thing that I want to speak about that hasn't even been touched upon yet, which is why I will talk about it now. Security.

My roommate and I did a little traveling a few months ago.

We went through the Port of L.A. and the Port of Long Beach, and let me tell you that it was amazing of the places we were able to get into without any one saying a word, and that was in our vehicle.

You can do the same thing with BNSF, you can literally go into the yards because there is not even a fence to block you.

Can we all remember what happened in New Orleans.

Where is FEMA?

Where was Homeland Security?

Do you think they are going to show up here,
when we have a problem? Don't bet on it.

And we've decided that we're are going to
tell them no, this is our homes.

This is our schools. This is our churches.

No. Period.

JERLENE TATUM: Good evening. My name is
Jerlene Tatum and I've lived in the West side all of my
life.

I now live here with my husband, my two kids.

I attended John Glen Elementary, Garfield Elementary,
Stevens Middle School.

I have two nephews that I look after that
happen to go to school here on this side of town.

There are enough dangers right now that I
have to deal with every day looking after my kids.

I don't want to have to look after something
that I can't even see.

I can't see the air that I breathe, and not
only do I have to worry about that, but my kids that they
are going to be all right.

The Alameda Corridor was proposed and built
they talked about all of these trucks that were going to
be taken off the 710 Freeway.

I live right near the 710 Freeway.

At one time I was able to get up and travel
on that freeway freely, it's so difficult to get on and
off from that freeway.

If you have the opportunity, get on the
freeway and off the freeway at the PCH off-ramp and see
how difficult it is to get on and off.

Try making a right-hand turn on Harbor. And
I can only imagine how much more traffic is going to come
in just on PCH.

It is impossible. And then there is
recurring potholes.

I mean I know this country thrives on what we
bring in and the very little we send out.

I mean I know it thrives on that, and this
happens to be a major port, but are we going to sacrifice
West Long Beach?

Are we going to sacrifice Long Beach?

Are we going to sacrifice the environment for
this?

Just think about what is happening in
Louisiana. Due to the Ports is what eroded the wet lands.

It was something that happened over a period
of time and, unfortunately, something catastrophic came
and wiped out an entire city.

I know that may not be the case here it's
going to be something that is going to be long-term, but
it's still going to do the same thing. It is going to wipe us out.

FELIZ ORTIZ: Good afternoon. My name is Feliz Ortiz. I will write specific recommendations by the stated deadline.

Tonight I'm here to speak from my heart and, with all due respect, you are not welcome in our community.

And that is nothing personal. I work for the Los Angeles Unified School District, I'm used to being publicly attacked, and so I will not make this a personal attack on you.

We are simply opposed to further agents of further pollution.

We are, as you know, surrounded by the refineries, the 710, the railroad track; and Councilwoman Uranca termed that as "geographically disadvantage."

I call it "environmental racism" and that is exactly what has happened here.

My interest simply here today is as a resident, as an Auntie of three nieces who suffer from asthma, we all live in this area, and as former teacher of John Glen Elementary School.

And we are here to just unite with my community and with all of the leaders in this community to
tell you Please, reconsider.

            Think of -- no. No please. Consider other alternatives because we are simply tired of the environmental racism.

            We're tired of social injustice. And we really need the support from everyone here.

            So thank you everyone for coming.

PAT CULLEN: My name is Pat Cullen. I was born and raised in Long Beach.

            I own and operate a business in West Long Beach.

            I have been very active in various agencies. I'm the President of the West Side Industrial Council, West Side PACK Member.

            The Union Pacific and BNSF in July somehow convinced the California Air Resources Board to agree to a Memorandum Of Understanding or MOU.

            This has concessions that you search the local Air Quality Management District's regulations.

            Of course, that this MOU contains a poison pill, a clause that allows the railroads to unilaterally abandon their commitments to the emissions reductions across the entire state.

            BNSF does not to mitigate toxic risks from locomotives. In the Port of Los Angeles's Notice of
Preparation of the Draft Environmental Impact, the NOP, the BNSF simply states that they will be evaluating the feasibility of various equipment.

There is no requirement to them to do so.

To continue air pollution and killing children and adults this must stop.

We live in the South Coast Air Quality Management District, it's a basin. It's a bowl.

For our society to thrive and for our ports to grow we must electrify.

From monitoring of ships to operating the operations of The Port and related railroad container terminals.

Electric locomotives, electric trains and guard mills are common place throughout Europe and Asia.

In lieu of trucks transporting containers to the rail terminal an electric short line train can be utilized.

We are putting Band-Aids on severe environmental life-threaten issues.

This project should not go forward unless it is properly electrified.

CARL FARRINGTON: My name is Carl Farrington, I'm Chairman of the Central Consensus Committee of the South Coast Interfaith Council.
It is a council of 200 congregations that spread basically along from L.A.X. along the Coast through the South Bay, Palos Verdes, and San Pedro and Long Beach and even to Western Orange County.

And one of our chief concerns is pollution from The Ports and from the equipments.

We've studied this and we realize this is a major problem.

It has been mentioned that Europe has much better interconnections between ships and rail lines, I assume that is because they have a better Governmental Regulation to make that possible.

We have many different agencies in Los Angeles County, and in this area to regulate parts of this whole problem.

There certainly is a problem with the health affects of cancer, of asthma, of decreased lung function in children.

We all need to be taking this into consideration, as well as the traffic and noise that result from pollution.

I urge you to find ways to reduce the pollution and make better use of trains coming into The Port and loading trains directly. Thank you.

REUBEN GERARDO: Good evening, Ladies and
Gentlemen. My name is Reuben Gerardo, I'm a resident of West Long Beach.

I've been living here most of my life. I think we need to hype up the tone as it was when we initially got here.

I think the community as a whole right now it's probably getting late for most of us, we are starting to get into relaxed mode.

I took a few notes, I'm sorry I'm not really prepared.

I would like to thank Tonia Reyes-Uranca for doing vast homework on what is really going on.

Where are our leaders?

We have a person, a gentleman here, all the way from City of Commerce to open up our eyes and our ears, to try and show us what is going to happen to us.

Where is our mayor?

Where is Beverly O'Neil?

Where is the rest of them?

They should be here doing work for us. They earn their livelihood from us.

I'd like to go by a few notes that I wrote down, things that I just -- I'm a very observing person, and I think I'm well-rounded as far as educated.

They mentioned the reason why we can't do
On-Dock is because they are not organized to do On-Dock unloading. We shouldn't take that.

Why can't they organize their containers so everything can be On Dock, and then after they get an On Dock everything that is -- all the containers that are being transported after being On Dock should be electric that way we have no particulate in the air.

This is what we need to tell them that that is the only way they are going to implement container movement through our ports.

I'm running back and forth right now with my kids from football practice and it is not -- maybe it is, you know, it's timing.

Last week my son said, "Dad, my chest is hurting."

Maybe I'm going to have to -- I am going to have to take him to a doctor and have him checked and I didn't have a reason why.

But it's a big question mark.

I hope you guys take this and can be able to sleep tonight, what you are doing to these little kids. My kids.

That are probably going to spend the rest of their lives right here, or at least, like the gentleman said, they took our busing away.
This is racism by the money that we earn. They took our buses away without us being able to do anything, now my kids have to go to Cabrillo. They can't go to Lakewood where the air is cleaner or some other place.

We only have four hybrid switch changes in the U.S., why?

That's not a reason, we're moving billions of dollars through those ports.

What is going on? People need to wake up. We need to get these diesel engines off the road.

There is fuel injected diesel which all these truckers that are driving back and forth doing their livelihood should be driving, not these old outdated diesel truck engines.

And that is the bottom of the barrel stuff. LPG we all know is cleaner.

If you have to have trucks on the freeway they should be all LPG, period.

There should be a date where we're going to outdate these diesel engines and we should go through all LPG, period.

The next thing, alternative projects are not enough. They are only promises, hopes.
And I haven't followed up with it, but promises that have not been fulfilled.

The Alameda Corridor is a prime example.

How many promises are we going to stand by and keep being broken with us just standing there and letting the government run us through. We can't.

This is the first time I'm around and I'm glad everybody came out tonight.

REGINA TAYLOR: I live in the Riddly District and this is like deja vu all over again.

We started the fight on the 710 here, initially, I remember that three years ago.

Anyway, I'm close enough to the 710 and I'm a recipient of the bad air.

I oppose this project just like I oppose any project that will expand your port, the Port of Long Beach, the ecological footprint, the environmental footprint. It's too big.

So you cannot solve problems in bad air by growing. You can't grow your way out of this one.


It's not going to happen. No one is going to pass that.

The only way we're going to deal with
problems, and this project should not go forward, but I
don't want you to move any place else either, I would like
to see the Ports freeze the size of their footprint.

Clean up your act. That is make demands from
the people who dock at your port.

The companies that come in with their nasty
nasty ships spewing all sorts of the lowest grade diesel
as possible, the bunker fuel.

I don't even think it's diesel, okay. Get
some clean trucks on the road, okay.

Then when we have that under control, let's
talk about shaping the footprint.

We can do that probably by getting rid of a
lot of the containers that we park that are empty and all
over the landscape and let's give the land back to the
people.

Also, I hear people say that job creation,
the Port is an engine of economic growth.

Well, what hear they want to fight the asthma
and illness and I know the rates of death in the L.A.
area weigh out of line with the rest of the nation,
because of the bad air.

I figure the only jobs they can bring is a
respiratory therapy and ER physicians to take care of sick
people.
So thank you. These remarks are directed toward the Port of Long Beach as well as the Port of L.A.

SLOBODAN DIMITROV: My name is Slobodan Dimitrov and I'm with the Human Relations Commission here from the City of Long Beach.

And I'm also here to listen to see what the community is saying about this.

One thing that I didn't see during the presentation, would there be a another Scope Meeting on the other part of town?

MR. APPY: Yes, October 13th.

SLOBODAN DIMITROV: And then the other issue is the roll of noise pollution.

And I'm also a stakeholder in San Pedro, which means I'm a Board Member of the Coastal San Pedro Member Council.

I've seen you guys before during the other presentations.

And one thing that I notice is there is a great accountability to citizens demands and concerns on the other side of The Port with the port of L.A. than there is on this side.

I would like to see some kind of process where the playing field is leveled out a little bit more.

And that the same concern applies here as it
applies over there.

And then, as a Human Relations Commissioner I heard the particular issue that acts as a trigger device and that is the roll of economic justice.

And most people don't know the history of the economic justice and the L.A. Basin.

And it comes out of neighborhood activism all the way up into Central L.A. with the Mothers of East L.A. down to Harbor and the initial phase was to call from the community that this was economic racism.

And AQMD came on board they have a department that addresses this, which means now that since it's been articulated through this meeting that there is no element of racism that is felt to be here by the community members.

I would like to see now some kind of dialogue take place between the Port of L.A. either through the L.A. Hearing Relations Commissioners or with ours at the same time so that we can address this concern within the community.

If it's a credible concern, if it's not, that needs to be defined.

Okay. And then, the other issue is that during the Promenade Harbor Scope Meeting presentation was made that included the maximum plan addendum plan, which
means that there were like three plans apart from just the Promenade Main Plan that is being brought up.

And I'm wondering if there was such a thing that came up during this night's presentation of a minimum or a maximum plan?

And if there is, the community needs to be paid aware of that.

And lastly, I would also like to see some kind of method of record keeping of citizen's complaints, okay.

And the fact that my neighbor here Marlene was physically expelled off the property for trying to voice her concerns is just not acceptable.

We have to do something else other than that.

MR. APPY: I think he was talking about the minimum/maximum plan might cause some confusion.

That has to do with a project going on in the Port of Los Angeles about the bridge break water where we are redeveloping all of the water from along that.

And there is a bunch of alternatives in there maximum and minimum, so that's what his reference is to.

I asked him if there is Scope Meetings, I hope that you are attending those because we need to get those comments in from those other meetings.

GORDANA KIORPEOGLOU: Hello, my name is
Gordana Kiorpeoglou and I'm a Member of A.C.L.U. I can see all of you here.

Thank you wonderful people for showing up and caring.

Jessie Marquez is my hero.

Jessie Marquez fights for people that deserve to breathe cleaner air.

We all need to breathe cleaner air, not the people in Palos Verdes, not the people in fancy homes. People all over this planet.

And we deserve equal rights of everybody, Black, White, Purple, Yellow, you name it.

I even live in San Pedro three blocks away from The Port, you can't even breathe the air, you breath the garbage.

There is so many kids in my neighborhood, little kids, but you see, nobody gives a damn about those kids because they are little Mexican kids.

So this is what has been going on all along and they just turn the other way. We don't want to hear about it.

It's about time you guys hear us. Companies are making money, millions of dollars, but nobody wants to put money into where it goes.

We don't have no nursing. We don't have
teachers. We don't have doctors. We don't have hospitals.

We got money for war, that we didn't want it. But we don't have for our kids here.

In New Orleans they are dying, but they are Black, don't worry about them.

So let's get together, let's bring these people together as one proud nation, as human beings.

Give us the jobs, we'll work it. Don't take everything away, because then you get the Wal Mart junk from China with cheap labor and we are paying prices here.

All people don't have jobs. In San Pedro we've got gangs, we got drugs, we got nothing.

Just a big huge companies that exploit us every step of the way.

This has to be stopped.

So thank you all and let's work like human beings. And thank you Jessie Marquez.

UNKNOWN FEMALE SPEAKER: Thank you very much for the forum.

Thank you I know you are in an unenviable position to be here to hear this, and thank you commissioners and councilperson Tonia Reyes-Uranca.

I would like to ask that instead of all of
the proposals and the different projections, and all of
that, I would ask that you demand hard facts.

Find out whether or not the people that are
talking about the quality of air whether or not they are
Board Certified Pulmonologists, Pediatric Pulmonologists,
that have done studies whether or not the smoke dust, the
diesel fuel, all of the rest of the things are
contributing to Chronic Obstructive Pulmonary Disease,
COPD.

Not only asthma. Everyone focuses on asthma
because it is a very evident.

I mean any nursing office here in any of the
schools that are contacted or you get in, you can see all
of the inhalers and the Singulair and Claritin, and all of
the different modalities that they use.

So that is very well documented in our
families and if our communities, but for the people that
are coming and saying that they have these wonderful
things and that the air is going to be okay, and they have
these clean burning things.

I would like to know do they have Board
Certified Pulmonologists, Pediatric Pulmonologists, that
have backed up their studies, or is this just high in the
sky.

Unfortunately, the Port has not sown goodwill
in our community, so you can't reap goodwill.

They have sown nothing but discontent and lies so that is what we're operating from.

We are not going to just allow you to come in and say all of these wonderful things and we're with you on everything.

No. You're not with us, and we are the ones that are suffering at the end of the day.

So we don't want to pit us against them. We have to stand international commerce. We are not dumb. We know.

But I really believe that the West side has done more of their share for the National Economy.

I believe that possibly in the Seattle or the ports in San Francisco, the ports that are in Valejo, the ones that are in Los Angeles, they can handle some of this.

It isn't just that it has to be contained in this area.

And if BNSF has this wonderful technology and they are going to use it, have them show you where it's working some place else.

Let's not be the guinea pigs. Thank you very much for your time.

MR. APPY: Thank you. At this time we're
going to take another short break to relieve the court reporter. Let's take about five minutes.

(A break is taken at this time.)

MR. APPY: Okay. Let's begin.

JOHN TAELEIFI: Ladies and Gentlemen, I want to thank my neighbor for showing up this night.

It really provides inspiration in protecting our home.

My name is John Taeleifi, I'm also Chief Executor of the Greater San Juan Community. I'm sitting on the council seat for Southern California.

I have very sensitive issues here. I have two generations of children attending Hudson Elementary and every day my grandchildren and my younger son seem to be nauseated somehow.

And that concerns me. And John brought up a point earlier meaning that my kids are going to go from Hudson which is approximately 200 yards away from this proposed site.

That is going to present a living danger to my children because then life expectancy of my children are going to be to the age of 35.

I think that we are entitled to fair and equal educational environment, bringing good educational value, in this case that's going to directly impact the
opportunity of education for my children.

And I don't like that.

Ladies and Gentlemen, I do not want to have to move to Orange County, I have come and made my home here.

This is a community of wonderful colorful parts.

We have reputation of ethnic groups and we have made this our home, we don't want to be coraled as in ill-informed cattle and move down the 405.

We cannot and will not do that. So as a result I encourage my constituents to stand and take heed and move this out.

There must be a solution elsewhere.

On Dock, that's a viable solution. Spend the money. There is sufficient financing to do so.

Third World Countries, other developing countries have done that, and they have lesser of a financial pocket than we have.

So, Ladies and Gentlemen, I know it's getting late.

Our comprehensive ability tonight may not all be intact as it were at six o'clock this afternoon, but I encourage each and every one of you, if we need to take up signs and march up and down, we must do that to maintain
this fight.

PETER GREENWALD: Thank you very much. My name is Peter Greenwald, Senior Policy Advisor for South Coast Air Quality Management.

I appreciate the opportunity to address you regarding this important issue.

We're going to submit written comments before the deadline, but I want to today present some initial reviews regarding the Notice of Preparation that has been released.

The A Company recognizes the importance of official goods and movement, however, this region still has the worst air quality in the country.

And this proposed area for this project is particularly impacted by truck diesel exhaust in a variety of sources.

The project can worsen the local problem as disclosed in the NOP.

Under these circumstance California Law imposes clear responsibilities on The Port.

The Port has a clear responsibility to thoroughly analyze the cumulative impacts of the project and the environment and public health.

The Port has a clear responsibility to draft alternatives to this project and mitigation measures to
mitigate any significant impacts.

And also, they need to justify each project which has significant environmental impacts.

Some comments regarding these responsibilities. First, evaluate project objectives. The project objectives are described in the NOP as providing additional Near-Dock facilities.

This statement of project objectives appears to preclude On-Dock alternatives from being considered in the Environmental Impact Report.

We heard today that additional On-Dock facilities it is not possible.

We suggest that the railroads, and particularly The Port, go over to the drawing board and take a creative means by which additional On-Dock facilities could be employed as an alternative.

It should be thoroughly analyzed in the Environmental Impact Report.

The bottom line is that we do not believe that the NOP Statement of Alternatives is a sufficient range of alternatives to comply with California Law.

Second, the governed mitigation measures. We support hybrids. LPG. Electric trains, and the other mitigations that were described earlier tonight.
But we would like to see such technologies employed in all rail yards.

However, no mitigation of some of the key sources of emissions has been described in the NOP. And this must be included in the Environmental Impact Reports.

Specifically, I'm talking about trucks that will carry containers to and from The Port and the new facility and to the line haul locomotives.

Regarding the trucks, we believe the Environmental Impact Report should consider if an off-dock solution is ultimately decided upon.

A fleet of alternative fuel or other very clean trucks to haul those containers.

In addition, from you have the line haul locomotives, cleaner technologies in the diesel, locomotives currently being used and those which are being brought into play starting this year are available.

LPG has been utilized in the past in The United States and these particular filters are being applied to locomotives in Europe.

We believe that The Port has substantial legal authority to implement such measures.

The project is located on land owned by the public and you can decide whether and how it should be
Health Risk Assessment. The EIR should include a thorough assessment of cancer/non-cancer impacts of the proposed facility.

We request they utilize guidelines developed by the AQMD to describe maximum not average risks for rail yards and consider a full seven years exposure.

Growth inducing impacts also need to be assessed in the Environmental Impact Report.

This should include an analysis of rail traffic beyond the Alameda Corridor particularly congestion and air quality impacts and the lack of grade separations in those areas.

Cumulative impacts they indicated are a key consideration and must be thoroughly analyzed in an Environmental Impact Report.

In closing, the AQMD stands ready and willing to work with The Port to ensure a thorough Environmental Impact Analysis and, particularly, to make ensure that alternatives and mitigation measures are applied in full.

Mitigate to the extent feasible all the impacts of this project. Thank you very much.

MR. APPY: Thank you, Peter, for your knowledge.

We've been working for quite a while now with
the AQMD on the establishment and protocols for
assessment.

And we certainly intend to follow the
guidelines and information you've provided to us already.

JESSIE MARQUEZ: Good evening to The Port
Staff, City Officials and this beautiful community of good
friends here that stand united.

My name is Jessie Marquez. I'm the Executive
Director of the Coalition for a Safe Environment.

We're headquartered in Wilmington, but we
have members in Wilmington, Parson, Compton, San Pedro,
Harbor City and 15 other cities of both the Port of L.A.,
the Port of Long Beach, as well as the Alameda Corridor
Project.

We have existed now for four and a half years
and we specialize in the review of Port projects as well
as oil refinery/port industry-type projects.

And I want to share with you some of my
information and some of our concerns.

So that you know, we have students from
Compton as well as Wilmington come out yesterday and today
to pass out over 2,000 flyers throughout West Long Beach,
in order to share some of our experience and information
with you.

So that you also know, we also delivered to
the mayor and every council person in Long Beach a letter
asking them to come to this meeting and provide
information, so we did extend that invitation.

I wish 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 L.A. proposed
Southern California International Gateway Project, which
is also known as Intermodal Container Facility.

The reasons for our opposition is as follows:

Number 1, the public and residential
communities that border the Port of Los Angeles, Alameda
Corridor, Long Beach I-710 Freeway, and the new proposed
Intermodal Terminal do not want or support port business
operations conducted of port property and city boundaries.

Number 2, the Intermodal Container combined
with the existing ICTF Intermodal Terminal, which is also
planning to expand, both create the fourth largest air
pollution source in the Harbor area.

This new terminal combined with the existing
ICTF Terminal will also extend or create the fifth largest
air pollution source in Los Angeles County.

The Intermodal Container Terminal will
prevent the South Coast International District to ever
comply with the Federal Ozone Requirement and keep AQMD
and Federal levity in status, causing California to lose billions of dollars in Federal Transportation funds.

Five, all of the proposed air pollution mitigation measures will not eliminate 100 percent of the air pollution.

Sixth, all proposed mitigation measures will not eliminate 100 percent of the land and water pollution contamination.

Seven, The Port of L.A. and BNSF Railroad will not contribute one dime towards public healthcare costs, medical prescriptions, medical equipment, permanent disability or death benefit costs.

Loss for pay or lost public school funding due to increased absenteeism by students.

Eight, the amount of air pollution will increase by over seven percent every year for the next 20 years.

Nine, the amount of truck train and car traffic will increase every year for the next 20 years.

The new terminal will increase truck traffic by 1,000,000 trucks per year.

Ten, the amount of truck/train equipment noise will increase every year for the next 20 years.

The truck/train equipment will operate 24 hours a day, seven days a week.
The light glare pollution will deprive children and residents from a normal night sleep, period.

Thirteen, asthma in children will triple over the next 20 years in this community.

Fourteen, respiratory health problems will triple over the next 20 years in this community.

Fifteen, heart problems and heart attacks in adults and senior citizens will triple over the next 20 years.

Sixteen, the cancer risks will triple over the next 20 years.

Public death rates will triple over the next 20 years.

The new terminal will increase safety risks in bordering cities, communities, public schools due to tariff attacks and explosion.

Nineteen, the new terminal will increase the risk of foreign bacteria, viruses, fungi, mold, form insect infestation, due to the failure of The Port to decontaminate, sanitize and clean containers.

Now, these points are things that we would like to have included in the EIR.

That The Port of L.A. consider redesigning an existing terminal to be an automated state-of-the-art Intermodal ground-to-road truck system and have that
listed as an alternative.

That The Port of L.A. consider incorporating the incorporation of (Fugotennol?) electromagnetic and magnetic rail transport technologies as the terminal.

That The Port of L.A. include an extensive esthetics all categories of air born contaminants caused by the terminal.

This will include diesel fuel emissions, alternative fuel emissions, pulverizing shipping container paints and coatings and lethal container Freon and chemicals.

We, also, want the polar to be include in their studies all categories of biological substances, such as bacteria, mold, viruses and insect infestation.

We, also, want The Port of L.A. to include in it's studies all categories of toxic hazardous chemicals and radioactive substances that are transported on ships, and also, in trucks and containers.

And so, these are just some of the lists, I will represent a letter here with this and there will be more additions to this in the near future as we have more time to review it. Thank you.

DAVID VILLEGAS: Hello, my name is David Villegas and I am a resident of West Long Beach, I live on Arlington Street.
My house is located like on a hill so all that rail noise, all of the pollution, it comes straight into our little neighborhood there.

I want to look at you guys here because you guys are the guys that are saying all of this is good for your neighborhood.

This will bring jobs. You know, that is a bunch of B.S., okay.

How soon they forget the ICTF Rail Yard was introduced to us by Ray Grabinski back in the early 80s. Well, in the late 80s three years I saw families that break up because they were kicked out of that Terminal Island.

All right. I'm not a nice guy here because I've seen about it and I'm one of them.

I've seen families break up, lose their homes, and kids running around in the neighborhood because, you know what, they don't have any direction. Their family was broken up by all of the development.

Okay. What about all of that air pollution? Who will hold the bag for that? We'll hold the bag. These guys are here. You. You. I never seen you guys.

Where in the heck did you guys come from?
Somewhere else.

They come down here telling us, oh, this is good for you.

You know what, you bring your kids over here and then come talk to me; all right.

I'm a fighter, that's right, and I'll continue fighting for fighting spirit in these people, and they will wake up.

Because it takes one or two of us to tell you the way it should be.

That we don't your plan here. Go back to the drawing board. Fix what's messed up now.

You want to keep all of those truckers out there, wait, that facility right there where are all of those trucks going to go.

They are going to go into our blocks, into our streets, take up our parking, and you want to jam pack more congestion down there.

You guys are nuts. You have all of those problems right now in the neighborhood in The Port and they need to be solved.

Oh, LPG, we will buy state-of-the-art equipment and all that. Where is it at?

They saw four of them in the whole U.S. How many locomotives are out there?
There's got to be over 100,000 and you're talking more locomotives.

No, buddy, you guys have got to be more prepared when you come over here and start talking that you want to put this stuff in our neighborhood. Thank you.

ANDREA HRICKO: Hi, my name is Andrea Ricko, and I'm with the University of Southern California. My last name is H-r-i-c-k-o.

I work with a team of scientists at UCLA and USC, we are conducting research on air pollution and its health affects on children.

I work with the Southern California Environmental Health Sciences Center Tech School of Medicine at USC.

I would like to talk about what these scientists and others have learned because their scientific findings must be included in your EIR.

These scientists have learned that children in polluted communities suffer reduced lung function.

They suffer more school absences. They suffer from asthma exacerbation.

Scientists have learned that children who live close to the freeways and close to traffic have twice the risk of asthma.
Scientists have learned that pregnant women who live near freeways, this is here in Los Angeles, have more preterm babies and babies with birth defects.

We know from scientific studies around the world that diesel fumes causes lung cancer and the most recent studies are on the railroad workers.

We know that high levels of particulate matter, PM, are linked to hardening of the arteries.

Dr. Nino Cumbria who did that work at Southern California is here in the audience with us today, he is a USC professor.

We know that high levels of fine particulate matter lead to increased cardiovascular disease, and that means heart attacks and other problems.

We know from AQMD studies that the highest levels of elemental carbon which comes from diesel exhaust from Port area schools as been found right here in West Long Beach, at Hudson Elementary School.

And it is no longer the blame can only be placed on the refineries, during The Port lockout the levels of elemental carbon at Hudson Elementary School were low.

After the lockout when the containers started being taken off of the ships and the trucks started moving again, all of the elemental carbon levels at Hudson School
We know from studies that we have done at USC that children who are exposed to high levels of elemental carbon suffer from reduced lung function.

There are thousands of trucks a day in the Terminal Island Freeway that go past the schools Cabrillo, Hudson, and others that have been mentioned.

The Long Beach Alliance with totals of asthma along with USC have counted 600 trucks in one hour near Hudson Elementary School on an afternoon in July.

A Port report that I saw there were 3,300 trucks a day on the Terminal Island Freeway.

The bottom line is, this isn't a geographic area that is already impacted by air pollution.

Additional air pollution will add greatly to the burden of disease and this cannot be allowed.

We are to protect those who live here because our scientific studies show that these levels of air pollution are causing damage to children, the elderly, pregnant women, and others.

I plan to submit a CU of all of these relevant health studies, and they must be considered in your Environmental Impact Report.

I would state that again.

Also, I would like to finally say that I
believe your NOP is deficient in discussing rail and truck air pollution impacts, especially, that in trucks. And that's from any way that you look at the amount of trucks that are going to be coming into this community. The truck emissions will be significant and they must be included with very careful analysis in the Environment Impact Report. Thank you.

BILAL CHAKA: My name is Bilal Chaka, I'm an Attorney for the West Long Beach Association. What I wanted to bring up here is something that has not been discussed. And one is the attitude of the bureaucrats in this area towards the citizens of this community. You work for The Port of Long Beach; is that correct?

MR. APPY: No. Port of Los Angeles.

MR. CHAKA: Port of Los Angeles. Well, the Port of Long Beach, for example, they in turn have to cease a project called Pier J after the AQMD had to write them three letters telling them that their environmental report was not sufficient. This is the kind of attitude we have to deal with. No one has brought that up.

The second thing is if the Port of L.A. and
the Port of Long Beach already has a rating of C for environmental pollution, this rating that has been established, not by me, but by the officials.

My only question is, and it's a long question: How can BNSF guarantee people living 15 miles of the proposed site be issued a monthly increase of pollution with 1,000,000 diesel trucks entering the proposed site?

As a retired truck driver 30 years, if you are going to move 1,000,000 containers of what you said 1.2 to 1.5 then you are going to have to have the equivalent trucks to bring them in.

Thank you very much.

THERAL GOLDEN: My name is spelled T-h-e-r-a-l G-o-l-d-e-n. I live in Long Beach.

I've been a West side resident for nearly 40 years.

And I'm speaking against this terminal because, Number 1, it's insufficient information to make a decision if I am for or against it.

It makes no sense to me why a company of that size would bring the same proposal on two different pieces of paper.

I mean that is almost like insulting my intelligence that I can't figure that out.
To me it's the same thing twice. You know, one we have electrical and one we have diesel. And this is what we are going to do. So if there were alternatives then that should be stated. If there are then they should be presented to this community for consideration. Because the way it is currently being done it makes no sense to me whatsoever, to say that here is -- this is what you have to deal with. And in closing, one of my friends said that as a proposal any officials from -- what is the name of this company? BNSF. Okay. Then, if any of these officials want to come and live in this community, this community is open to them. If they want to bring their families here, this community is open and willing to take them. That's all I have to say. Thank you.

LYDIA GUTIERREZ: My name is Lydia Gutierrez and I'm a public school teacher. I teach at Hudson Elementary. I'm a 3rd grade teacher and it is my first year at Hudson, I was at Bernie Elementary for several years. In my first year my second day at school we
had a Shut Down. And a Shut Down is we are not allowed to
go outside because of the pollution and we found out that
the refineries were letting out some chemicals.

I had someone describe them to me.

In my four weeks of school I had several
absences. I, also, have four RSP students and children
from Cabrillo and children from The Salvation Army.

And so I understand these children because I
went to a missionary in Columbia for a couple of years and
I travelled back and forth for nine years working with
street children.

I have a keen understanding.

I had problems, also, because I lived in the
community in Columbia so I understand a great deal.

I listened to some of the people from the
project, I think it's a great project.

I'm excited about the engineering that you
have, but I think it's in the wrong place.

My entire instinct is let's get this smoke
stack data.

The pollution to sue for quality, do you
remember that?

On our land that we can sue other -- this is
our piece of property and that we can take over to
improve our community.
So why don't we take over our property in Long Beach or the Port of L.A?

Are there any lawyers here? And let's take -- we'll fight with you.

We'll go on your side because what has happened is I live in San Pedro and I see the black soot on the window sills every day or my window.

What happens is when we sold out the shipyard, the Long Beach Shipyard, what happened was the integration of the community came in they took over.

And I see every day black smoke being built up and the containers coming and coming and these people all they are doing is trying to create an improvement business and that's all it is.

I really was impressed with your ideas and your thoughts, you're right on key.

I think we're going some place you want to use the technology and equipment, but is just at the wrong place.

I think that we should take possession of our property and we have to say no to international community, slow down, you are growing to fast for us.

And that's all I want to say. Thank you very much.

SILVIA PENA: My name is Silvia Pena. Good
evening. I'm against this project.

There is already some projects done, some
done incorrectly and that is not our fault.

I have two children with asthma for the cause
of all of the contamination, and I believe it is negligent
what is being done.

Take your project somewhere else, where it is
needed elsewhere. Thank you.

ANGELINA: My name is Angelina and I'm sorry
that I'm interrupting here, but my babysitter is not going
to wait for me after 9 o'clock.

My daughter has asthma and I've been fighting
more than six years for the things occurring here in Long
Beach.

That is why I joined the Alliance for Kids
with Asthma.

And people have seen me I'm here with them at
the Ports, at the different meetings, in the community and
they know I'm opposed to this.

And that's all because you don't know what it
means to wake up in the middle of the night and take your
child to Emergency care.

And on top of that, we get the bill of two,
$3,000 to make medical payments on that.

That's why I'm here, and I ask to impede that
this project take place there is a lot of pollution.

    You think that nature is costing us and this
cost is much more.

    You've been seeing it in nature and the
earthquakes and other things.

    Nature essentially is taking its toll and the
pollution is going up to the ozone and it is costing us
the environment.

    We're already old and we might end up in an
asylum, but what about the kids, where are they going to
end up in a box?

    Is that their future?

    That's all, but I hope that you will
reconsider.

    All they have in their future is a box and
asthma and cancer.

BERNOL WIEGANDT: My name is Bernol Wiegandt,
W-i-e-g-a-n-d-t, and I live in Winward Village which is
immediately behind Bethune.

    We know the pollution. We know about the air
pollution. The noise pollution. The light pollution.

    And also, the pollution that we can not see
from this facility.

    We all already an environmentally challenged
community.
And the traffic through the Harbor will increase no matter what we do. We have no impact on that. Secondly, because of the few shortages and that there are enough refineries every refinery in the circumference of the city is expanding. We just recently saw a huge thing going through the city. And pollution is increasing and increasing. Why do we want more pollution, because it is not going down. I don't know why the AQMD is saying that we are reducing pollution. It's increasing every year, we can see it in our house. And on top of that, we also increase the pollution in the areas where the truck traffic is. Not by the emissions of the diesel fuel, but by the dust that is created from all of those trucks moving around. So I am 100 percent against this. Go find a less challenged area to put this in.

RUDY VIETMEIR: Good evening. I'm Rudy Vietmeir, I'm Chair of the Sierra Club Long Beach Group. It seems to me that the proposal will promise an increase in economic activity for the area and decrease
in traffic on the 710 Freeway, and put 53,000 residents around the port and promises more asthma.

    Now, where is the justice in that?
    It seems the area around The Port is being designated as a sacrificial lamb to the God of economic progress.
    Now, where is the justice in that?
    Are we really using this available technology to deal with Port problems and Port economic activity.
    There were several mentions made earlier about the failure to really realize the potential of the Alameda Corridor.
    Why do we need all of these trucks?
    Why don't we load the freight onto freight cars, move them up the Alameda Corridor and let the trucks go someplace else?
    Leave this area alone. This area is an air quality death zone and that was before this proposal, and only threatens to increase it.
    So if we use the best available technology we wouldn't need all of these trucks.
    Or if they did need to be used, they can be used at the end of the Corridor, but not on this end.
    This area has the worst air quality of anywhere in the County.
I've come to meetings like this addressing the concerns of these citizens on other issues, and I have heard several horror stories of parents waking up in the middle of the night with their children having an asthma attack and wondering if they'll ever get their kids to breathe again.

And this is going on right here in this community right now.

So we need to increase the air quality of this area and not add to the problem. Thank you.

JOAN GREENWOOD: Good evening. My name is Joan Greenwood. I'm President of the Wriggly Association, which is the neighborhood that parallels the West side on the other side of the river.

The Wriggly Association I'm here to represent the residents of West Long Beach Association and we support them in their opposition of this project.

I want to thank Peter Greenwald from AQMD for being here, as well as Andrea from USC, who studied with me sometime. I'm an analytical Chemist by training.

I understand EIRs. I understand measurements.

I understand models. An EIR advocacy report makes no bones about it.

You can tell them whatever you want and that
is why tonight's meeting is so important in the Notice of Preparation.

I agree with Mr. Greenwald that you have seemed to ignore the On-Dock alternative, that must be in this EIR.

15 years ago I took a course in International Trade in Long Beach and we were taking on the Port of Long Beach and we were told On Dock transporting.

I was also a member of the Restoration Advisory Board for the first four years for the Long Beach Naval.

And, again, they talked about the acquiring that land to make the process more efficient.

From a quality management standpoint in business it makes no sense to load those containers onto a truck drive them a short distance and unload them.

Again, it's not good business.

So I think the On-Dock way is the way to go.

Recently, I was at a luncheon for the Real Estate Council of Long Beach and at that time a discussion of International Trade came up, the featured speaker was talking about the air cargo facility plan for inland.

And what was interesting is people brought up well, what about some of these other ports in Asia, and I think it was Singapore, they said handles more cargo on a
smaller footprint.

"More cargo on a smaller footprint."

That is good management practices. I, also, note that the Port of Amsterdam we learned that in the last 15 years ago used a cable system for moving the cargo containers around.

Yet, these alternatives are not being considered in this EIR.

And I believe they are reasonable alternatives.

And, of course, the no project alternative must be considered.

You didn't mention it, but it does have to be in there.

And lastly, I want to say that when we talk about these models and health risks, a model is just the starting point.

It does not give you an answer. You then have to apply professional judgment.

And when you talk about concentrating these trucks in a smaller area, you are going to have a far greater impact that these models were meant to design.

The models were meant to look at a large population area, not these models who will not hold up in court.
And the attorney who won the case against Vons for the diesel truck driver, he has an office in Downtown Long Beach.

And this is the first case, I believe, that anyone has won where they were able to directly link diesel exhaust to lung cancer that was won.

And so we have an expert here in Long Beach and I think that you should be aware of that.

That you are on notice with these studies of USC and you do have a general duty under the Hazardous Materials Rules and Regulations.

It goes beyond what AQMD or CARB may tell you. You have a general duty. Thank you.

LAURA GARCIA: Good evening. My name is Laura Garcia and I work in Long Beach. I don't live in Long Beach.

And I thought, you know, I don't really feel comfortable speaking here because I don't live here.

But I looked around and I thought, Hey, how many of these people speaking here that are presenting this project actually live here in Long Beach?

The area that is affected by this proposed project and by the air pollution that exists.

And I thought, I think I need to say something and practically, you know, raise just a couple
of questions to the Port.

    But before I raise those questions I would
like to share that I was one of the people that went out
there that Federico mentioned to count traffic.

    And for the one hour that we were there
counting traffic I was sick.

    I was ill. My eyes were hurting. My throat
was hurting. I had cold symptoms the next day and the day
after that.

    And I thought, my God, how does this happen?
How do we allow these kids to be playing
around and running around doing their sports at the time
when there is so much traffic?

    When the pollution levels are so high?
And they are breathing a lot more because of
running around. And they are breathing all of these
particles, all of these toxins.

    And I thought, Holy shit, when we hear people
standing in here or sitting go to families and ask them,
Hey, would you mind if I give your kid a cigarette?

    Hey, would you mind if I sell your kid some
alcohol?

    That is illegal; right?

    Minors are not supposed to buy any cigarettes
or any alcoholic beverages.
That is illegal.

I really don't see how different it is to expose our kids to these levels of pollution and exposing them to cigarette smoking?

What is the difference?

Wait a minute, I thought we had won that battle?

I thought we had made cigarettes illegal in schools and everywhere else, public places?

No longer are the vending machines where we can buy cigarettes.

And I think to myself, wow, this is a very similar battle, you know.

Our kids are breathing toxins and we know this.

We do have studies that tell us that. And we do care for our kids.

I know we all care for our kids. You guys care for your children and you have children.

You wouldn't want that for your kids.

You wouldn't want anyone to go to your kid's school and say, Hey, we're going to start selling cigarettes here? And kids are going to be able to buy them.

Will you?
That's my question. And the other one: Would you move your families to areas where these people live?

Thank you.

ELINA GREEN: Thank you for letting me have the opportunity to speak.

Actually, I am a brand new resident of the Long Beach Area.

I moved here six weeks ago to take a job with the Long Beach Alliance for Children with Asthma.

You've seen many of our community members come and speak.

And one of the most astounding things that has happened to me in the time that I've been here, I've seen the amount of community support there is around these issues.

Initially, my first response was thinking that this community not only pulls together so well, that everyone here is so entrenched and so involved in these issues.

But really, a bigger message is that the issues are so large that the responsibility is on the community to really take charge.

And so both as a brand new resident to this area and, also, someone who represents a very large
portion of the children in this community that are
affected with asthma.

I'm here to present my ideas about this
proposal.

And I am here to say that I definitely oppose
what is being proposed today.

So thank you.

MR. APPY: Thank you. I think we have
somebody important here.

A council person who has just arrived, she is
one of our new Harbor Commissioners.

There she is.

We are very fortunate to have her as a new
Board Member of The Harbor Commission.

Thank you.

EVELYN KNIGHT: My name is Evelyn Knight and
I have lived in this community for 37 years.

I have family members occupying three
households in this community.

I have a great niece that is attending Hudson
School who is asthmatic.

I'm a member of ICO and I attended a meeting
the other day.

One of the discussions, one of the principals
of school said that one of the teachers did not want to
come, or refused to come to teach in the school over here
in the West side because she was expecting a baby.

And she did not want her child to be affected
by the air.

You know, one of the things that I'm very
disturbed about this because, you know, it seems to me
that we want to make the West side a trash and a dumping
ground for all of the trash.

And we don't -- this is a beautiful
community. I love the West side.

I've lived here since 1968. And I love the
neighbors. The people. The wonderful families. The
commitment. The care and concern.

But to trash this beautiful area just because
somebody wants some more bucks at everybody else's expense
is insane.

It's nuts. I want to join everybody in here
and everybody in my community to fight this to the bitter
end.

Because we deserve better. We have good
people, and we deserve better, and we ought to be treated
better.

Because what I've been hearing tonight and
what I've been hearing, and what I've been experiencing,
and what is going up my nostrils and my lungs.
I know that this is not good for living things.

And I'm a living person and we are human beings and we ought to be treated better.

Thank you.

MR. APPY: And our last speaker will be Colleen Callahan.

COLLEEN CALLAHAN: Good evening. My name is Colleen Callahan.

I'm speaking on behalf of The American Lung Association of L.A. County.

Thank you for the opportunity to speak tonight.

I thank you everyone who has stayed around for the end of the comment period.

The American Lung Association is concerned about the health of children and all community residents located -- or that are living near the proposed Intermodal Terminal.

The American Lung Association supports various outdoor management and air quality educational programs at local schools.

So we have firsthand experience working with children who are directly impacted by the disproportionate high levels of pollution in the area.
We have an asthma educator who could not be here tonight, but asked me to say a couple of words. He is an avid advocate who has worked with about 100 plus schools in L.A. County.

And he writes: "I cannot remember a school, Hudson Elementary School, that has had more asthma students participate in my class."

"Perhaps, this is not surprising considering that the school is located next to a major freeway and factory pollution is very evident."

"Diesel pollution has severe consequences for everyone in California, but especially for those who live close to sources such as ports, freeways and railroads, all sources, and diesel particulate matter."

"The California Air Resources Board has determined that diesel particulate account for more than 70 percent of cancer risk from toxic air contaminants statewide."

"More than 90 percent of diesel emissions are a fine particle that can bypass the respiratory defense mechanisms and lodge deep in the lungs."

"Diesel soot and other particulates have been linked to asthma attacks, increased respiratory infections, chronic bronchitis, increased toxic emissions, growth problems in children, lung cancer and premature
"Carbon fumes direct exposure, diesel fumes are linked to 5,400 hospital admissions for COPD, cardiovascular disease and asthma."

"Asthma is on rise as well. And now affects approximately 3.9 Californians."

"The prevailing of this disease has skyrocketted."

"Children with asthma miss one full week of school each year on average."

"It has been linked also a range by carb was 3.3 million school absences per year."

"This, obviously, has economic impacts."

So I want to conclude briefly with a brief story.

I was working with the children at Hudson Elementary School giving them a presentation about air quality and telling them, you know, where air pollution comes from.

And how it impacts public health.

And I was doing this one 5th grade student from Hudson Elementary School raised their hand and looked at me in the eye and said, "Is this why it hurts to breathe?"

I don't think children have to ask this
question.

    Thank you.

MR. APPY: Thank you very much, that is our last speaker card.

This concludes the comment period.

I kind of would like to go over a little bit about what happens from now.

We are having another public meeting on October 13th in Wilmington.

We did record all of your comments.

I think we heard a lot of really strong feelings tonight about this project.

It's going to be a very difficult job.

We are going to move forward and look at the Environmental Analysis.

Air quality issues are predominant and evidently significant from all of your comments that we've also heard.

I think that we need to look at some alternatives in terms of On-Dock facilities in particular.

We did get all of your comments.

And I want to thank you all very much for hanging in here tonight.

Colleen for being the last speaker. Sorry that it ended up that way.
Again, thank you all very much.

And just remember, too, if you don't have information you can send in written comments.

That information is available so please get that before you leave.

Any comments you left out tonight please send them to us.

And thank you again very much for coming and staying so late. We appreciate it.

(The meeting concluded at 10:00 p.m.)
REPORTER'S CERTIFICATE

STATE OF CALIFORNIA   )
      )  ss.
COUNTY OF LOS ANGELES )

I, ANNA MARIE SPINELLI, C.S.R. 11805, Certified
Shorthand Reporter for the State of California do hereby
certify:

That said meeting was taken before me at the time
and place therein stated and was thereafter transcribed
into print under my direction and supervision. And I
hereby certify that the foregoing meeting is a full, true
and correct transcript of my shorthand notes so taken.

I further certify that I am not of counsel nor
attorney for either of the parties hereto or in any way
interested in the events of this meeting and that I am not
related to either of the parties hereto.

WITNESS my hand this 6th day of October, 2005.

ANNA MARIE SPINELLI
C.S.R. NO. 11805
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17:19 19:17 21:19
21:22 22:22 29:1
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