



LaDonna DiCamillo
Director Government Affairs

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August 8, 2008

Via Federal Express
Via E-Mail

Rick Cameron, Director of Environmental Planning
Attention: Middle Harbor Redevelopment EIR/EIS
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802
cameron@polb.com

Re: BNSF Comments on Middle Harbor Redevelopment Project Draft EIR/EIS

Dear Director Cameron:

BNSF railway appreciates your consideration of the following comments and request for clarification regarding the 2008 Draft Environmental Impact Report/Environmental Impact Statement for the Middle Harbor Redevelopment Project ("Draft EIR/EIS") to be built at the Port of Long Beach ("POLB").

BNSF-1

1. Comments regarding sustainable growth and environmental benefits

The Draft EIR/EIS notes that Middle Harbor container shipping terminals are old, outdated and require upgrades to improve efficiency and environmental performance. The Middle Harbor Redevelopment Project proposes to use new technologies and upgraded infrastructure to improve the environment and support the economy and jobs. These objectives encourage regional growth in a sustainable manner that improves the quality of life near POLB and in Southern California. The vital role of the goods movement infrastructure in serving these objectives is explained in the Draft 2008 Regional Comprehensive Plan ("Draft 2008 RCP") recently issued by the Southern California Association of Governments ("SCAG"):

Containerized trade volume is expected to triple to 42.5 million Twenty-Foot Equivalent Units (TEUs) by 2030. These forecasts are capacity-constrained significantly below anticipated demand, and are based on an increase of port terminal productivity from 4,700 TEUs per acre per year currently to over 10,000

TEUs per acre per year in the future. The ability of the ports to handle this unprecedented growth in containerized cargo volumes is critical to the continued health of the local, regional, and the national economy.

Draft 2008 RCP at p. 109. SCAG also explained that:

BNSF-1

International trade can create good job opportunities and raise real income levels for the SCAG region. Significant investment is necessary to improve the efficiency and capacity of the goods movement infrastructure if we are to benefit from the growth in international trade expected, while remaining globally competitive. Such changes must also occur within a context of environmental quality (see "The Green Economy"), environmental justice and respect for local communities.

Draft 2008 RCP at p. 129. The approval of POLB's Middle Harbor Redevelopment Project will allow the region to benefit from both short-term and permanent economic growth and environmental improvements.

BNSF-2

2. Comments regarding job growth scenarios

As noted in the POLB's Fact Sheet regarding the Middle Harbor Redevelopment Project, the Project operations would create approximately 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs a year during the next 10 years. The Draft EIR/EIS further notes that Project operations would create 24,779 jobs by 2025 in the five-county Gateway Cities subregion, resulting in a demand for 700 additional homes in the Long Beach area. If the Project upgrade and combination of the two aging terminals are not approved, these jobs are likely to be lost. But if the Project is approved, the Region's temporary and permanent jobs increase. This job growth will help the ports to handle the growth in containerized cargo and thus provide support to the economy that, as noted by SCAG, is critical to overall local, regional and national economic health.

BNSF-3

3. Comments regarding comparison of emissions from on-dock and near-dock intermodal rail facilities

The Draft EIR/EIS states that ten alternatives were considered in preparing the EIR/EIS. (Draft EIR/EIS, Ch. 1, Introduction and Project Description, §1.6.1 -- Background to the Alternatives, p. 1-13). However, only four alternatives met most of the Project's proposed objectives and were selected for a detailed analysis. One of the alternatives considered but not selected for detailed analysis was the construction of a new near-dock intermodal container railyard in the vicinity of the POLB to serve multiple container terminals. The Draft EIR/EIS explains the rationale for eliminating this alternative and in doing so, makes some specific statements about road congestion and emissions from near-dock railyards. The Draft EIR/EIS states, in pertinent part:

This alternative [near-dock] would construct a new near-dock intermodal container railyard in the vicinity of the POLB to serve multiple marine terminals. A near-dock intermodal yard is one that is located in or near the Port but outside any of the container terminals.

Constructing a near-dock intermodal yard would potentially eliminate the need for on-dock railyards in new and reconfigured terminals, thereby reducing the land

requirements for those terminals. Additionally, near-dock railyards are more productive than on-dock railyards because they handle cargo from multiple terminals, thereby maximizing utilization of labor, facilities, and equipment.

On the other hand, although utilization of near-dock intermodal rail facilities represents a more efficient use of land than on-dock rail facilities, *near-dock facilities generate more road congestion and air emissions than on-dock yards. For example, Moffatt and Nichol (2007) estimated that the use of a near-dock intermodal facility generates approximately twice as much local truck traffic and associated emissions as on-dock facilities.* Furthermore, the San Pedro Bay Ports Rail Study Update (Parsons 2006) points out that near-dock rail facilities will be needed in the San Pedro Bay area in addition to, not in place of, on-dock facilities in order to meet the demand for intermodal cargo transportation

(Draft EIR/EIS, Ch. 1, Introduction and Project Description, §1.6.2 - Alternatives Considered but not Carried Forward for Analysis, pp.1-13 – 1-14) (emphasis added).

BNSF supports the POLB's discussion of the positive aspects of near-dock intermodal rail facilities in the paragraphs quoted above. However, the italicized statements of the last paragraph quoted above, that near-dock facilities generate more road congestion and air emissions than on-dockyards, and citing as an example a report by Moffatt & Nichol (2007), omits key information contained in the Moffatt & Nichol Report.

The report, titled a "Screening Analysis of Container Terminal Options" prepared by Moffatt & Nichol, dated August 28, 2007, in comparing on-dock and near-dock railyards states:

A comparison of emissions associated with the two options would show that the use of a near-dock yard with *conventional truck technology would produce more emissions, depending upon the pollutant being considered, than are produced by on-dock yards due to the added distance travelled.*

(Draft EIR/EIS, Supplemental Information, Part 2: Evaluation of Options, p. 43). As the above-italicized language of the Moffatt & Nichol Report states, a comparison of emissions associated with the two options (on-dock and near-dock railyards) assumes the use of *conventional truck technology and depends upon the pollutant being considered.*

Because this qualifying language is omitted from the Draft EIR/EIS discussion regarding near-dock rail facilities, and the draft discussion states "*near-dock facilities generate more road congestion and air emissions than on-dockyards,*" the reader is led to believe that the Moffatt & Nichol report supports the broad conclusion that near-dock railyards always or generally produce more road congestion and air emissions than on-dock railyards. That is not the conclusion of the Moffatt & Nichol Report. The report clearly states that whether use of a near-dock railyard with conventional truck technology would produce more road congestion and air emissions than an on-dock railyard depends upon truck technology and the pollutant being considered.

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BNSF-3

BNSF-3

The Moffatt & Nichol report also recognizes that emissions generated by on-dock and near-dock railyards will be affected by initiatives called for by the San Pedro Bay Ports Clean Air Action Plan ("CAAP"). The Moffatt & Nichol report states, in pertinent part:

Of course, the use of cleaner trucks or other technology for the draying operation, as already being considered in the San Pedro Bay Clean Air Action Plan and for the UP's ICTF in Carson, would reduce the difference dramatically. [referring to the difference between the emissions generated by on-dock and near-dock railyards].

(Draft EIR/EIS, Supplemental Information, Part 2: Evaluation of Options, p. 43). The "other technology for the draying operation," which Moffatt & Nichol recognizes would "dramatically" reduce the difference in emissions between on-dock and near-dock facilities includes CAAP measures under consideration. CAAP's technology includes Tier II engines for specific lines, equipped with 15-minute idling limit devices, retrofitted with either DOCs or DPFs, which use emulsified or other equivalently clean alternative diesel fuels available. (Draft EIR/EIS, Ch. 1, Introduction and Project Description, §1.7.3 – Proposed Environmental Controls, p. 1-55). These additional factors cited by Moffatt & Nichol, use of cleaner trucks or other technology, as considered in the CAAP, should not have been omitted from the Draft EIR/EIS discussion comparing emissions from on-dock and near-dock railyards.

BNSF-4

The Moffatt & Nichol report incorrectly states that the use of cleaner trucks is being considered for UP's ICTF in Carson, when it is actually BNSF that has committed to clean trucks at BNSF's proposed near-dock facility. UP has stated that it will not consider clean trucks for ICTF. In contrast, BNSF's proposed Southern California International Gateway ("SCIG"), a near-dock facility proposed for the Port of Los Angeles, is committed to the use of clean trucks, one of the very measures which the Moffatt & Nichol report recognizes will reduce emissions. Upon opening, 100% of the truck fleet used at SCIG will be 2007 or newer trucks. BNSF will also require that trucks serving SCIG travel only on specified, non-residential truck routes as part of their contracts and be equipped with global positioning satellite (GPS) devices to monitor and enforce compliance. BNSF requests that the POLB correct the Draft EIR/EIS to correctly reflect these facts.

BNSF-5

In addition, the Southern California Association of Governments ("SCAG") Goods Movement Report, which is part of SCAG's 2008 Draft Regional Transportation Plan ("Draft RTP"), recognizes the fact that SCIG – a near-dock intermodal rail facility – will play a key role in addressing truck-related vehicle miles traveled:

Future near-dock intermodal yard capacity expansions associated with the development of the Southern California International Gateway (SCIG) and expansion of the ICTF may also play a key role in addressing the growth of high-density truck traffic.

(Draft RTP Goods Movement Report, p. 15). SCAG further observes that: "The BNSF has also proposed developing a near-dock facility called SCIG, which is projected to accommodate increasing trade volumes while also reducing truck traffic on the I-710." (Draft RTP Goods

Movement Report, p. 33). SCAG's Goods Movement Report supports including information in the Draft EIR/EIS to reflect these facts.

↑
BNSF-5

BNSF requests that the POLB revise the Draft EIR/EIS to fully and fairly reflect the Moffatt & Nichol report's study of the emission differences between on-dock and near-dock rail facilities and the fact that these emissions are dramatically affected by drayage technology and CAAP measures. Doing so is also consistent with SCAG's Goods Movement Report and its recognition that future near-dock intermodal railyards will reduce vehicle miles traveled, including reducing truck traffic on I-710.

4. Comments regarding federal long-range planning for locomotives

BNSF-6

The Draft EIR/EIS discusses the fact that the United States Environmental Protection Agency ("US EPA") has adopted Tier 0, Tier 1 and Tier 2 emission standards applicable to newly manufactured and remanufactured railroad locomotives and locomotive engines, with Tier 3 and Tier 4 standards to be phased in from 2008 to 2015. The Draft EIR/EIS also explains that US EPA has finalized new idle reduction requirements for newly-built and remanufactured locomotives. (Draft EIR/EIS, Ch. 3.2, Air Quality and Health Risk, §3.2.1.3 – Regulatory Setting, p. 3.2 – 10-11). Against this background, the Draft EIR/EIS acknowledges that its air quality analysis does not fully reflect the implementation of these phased-in federal standards, resulting in an overestimation of future emissions from these sources. *Id.* BNSF believes environmental controls for rail need to be consistent with federal requirements. The Draft EIR/EIS assumes no mitigation under either RL-2 or RL-3. This is appropriate as neither Class I railroad has entered into a voluntary agreement to implement either of the rail CAAP measures.

5. Comments regarding proposed environmental controls for rail

BNSF-7

The Draft EIR/EIS also discusses environmental control measure RL-1 for rail under the Pacific Harbor Line ("PHL") agreement with the POLB. Under the PHL agreement, only hybrid technology switching engines or locomotives that meet a minimum Tier 2 standard or equivalent would be used by PHL for switching in the terminal. PHL locomotives used for switching operations in the Project area would be equipped with 15 minute idling limitation devices. (Draft EIR/EIS, Ch. 1, Introduction and Project Description, §1.7.3, Proposed Environmental Controls, p. 1- 55). BNSF understands that PHL is meeting this requirement.

In addition, the Draft EIR/EIS notes the provisions of the 1998 South Coast Locomotive Emissions Agreement and the 2005 ARB/Railroad Statewide Agreement, to which BNSF is a party, both of which will reduce emissions. Pursuant to the 1998 Memorandum of Understanding between the railroads and the California Air Resources Board (ARB), the railroads will reduce locomotive NOx emissions 67% by 2010 in the South Coast Air Basin. The agreement requires BNSF to meet, on average, the EPA's Tier 2 NOx locomotive emission standard, providing locomotive emission reductions on an accelerated schedule. RL-1 was written to apply only to PHL. PHL has a large number of switch engines serving the port and BNSF does not.

BNSF-8 | **6. Comments regarding improvement and expansion of rail infrastructure**

The Project contains several components to improve and expand rail infrastructure, including: (1) Mainline Track Realignment At Ocean Boulevard/Harbor Scenic Drive; (2) Construction of a Pier F Storage Yard and Tracks; (3) Container Yard Redevelopment; (4) Expansion of the Pier F Intermodal Railyard; and (5) Construction of the Pier F Tail Track. The Draft EIR/EIS notes that when the Project terminal is fully optimized at maximum throughput capacity in 2025, the on-dock railyard would operate approximately 21 hours per day, 365 days per year, and handle approximately 796,800 TEUs per year, which would represent approximately 24 percent of the terminal's expected throughput. (Draft EIR/EIS, Ch. 1, Introduction and Project Description, §1.6.3.1 – Alternative 1 – 345 Acre Project - Summary of Project Elements, pp. 1-30 – 1-38).

BNSF concurs with the Draft EIR/EIS's proposed improvement and expansion of rail infrastructure. These improvements will help meet the significant growth in goods movement projected by the San Pedro Bay Ports' and SCAG's studies of the Southern California region.

BNSF-9 | Thank you for your review of these comments and the POLB's consideration of BNSF's request to include in the Final EIR/EIS:

1) the Moffatt & Nichol Report's finding that the use of cleaner trucks or other technology for the draying operation is already being considered in the San Pedro Bay Ports Clean Air Action Plan, and the fact that the use of clean trucks would reduce the difference in emissions generated by on-dock and near-dock railyards dramatically, while also noting that it is BNSF that intends to use clean trucks at its proposed near-dock SCIG facility, not UP at Carson;

(Draft EIR/EIS, Supplemental Information, Part 2: Evaluation of Options, p. 43);

BNSF-10 | 2) a clarification that it is BNSF at SCIG, and not UP at the ICTF, which plans to incorporate a clean truck fleet meeting 2007 EPA requirements for trucks; and

BNSF-11 | 3) "Future near-dock intermodal yard capacity expansions associated with the development of the Southern California International Gateway (SCIG) and expansion of the ICTF may also play a key role in addressing the growth of high-density truck traffic." (Draft RTP Goods Movement Report, p. 15).

Very truly yours,



BNSF Railway, August 8, 2008

- BNSF-1.** The information contained in this comment explaining the potential benefits of Port projects to the local economy is noted. No revisions to the Final EIS/EIR are required.
- BNSF-2.** This comment summarizes and concurs with the job growth scenarios that could occur under the proposed Project and notes the importance to the local economy of Project-related jobs. No revisions to the Final EIS/EIR are required.
- BNSF-3.** Final EIS/EIR Section 1.6.2 has been revised to clarify that the use of cleaner trucks or other technology, as considered in the CAAP would reduce the difference in emissions generated by on-dock and near-dock railyards.
- BNSF-4.** Final EIS/EIR Section 1.6.2 has been revised to clarify that BNSF has committed to using clean trucks at BNSF's proposed near-dock facility, SCIG.
- BNSF-5.** Final EIS/EIR Section 1.6.2 has been revised to more accurately reflect the emission differences between on-dock and near-dock rail facilities.
- BNSF-6.** On March 14, 2008, the EPA adopted Tiers 3 and 4 emission standards for diesel line-haul and switcher locomotives. Conversion of the national line haul locomotive fleet to these standards will substantially reduce emissions from these sources, compared to the fleet with only Tier 2 standards. As stated in the Draft EIS/EIR, since the air quality analysis in the Draft EIS/EIR was finalized in March 2008, it was not able to simulate implementation of these updated non-road Tier 3 and 4 standards. As a result, the analysis overestimated future emissions from these sources. However, the Final EIS/EIR assumes, based on EPA assumptions for remanufacturing, that the fleet of line haul locomotives serving the ports would have the equivalent of Tier 3 standards beginning in 2025.
- BNSF-7.** The comment summarizes the proposed environmental controls for rail and the 1998 Memorandum of Understanding between the ARB and the railyard. This information is noted for the record. No revisions to the Final EIS/EIR are required.
- BNSF-8.** The comment summarizes and concurs with the proposed rail infrastructure improvements discussed in the Draft EIS/EIR. No revisions to the Final EIS/EIR are required.
- BNSF-9.** Please see response to comments BNSF-3 and BNSF-5. Final EIS/EIR Section 1.6.2 has been revised to clarify that clean trucks would reduce the difference in emissions generated by on-dock and near-dock railyards.
- BNSF-10.** Please see response to comment BNSF-4. Final EIS/EIR Section 1.6.2 has been revised to clarify that BNSF has committed to using clean trucks at SCIG.
- BNSF-11.** Your comment is noted and appreciated.

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Post Office Box 1301
San Pedro, CA 90733-1301
Phone: (310) 549-8030
Fax: (310) 549-7365

June 16, 2008

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

Attn: Mr. Richard D. Cameron
Director of Environmental Planning

Ref: **Port of Long Beach – Middle Harbor Redevelopment Project**

Dear Mr. Cameron:

We are writing this letter on behalf of our support of the Port of Long Beach's **Middle Harbor Redevelopment Project** and in support of **California United Terminals' (CUT)** and **Long Beach Container Terminal's (LBCT)** plans for future expansion and growth here in Southern California.

DMSR-1

Dockside Machine and Ship Repair is a local union labor employer providing contract vessel and ship repair services that are available to all vessel operators within the combined Ports of Long Beach and Los Angeles. As an employer of labor that works on the waterfront, we can appreciate and support the projected employment opportunities to the community that are a direct result of the Port's **Middle Harbor Redevelopment Project**. This new and expanded facility will make the Port of Long Beach highly competitive in attracting more efficient and environmentally friendly container cargo vessels and more permanent jobs with a greatly reduced impact on our community.

In our opinion, construction of the Port's **Middle Harbor Redevelopment Project** further exemplifies the Port's commitment to their "Green Port Policy", continued growth to one of the key elements International Commerce, and a further increase in the base of employment opportunities for our community.

Sincerely yours,

Jim Eldridge

Dockside Machine and Ship Repair

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Dockside Machine and Ship Repair, June 16, 2008

DMSR-1. The comment is acknowledged and appreciated.

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FOREIGN TRADE ASSOCIATION of SOUTHERN CALIFORNIA

*Serving the
international
trade community
since 1919*

June 27, 2008

Mr. Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
P.O. Box 570
Long Beach, CA 90801

Dear Mr. Cameron:

Support of the Port of Long Beach Middle Harbor Redevelopment Project

The Foreign Trade Association of Southern California wishes to go on record as fully supporting the Port of Long Beach proposed Middle Harbor Redevelopment Project. The FTA is the oldest non-profit trade association in Southern California established in 1919 to facilitate trade and commerce in Southern California by creating jobs in international trade and growing the economy in the area.

FTA-1

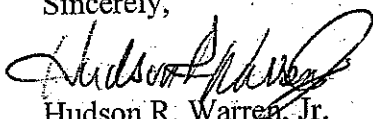
The Port of Long Beach has dedicated itself to an aggressive Green Port Policy and Clean Air Action Plan and this project will significantly cut air pollution while at the same time increase trade. The Middle Harbor expansion of its dock rail infrastructure and moving more cargo by rail directly from the waterfront, would remove as many as 1,000 trucks a day off the road. The Middle Harbor Project will not only create thousands of new jobs in the area, but also generate some 1,000 construction jobs a year during the projected 10 years of the project.

As this detailed draft environmental report proposes, this project would create one of the most environmentally responsible shipping terminals in the world. It does exactly what the community has asked: reduce air pollution, while at the same time continue to generate jobs and expand the economic base in Southern California.

Moving forward with the Port of Long Beach Middle Harbor Redevelopment Project will benefit not only the local community, but also the state and the nation as a whole.

The Foreign Trade Association of Southern California fully supports the efforts of the Port of Long Beach in its redevelopment plans for the Middle Harbor.

Sincerely,


Hudson R. Warren, Jr.
President

Cc: Mayor Bob Foster
L.B. City Council
Richard D. Steinke

P.O. BOX 4250 • SUNLAND, CALIFORNIA 91041 U.S.A.

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JUN 27 2008

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Foreign Trade Association of Southern California, June 27, 2008

FTA-1. The comment is acknowledged and appreciated.

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June 16, 2008

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

Attn: Mr. Richard D. Cameron
Director of Environmental Planning

Ref: **Port of Long Beach – Middle Harbor Redevelopment Project**

Dear Mr. Cameron:

We are writing this letter on behalf of our support of the Port's **Middle Harbor Redevelopment Project** and in support of **California United Terminals'** plans for future expansion and growth here in Southern California.

HI-1

HARBOR INDUSTRIAL is an I.L.W.U. employer providing contract services that are available to all terminal operators within the combined Ports of Long Beach and Los Angeles. As an I.L.W.U. employer, we can appreciate and support the projected employment opportunities to the community that are a direct result of the Port's **Middle Harbor Redevelopment Project**. This new and combined facility, in combination with state-of-the-art container handling equipment and on-dock rail, will make the Port of Long Beach highly competitive in attracting newer, more efficient and environmentally friendly container cargo vessels; hence, more permanent jobs with reduced impact on our community.

Additionally, we concur with the environmental benefits suggested relative to on-dock rail (greatly reduced drayage to existing rail locations away from the Port) and state-of-the-art terminal services drayage equipment ("Green" truck programs and alternative fuel terminal vehicles).

In our opinion, the construction of the Port's **Middle Harbor Redevelopment Project** further exemplifies the Port's commitment to their "Green Port Policy", continued growth to one of the key elements International Commerce and a further increase in the base of employment opportunities for our community.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mickey Hawke", is written over a horizontal line. The signature is fluid and cursive, with a large, sweeping flourish at the end.

Mickey Hawke

HARBOR INDUSTRIAL SERVICES CORP.

JUN 19 2008

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Harbor Industrial Services Corp., June 16, 2008

HI-1. The comment is acknowledged and appreciated.

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HUNSAKER & ASSOCIATES
IRVINE, INC.

June 18, 2008

PLANNING
ENGINEERING
SURVEYING
GOVERNMENT RELATIONS

IRVINE
LOS ANGELES
RIVERSIDE
SAN DIEGO

Mr. Richard D. Cameron
Director of Environmental Planning
PORT OF LONG BEACH
925 Harbor Plaza
Long Beach, CA 90802

Reference: Port of Long Beach
EIR/EIS Comments for Middle Harbor Redevelopment Project

Subject: Notification of Support for Referenced Project

Dear Mr. Cameron:

FOUNDING PARTNERS:
RICHARD HUNSAKER
TOM R. MCGANNON
JOHN A. MICHLER
DOUGLAS G. SNYDER

PRINCIPALS:
DAVID FRATTONE
FRED GRAYLEE
BRADLEY HAY
PAUL HUDDLESTON
KAMAL H. KARAM
DOUGLAS L. STALEY
KRIS WEBER
JOSEPH E. WIGHTMAN

Hunsaker & Associates Irvine, Inc. (H&A) is a full service civil engineering firm headquartered in Irvine, CA with branch offices located throughout Southern California. Founded in 1976, our mission is to provide professional planning, engineering, and land surveying services that develop feasible and visionary planning, development, and infrastructure designs to our public and private clients. H&A would like to express our support of the Middle Harbor Redevelopment Project. Based on our review of the EIR/EIS, we believe that **Alternative 1** will provide much-needed improvement to the Port of Long Beach facilities while taking aggressive measures to improve environmental quality of terminal operations and supporting the local economy of Southern California through the creation of new jobs.

HA-1

The existing terminal facilities are faced with a number of deficiencies including lack of accommodations for larger ships and outdated utility and railway infrastructure. Expansion of these facilities will provide for the efficiency needed to support the Port's substantial role in international trade.

We believe that the additional measures being taken to minimize the environmental impacts of this project reinforce the Port's on-going efforts to reduce environmental effects from Port operations. We are confident that the Port's inclusion of project measures such as the new electrical substation, utilization of alternative fuels, and implementation of current Storm Water Pollution Prevention Practices will serve to lessen potential environmental impacts and maximize the overall benefit derived from this worthwhile project.

Sincerely,

HUNSAKER & ASSOCIATES IRVINE, INC.

David Frattone
Principal
RCE 24695, Exp. 12/31/09

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www.hunsaker.com

DF:sm:ca
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Hunsaker & Associates

HA-1. The comment is acknowledged and appreciated.

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**JACOBSEN PILOT SERVICE, INC.
LOS ANGELES AND LONG BEACH HARBORS**

===== PILOT SERVICE =====
U.S. FEDERAL LICENSED PILOTS

OFFICE (562) 435-5435 • PILOT STATION (562) 432-0664 • FAX (310) 835-2485
P.O. BOX 32248
LONG BEACH, CALIFORNIA 90832-2248

June 11, 2008

To: Antal Szijj – Project Manager
U.S. Army Corp of Engineers, Los Angeles District
Regulatory Branch – Ventura Field Office
ATTN: CESPL-CO-2004-01053-AOA

Richard D. Cameron
Director of Environmental Planning
Port of Long Beach

Re: Port of Long Beach – Middle Harbor Redevelopment Project

Dear Mr. Szijj and Mr. Cameron

Jacobsen Pilot Service fully **SUPPORTS** the Port of Long Beach Middle Harbor Redevelopment Project. As you know we are the harbor pilots for the Port of Long Beach and we know very well that the modern generation ships need newer terminals and facilities. This project is excellent for the Port, the customers, the environment and the community. Furthermore it provides many jobs, both in the 10 years of construction and after construction.

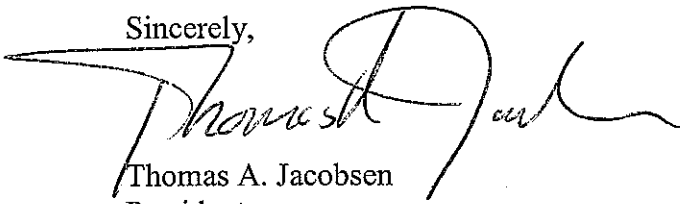
From everything we have seen regarding the reconfiguration of the slip, the depths alongside and all clearances, we know we can safely navigate the future generation of containerhips in and out of the berths.

The Port of Long Beach has always been a leader and this is another example of setting new standards. This will be one of the worlds greenest terminals that will move cargo efficiently and cleanly. We can NOT afford to stop making improvements to the port. The old terminals cannot run efficiently in today's world and they **MUST** be improved.

JPS-1

Please contact me if you have any questions.

Sincerely,



Thomas A. Jacobsen
President

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Jacobsen Pilot Service, Inc., June 11, 2008

JPS-1. The comment is acknowledged and appreciated.

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The Klabin Company
CORFAC INTERNATIONAL
Industrial and Office Real Estate Since 1961

July 27, 2008
OUR 46TH YEAR

Port of Long Beach
Richar D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach, CA 90802

RE: Support for the Middle Harbor project

Dear Mr. Cameron:

For over 46 years, The Klabin Company has represented the real estate needs of our clients. Through the years, the economic influence of the Port has fueled the prosperity of the South Bay as well as California. In one way or another, most of our clients depend on the continued success of your port, the largest port complex in our great nation. KC-1

The Middle Harbor Project is *essential*. If the POLB is not able to increase its capacity, welcoming the businesses of the world to our doorstep, other ports will gladly fill the gap.

I am also a Long Beach resident and see first hand how the POLB supports our community, neighborhoods and beyond. The Klabin Company and I gladly give you our full support for the Middle Harbor Project for the mutual benefits to the thousands it will positively effect. We can not afford to miss out on this opportunity.

Please do not hesitate to contact us if there is anything else we can do.

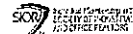
Sincerely,

THE KLABIN COMPANY

David Bales

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19750 S. VERMONT AVE., SUITE 100, TORRANCE, CA 90502 PH: 310-329-9000 FAX: 310-329-9088 WWW.KLABIN.COM



The Americas: Albuquerque, Anaheim, Arlington, Atlanta, Baltimore, Belknap, Birmingham, Boston, Buffalo, Chicago, Cincinnati, Columbia, Dallas, Denver, Des Moines, Detroit, Fort Lauderdale, Frankfurt, Houston, Indianapolis, Jacksonville, Kansas City, Las Vegas, Little Rock, Los Angeles (West), Memphis, Miami, Milwaukee, Minneapolis, Monterey, Nashville, New York City, Oklahoma, Omaha, Orlando, Phoenix, Pittsburgh, Portland, Raleigh, Reno, Richmond, Sacramento, San Antonio, San Diego, San Francisco, San Jose, Seattle, St. Louis, Toronto, Vancouver, Washington, White Plains, Wilmington, U.K. & Europe: Amsterdam, Athens, Barcelona, Bonn, Bristol, Brussels, Bucharest, Cardiff, Copenhagen, Doha, Dublin, Frankfurt, Geneva, Glasgow, Gothenburg, Helsinki, Istanbul, Leeds, Liverpool, London, Luxembourg, Madrid, Manchester, Milan, Moscow, Newcastle, Ottawa, Paris, Philadelphia, Porto, Prague, Rome, Stockholm, Stockholm, Tallinn, Tampere, Vienna, Warsaw, Zagreb Asia Pacific: Adelaide, Bangalore, Beijing, Bombay, Brisbane, Canberra, Chengde, Delhi, Gold Coast, Harbin, Hong Kong, Hyderabad, Jakarta, Kuala Lumpur, Macao, Manila, Melbourne, Miami, Moscow, Nanning, Ningbo, Perth, Singapore, Surabaya, Sydney, Taipei, Yantai

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The Klabin Company, July 27, 2008

KC-1. The comment is acknowledged and appreciated.

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2401 E. Pacific Coast Highway
Wilmington, CA 90802
(562) 590-2845

08 JUL 17 AM 8:28

RECEIVED
K&R TRANSPORTATION INC.

Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802
Attn: Richard D. Cameron

Re: Middle Harbor Redevelopment Project

Dear Mr. Cameron,

Please accept this letter as a submission to the public comments for the Middle Harbor Redevelopment Project.

KR-1

I support the Middle Harbor Redevelopment Project.

I believe the lack of opportunity for our ports to develop new terminals and improve existing terminals has detrimentally impacted the economy of the State of California and the nation. As an individual who has worked in the harbor for many years and seen the port grow and prosper – it is discouraging to see a prime cargo terminal remain undeveloped.

The Port of Long Beach has proven it's commitment to the environment by the Green Port Policy adopted in January 2005 and current endeavors with the Clean Truck Program. I believe the community will be well served by the jobs created during the construction process and industry positions well into the future.

Sincerely,


Kathy Costanti
kcostanti@krtrans.com

Director, Administration
K&R Transportation LLC

Treasurer
Harbor Transportation Club

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K&R Transportation Inc., Undated

KR-1. The comment is acknowledged and appreciated.

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August 8, 2008

Port of Long Beach Harbor Commissioners
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802
562-437-6632

SUBJECT: Port of Long Beach/Middle Harbor Project - SUPPORT

Dear Commissioners,

The Long Beach Area Chamber of Commerce **SUPPORTS** the **Middle Harbor Project**. This project is a win-win project for all stakeholders. This green project would generate over 14,000 permanent jobs, including 1,000 construction jobs.

LBACC-1

At a time when the San Pedro Ports are facing significant pressures from its counterparts throughout the United States and neighboring countries, the Ports are wise to recognize that smart and safe development is the only way to continue being competitive. The Port is also wise to propose this plan in an environmentally-sound fashion, commissioning LEEDS standards coupled with expanded rail which will relieve stress on regional freeways. The project is expected to reduce air contaminant pollution by 50% in the next couple of years.

Over half the nation's goods movement comes from the San Pedro port; so its vitality is important, not just to the region, but to the entire country. The Middle Harbor project's \$750 million/10 year project will consolidate two older, irregularly-shaped facilities into one efficient terminal. The project will also help double capacity, raising the amount to 3.3 million TEUs a year.

The current Middle Harbor terminals are antiquated and inefficient for modern day regulations such as the Clean Trucks/Clean Air plans. The proposed project, would help the Port meet these new, important standards while still helping grow and develop the economy of the region.

For these and other reasons, the Long Beach Chamber urges swift adoption of the Port's Middle Harbor Project EIR/EIS.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Gordon". The signature is written in a cursive, flowing style.

Randy Gordon
President/CEO

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Long Beach Area Chamber of Commerce, August 8, 2008

LBACC-1. The comment is acknowledged and appreciated.

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LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

RECEIVED
LONG BEACH HARBOR DEPT.
08 JUL -7 AM 9:00

July 3, 2008

Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach, CA 90802

Dear Mr. Cameron:

On behalf of the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion, and preserving the overall global competitiveness of Los Angeles County, I am submitting this letter in support of the Port of Long Beach Middle Harbor Redevelopment Project to combine and upgrade two aging, inefficient and environmentally substandard container cargo terminals to create a more efficient and environmentally friendly facility.

LAEDC-1

The Port's existing Middle Harbor container shipping terminals are antiquated, functionally outmoded and can no longer satisfy growing trade demands or meet impending environmental regulations. The terminals require new technologies, deeper water berths to accommodate the new larger, cleaner ships, and improved infrastructure necessary to boost economic growth and enhance environmental performance in a way that meets the standards set by the Green Port Policy and Clean Air Action Plan.

The potential economic benefits of the Middle Harbor Redevelopment Project are profound. Terminal capacity would be expanded to accommodate as many as 364 vessels and handle as many as 3.3 million twenty-foot-equivalent (TEUs) containers per year, doubling the current volume of about 1.3 million TEUs a year. The upgraded facility would support an estimated 3,000 jobs directly and add another 11,000 new, permanent goods movement jobs throughout Southern California with hundreds of millions of dollars in new wages. An additional estimated 1,000 new construction jobs would be added almost immediately as the project begins its phased build-out; this is especially important as the region continues to brace for what might be a sharp economic downturn.

As important as the potential economic and job impacts from this project are, the potential environmental benefits of the project are just as compelling. Even at double the capacity, the health risks associated with the new terminals would be far less than the risks faced today. In fact, it is believed that terminal upgrades would cut air pollution generated from the two terminals by 50% or more and greatly minimize – and in some cases eliminate – many of the negative environmental impacts linked to current terminal operations, including reducing particulate matter emission levels.

The new facility would greatly expand on-dock rail capacity, creating the second largest rail yard at the Port of Long Beach, capable of doing almost 2,100 rail trips per year (up from only about 200 now), and removing up to 1,000 trucks per day from our roadways, including a great number of trucks currently traveling through local neighborhoods on the surface roads. Future tenants of the Middle Harbor's container terminals would be required to sign "green leases", ensuring compliance with many

LAEDC-1 environmental programs. These programs include requiring the use of shore-side electricity (aka "cold ironing") so that ships can turn-off their engines while operating at-dock, and compliance with the Green Vessel Speed Reduction Program, which would further reduce ship emissions.

Even the cargo handling equipment would be cleaner. By 2010, yard tractors will be mandated to meet Tier 4 EPA standards, with all other equipment following suit by 2014. And the project would incorporate Leadership in Energy and Environmental Design (LEED) building standards as well as other renewable energy strategies such as the installation of solar panels.

The Middle Harbor terminals currently in use were built for an earlier age and can neither meet the standards set by the Clean Air Action Plan and Green Port Policy nor the capacity requirements needed to accommodate the nation's growing demand for goods. We believe that it is vital for our environment and economy that our port terminals be brought into the modern age to ensure that our port facilities continue on the path to creating the greenest ports in the nation, while also supporting economic and job growth.

For the above reasons, the LAEDC strongly supports the Middle Harbor Redevelopment Project.

Sincerely,



William C. Allen
President & CEO

cc: Harbor Commission President James Hankla
Harbor Commission Vice President Nick Sramek
Harbor Commission Secretary Doris Topsy-Elvord
Harbor Commissioner Mario Cordero
Harbor Commissioner Mike Walter
Rep. Laura Richardson
Senator Alan Lowenthal, Chair Sub-Committee on Ports and Goods Movement
Assemblymember Betty Karnette, Chair Select Committee on Ports
Supervisor Don Knabe
City of Long Beach Mayor Bob Foster
Members of the Long Beach City Council

Los Angeles County Economic Development Corporation, July 3, 2008

LAEDC-1. The comment is acknowledged and appreciated.

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June 30, 2008

Port of Long Beach
Attn: Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/EIS)

Dear Mr. Cameron:

I am writing to express my support of the Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). On behalf of Mactec Engineering and Consulting, I congratulate the Port of Long Beach for producing the DEIS/EIR for this project. This project is a great example that demonstrates how expected growth at the ports can be efficiently managed while mitigating environmental impacts, and it represents an important step to ensure green growth at the Ports.

MACTEC-1

As with any business it is imperative to have continuous improvement and operational enhancements and Port facilities are no different. The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance which will also allow for the incorporation of environmental measures to reduce air emissions.

The document meets and in many instances exceeds CEQA and NEPA requirements by implementing the following mitigation measures:

- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Vessel Speed Reduction program requirements
- Use of low-sulfur fuels for ship' main and auxiliary engines
- Use of Shore side power vessels at berth. The construction of intermodal rail which will reduce truck trips up to 1,000 per day.

The economic benefits derived from the proposed plan are critical and should be more strongly reinforced in the document taking into consideration the looming recession. The San Pedro Bay Ports are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years.

MACTEC-2



MACTEC-1

This document reinforces that the Port, by constructing this project, is complying with its responsibility under the State Tidelands Trust, which requires the Port to support commerce and invest its revenues to redevelop facilities to ensure operational efficiencies, the use of latest technology, and to maintain the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

The "no project" alternative clearly shows a detriment to air quality in the local community and the region as cargo volumes increase without any mitigation. Doing nothing is not an option. I support this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Hedy Abedi".

Hedy Abedi. Ph.D., P.E.
Director, Environmental Services

MACTEC, June 30, 2008

MACTEC-1. The comment is acknowledged and appreciated.

MACTEC-2. The comment concurs with the Draft EIS/EIR findings that the Project would provide economic benefits associated with goods movement growth through the Port. No revisions to the Final EIS/EIR are required.

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June 20, 2008

Port of Long Beach
Attn: Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS)

Dear Mr. Cameron:

On behalf of Pacific Coast Recycling (PCR) I am writing to express my support of the Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). This project will demonstrate how expected growth at the port can be efficiently managed while mitigating environmental impacts.

PCR-1

I believe it is imperative to have continuous improvement and operational enhancements at the Port. The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance which will also allow for the incorporation of environmental measures to reduce air emissions.

As I read it the project EIR, it is clear that the project will meet, and in many instances exceed, the CEQA and NEPA requirements by implementing such mitigation measures as:

- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Use of Shore side power vessels at berth.
- The construction of intermodal rail which will reduce truck trips up to 1,000 per day.

The economic benefits derived from the proposed project are critical and should be emphasized in the document even more given the current economic conditions. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years. That alone is a laudable goal.

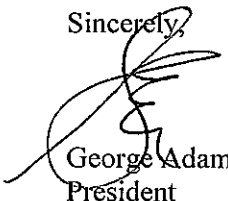
PCR-2

By constructing this project, the port will be complying with the State Tidelands Trust, which requires the Port to support commerce and invest its revenues to redevelop facilities to ensure operational efficiencies and to maintain the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

PCR-1

The "no project" alternative cannot be a valid option because it would allow the continued deterioration of air quality in the local community and the region as cargo volumes increase without any mitigation. Ergo, PCR strongly supports this project!

Sincerely,



George Adams
President

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Pacific Coast Recycling, June 20, 2008

- PCR-1.** The comment is acknowledged and appreciated.
- PCR-2.** The comment concurs with the Draft EIS/EIR findings that the Project would provide economic benefits associated with goods movement growth through the Port. No revisions to the final EIS/EIR are required.

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Port of Long Beach
Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802
Cameron@polb.com

RE: Middle Harbor Project Support

Dear Mr. Cameron,

As a relatively new member of the Southern California transportation community, I would like to take this opportunity to lend our support for the Port of Long Beach's Middle Harbor Project Plan. Although we are primarily an indirect air freight carrier we believe that any enhancement to transportation/logistics capacity in Southern California will benefit all modes of transportation and allow California to maintain its reputation as the premier port of entry for goods from the Far East.

PMT-1

The Middle Harbor Project appears to be a balanced response to the Port of Long Beach's needs without disregarding the impact of additional ships, truck and associated pollutants. Southern California can ill afford to have this project mired in political muck. We need this project and we need it now.

Sincerest regards,

A handwritten signature in black ink that reads "James M. Flannigan".

James Flannigan
President and COO
PMT Logistics, LLC
5146 W. 104th St.
Inglewood, CA 90304
Cell: 310-350-2304
Phone: 310-846-5590
Fax: 310-846-5595
www.pmtlogistics.com

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PMT Logistics, LLC, Undated

PMT-1. The comment is acknowledged and appreciated.

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Re:Trans

Port of Long Beach

Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802
Cameron@polb.com

RE: Middle Harbor Project Support

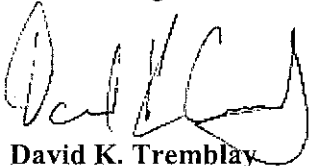
Dear Mr. Cameron,

Re: Trans is a 200 million dollar non-asset based transportation company based in Memphis, TN with thirty four (34) offices throughout the United States including three (3) offices in the Southern California area. As a provider of ocean, air, trucking and rail services we are gravely concerned regarding cargo transportation capacity through Southern California ports. As a primary gateway to and from Asia it is critical that the Port of Long Beach has the capacity to handle the growth projected for both Los Angeles area ports over the coming decade.

RET-1

In response to projected cargo growth we wholeheartedly support the Port of Long Beach's Middle Harbor Project. This project would bolster the infrastructure requirements of a dynamic cargo industry that continues to be sorely lacking in ocean, truck and rail capacity. We believe the plan is well balanced in both addressing capacity issues and the environmental impact of that increased capacity. Transportation infrastructure projects are sorely lacking throughout the state of California and we hope that this project will be approved and completed according to plan.

Sincerest regards,



David K. Tremblay
Director of Sales

Re: Trans

Supply Chain Solutions
5146 W. 104th St.
Inglewood, CA 90304
Cell: 310-350-2304
Phone: 310-846-5590
Fax: 310-846-5595
www.re-trans.com

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Re:Trans, Undated

RET-1. The comment is acknowledged and appreciated.

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Crouch, Stacey

From: Cameron, Rick
Sent: Friday, July 25, 2008 1:27 PM
To: Crouch, Stacey
Subject: FW: Support for the Middle Harbor project
Importance: High

From: Cameron Roberts [mailto:CWR@tradeandcargo.com]
Sent: Friday, July 25, 2008 12:22 PM
To: Cameron@polb.com.
Subject: Support for the Middle Harbor project
Importance: High

Port of Long Beach
Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Subject: Support for the Middle Harbor project

Dear Mr. Cameron:

The firm represents hundreds of clients who depend on the continued expansion and development of the port complex. The Middle Harbor Project is *essential*. If the port does not increase its capacity, other ports will fill the gap.

RK-1

The port complex supports dozens of carriers, terminal operators, but beyond that there are thousands of exporters, importers, truckers, warehousemen, customs brokers, freight forwarders, etc., and their vendors who depend on the freight that flows through the port complex. We urge you to start work immediately on Middle Harbor Project. Let's work together to keep the jobs, and the revenue, here in Southern California.

Sincerely yours,

Cameron Roberts

ROBERTS & KEHAGIARAS LLP

ATTORNEYS AND COUNSELORS AT LAW
5777 WEST CENTURY BOULEVARD, SUITE 1410
LOS ANGELES, CA 90045
PHONE: (310) 642-9800 - FACSIMILE: (310) 868-2923
WWW.TRADEANDCARGO.COM

PRIVILEGED COMMUNICATION — PRIVATE AND CONFIDENTIAL

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Roberts & Kehagiaras LLP, July 25, 2008

RK-1. The comment is acknowledged and appreciated.

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July 24, 2008

Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

Re: Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Port of Long Beach Middle Harbor Redevelopment Project

Dear Mr. Cameron:

As the electric service provider for the Port of Long Beach, Southern California Edison (SCE) is committed to supporting the Port's efforts to improve efficiency while simultaneously seeking to reduce environmental impacts. We appreciate the opportunity to review and comment on the Draft EIR/EIS for the Port of Long Beach Middle Harbor Redevelopment Project.

SCE-1

The Draft EIR/EIS states the purpose of the project is "to increase and optimize the cargo handling efficiency and capacity of the Port, by constructing sufficient berthing and infrastructure capacity to accommodate a proportional share of foreseeable increases in containerized cargo". In addition, the proposed project requires upgrading the existing electric utility infrastructure to accommodate increased electrical requirements.

The Draft EIR/EIS analyzes three project alternatives (Alternatives 1-3) for which SCE electric service is discussed. All three alternatives anticipate a 66kV Pier E Substation and shore to ship infrastructure to cold-iron vessels while at berth, electrify dredging equipment during construction, and for future power needs. Section 3:13 Utilities and Service Systems, *Power*, discusses a preliminary Method of Service for the project, indicating a general location for a new Pier E Substation north of Ocean Boulevard in the northeastern portion of the site (this would also require improvements to SCE's existing Hinson and Pico Substations), general substation criteria, and a proposed new 0.25 mile long segment of 66kV subtransmission line connecting the Proposed Pier E Substation to the Tidelands Substation. An alternative Method of Service discusses the construction of up to 6.5 circuit-miles of new subtransmission conductor to carry 66kV from the SCE Hinson Substation to the project site.

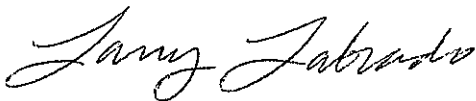
Please be advised that the Draft EIR/EIS electric service discussion should be considered preliminary. SCE will continue to work closely with the Port of Long Beach to prepare a Final Method of Service for the Middle Harbor Redevelopment Project. Also

2800 East Willow St.
Long Beach, CA 90806
(562) 981-8215 PAX 31215
Fax: (562) 981-8289
Larry.Labrado@scc.com

SCE-2 | be advised, in order for SCE to construct electric facilities to serve this project, SCE must comply with the California Public Utilities Commission (CPUC) General Order 131-D (GO 131-D) requirements, which mandates compliance with the California Environmental Quality Act (CEQA) for new or relocated electric facilities operating at or above 50 kV. Because the Method of Service detailed in the Draft EIR/EIS provides only a preliminary description of facilities required to provide electric service to this project, it may be necessary to supplement the environmental discussion of SCE facilities if the final MOS results in significant changes to the project description.

SCE appreciates working closely with the Port of Long Beach to finalize the Method of Service details to provide electricity to the Middle Harbor Redevelopment Project. We hope that our comments will assist the Port of Long Beach in completing the Draft EIR/EIS for this project and respectfully request a copy of the Certified Final EIR/EIS upon its completion for our records, in hard copy and CD format. If you have any questions, please do not hesitate to contact me at (562) 981-8215.

Sincerely,



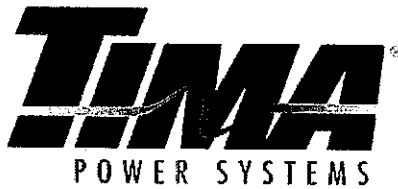
Larry Labrado
Public Affairs Region Manager
Southern California Edison Company

cc: Dana Bullock, SCE
Tara Prabhu, SCE
Marlon Walker, SCE

Southern California Edison, July 24, 2008

- SCE-1.** Final EIS/EIR Section 3.13.2.3 has been revised to indicate that a final Method of Service agreement between SCE and the Port would be required that details final design plans for electric services facilities.
- SCE-2.** Please see response to comment SCE-1. Preparation of a final Method of Service agreement that details final design plans for electric services facilities would be required to initiate electrical services for the proposed Project.

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RECEIVED
LONG BEACH PLANNING DEPT
08 JUN 16 AM 8:34

**WRITTEN COMMENT IN RESPONSE TO THE PUBLIC HEARING
CONCERNING THE MIDDLE HARBOR EIR/EIS**

Attn: Richard D. Cameron
Dir. of Environmental Planning
925 Harbor Plaza
Long Beach, CA 90802

Dear Sir,

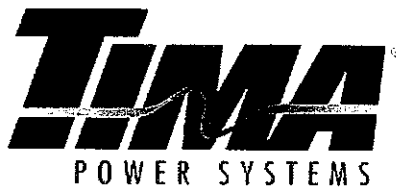
I wish to commend you and your staff with their vision that has been outlined in the EIR/EIS for the Middle Harbor Renovation Project. It shows great effort by the port to utilize environmentally friendly technologies and procedures which can be carried to other parts of the POLB/POLA campus and the world. Although, and as expressed by the speakers at your June 11th Public Hearing meeting at the City of Long Beach Council Chambers, this project is in the back yard of those living/working in San Pedro, Wilmington, and Long Beach; the Port of Long Beach is the nations port, as much of the products that support our country's lifestyle arrive through these docks and through the efforts of the workers that support it's shipping requirements. It is unfortunate that I must state that the EIR/EIS, although well done, is a bit myopic in scope.

TIMA-1

I commend the suggested use of electrical "cold iron" connections for the vessels while in port, and conversion of other activities away from fossil fuels to electrical over time. One area that can easily be transferred at a reasonable cost is the use of electrical locomotives to replace the diesel/electro locomotives now used. There is no reason that by the project year 2023, all vehicles at the port can use electrical power or hybrid technologies.

The problem as I see it, and the area that is nearly ignored by the EIR/EIS is where this electrical power will come from to support these planned uses. The use of solar cells for the Administration building is mentioned, but this will provide a source of electrical power only when it is exposed to sun light and then only at a low efficiency rating. This technology, to be of value to the port operation beyond a net meter concept for the building infrastructure, would require great quantities of open, unobstructed land. Other small green options for power would be wind generators, which again would also require a sustained wind, height and large open, unobstructed plots of land. Geothermal was not mentioned in the report and would be an option only if a fissure were available. Wave technology is still in the initial design stage and may be of value in the future, but reality states that heat based generation will be the

TIMA-2



TIMA-2

↑
preferred source to supply the power requirement of the green technologies for the Port of Long Beach going forward.

This is a major problem and extends well beyond the communities that spoke at the Public Hearing that was mentioned earlier. Long Beach, Los Angeles, Southern California and the entire state is short of available electrical power. To increase the need for additional power at the Port of Long Beach will only take power availability away from the citizenry within the community and the state. The commencement of this project is a good time to push the Federal Government to construct a green power plant to support the Port of Long Beach and the surrounding public. Another thing that is lacking within the community is fresh water. It would therefore make sense to develop a nuclear power plant/desalination plant just off-shore of the Port of Long Beach. The concept and design of the plant have been around since before 1970 and have undoubtedly been upgraded to provide efficient, safe and reliable power.

TIMA-3

If this is not accomplished, then the ability to support the green technologies at the port or the lifestyle requirements of the public will suffer. Of course the other option is to develop a power facility that uses current technology in an area that is not inhabited by people, or is in a more unregulated community. Neither really supports the green concept that the Port of Long Beach is promoting.

I am sure that over time, the smart people of the Port of Long Beach will be able to resolve both the use and supply portions of the equation. If the Port is going to begin a project, define the whole project and then press to solve all aspects of the problem. Don't just become another user of limited resources.

Best Regards,

A handwritten signature in black ink, appearing to read "David Sawyer", written over a horizontal line.

David Sawyer

General Manager

TIMA Power Systems, Undated

TIMA-1. Ships at the Middle Harbor container terminal would begin to cold-iron as soon as the new infrastructure is available. See Section 1.6.3 for the phasing schedule for installation of the cold-ironing infrastructure. Electrification of the railroads is outside of the scope of the proposed Project. Moreover, the Operating Agreement for the Alameda Corridor provides that neither POLB nor POLA can require the railroads to use electric locomotives on the corridor. The Port has implemented a TAP to evaluate new technologies that may help to further reduce impacts. Due to the speculative nature of these new technologies, and in order to be conservative, the analyses in the Draft EIS/EIR were conducted without consideration of the reduction of impacts that these technologies might generate.

Please see response to comments SCAQMD-27, CBD-20, CBD-68, CBD-71, CBD-100, CSE(A)-3, CSE(A)-4, and CSE(B)-3.

TIMA-2. The Port is currently conducting a solar siting study to evaluate solar technology opportunities throughout the Port as well as the proposed Project site. As part of the Green Port Policy and TAP, the Port is evaluating other alternative energy sources. Traditional wind power generation relies on strong, prevailing winds for cost effectiveness. The Port's Renewable Energy Working Group reviewed the meteorological data for the Harbor District and concluded that the winds at the Harbor District generally lacked those characteristics. Emerging technologies for low-wind generation could hold promise for environments like the Port, but they are not yet commercially proven or available. Thus, wind power was deemed infeasible for the proposed Project. Due to the lack of a geothermal source within the harbor there is no opportunity to use that technology. As noted, wave technology is still in the design stages and so is too speculative to analyze as part of the proposed Project.

TIMA-3. Construction of a nuclear power plant, desalinization plant, or other "power facility" is not part of the proposed Project and construction of such facilities is outside the scope of the proposed Project. As explained in Section 3.13.2 of the Draft EIS/EIR, the increased demand for electricity from the construction and operation of the Project is not substantial relative to existing and projected regional electrical supply. For this reason, additional power facilities are not needed for this Project.

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Washington Division

June 25, 2008

Mr. Richard D. Cameron, Dir. of Environmental Planning
Port of Long Beach
925 Harbor Plaza, Long Beach, CA 90802

RE: Support for Middle Harbor Redevelopment Project

Dear Mr. Cameron,

The Port of Long Beach should be commended and applauded for spearheading the Green Ports initiative. The world is ready to embrace modernization in an environmentally conscious way. I thank the Port of Long Beach for being an international leader and example for harbors around the globe.

URS-1

As a native Long Beach resident and a Civil Engineer, I am excited about the planned state-of-the-art green facilities planned for the Middle Harbor Redevelopment Project and the anticipated environmental improvements that will be realized when the project is completed. I would like to express my full support for the approval of the Environmental Impact Report by the Harbor Commission for the expedient start of this important Port improvement.

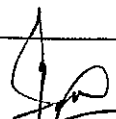
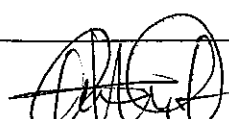
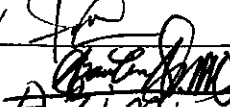
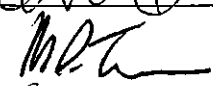
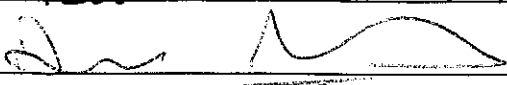
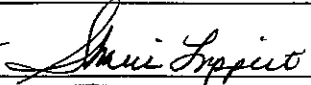
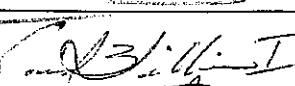
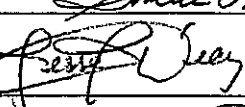

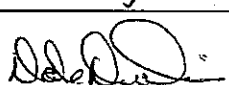
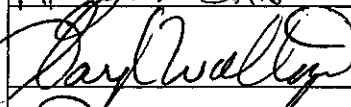
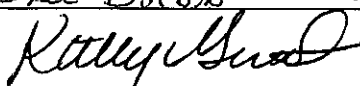
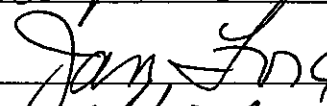
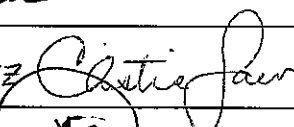

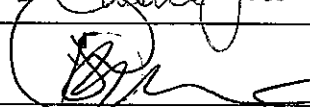
My colleagues here at Washington Division of URS Corporation, mostly engineers of various disciplines, by signing below, also support your Green Port efforts and specifically the approval of the EIR to allow the Middle Harbor Redevelopment Project to be constructed.

Sincerely,
Washington Division of URS Corporation

Gary N. Plunkett, PE

STEVE PARE	RICHARD NORTON
SCOTT BUTTS	HIGUN YEE
BRIAN COLLIGAN	ANNE WALKER
Oni Minami	Lirk Wang
VERNON L. PARDILINAN	JARED CHEN
Christopher Yee	ANDY BUI

URS Corporation
17300 Redhill Avenue, Suite 150
Irvine, CA 92614-5650
Tel: 949.756.6006
Fax: 949.756.6116

Mohamad Sumrat 	Heng Chew 
Azam M. AZIMI 	Miguel P. Torres 
	SHARI LIPPERT 
Conrad Williams 	JESSE DINE 
RAGRA SAN LUIS 	DNE DUBOW 
	Kathy Good 
JAN FRED JAN FRED 	CHRISTINE SAENZ 
Miguel  MARIA Aguilar	SHERONA TAN 

URS Corporation, Washington Division, June 25, 2008

URS-1. The comment is acknowledged and appreciated.

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WESTON SOLUTIONS, INC.
2433 Impala Drive
Carlsbad, CA 92010
(760) 795-6900 / (760) 931-1580 FAX
www.westonsolutions.com

June 24, 2008

Port of Long Beach
Attention: Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/EIS)

Dear Mr. Cameron:

I am writing to express my support of the Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). On behalf of Weston Solutions, I congratulate the Port of Long Beach for producing the DEIS/EIR for this project. This project is a great example that demonstrates how expected growth at the ports can be efficiently managed while mitigating environmental impacts. It represents an important step to ensure green growth at the ports.

WS-1

As with any business, it is imperative to have continuous improvement and operational enhancements, and port facilities are no different. The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance, which will also allow for the incorporation of environmental measures to reduce air emissions.

The document meets and in many instances exceeds CEQA and NEPA requirements by implementing the following mitigation measures:

- Lower emission switching locomotives;
- Cleaner, alternative fuel-powered cargo equipment;
- Vessel Speed Reduction program requirements;
- Use of low-sulfur fuels for ships' main and auxiliary engines;
- Use of shore side power vessels at berth;
- The construction of intermodal rail which will reduce truck trips by up to 1,000 per day.

The economic benefits derived from the proposed plan are critical and should be more strongly reinforced in the document, taking into consideration the looming recession. The San Pedro Bay Ports are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years.

WS-2



WESTON SOLUTIONS, INC.
2433 Impala Drive
Carlsbad, CA 92010
(760) 795-6900 / (760) 931-1580 FAX
www.westonsolutions.com

WS-1 | This document reinforces that the Port, by constructing this project, is complying with its responsibility under the State Tidelands Trust, which requires the Port to support commerce and invest its revenues to redevelop facilities to ensure operational efficiencies, the use of latest technology, and to maintain the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

The "no project" alternative clearly shows a detriment to air quality in the local community and the region as cargo volumes increase without any mitigation. Doing nothing is not an option. I support this project.

Sincerely,

WESTON SOLUTIONS, INC.

A handwritten signature in black ink, appearing to read "Scott Blount", written over a white background.

Scott Blount
Vice President
Manager, Pacific Coast Division

Weston Solutions, June 24, 2008

- WS-1.** The comment is acknowledged and appreciated.
- WS-2.** The comment concurs with the Draft EIS/EIR findings that the Project would provide economic benefits associated with goods movement growth through the Port. No revisions to the Final EIS/EIR are required.

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Crouch, Stacey

From: Cameron, Rick
Sent: Wednesday, June 18, 2008 1:58 PM
To: Crouch, Stacey
Subject: FW: POLB Pan

FYI

From: rich.alderete@gmail.com [mailto:rich.alderete@gmail.com] **On Behalf Of** rich alderete
Sent: Tuesday, June 17, 2008 9:35 PM
To: Cameron, Rick
Cc: mayor@longbeach.gov; district5@longbeach.gov
Subject: POLB Pan

To whom it may concern,

As a business owner and resident of Long Beach with a wife and 2 young sons, My family and I would like to voice our support for the Port of Long Beach's Middle Harbor project.

RA-1

I believe that the Port of Long Beach Middle Harbor plan provides a realistic approach to environmental issues, as well continues to promote Long Beach as a business friendly and future looking city. More jobs and less pollution will only help our community.

Thank you for your outreach and consideration.

Long Beach Resident,

Richie Aldarete

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Richie Aldarete, June 17, 2008

RA-1. The comment is acknowledged and appreciated.

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Mr. Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
925 Harbor Plaza
Mr. Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

Re: Middle Harbor Redevelopment Project
Draft Environmental Impact Report/Statement Documents

Dear Mr. Cameron:

I am writing to express my support for the Port of Long Beach's Draft Environmental Impact Report and Draft Environmental Impact Statement for the Middle Harbor Redevelopment Project. DB-1

This project is highly important insofar as it benefits the local and national economies and improves the Port's efficiency and performance in such a way as to mitigate the environmental impact of Port operations and expansion. These proposed improvements are both valuable and necessary not only to the Port and the local community, but also statewide and nationwide.

The project will provide a significant boost to the local economy through the creation of 14,000 permanent local jobs as well as 1,000 temporary construction jobs during the next 10 years.

Environmental measures such as the construction of intermodal rail, the Vessel Speed Reduction program and the use of Shore to Ship power for ships at berth will provide for reduced air emissions. As cargo volumes are increasing, the proposed measures are invaluable to protect and improve our air quality, and the failure to implement such measures would be highly deleterious.

In addition to the improvements to air quality, these measures are valued by the Port community insofar as they will reduce congestion impacted by Port operations. In this regard, the Port shows "good faith" with the community as a responsible and considerate neighbor.

Furthermore, the redevelopment of Middle Harbor facilities will not only demonstrate the Port's commitment to meeting goals for "green growth", but will also allow the Port to remain competitive through increased operational efficiency and the use of new technologies that are currently being utilized throughout the industry.

Should you wish to contact me to further discuss these comments, please do not hesitate to do so. I look forward to supporting your efforts to move these important projects ahead.

Sincerely,

Deborah Berg
Area Resident
And Long Beach Property Owner

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Deborah Berg, Undated

DB-1. The comment is acknowledged and appreciated.

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Does not want to speak.



Public Hearing Speaker Request

NAME: Narcisa Boera PROJECT NAME: Middle Harbor Redevelop.

AFFILIATION: Leighton Consulting Inc

MAILING ADDRESS: 17781 Cowan, Irvine

STREET OR P.O. BOX: _____

CITY, STATE, ZIP: Irvine CA 92614

PHONE NUMBER: 714-913-3746

EMAIL ADDRESS: nboera@leightongroup.com

Do you wish to be placed on the mailing list for this project? YES NO

If you do not wish to speak, you may provide written comments on the back of this card or on the separate form for written comments.

COMMENTS: I support this project because where you have more efficiency, less environmental impact and less congestion then we as a society are moving in the right direction towards progress of our future

NB-1

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Narcisa Boen, Undated

NB-1. The comment is acknowledged and appreciated.

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June 18, 2008

Port of Long Beach
Attn: Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/EIS)

Dear Mr. Cameron:

I am/are writing to express my support of the Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). I congratulate the Port of Long Beach for producing the DEIS/EIR for this project. This project demonstrates how expected growth at the ports can be efficiently managed while mitigating environmental impacts, and it represents an important step to ensure green growth at the Ports.

TB-1

As with any business it is imperative to have continuous improvement and operational enhancements and Port facilities are no different. The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance which will also allow for the incorporation of environmental measures to reduce air emissions.

The document meets and in many instances exceeds CEQA and NEPA requirements by implementing the following mitigation measures:

- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Vessel Speed Reduction program requirements
- Use of low-sulfur fuels for ship' main and auxiliary engines
- Use of Shore side power vessels at berth. The construction of intermodal rail which will reduce truck trips up to 1,000 per day.

The economic benefits derived from the proposed plan are critical and should be more strongly reinforced in the document taking into consideration the looming recession. The San Pedro Bay Ports are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years.

TB-2

TB-1 | This document reinforces that the Port, by constructing this project, is complying with its responsibility under the State Tidelands Trust, which requires the Port to support commerce and invest its revenues to redevelop facilities to ensure operational efficiencies, the use of latest technology, and to maintain the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

The "no project" alternative clearly shows a detriment to air quality in the local community and the region as cargo volumes increase without any mitigation. Doing nothing is not an option. I support this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Brennan", with a long horizontal flourish extending to the right.

Terry Brennan
40 Monteleagro
Irvine, Ca 92614

Terry Brennan, June 18, 2008

- TB-1.** The comment is acknowledged and appreciated
- TB-2.** The comment concurs with the Draft EIS/EIR findings that the Project would provide economic benefits associated with goods movement growth through the Port. No revisions to the Final EIS/EIR are required.

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Public Hearing Speaker Request

NAME: RITA BRENNER PROJECT NAME: MIDDLE HARBOR REDEVELOPMENT
 AFFILIATION: LONG BEACH RESIDENT
 MAILING ADDRESS: 3528 Volk Ave.
 STREET OR P.O. BOX: _____
 CITY, STATE, ZIP: LONG BEACH, CA. 90808
 PHONE NUMBER: (562) 420-9043
 EMAIL ADDRESS: Rita.Brenner@ARCADIS-US.COM

Do you wish to be placed on the mailing list for this project? YES NO

If you do not wish to speak, you may provide written comments on the back of this card or on the separate form for written comments.

COMMENTS: I would like the POB to know that I support this project.
I am a long time resident of Long Beach and intend on remaining in Long Beach to raise my young children. I commend the POB for taking initiatives to improve the air quality for my family. I see the Middle Harbor Redevelopment project as a win-win situation. I have listened to the public comments provided on June 11th as well as those provided this evening so that I could weigh ~~the~~ ~~concerns~~ ~~provided~~ ~~by~~ ~~others~~ ~~against~~ ~~my~~ ~~own~~ ~~criteria~~.

RB-1

provided by others against my own criteria. I am happy to state that I continue to be an ~~an~~ advocate for the POB's initiatives. Our future in Long Beach will benefit from the project. I appreciate the POB's commitment to public safety, our environment, and our economy.

Franklyn

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Rita Brenner, Undated

RB-1. The comment is acknowledged and appreciated.

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June 18, 2008

Port of Long Beach
attn: Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/EIS)

Dear Mr. Cameron:

My husband and I are writing to express our support of the Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). We would like to congratulate the Port of Long Beach for producing the DEIS/EIR for this project. This project demonstrates how expected growth at the ports can be efficiently managed while mitigating environmental impacts, and it represents an important step to ensure green growth at the Ports.

RJB-1

As with any business it is imperative to have continuous improvement and operational enhancements and Port facilities are no different. The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance which will also allow for the incorporation of environmental measures to reduce air emissions.

The document meets and in many instances exceeds CEQA and NEPA requirements by implementing the following mitigation measures:

- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Vessel Speed Reduction program requirements
- Use of low-sulfur fuels for ship' main and auxiliary engines
- Use of Shore side power vessels at berth. The construction of intermodal rail which will reduce truck trips up to 1,000 per day.

The economic benefits derived from the proposed plan are critical and should be more strongly reinforced in the document taking into consideration the looming recession. The San Pedro Bay Ports are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years.

RJB-2

This document reinforces that the Port, by constructing this project, is complying with its responsibility under the State Tidelands Trust, which requires the Port to support

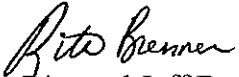
RJB-1

RJB-1

commerce and invest its revenues to redevelop facilities to ensure operational efficiencies, the use of latest technology, and to maintain the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

The "no project" alternative clearly shows a detriment to air quality in the local community and the region as cargo volumes increase without any mitigation. Doing nothing is not an option. As such, Jeff and I support this project.

Sincerely,



Rita and Jeff Brenner

3528 Volk Avenue

Long Beach, CA 90808

Rita and Jeff Brenner, June 18, 2008

- RJB-1.** The comment is acknowledged and appreciated.
- RJB-2.** The comment concurs with the Draft EIS/EIR findings that the Project would provide economic benefits associated with goods movement growth through the Port. No revisions to the Final EIS/EIR are required.

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Crouch, Stacey

From: Cameron, Rick
Sent: Wednesday, July 02, 2008 2:10 PM
To: Crouch, Stacey
Subject: FW: Middle Harbor Redevelopment Project comments

From: julie brown [mailto:alivetgether@sbcglobal.net]
Sent: Wednesday, July 02, 2008 1:58 PM
To: antal.j.szijj@usace.army.mil; Cameron, Rick
Subject: Middle Harbor Redevelopment Project comments

To whom it may concern,

I have reviewed the draft EIS/EIR posted on the Port of Long Beach website as well as the Project Q&A for the Middle Harbor Redevelopment Project, and would like to write my support of this much-needed project. As a local resident of San Pedro, working just a few blocks from the Port of Los Angeles, I greatly appreciate that the POLB is planning a project that will greatly benefit the environment and communities in which I and my friends live and work. Not only does it create jobs that will boost our local economy, but the effort to lessen the impact that Port operations have on the environment shows good faith with Port neighbors such as myself. We like our blue skies and clear waters. JB-1

I have friends with asthma who are affected when the air quality is bad. Also, many of my high school students complain of the pollution from Port traffic and operations that affects our local beaches. Furthermore, for those of us who commute outside the Port area, we appreciate a project that will lessen truck traffic on our roads/freeways with the on-dock rail. I appreciate how the Port of Long Beach has made such an effort to stay "green." This project falls right in line with that commitment and as such it is highly valuable and greatly needed in our Port community.

If you would like to contact me further, please don't hesitate to do so. I appreciate your consideration of these comments.

Sincerely,

Julie Brown
 1900 W. 25th Street
 San Pedro, CA 90732

“Try not to have a good time...this is supposed to be educational.” -Charles M. Schultz

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Julie Brown, July 2, 2008

JB-1. The comment is acknowledged and appreciated.

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PUBLIC COMMENT

Port of Long Beach
Middle Harbor Redevelopment and Expansion EIR
June 18, 2008

Please consider the following comments related to **Impacts** of the subject project related to the EIR:

JG(A)-1

1. The mouth of the Los Angeles River was redirected over time toward the City of Long Beach in order to facilitate growth of the Port of Long Beach. This is evident from the historic photographs of port growth exhibited outside the Harbor Commission hearing room as well as from the diagrams published on the Port of Long Beach web site.
2. The river's change of outflow direction has been accomplished over a long period of time in incremental steps. The current proposal is another step in a cumulative action and therefore participates in a **Cumulative Impact** as defined by CEQA.
3. The river's change of outflow direction has had and continues to have numerous impacts, including the buildup of silt that formed the entire Shoreline Drive area; the necessity to remove the Pike, Municipal Auditorium, and Rainbow Pier; and the current distribution of pollution from the river along the Long Beach waterfront and throughout the bay.

Therefore, please consider the following proposed **Mitigation Measures** as compensation for the impacts:

JG(A)-2

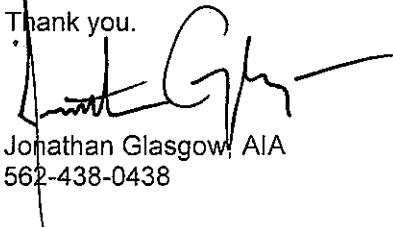
1. The Port of Long Beach shall prepare a comprehensive and accurate written and illustrated report on the history of the growth of the port, including the following elements: historical photographs of each expansion step, written histories of the private and public approval processes for each step, copies of publications concurrent to each expansion, written histories of prior knowledge of possible impacts, and documentation of actual impacts. Other information may be helpful to the understanding of this issue, including that related to subsidence, etc. The mission is to produce a comprehensive history of the area but not a judgment as to whether such actions were good or bad. This report should be made available to the public in published form and posted on the Port Website.

2. The Port of Long Beach shall retain nationally-recognized private engineering firms to study the possible filtering, garbage collection, partial redirection, or full redirection at the mouth of the LA River, including proposals to filter underneath the channel of the current infill proposal. The scope of work of these studies shall be made public and public participation shall be requested as part of the process. The resulting alternatives and their associated projected costs shall be presented to the City of Long Beach and the Army Corps of Engineers for study and consideration.

JG(A)-3

Please note that this comment is not intended to be accusatory. Some alternatives may be cost-prohibitive and we recognize this. But it is vitally important for everyone to understand the shared history along with the long-term opportunities for happy coexistence. We are more than happy with all the proposals for air-quality improvements and various other mitigations. We only request that water quality of the bay and beaches also be seriously considered over time. The actions being taken by several governmental entities to address all river pollution at the sources is a step in the right direction. But it is obvious that this approach will never fully address or mitigate the issues caused by the river redirection. We ask for realistic acknowledgement of this fact.

Thank you.



Jonathan Glasgow, AIA
562-438-0438

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Jonathan Glasgow, June 18, 2008

- JG(A)-1.** The comment addresses the current location of the Los Angeles River. However, the location and condition of the Los Angeles River as of 2005 is the baseline for the Project. The Project would not change the location of the Los Angeles River or alter the quality or quantity of its flow and, thus, would not contribute to cumulative impacts under CEQA. The Project would not adversely affect water quality at the beaches of Long Beach due to distance and runoff control measures to be implemented as part of the Project. No revisions to the Final EIS/EIR are required.
- JG(A)-2.** The comment requests preparation of mitigation measures to offset impacts on the Los Angeles River. Because the Project would not affect the Los Angeles River, no mitigation is required under NEPA or CEQA. Preparation of a history of Port growth as described in the comment would describe the past impacts but would not mitigate or offset any impacts of the proposed Project. No revisions to the Final EIS/EIR are required.
- JG(A)-3.** As stated in response to comment JG(A)-2, the Project would not affect the Los Angeles River, and water quality impacts in the harbor would be less than significant as described in Draft EIS/EIR Section 3.3.2. Therefore, no mitigation is required. No revisions to the Final EIS/EIR are required.

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August 5, 2008

Mr. Richard D. Cameron
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

U.S. Army Corps of Engineers/Los Angeles District
Regulatory Branch – Ventura Field Office
ATTN: CESPS-CO-2004-01053-AOA
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Project: Port of Long Beach
Middle Harbor Redevelopment and Expansion EIR

Dear sirs:

JG(B)-1

Please consider the following comments related to Impacts of the subject project related to the EIR:

1. The mouth of the Los Angeles River was redirected over many decades toward the City of Long Beach in order to facilitate growth of the Port of Long Beach. This is evident from the historic photographs of port growth exhibited outside the Harbor Commission hearing room as well as from the diagrams published on the Port of Long Beach web site. This portion of the port complex has been expanded several times, often extending the mouth of the river even further to the east.
2. The change of the river's outflow direction has been accomplished over a long period of time in incremental steps. Filling another section of this land mass as proposed with the current project is another step in a cumulative action and therefore participates in a **Cumulative Impact** as defined by CEQA.
3. The river's change of outflow direction resulting from the cumulative impacts has had and continues to have numerous impacts, including the buildup of silt that formed the entire Shoreline Drive area and the current and future distribution of pollution from the river along the Long Beach waterfront and throughout the bay. The original and natural route of the river discharge was not toward the beaches of Long Beach. The redirection of the river mouth created by the former and currently-proposed port expansion's cumulative impacts is significantly responsible for the resulting poor water quality and beach pollution.

Therefore, we request that issues related to the above be thoroughly researched and addressed as part of the EIR process. We specifically request that the following:

JG(B)-2

1. Research and prepare a comprehensive and accurate written and illustrated report on the history of the growth of the port, including the following elements: historical photographs of each expansion step, written histories of the private and public approval processes for each step, copies of publications concurrent to each expansion, written histories of prior knowledge of possible impacts, and documentation of actual impacts. Other information may be helpful to the understanding of this issue, including that related to subsidence, etc. The mission is to produce a comprehensive history of the area and impacts. This report should be made available to the public in published form and posted on the Port and City web sites.

- JG(B)-3 | 2. Retain nationally-recognized private engineering firms to study the possible filtering, garbage collection, partial redirection, or full redirection at the mouth of the LA River, including proposals to filter underneath the channel of the current infill proposal. The scope of work of these studies should be made public and public participation must be requested as part of the process. The resulting alternatives and their associated projected costs shall be presented to the City of Long Beach and the Army Corps of Engineers for study and consideration. Cost projections for such alternatives must be based on actual schematic engineering proposals and must specifically not be based upon the generalities and/or exaggerations published and reported to date.

Please contact me if there are any questions regarding these comments. Thank you.

Sincerely,

Jonathan Glasgow
4235 East Vermont Street
Long Beach, CA 90814
562-434-2325
jonglasgow@yahoo.com

Jonathan Glasgow, August 5, 2008

- JG(B)-1.** Please see response to comment JG(A)-1. Project activities would not affect water quality of the Los Angeles River or at the beaches of Long Beach. No revisions to the Final EIS/EIR are required.
- JG(B)-2.** Please see response to comment JG(A)-2. No mitigation is required because the Project would not affect the Los Angeles River.
- JG(B)-3.** Please see response to comment JG(A)-3. Water quality impacts in the harbor would be less than significant as described in Draft EIS/EIR Section 3.3.2; therefore, no mitigation is necessary. No revisions to the Final EIS/EIR are required.

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From: Gunnar Gose [mailto:g_gose@mtchair.com]
Sent: Sunday, June 15, 2008 10:14 PM
To: Cameron, Rick
Cc: mayor@longbeach.gov; district5@longbeach.gov
Subject: Port of Long Beach, Middle Harbor Project

To whom it may concern,

I would like to add my voice in support of the port's planned middle harbor project. I believe that the port is taking the logical path to protect our community's leading role in international trade, while promoting green environmental practices and supporting our community by creating and protecting jobs. GG-1

Thank you for reaching out for comments from our community.

Regards,
Gunnar L. Gose
5756 Mezzanine Way
Long Beach, CA 90808

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Gunnar L. Gose, June 15, 2008

GG-1. The comment is acknowledged and appreciated.

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Testimony of Larry Keller

Public Hearing
Proposed Port of Long Beach
Middle Harbor Redevelopment Project
Silverado Park
June 18, 2008

Good evening. Thank you for allowing me to speak.

My name is Larry Keller. I am a resident of Long Beach, where I live with my wife, children and grandchildren. I have significant experience, having worked in shipping, in ports and engineering. I currently work for Kennedy/Jenks Engineers and Scientists.

LK-1

I am here to speak in **support** of the Middle Harbor project and the tremendous improvements which you are proposing. This is particularly so because this is the **first** Long Beach project to which you can apply the impressive array of environmental and operational improvements which you have spent the last several years developing-all in the quest for clean air, better health for all and for smart growth.

Middle Harbor is your **proof of concept** and it should move forward **quickly** to allow the improvements to be put in place now and to be proven on the ground!

Let me name a few of the features I particularly like:

Cold Ironing-to allow the ships to shut down **all** of their engines while in port will bring **very** significant air quality improvement to our City. Middle Harbor will be its largest use for cargo ships in the Port.

The use of Alternative Fuel or All-Electric Terminal Handling Equipment and Trucks-this will **vastly** reduce harmful particulates and pollution in our air. This too is significant.

The small terminals which will become Middle Harbor are old, not efficient and require a great deal of additional truck work that burns fuel. A new, fully integrated layout will allow cleaner, more efficient operations with the new equipment.

Rail-Few doubt and most people **support** the use of On-Dock Rail. Only one of the Middle Harbor terminals has on-dock rail now but even there it is old and poorly suited to allow modern operations. As a result, many containers that **should** move by rail now move first by truck up the 710 Freeway to an offsite rail yard.

The Middle Harbor project **changes** that. As a result, **thousands** of truck trips will be eliminated, as will their traffic and pollution, allowing the Port's LNG and Green Goat **clean** locomotives to move the containers on-dock.

LK-1

The goods will continue to come and volumes **will** grow. There is **no** doubt of that. They can be handled cleanly with the Green Technologies which you propose **or** they can be moved using the **old** technologies and methods whose negative effects you know so well. There is the choice.

What you are proposing is a **tremendous** leap forward. These clean air technologies have not been used **anywhere in the world**. They need to be implemented.

You can always wait but to paraphrase an old saying, "perfect is the enemy of the excellent".

Let it start here in Long Beach. Let Middle Harbor be your Proof of Concept!

We will all be the beneficiaries.

Thank you

Larry Keller, June 18, 2008

LK-1. The comment is acknowledged and appreciated.

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June 19, 2008

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

Attn: *Richard D. Cameron*
Director of Environmental Planning

Ref: *Middle Harbor Redevelopment Project*

Dear Mr. Cameron,

I attended the Middle Harbor Redevelopment Project presentation held June 11, 2008 at the Long Beach City Hall as well as the public hearing at Silverado Park on June 18, 2008

AL-1

I am a resident of Long Beach. So, I am able to strongly feel, the Shipping Industry is a very valuable economic engine for the entire Southern California region. The Middle Harbor Redevelopment Project and similar future enhancements of the Port of Long Beach will provide decades of job stability, essential infrastructure support and trade development potential.

I would like to express my support for this redevelopment project and encourage the Port of Long Beach to proceed with the project.

Thank you,

Andrew Lee
Long Beach, CA. 90804

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Andrew Lee, June 19, 2008

AL-1. The comment is acknowledged and appreciated.

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June 18, 2008

Port of Long Beach
attn: Richard D. Cameron
Director of Environmental Planning
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project Draft Environmental Impact Report/
Environmental Impact Statement (DEIR/EIS)

Dear Mr. Cameron:

My wife and I are writing to express our support of the Middle Harbor Redevelopment Project Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS). As residents of Long Beach we know how important the economic health of the Port is to our community. We wish to congratulate the Port of Long Beach for producing the DEIS/EIR for this project. This project demonstrates how expected growth at the ports can be efficiently managed while mitigating environmental impacts, and it represents an important step to ensure green growth at the Ports.

BMAK-1

As with any business it is imperative to have continuous improvement and operational enhancements and Port facilities are no different. The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance which will also allow for the incorporation of environmental measures to reduce air emissions.

The document meets, and in many instances exceeds, CEQA and NEPA requirements by implementing the following mitigation measures:

- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Vessel Speed Reduction program requirements
- Use of low-sulfur fuels for ship' main and auxiliary engines
- Use of Shore side power vessels at berth. The construction of intermodal rail which will reduce truck trips up to 1,000 per day.

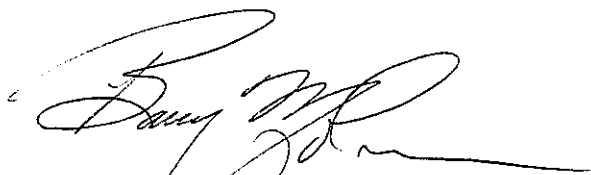
The economic benefits derived from the proposed plan are critical to the long term economic health of our City and should be more strongly reinforced in the document taking into consideration the looming recession. The San Pedro Bay Ports are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years.

BMAK-2

BMAK-1 | This document reinforces that the Port, by constructing this project, is complying with its responsibility under the State Tidelands Trust, which requires the Port to support commerce and invest its revenues to redevelop facilities to ensure operational efficiencies, the use of latest technology, and to maintain the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

The "no project" alternative clearly shows a detriment to air quality in the local community and the region as cargo volumes increase without any mitigation. Doing nothing is not an option. Both Anna and I strongly support this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry Molnaa and Anna-Maria Kanauka". The signature is fluid and cursive, with a long horizontal stroke at the end.

Barry Molnaa and Anna-Maria Kanauka
3624 Carfax Avenue
Long Beach, CA 90808

Barry Molnaa and Anna-Maria Kanauka, June 18, 2008

BMAK-1. The comment is acknowledged and appreciated.

BMAK-2. The comment concurs with the Draft EIS/EIR findings that the Project would provide economic benefits associated with goods movement growth through the Port. No revisions to the Final EIS/EIR are required.

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MIDDLE HARBOR REDEVELOPMENT PROJECT

Monday, June 16, 2008 8:40 PM

From: "alan reid" <lbpilotr@yahoo.com>
To: lbpilotr@yahoo.com

June 16th, 2008

Mr Antal Szijj- Project Manager
U S Army Corps of Engineers, Los Angeles District
Regulatory Branch, Ventura Field Office

CC:Mr. Richard D Cameron, Port of Long Beach
ATTN: CESPL-CO-2004-01053-AOA
Re: Port of Long Beach, Middle Harbor redevelopment Project.

Dear Mr Szijj and Mr. Cameron;

I have worked in the Ports of Long Beach and Los Angeles for the past 28 years and I am currently a resident of Long Beach with plans to reside here for at least the next 10 years. As a resident of Long Beach I would like to make some comments about the proposed Middle Harbor Redevelopment Project that I have heard about.

AR-1

First- What took you so long to get started? I applaud the effort and would encourage the port to push this project through as fast as feasible. I have seen many changes in my past years working here but this is the first time I have seen a project of this size be concerned with more than just "more boxes" or "more growth". Environmentally sustainable growth is the only kind we can afford.

The two most important areas of concern for myself and my family are that we cut air pollution from the vicinity of the port, beginning immediately using "cold ironing" and alternate fuels within the terminal. Also that we reduce the number of local truck trips outside the terminal as much as possible; where truck trips were still necessary "green truck programs" should begin as soon as possible. Both of these areas would have immediate and much needed effects on local residents; both improving the health of all ages and improving the quality of life in and around our community.

Still important to us would be the other areas your E I R mentioned; on dock rail, improved locomotives, cleaner harbor craft, cleaner water and green buildings.

My family and I applaud your efforts in this direction and I can't wait to see the results first hand as the project comes to fruition.

Sincerely,

Alan J Reid

38 62nd Place
Long Beach, CA 90803
(562)930-0720

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Alan J. Reid, June 16, 2008

AR-1. The comment is acknowledged and appreciated

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Crouch, Stacey

From: Cameron, Rick
Sent: Thursday, July 03, 2008 10:16 AM
To: Crouch, Stacey
Subject: Fw: Middle Harbor Redevelopment Project

Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
(562) 590-4156
Cell (562) 477-1597

Sent from my BlackBerry Wireless Handheld

----- Original Message -----

From: nellie saunders <jnelliebutton86@yahoo.com>
To: Cameron, Rick
Sent: Thu Jul 03 10:10:47 2008
Subject: Middle Harbor Redevelopment Project

JS-1

As a local resident, employee and student of Cal Sate Long Beach, I would like to send my support of the Middle Harbor Redevelopment Project. I feel Southern Californians will benefit from the project as it will create many new jobs in our declining economy. It will also help to get a significant amount of trucks off community streets, improving local air quality as well as global air quality.

I believe with the advances in technology and the ability to create a cleaner environment, there is no reason to stop progressing towards a better future.

Sincerely,
Jenelle Saunders

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Jenelle Saunders, July 3, 2008

JS-1. The comment is acknowledged and appreciated.

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Crouch, Stacey

From: Cameron, Rick
Sent: Tuesday, August 05, 2008 4:23 PM
To: Crouch, Stacey
Subject: FW: Middle Harbor Project

FYI – Middle Harbor

From: Bill Spooner [mailto:bspooner@wbct.us]
Sent: Sunday, August 03, 2008 1:32 AM
To: Cameron, Rick
Subject: Middle Harbor Project

Mr. Richard Cameron,

BS-1

In reviewing the available documentation for the impending Middle Harbor redevelopment project, I did not see any mention of installing rail mounted gantry cranes (RMG) for use in the container yards. With densification of the ports on the near horizon, it would seem reasonable to set at least some areas aside for this purpose, not to mention the fact that this equipment is cleaner than other types of container handling equipment since it runs on electrical power, RMGs lend themselves to increased automation which is a plus for the tenants, and they actually run faster than their rubber tired counterparts.

At the very least, these should be considered for the railyard. They are extremely effective at the APL terminal here in LA.

Good luck with the project. It is with some degree of jealousy that I watch construction proceed in the Port of Long Beach while looking over the fence, so to speak.

Regards,

Bill Spooner

Operations Manager - TOC
West Basin Container Terminal
2050 John S. Gibson Blvd.
San Pedro, CA 90731
Phone: 310-732-2483
Cell: 310-466-7356
bspooner@wbct.us
www.portsamerica.com

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Bill Spooner, August 3, 2008

- BS-1.** Regarding the electrification of CHE please see responses to comments DOJ-5, SCAQMD-19, CBD-43, and PT(B)48. Final EIS/EIR **Mitigation Measure AQ-7a** proposes the replacement of all Project diesel-powered RTGs with electric-powered RMGs by 2020. This measure also requires each RMG to include regenerative drive systems. However, electrification of other CHE is deemed economically infeasible at this time. Nevertheless, to promote an ongoing evaluation of future air emission control technologies, Final EIS/EIR **Mitigation Measure AQ-25** requires the terminal tenant in 2015 and every five years afterwards to review such advancements for the purpose of implementing new feasible mitigations.

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Joseph A. Towers
Suite 330
2999 East Ocean Blvd.
Long Beach, California 90803

29 June 2008

Re: Draft EIS
Middle Harbor Project
Port of Long Beach

Director of Environmental Planning
Port of Long Beach
925 Harbor Plaza
Long Beach CA 90802

Dear Sirs:

I am herein submitting my comments on the draft EIS/EIR for the above noted project. This project is not in the public interest and represents a betrayal of the people of Long Beach and surrounding Southern California communities.

JT-1

The reason that this project cannot be in the public interest is the fact that it further degrades the ambient air quality at the project site and surrounding area which is already one of the worst, if not the worst, in the United States. Existing air quality fails to meet both national and state ambient air quality standards by wide margins. The incredible extent of this existing degradation is best exemplified by the South Coast Air Quality Management District (SCAQMD) 2007/2008 study known as the *Multiple Air Toxics Exposure Study (MATES III)*. While the normal cancer risk incidence in the United States is 10 in a million, the study establishes a cancer risk incidence of as high as 2,900 in a million in residential areas surrounding the Port of Long Beach. In fact, this degraded air quality around the Port of Long Beach is a health emergency.

On 9 August 2007 the U.S. Senate Committee on the Environment and Public Works held a hearing at Long Beach on port air pollution. During that hearing California Senator Dianne Feinstein noted that this pollution was causing 9,000 premature deaths in the region with 2,400 hospitalizations.

The draft EIS/EIR for the Middle Harbor Project establishes as an indisputable fact that this already degraded and dangerous ambient air quality will be even further degraded and further contaminated by the project in spite of the project's rigorous mitigation measures. Such a result cannot conceivably be in the public interest.

JT-2

Even a casual perusal of the Executive Summary included in the EIS/EIR documents this grievous additional degeneration of our air quality.

At page ES-9 we find that "Implementation of these mitigation measures would reduce emissions...; however, the net change in peak daily operational emissions between the mitigated Project and NEPA baseline would exceed the SCAQMD daily thresholds for ROG, CO, NO_x, SO₂, and PM_{2.5}. Therefore, impacts would be significant and unavoidable under NEPA."

Under the rubric of "Environmental Justice" we further find that "... the Project's contribution to significant cumulative impacts on cancer risk and acute non-cancer health effects under NEPA due to already elevated risk levels in the vicinity of the ports would be significant and unavoidable. Therefore, Project operations would cause disproportionately high and adverse effects on minority and low income populations under NEPA...". (Page ES-19).

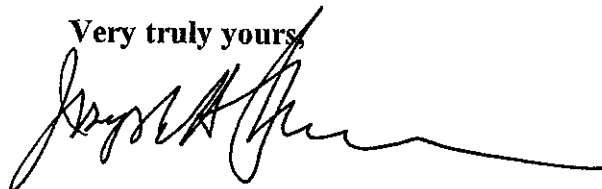
Cumulative impacts would elevate both cancer and non-cancer risks to all populations surrounding the ports. "...the Project would result in a cumulatively considerable and unavoidable contribution to airborne cancer risks to all receptor types under NEPA. Emissions of TAC'S during Project construction and operation would increase non-cancer health effects to all receptor types in the Project region compared to the NEPA baseline. Therefore, the Project would result in a cumulatively considerable and unavoidable contribution to airborne non-cancer risks to all receptor types under NEPA." (Page ES-21).

One of the most significant air contaminants emitted by port operations is PM_{2.5}. This contaminant alone is the 13th leading cause of death worldwide. A May 2008 report by the *American Academy of Family Physicians* establishes that exposure to elevated concentrations can trigger heart attacks, heart failure and strokes within 24 hours of exposure. SCAQMD air monitoring and even the Port of Long Beach air monitoring show frequent days of such elevated concentrations often exceeding state and federal standards.

JT-3

Necessity for this Middle Harbor expansion project is based on projected future growth of port operations in the years to come. Yet, today the escalating price of oil and the enormous ongoing escalation in the cost of ocean transportation is fueling valid expert predictions of substantial declines in Asiatic imports as more and more manufacturing is brought back to the United States. The EIS/EIR fails to note this very recent development which calls into question projected future growth estimates.

Very truly yours,



Joseph A. Towers, June 29, 2008

JT-1. The comment is incorrect with its regard to the conclusions of the MATES III Study. The following facts are derived directly from the MATES-III Final Report (SCAQMD, September 2008):

- The average risk in the SCAB (Los Angeles area) is 853 per million.
- The average risk in the San Pedro Ports area is 1,415 per million.
- A direct comparison of the average risk in the Ports area to the average risk in the SCAB is more appropriate than the numbers presented in the comment.
- For comparison, the incidence of cancer over a lifetime in the U.S. population is about 300,000 in a million. The 10 in a million cancer risk mentioned as the normal cancer risk incidence is the measure that is used for assessing impacts from new projects.
- The Harvard Report on Cancer Prevention (November, 1996) estimated that of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures.

The full MATES III study is available for review online at <http://www.aqmd.gov/prdas/mates/II/MATESIIIFinalReportSept2008.html>. It will be made part of the administrative record.

Construction of the Project would generate additional short-term emissions to the Project area, some of which would produce significant air quality impacts. However, as stated in Draft EIS/EIR Section 3.2.2.3 (Table 3.2-18), the mitigated Project would produce lower operational emissions compared to existing operations at the Middle Harbor container terminal in 2005. As a result, operation of the mitigated Project would not further degrade ambient air quality.

JT-2. Your comment is noted and appreciated. Please see response to comment JT-1. Final EIS/EIR **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce criteria pollutant and GHG emissions from proposed construction and operational sources. Through the TAP program, the Port will assess new technologies for reducing impacts of cargo transport on the surrounding community. Additionally, to help address this concern, the Final EIS/EIR includes a new **Mitigation Measure, AQ-25** that requires the terminal tenant in 2015 and every five years afterwards to review new air quality technological advancements for the purpose of implementing new feasible mitigations. Additionally, please see response to comment CSE(A)-9 regarding new Final EIS/EIR **Mitigation Measure AQ-29**, which would further mitigate Project cumulative air quality impacts.

JT-3. The comment questions the validity of the Port's projected future growth estimates in light of the recent economic crisis. The Port's projections for future container throughput growth are based on long-term demographic and economic trends for the U.S. and its trading partners, which account for fluctuating market demands over an extended period of time. Overall, market demand is expected to increase throughput over the term of the Project until the maximum physical capacity of the Middle Harbor container terminal is reached. Therefore, no revisions to the Final EIS/EIR are required.

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June 19, 2008

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

Attn: Richard D. Cameron
Director of Environmental Planning

Ref: Middle Harbor Redevelopment Project

Dear Mr. Cameron,

I attended the Middle Harbor Redevelopment Project presentation held June 11, 2008 at the Long Beach City Hall.

DT-1

The Shipping Industry is a very valuable economic engine for the entire Southern California region. The Middle Harbor Redevelopment Project and similar future enhancements of the Port of Long Beach will provide decades of job stability, essential infrastructure support and trade development potential.

I would like to express my support for this redevelopment project and encourage the Port of Long Beach to proceed with the project..

Thank you,



D.A. Trehuba
Chino Hills, CA. 91709

(by fax: Total = 01 pages)

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D.A. Trehuba, June 19, 2008

DT-1. The comment is acknowledged and appreciated.

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James P. Whelan
9122 Laurel Street
Bellflower, CA 90706-5613
(562) 866-9451

11 July 2008

Richard D. Cameron
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

cc: US Army Corps of Engineers/Los Angeles District
Regulatory Branch - Ventura Field Office
ATTN: CESPS-CO-2004-01053-AOA
2151 Alessandro Drive, Suite 110
Ventura, CA 93001

Dear Mr. Cameron:

JW-1

There are three items which must be covered better for a complete EIR.

1. The conditions of the two terminals badly need upgrading. This must be done for the health of the workers, the efficiency of the terminal (read efficiency as greater volume and lower pollution), and the flexibility of the terminal operations allowing management to make decisions based on the situation as opposed to the facility available.

2. The paving of the terminal requires a stronger material to support the weight of the machines. The 5 high top handler with a 37 ton load weighs 246,000 lbs. That is 41,000lb per tire and is not evenly distributed. A Boeing 747-400 is 875,000lbs which is 48,611lbs per tire and is relatively evenly distributed.¹ The current material, asphalt, will be so rough after 4 years as to need grinding and resurfacing. Even at a rate of four year grind and resurface it is doubtful that the electric UTR batteries will tolerate the pounding of day to day service. It takes more energy to drive over a rough surface than a smooth one. On a rough surface the UTR's, fork lifts, top and side handlers are constantly using energy to lift the machines for no purpose. This is pollution with out a corresponding benefit.

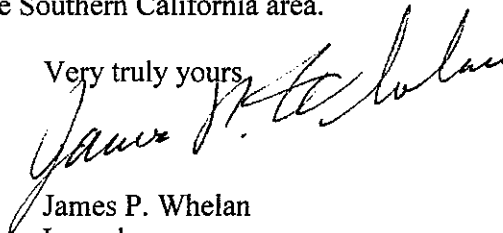
JW-2

3. There needs to be some provision for a "right-of-way" for some future system to take the containers out of the greater LA area electrically or some non-local combustion or other system. There was no place for such proposals as the Maglev, Southern California Guideway, Monorail, or any of the other eleven proposed systems. Otherwise the only reductions will be some rail transition and the cleaning up of the outside trucks much of which will eventually be lost to volume. Nearly all the roughly 24,000 containers a day will still go up the Alameda Corridor by diesel train or diesel truck plus the expected increase in volume because of the Middle Harbor Redevelopment Project and the expected increase of the two Ports.

JW-3

Items two and three need to be included for the EIR to be complete. Since the up grades must be done it makes good sense to do it right. No more sub-optimization can be tolerated everything must dove tail with a larger vision for the whole Southern California area.

Very truly yours,



James P. Whelan
Longshoreman

¹ Please see Talyor and Boeing for exact weight and loading information

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James P. Whelan, July 11, 2008

- JW-1.** The comment concurs with the explanation in the Draft EIS/EIR of the need to upgrade the current Middle Harbor facilities.
- JW-2.** Your comment is noted. Please see response to comment DOJ-5 regarding the discussion of cool pavements. The Port has considered a smoother type of pavement for the terminal area besides the standard AC/ CMB that consists of seven inches of AC over 17-inches of CTB. The AC/CTB combination is stronger than AC/CMB but has less flexibility because of the cement added to the base. Cement is very difficult to modify once it is in place because of the hardness of the material.
- The cost associated with AC/CMB or AC/CTB is approximately \$320,000 to \$400,000 per acre while the cost associated with cement/CMB can be up to \$850,000 per acre. The cost differential for 250-acres of container yard, for example, between the two materials, would add approximately \$112,500,000 to \$132,500,000 to the cost of the project. This makes the use of cement or surfaces smoother than AC in the container yard economically infeasible. The Port will, however, consider the use of cool pavement in areas of the terminal that do not experience heavy loads such as employee parking areas, as applicable. Additionally, the Project terminal surfaces would not substantially degrade to the point that they would produce substantial increases in equipment energy usages, as this would result in an unacceptable economic condition for the operation of these equipment.
- JW-3.** Regarding the feasibility of rail electrification and Maglev technology, please see response to comment SCAQMD-27. The POLB and POLA are in the process of evaluating possible zero- or near-zero emission transport technologies as envisioned in the CAAP. If they establish through this process that a zero- or near-zero emission transport technology is operationally and financially feasible, the POLB will investigate expanding the system to include the Middle Harbor operations. At this point, it is not financially or operationally feasible to include a zero- or near-zero emission transport technology as a mitigation measure for the Project. However, to help address this concern, the Final EIS/EIR includes a new mitigation measure, **Mitigation Measure AQ-25**, that requires the terminal tenant in 2015 and every five years thereafter, to review new air quality technological advancements for the purpose of implementing new feasible mitigations.

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Robert M. White, Jr.
970 Paseo Del Mar
San Pedro, California 90731

August 8, 2008

Mr. Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
925 Harbor Plaza
Long Beach, California 90802

Re: Middle Harbor Redevelopment Project

Dear Mr. Cameron:

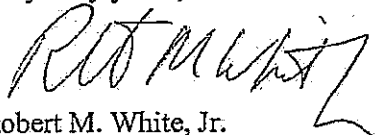
I am a resident of San Pedro and this is to let you know that I fully support the proposed redevelopment project at the Port of Long Beach.

RW-1

I believe that this project is a "win-win" for the residents near the ports of Long Beach and Los Angeles. Specifically, it will provide numerous short and long term jobs; it will increase tax revenues; it will benefit commerce; and, most importantly, it will improve air and water quality in and around the Port of Long Beach.

Please go forth with this project as it improves our lives in so many different ways.

Very truly yours,



Robert M. White, Jr.

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Robert M. White, Jr., August 8, 2008

RW-1. The comment is acknowledged and appreciated.

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<p style="text-align: right;">Page 1</p> <p style="text-align: center;">MIDDLE HARBOR PROJECT</p> <p style="text-align: center;">DRAFT EIS/EIR</p> <p style="text-align: center;">PUBLIC HEARING</p> <p style="text-align: center;">WEDNESDAY, JUNE 11, 2008</p> <p style="text-align: center;">CITY COUNCIL CHAMBERS, LONG BEACH, CALIFORNIA</p>	<p style="text-align: right;">Page 3</p> <p>1 Beach has recently released this along with the Army 2 Corps of Engineers has issued a Draft Environmental 3 Impact Statement/Environmental Impact Report on 4 May 19th. 5 The purpose of this hearing tonight is to 6 provide an opportunity for the public to provide 7 comments on the Draft Environmental Impact 8 Statement/Environmental Impact Report and application 9 summary report or EIS/EIR in accordance with the 10 National Environmental Quality Act, the California 11 Environmental Quality Act, the California Coastal Act, 12 and the Port of Long Beach Port Master Plan. The 13 purpose here tonight is not to answer any questions or 14 to approve or deny the project that is described in the 15 draft environmental document, EIS/EIR. 16 Those in the audience wishing to comment should 17 complete a public speaker card, and as I indicated 18 earlier, they can be located up front, and we also have 19 staff up along the stairs there. Take a card and fill 20 it out. If you'd like to make any comments tonight, 21 please complete that card. 22 I also recommend that anyone who wishes to 23 provide written comments at the end of my presentation 24 which is part of the public hearing, you provide them 25 during the public comment period proposed tonight which</p>
<p style="text-align: right;">Page 2</p> <p>1 Long Beach, California, June 11, 2008 2 -0- 3 4 MR. CAMERON: Good evening, everybody. We're 5 going to start in a couple of minutes. But I wanted to 6 -- there are several people that have been here for half 7 an hour or more, and many of you walked in. We have our 8 speaker cards up in front. Naturally, if you have not 9 filled out a speaker card and you wish to speak this 10 evening, see Stacey who's in the middle there has the 11 speaker cards. Get a speaker card and fill it out, and 12 we will put it in order. 13 So we will wait a couple more minutes, and then 14 we will begin. 15 (Brief recess was taken.) 16 Okay, everybody. We're going to go ahead and 17 get started. Good evening for everybody that's here 18 tonight and welcome to the Middle Harbor Redevelopment 19 Public Hearing. I would like to ask everybody who has 20 cell phones or beepers, if you will please put them on 21 silence, I would appreciate it. 22 My name is Rick Cameron. I'm the director of 23 environmental planning for the Port of Long Beach. 24 Tonight we're holding a public hearing for the Middle 25 Harbor Redevelopment proposed project. The Port of Long</p>	<p style="text-align: right;">Page 4</p> <p>1 is July 11th to receive those written comments on the 2 Draft EIR/EIS. 3 As part of that public hearing, prior to 4 receiving public comments, I will be giving a brief 5 presentation -- overview of the project. After I'm 6 finished with the presentation, we will take oral 7 testimony from the public. But first I'd like to 8 introduce Dr. Aaron Allen of the U.S. Army Corps of 9 Engineers who will summarize the Corps's role in 10 presenting the proposed project. 11 DR. ALLEN: Good evening. My name is Aaron 12 Allen, U.S. Army Corps of Engineers Regulatory Division, 13 and I am the Chief of the North Coast Branch for the 14 Regulatory Division of the Los Angeles District, and I 15 have responsibility for the geographic area under 16 Section 404 of the Clean Water Act and Section 10 of the 17 Rivers and Harbors Act. 18 The Corps is currently considering a permit 19 application submitted by the Port of Long Beach to 20 discharge dredge and fill material in waters of the 21 United States to consolidate Piers D, E, and F into a 22 single 345-acre marine terminal which would include a 23 4,250-foot-long pier. 24 The proposed project would include 25 redevelopment of 294 acres of existing land, 10.7 acres</p>

<p style="text-align: right;">Page 5</p> <p>1 of open water -- and that would be creation -- 54 -- 2 excuse me -- 55.3 acres of fill and open water resulting 3 in a net gain of about 54 acres of new land for the 4 terminal. On May 16th, 2008, the Corps issued a Notice 5 of Availability for the Draft EIS in the Federal 6 Register, and on May 19th we also issued a public notice 7 for application of this permit.</p> <p>8 The Corps will accept written comments on both 9 public notice and the Draft EIS/EIR until July 11th, 10 2008.</p> <p>11 Under our federal permit program, the Corps of 12 Engineers is responsible for regulating the discharge of 13 dredged and fill material in waters of the United 14 States. The proposed activities are regulated under 15 both Section 404 of the Clean Water Act and Section 10 16 of the Rivers and Harbors Act. Because federal permits 17 qualify as a major federal action, the Corps is also 18 required to comply with the National Environmental 19 Policy Act. Due to the magnitude of the proposed 20 activities in waters of the United States, the Corps 21 determined that an Environmental Impact Statement was 22 required for the proposed project.</p> <p>23 For purposes of this discussion, I'm going to 24 concentrate on the decision-making process that the 25 Corps has to do as part of our permit program. The</p>	<p style="text-align: right;">Page 7</p> <p>1 Project. The Corps would like to emphasize that we will 2 carefully consider all comments that we receive at this 3 public hearing, as well as inviting written comment, and 4 they will be given full consideration as part of our 5 permit decision for the proposed project.</p> <p>6 At this point I'd like to turn it back over to 7 Rick Cameron to provide more specific project 8 information.</p> <p>9 MR. CAMERON: Thank you, Aaron. I'm going to 10 be providing a presentation. I'd like to keep it brief 11 -- about 25 minutes. I'm going to go through it fairly 12 quickly to give the audience kind of a description of 13 the project, the purpose, and the evaluation process of 14 the environmental draft, environmental document that is 15 currently on the street.</p> <p>16 I think most of the slide covered what Aaron 17 just described in terms of the Corps's participation and 18 their role in this EIS/EIR. The Port of Long Beach has 19 determined a need to redevelop two existing container 20 terminals, and as part of that modernize the marine 21 terminal. As part of our initial review of the proposed 22 project, the port has determined that a formal 23 environmental review or environmental report would be 24 required for preparation. The Army Corps also, as 25 related to issuance of a permit for fill, identified</p>
<p style="text-align: right;">Page 6</p> <p>1 three main components of the Corps's permit decision 2 process are the National Environmental Policy Act, 3 404(b)(1) guidelines, and a public interest review. In 4 order for the Corps to issue a permit to discharge 5 dredged or fill material in waters of the United States, 6 we have to determine that the proposed project complies 7 with the 404(b)(1) guidelines and cannot be contrary to 8 public interest. The 404(b)(1) guidelines provide 9 specific criteria that we use to evaluate permit 10 applications for the discharge of dredge and fill 11 material and includes both human use factors, biological 12 characteristics, as well as physical characteristics of 13 the proposed fill dirt.</p> <p>14 In conclusion, based on the 404(b)(1) 15 alternatives analysis, comments provided by the public, 16 and the public interest review, the Corps of Engineers 17 will make a final permit decision for the proposed 18 project. The Corps of Engineers is prohibited by 19 regulation from issuing a permit for the proposed 20 project unless we are convinced that it's the least 21 environmentally damaging practicable alternative that 22 meets the overall project purpose.</p> <p>23 At this public hearing, the Corps is requesting 24 comments from the general public concerning the Draft 25 EIS/EIR for the proposed Middle Harbor Redevelopment</p>	<p style="text-align: right;">Page 8</p> <p>1 preparation of an Environmental Impact Statement. The 2 Corps and the Port of Long Beach issued an NOI/NOP on 3 December 30, 2005. Thereafter, two subsequent meetings 4 were held January 30th and February 6th, 2006, to 5 receive comments prior to the start of the preparation 6 analysis of the environmental documents.</p> <p>7 The Middle Harbor Project consists of two 8 existing container terminals. One is our California 9 United Terminal located on Piers D and E which comprises 10 about approximately 170 acres, and they operate an 11 existing deep water container berth. The facilities are 12 in need of upgrade -- the main facility, as you know, 13 on-dock rail. The other container terminal is the Long 14 Beach Container Terminal, LBCT, approximately 101 acres. 15 It's on the southern half of the project site currently 16 has a very small on-dock rail facility.</p> <p>17 This is basically the existing terminal 18 operations. These numbers comprise the projects -- both 19 of those terminals that I just described in terms of 20 what we had determined the baseline here as part of that 21 analysis.</p> <p>22 The project objectives and the purpose and use 23 have been identified as primarily consolidation of 24 common operation and wharves into one green modern 25 terminal, rehabilitation and modernization of the</p>

<p style="text-align: right;">Page 9</p> <p>1 existing port facilities, and more importantly is to 2 provide upgraded electrical utilities to support future 3 port terminal operations such as measures identified in 4 the Clean Air Action Plan as well as our green port 5 policy, cold-ironing as well as to provide the adequate 6 on-dock rail facility.</p> <p>7 As part of our evaluation and part of adopting 8 the Draft EIS/EIR, the port conducted an alternative 9 screening analysis. As part of that analysis, four 10 alternatives were considered and analyzed in the Draft 11 EIS/EIR. 345-acre alternative will be considered for 12 the preferred project, and then we have a 315-acre 13 alternative that would reduce fill, and the 14 landside-only alternative in most cases will be 15 considered for federal action which action this will be 16 improvements that will be conducted at the Army Corps of 17 Engineers permit as well as (unintelligible). The 18 indication of what the terminal would look like at full 19 build-out would be the 345 acres' terminal option. 20 These are the project elements at full build-out at 21 2025.</p> <p>22 This project will be built in two phases of 23 approximately 10 years, 10 to 12 years' phasing due to 24 the nature of the filling and other improvements. We 25 have two existing container terminals that will remain</p>	<p style="text-align: right;">Page 11</p> <p>1 Construction will be done around 2019. But for purposes 2 of our evaluation, we're using the 2023, 2025 time 3 frame.</p> <p>4 As part of the construction mitigation 5 measures, we have identified all dredging and filling 6 activity that will be associated with this construction 7 project with the electric dredging. But as you know, 8 there will be no diesel combustion activity associated 9 with this on the dredges which is part of our green-port 10 policy, and future dredging will be accounted for as 11 electric in terms of the fill that has been described. 12 The Port of Long Beach has an existing banking credit 13 associated with the Bolsa Chica resurrection project 14 that is associated with the agreement we have with 15 various agencies, approximately 45 acres of bank credits 16 that will be used for the mitigation for this project.</p> <p>17 All construction equipment would used 18 low-sulfur fuels. We are requiring -- we will require 19 as part of the project all contractors to install diesel 20 oxidation catalysts on construction equipment. We will 21 also require cleaner construction equipment, Tier 3, and 22 the latter phases, Tier 4, if the equipment is 23 available. We have identified the need for temporary 24 noise barriers and also set time limits for certain 25 activities such as pile driving activities as part of</p>
<p style="text-align: right;">Page 10</p> <p>1 in operation during the redevelopment of this facility 2 to accommodate this operation.</p> <p>3 The next slide is actually a breakdown of the 4 issue phases of the development. The new terminal will 5 be built in two phases. First with the renovation of 6 the existing Pier E terminal and merchant facility 7 including the actual cut of Slip 3 on the western 8 portion of the site to expand the width of the slip, 9 kind of fill in Slip 1, as you know, on the northeastern 10 portion of the site, and construction of several new 11 LEED-certified marine buildings.</p> <p>12 The phase two development is the second and 13 final phase and will be happening later in some cases 14 starting about 2014 -- wait for some of the latter 15 development such as the rail yard -- Slip 1 built -- so 16 it's ready to be built upon. In addition we'll be 17 connecting the two facilities in this phase with filling 18 40 acres of additional landfill and towards the southern 19 half once again the development on the expanded on-dock 20 rail yard.</p> <p>21 As part of our evaluation for the 345 acre 22 alternative, we will be discussing the proposed project 23 mitigation measures for construction as well as 24 operation. As part of that is in two phases in terms of 25 it will be around '20, '23 as full buildup of capacity.</p>	<p style="text-align: right;">Page 12</p> <p>1 our analysis. We have also identified fugitive dust 2 measures associated with that 401 compliance and policy 3 for recycling/reuse of construction and demolition 4 materials.</p> <p>5 Additional construction and operational traffic 6 mitigation measures that have been identified in the 7 draft document. A Construction Traffic Management Plan 8 would be required and put restriction on 9 construction-related traffic during the morning and 10 afternoon peak commute hours identified in traffic 11 studies mitigation on highways.</p> <p>12 In terms of operational impact have been 13 identified -- actually four intersections that will have 14 impact associated with the project, and as part of the 15 mitigation we'll be installing signals at these 16 intersections. We have identified impacts on the 710 17 freeway, and the Port of Long Beach is currently working 18 as stakeholder and partner in the regional evaluation of 19 the overall effect of improvements. We're currently 20 funding a \$5 million station for the EIR that is being 21 conducted by Metro, and again, that process is 22 long-term, and the port will provide their share of 23 funding for those improvements to help mitigate the 24 results of the long-term impacts on traffic.</p> <p>25 As part of our air quality analysis, we've</p>

<p style="text-align: right;">Page 13</p> <p>1 identified the need for various mitigation measures 2 which are consistent primarily with our San Pedro Bay 3 Clean Air Action Plan as well as our green-port policy. 4 Just go through a few of these here. The port after the 5 construction will be considered open bay operation. A 6 hundred percent of all vessels would be cold-ironing. 7 Because of the phasing plan, phase one would work on one 8 berth, getting it ready for cold-ironing. Once that 9 berth is available, a hundred percent will require 10 cold-ironing and then pass it on down as part of the 11 phase-in of that equipment. 12 Hundred percent compliance with the 13 vessel-speed-reduction program as with the Clean Air 14 Action Plan. Use of low-sulfur fuels in hundred percent 15 of vessels mains and auxiliaries. This will be a lease 16 requirement as well as mitigation. And as many of you 17 are aware, some ports have passed a recent tariff based 18 to try to upstart the use of low-sulfur fuels in 19 vessels. All that will cost. This would actually be a 20 requirement, not an incentive basis. 21 Compliance with the clean trucks program. As 22 part of our evaluation we looked at 2007 better trucks 23 as described in the Clean Air Action Plan and clean 24 trucks program. The most important facet here as part 25 of the evaluation -- we looked at 2007 better trucks.</p>	<p style="text-align: right;">Page 15</p> <p>1 operations of up to 37 percent, sulfur-oxide reduction 2 of 65 percent, and the clean air plan reduction of 3 65 percent as well as the community reduction represents 4 a full build-out facility. 5 Detox table is related to our assessment in the 6 EIR/EIS of a very comprehensive health risk analysis, 7 and many of you who have received the document, there is 8 intense scrutiny on the protocol and much has been the 9 results of our process that we've been working on for 10 the last couple of years which means overall reduction 11 from the CEQA increment from the baseline. The figures 12 above are the figures that can be throughout this 13 environmental document, and this is showing the 14 assimilation and the health risks, and then on the 2025 15 it shows the health risk assessment in terms of what 16 each side of the table is able to improve. 17 Cumulative impacts that were identified -- air 18 quality and traffic, biological and invasive species as 19 well, as well as environmental justice related to 20 traffic and air quality related. Potential long-term 21 mitigation where we want to highlight fair share 22 participation in some of these other improvements on a 23 regional basis in addition to that thought process as 24 well. 25 Public review. The Board of Harbor</p>
<p style="text-align: right;">Page 14</p> <p>1 However, our board at the Port of Long Beach has set a 2 goal of 50 percent of alternative-fuel vehicles would be 3 LNG and other types of alternative fuels that could also 4 help us in terms of emission reduction for this project. 5 Tier 4 cargo handling equipment by 2010 and 6 2014 for other on-terminal equipment. This is specified 7 directly as part of the mitigation in keeping with the 8 Clean Air Action Plan and details in the EIR/EIS. 9 Also identified slide valves on ocean-going 10 vessels, retro and new ship builds. We didn't quantify 11 this in the analysis in the Draft EIR/EIS because this 12 type of technology is different to each type of engine 13 and ship, and we're a little hard-pressed to try to 14 quantify that, but we would be requiring measures that 15 address that. I would like to add that a lot of these 16 measures are specific toward dockside pollution and NOx 17 emissions as well as health risks. Many of you guys 18 help us along with reduction in green house gas 19 emissions protocol. 20 Part of the table which gives just a kind of a 21 percent reduction in the Draft EIR/EIS. It gets a 22 little busy. What I want to do is just kind of identify 23 the percent reductions and identify for the 345-acre 24 project. We're looking at overall full build-out, full 25 capacity facility and NOx reductions from its current</p>	<p style="text-align: right;">Page 16</p> <p>1 Commissioners released the Draft EIS/EIR for public 2 review on the 19th for a 45-day public review. Tonight 3 is the first of two public meetings. The next meeting 4 will be on June 18th, 6:30, at Silverado Park at 1545 5 West 31st Street in West Long Beach. 6 And once again, our public comment period ends 7 on July 11th, 2008, and that's for written comments. 8 Next step in the process would be after the public 9 comment period ends would be to review and review all 10 the comments that were received, prepare a response to 11 those comments, and publish the Final EIS/EIR. Release 12 of the Final EIS/EIR will be released ten days prior for 13 public review, and then go for the Board's consideration 14 of certification of the environmental document as well 15 as approval of the project. 16 And I'd also like to add before the public 17 comment just a reminder, as you walked in, that there 18 are speaker cards that you can fill out and give to the 19 people up front. Send in written comments -- I didn't 20 have it on here -- written comments can be provided to 21 myself to my attention, and the address and the 22 information is on our Web site and can be sent to Port 23 headquarters to my attention, 925 Harbor Plaza. That's 24 in Long Beach California 90802 and to the attention of 25 Dr. Allen, Corps of Engineers.</p>

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1 DR. ALLEN: Our address is 2151 Alessandro
 2 Drive, Suite 110, in Ventura, California 93001. It's
 3 also in our public notice. So if you provide it to the
 4 port, we'll both get it.
 5 MR. CAMERON: Okay. It looks like we have a
 6 lot of speaker cards this evening, so let's get right to
 7 it.
 8 The first person I'm going to call is Ruth --
 9 excuse me -- Ruth Lehmann. Just to remind everybody
 10 that we have a timer. We will give everybody three
 11 minutes.
 12 MS. LEHMANN: Hello, my name is Ruth Lehmann,
 13 and I'm an employee of the City of Long Beach Business
 14 I'm a long-time advocate of environmental and green
 15 practices, and I practice what I preach whenever I can
 16 by reducing my CO2 footprint by driving a fuel-efficient
 17 car and installing photo panels on my house.
 18 I am here to applaud the port's plan to provide
 19 an updated facility that aggressively reduces the O2
 20 emissions in this operation. Two ways that I see that
 21 are key as part of this plan for this reduction is by
 22 reducing the emissions at the port as well as quickly
 23 moving goods through the port and through the L.A.
 24 region.
 25 I am excited to see the shoreline power system

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1 program that is part of this EIR for supplying power for
 2 the ships, as mentioned before, to reduce the emissions
 3 created by ships idling while loading and unloading. I
 4 also am excited to see the application of on-dock rail
 5 for expediting goods through alternative means besides
 6 trucks throughout the port and through the L.A. region.
 7 I thank you for giving me a chance to speak,
 8 and I support your Middle Harbor Project and implore the
 9 Harbor Commission to improve the air now.
 10 MR. CAMERON: Thank you.
 11 I'm going to go ahead and call names in order
 12 to keep the process moving. The next public speaker is
 13 Anthony Otto, and the speaker after Anthony would be
 14 Mike Duree, and then the speaker after him will be Jos
 15 Towers.
 16 MR. OTTO: Good evening. Thank you for the
 17 opportunity to speak on the Port's Middle Harbor
 18 Redevelopment Project. My name is Anthony Otto, and I'm
 19 the president of the Long Beach Container Terminal.
 20 LBCT, along with other terminal operators and the Port
 21 of Long Beach, have made major investment in new and
 22 innovative emission reduction technology over the past
 23 several years. Many of these initiatives were in
 24 partnership with the Port of Long Beach and the EPA to
 25 voluntarily reduce emissions associated with the

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1 container handling operation. As a result of these
 2 efforts, we realized significant reductions in NOx, SOx,
 3 and PM.
 4 While our efforts continue, the Middle Harbor
 5 Redevelopment Project is a perfect example of the next
 6 logical step in our intended movement towards greening
 7 our operations and reducing its impact on local air
 8 quality. LBCT and our neighbor CUT are old and poorly
 9 designed container handling facilities that have very
 10 little in the way of on-dock capacity. Redevelopment of
 11 the middle harbor would allow for two very inefficient
 12 container terminals to become one modern and
 13 state-of-the-art container handling facility capable of
 14 handling cargo more efficiently resulting in major
 15 reduction in airborne emissions.
 16 The Middle Harbor Redevelopment Project would
 17 increase on-dock rail infrastructure allowing for more
 18 than 1,000 truck trips per day to be removed from local
 19 streets and highways. It would provide shoreside power
 20 infrastructure allowing for vessels to plug in for power
 21 instead of having to burn auxiliary engines while in
 22 port. It would also allow for the next generation of
 23 cleaner, more environmentally friendly container
 24 handling equipment needed to further limit emissions.
 25 These plus a number of other cutting-edge environmental

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1 requirements would make this new facility the most
 2 environmentally friendly container in the world and will
 3 be used as a benchmark for others to follow.
 4 In order for our industry to team up with the
 5 projected growth in trade, we need a more modern
 6 facility which can keep the cargo moving while at the
 7 same time greatly reduce its impact on the local
 8 community. The middle harbor redevelopment does just
 9 that. It is of critical importance to the future of
 10 this port and to the local economy. The economy and
 11 most importantly our environment will be far better off
 12 with the redevelopment of the middle harbor and is
 13 presently one for our city, our environment, and the
 14 future of the economic engine call in the Port of Long
 15 Beach. Thank you.
 16 MR. CAMERON: Thank you.
 17 Next will be Jos Towers.
 18 MR. DUREE: Good evening. My name is Mike
 19 Duree. I'm a resident of the third council district. I
 20 don't have anything prepared. I just want to speak off
 21 the top of my head. I did get a chance to go through
 22 the EIR/EIS, light reading today at lunch.
 23 I have to say that over the past number of
 24 years, I am proud to say that the Port of Long Beach has
 25 shown a great deal of leadership with regards to

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1 creating a green environment for the economy and for the
2 Port of Long Beach. I have seen great strides, great
3 movement forward in how serious the Port of Long Beach
4 takes in being green.

5 And as a resident of this city, I can say that
6 I believe the Port of Long Beach is the driving economic
7 force in the city of Long Beach, and I just wanted to
8 rise and wholeheartedly share my support as a resident
9 and tell you that I support this project wholeheartedly.
10 I know the Port has tied some public safety
11 infrastructure to this, and I support it as do my
12 neighbors and my family and friends.

13 So thank you for the opportunity to speak. I
14 just wanted to say I support it.

15 MR. CAMERON: Thank you.

16 After Jos Towers will be Judy Landry and Bill
17 Madden.

18 MR. TOWERS: Good evening. Thank you for the
19 opportunity to address you this evening. I hate to
20 puncture your balloon, but I am very disappointed at
21 this EIS. Frankly, it's the worst EIS I've ever read.
22 It's got outdated language. It's poorly written, poor
23 syntax. But the most important thing about it is that
24 it contains absolutely false and deceptive statements
25 throughout. I will just mention one of them.

1 Page 154 of the EIS/EIR states, and I quote,
2 "EIS/EIR analysis requires project compliance with the
3 CAAP," end quote. That's absolutely wrong. No EIS
4 analysis requires compliance with anything. The
5 National Environmental Policy Act is an environmental
6 disclosure act, so I think -- I think you guys got it
7 wrong, not only here but in many other places.

8 You also got it wrong when you give the
9 impression that laws and regulations apply to the
10 800-hundred-pound gorilla in the room -- ship pollution.
11 They don't. There are no laws or regulations that apply
12 to ship pollution. These harbor commissioners are
13 completely free to do anything they want to do. They
14 can come in here, and they can put up a CAAP or abolish
15 a CAAP. They can come in here and create a green port
16 or a dirty port. It's their choice. No law, no
17 regulation applies.

18 And you know, I would look at the -- I would
19 ask you to look at the proceedings of the Senate
20 committee, the Senate committee on public works. I
21 think it's got another name now -- environment and
22 public works. And they had a hearing about four months
23 ago on harbor pollution, particularly the Port of Long
24 Beach and Los Angeles. And that hearing which Senator
25 Barbara Boxer chaired -- she's the new chairman -- came

1 up with the conclusion that there was a very serious
2 situation here. There was tremendous amount of
3 pollution, tremendous amount of health risks and
4 hazards. And this was the hearing at which Senator
5 Barbara Boxer made the famous statement that the George
6 Bush EPA is the George Bush Environmental Pollution
7 Agency.

8 So I would say that you've got a lot of work to
9 do. The biggest threat, I think, is PM 2.5. Everything
10 you have in this EIS shows that the PM 2.5 cannot be
11 controlled. Is that you?

12 THE REPORTER: It's not me.

13 MR. TOWERS: Okay, I'm sorry -- cannot be
14 controlled, and it's causing severe deaths and pulmonary
15 morbidities left and right in Long Beach, particularly
16 with the children. And apparently your harbor
17 commissioners have no concern for this. They're going
18 full speed ahead with the project that will cause more
19 deaths, more children suffering, more older people like
20 myself dying of cancer and of heart disease -- and I
21 have those things. So thank you very much, Harbor
22 Commissioners. We appreciate that.

23 MR. CAMERON: Your time is up.

24 MR. TOWERS: Thank you.

25 MR. CAMERON: Thank you.

1 Judy Landry, and after Judy Landry will be
2 Mr. Madden, and after Mr. Madden will be Mike Mitre.

3 MS. LANDRY: Hi. Thank you. My name is Judy
4 Landry. I am a resident of Long Beach. I have been for
5 11 years. I have worked in Long Beach for over 25, and
6 I do work in the port, and I just wanted to say this
7 green port has been talked about for years. I think
8 it's a wonderful idea. It's got to start somewhere, and
9 I think that it's time to act on it. Just thank you for
10 giving me the chance to talk.

11 MR. CAMERON: Thank you.
12 Bill Madden.

13 MR. MADDEN: Thank you. My name is Bill
14 Madden. I also am a resident. I'm employed by Long
15 Beach Container. I've been there for 28 years. I've
16 been a resident for 30 years.

17 In response to the previous speaker, I would
18 like to say I think the port has held to a high
19 standard. It's all they have to state, but I don't
20 think they're going to hide anything. I know we
21 certainly aren't as a tenant, and they're extremely
22 interested in the green of this port.

23 Beyond that, I have to say my kids have been
24 raised here. I guess you can never take safety and
25 environmentalism are quantities you can't say 80 percent

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1 or 90 percent reduction is something that's good enough.
 2 It's never good enough, but we've got to proceed. And I
 3 think this is the best method to do so, and I think
 4 you're going to get the best reduction for container
 5 movement as possible. Thank you.
 6 MR. CAMERON: Thank you.
 7 Mr. Mitre. After Mr. Mitre is Ralph -- Ralph
 8 Guida -- I apologize.
 9 MR. MITRE: Good evening. My name is Mike
 10 Mitre. I'm the past president of ILWU Local 13. We're
 11 all over the United States. We wholeheartedly support
 12 this plan. ILWU recognizes the future solidly rests on
 13 our ability to project, the ability to deal with the
 14 volumes of cargo that are going to be coming through
 15 this port in a modern way, if we cannot yield with new
 16 infrastructure -- create new infrastructure, then we
 17 certainly are not going to be part of this equation in
 18 the future of goods movement.
 19 Goods movement is not going away; it's growing.
 20 We're seeing competition from all parts of the world --
 21 Canada and Mexico as well as other places -- and what
 22 we're all about is we're about jobs. We represent
 23 20,000 longshoremen in Local 13 alone. These jobs are
 24 extremely important. They have a multiplier effect;
 25 that would be almost 125,000 people. Indirectly we can

1 almost represent 250,000 people.
 2 I was born and raised in San Pedro. I raised
 3 my children in Long Beach. This is the type of
 4 program -- it's not perfect, but it's much better than
 5 it's ever been in the past. The greening of the port is
 6 obviously moving ahead, and as far as the ILWU is
 7 concerned, we're wholeheartedly behind this effort.
 8 CUT and LBCT represent both very old terminals.
 9 How you improve your infrastructure, how you improve
 10 your whole harbor is through a building, and I'm so
 11 happy to see the on-dock rail. The rebuilding of the
 12 piers will be able to support a hundred gauge train so
 13 we can go to modern efforts. The quicker we can effect
 14 goods movement and get it shipped in and out, less
 15 pollution, less time to have truckers sitting on docks,
 16 we can move this cargo faster. That's what the future
 17 is going to be all about.
 18 The ILWU -- we're the ones that set this.
 19 We're on the jobs day in and day out. By the health
 20 problems, by the diesel particulate problems -- we're
 21 there. We're the ones that are affected more directly
 22 than anybody else. But we realize that we have to go
 23 forward, and it's all about jobs. There's no more
 24 shipyards; there's no more commercial fishing; there's
 25 no more canneries. The amount of jobs that are promoted

1 by longshoremen in the seaports is amazing, and it
 2 affects more family members and more people than a lot
 3 of people realize. Again, we support this, and I thank
 4 you for your efforts. Thank you.
 5 MR. CAMERON: Thank you.
 6 MR. GUIDA: Hi. My name is Ralph Guida. I
 7 work with Guida Surveying, and I'm a member of CEL-SOC
 8 which is Civil Engineers and Land Surveyors of
 9 California. And I was at a recent luncheon today at the
 10 L.A. chapter when this public hearing was brought up.
 11 Our firm just recently completed an on-call surveying
 12 project for services for Port of Long Beach, and we
 13 appreciated that work. I recently attended a joint
 14 conference with the Port of L.A. and Port of Long Beach
 15 where the main topic was addressing environmental
 16 concerns, the things that's happened with current
 17 conditions now and future development. When
 18 opportunities for work and jobs comes up in the
 19 involvement to help solve environmental issues, my first
 20 response was, Where do I sign up? I'm here to support
 21 the Middle Harbor Redevelopment Project. Thank you.
 22 MR. CAMERON: Thank you.
 23 Next people will be Bobby Carillo and Tom
 24 Stephenson.
 25 MR. CARILLO: I'm Bobby Carillo. I thank you

1 for this moment to let me speak before you. I'm a
 2 representative of Local 94, and I'm here in full support
 3 of the Middle Harbor Redevelopment Project. What Mr.
 4 Mike Mitre stated before, this means a lot of jobs for
 5 our union. ILWU is really counting on this
 6 redevelopment, and so is the company I work for, LBCT.
 7 The economy will definitely be oppressed for this new
 8 development project, and I'm here in full support.
 9 Thank you.
 10 MR. CAMERON: Thank you.
 11 After Mr. Stephenson is Howard Bourda, Elvis
 12 Ganda, and Kevin Hayes.
 13 MR. STEPHENSON: Good evening. I'm Tom
 14 Stephenson, CFO for Pier Pass, and I'm here tonight to
 15 support the Middle Harbor Redevelopment Project that
 16 will make our port cleaner, safer, and more productive.
 17 Pier Pass is a program that's only three years
 18 old. In that time we've moved over 8 million trucks
 19 through 19 weekends through the off-peak program. We've
 20 provided the opportunity for 250 new high-paying jobs
 21 here in the port, and we've reduced congestion at the
 22 port and on the same 710 freeway.
 23 The middle harbor redevelopment will modernize
 24 two very important port terminals to provide more growth
 25 and jobs in an environmentally friendly way. It takes

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1 more trucks off the highway by using the on-dock rail
2 instead of trucks to haul containers to the rail yards,
3 support in a real tangible way the public demand for
4 clean and responsible growth. It will provide for the
5 future of many residents who work in and around the port
6 at a time when jobs are so, so important. Please do
7 everything for the port, the city, and for the many
8 people who depend on a vibrant and modern port and
9 approve this Middle Harbor Redevelopment Project. Thank
10 you.

11 MR. CAMERON: Thank you.

12 Howard Bourda, and then following Mr. Bourda,
13 Elvis Ganda and then Kevin Hayes.

14 MR. BOURDA: Hi, My name is Howard Bourda. I'm
15 a resident of Long Beach, been a resident for the last
16 13 years and been employed by LBCT for the last 20
17 years. Been in the harbor, and I saw out here all kind
18 of dust and everything all over the terminal. Now we
19 have an opportunity to clean up all that stuff. It's
20 one beautiful, beautiful feeling, one where we can
21 breathe in the future and future kids and everything
22 else. Take a lot of trucks off the freeways. Traffic
23 will be that much better and everything else, and at the
24 same time, we will making Long Beach a better place for
25 all of us here. So on behalf of LBCT, we support this

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1 and we ask that you stand firm in your efforts to
2 support this project. Thank you.

3 MR. CAMERON: Thank you.

4 After Kevin Hayes will be Elizabeth Shober and
5 Bill Lyte.

6 MR. HAYES: Good evening. My name is Kevin
7 Hayes. I'm also an employee of Long Beach Container
8 Terminal. This project will help us on what we've been
9 doing for the past ten years. We've been ahead of the
10 curve, ahead of CARB and ahead of CAAP in implementing
11 new technology to reduce air pollution from our
12 facilities. This project will obviously take a quantum
13 leap forward. Instead of doing it piece by piece
14 gradually, this will let us to jump ahead.

15 I am a resident of Long Beach. I raised my
16 kids. My wife lives here. We walk our dogs in the Long
17 Beach area. I want a clean environment. This is my
18 home, and this project will let us, like I said, take
19 the next logical step forward, and that treatment will
20 take a giant leap in cleaning up our air and economic
21 benefits for the community as a whole. Thank you.

22 MR. CAMERON: Thank you.

23 MS. SHOBER: Well, hello, my name is Elizabeth
24 Shober. I'm a resident of Long Beach and I'm also one
25 of the owners of Pro-Tem Solutions which is a

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1 project. I thank you for your time.

2 MR. CAMERON: Thank you.

3 MR. GANDA: Mr. Chairman, thank you for the
4 opportunity. My name is Elvis Ganda, and I am the
5 president of California United Terminals. I'm here to
6 express my company's support for the Middle Harbor
7 Project.

8 The most difficult part of any journey is
9 taking the first step. Today the first step is yet
10 another part in the port's plan for clean air to protect
11 the environment. As you've demonstrated in the
12 presentation, this project will reduce air pollution by
13 50 percent below existing levels. With the development
14 of the on-dock rail, the project will remove as many as
15 1,000 trucks per day off the road. We will engage the
16 use of environmentally friendly cargo handling equipment
17 to meet the California Air Resource Board's standards,
18 use technology such as cold-ironing, and require the
19 switching to low-sulfur diesel fuel in the main engines
20 of ocean-going vessels at the distance of 40 nautical
21 miles. In addition, as Mike Mitre and the others have
22 mentioned, this project supports community through the
23 creation of new jobs within the port and port area.

24 So we applaud the Port of Long Beach for the
25 dedication to clean the air and protect the environment,

1 self-improvement special information technology and
2 finance resources, and we are headquartered just down
3 the street on Long Beach Boulevard and Mission Boulevard
4 near Long Beach.

5 I've lived in Long Beach for five years and
6 worked here for ten years. And I had a great lunchtime
7 reading things in this document, and I am 100 percent
8 for this project. And I concur with the other people
9 that spoke up here tonight and hope that we do approve
10 the project.

11 I have loved the way that Long Beach has a
12 future vision in looking at the ways to bring the green
13 efforts and seeing how we can incorporate that into what
14 I see as one of our greatest assets. In the staffing
15 business when people are looking for new jobs, we always
16 talk about taking assets and retool it and keep it
17 up-to-date because that's what you have to get your next
18 position.

19 And Long Beach is competing with other port
20 cities, and for us to remain competitive as a city and
21 have the ripple effect for companies like myself, we
22 need to keep this asset current and keep it as
23 up-to-date as possible and make it a state-of-the-art
24 facility that is an envy of other ports along the West
25 Coast.

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1 I think that, you know, I know very little
 2 about, obviously, the technology of building a port, but
 3 in reading this document, I can tell that a lot of
 4 thought went into the vision. And it seems to be able
 5 to accomplish that very well.

6 As an owner of a staffing company, you know, I
 7 was keyed in on the fact that 4,779 additional jobs
 8 would be created by 2025. Now, I understand that not
 9 all of those will be in IT and finance. However, I've
 10 had the opportunity to support some of the local
 11 businesses at the port already because there always is a
 12 ripple effect because infrastructure in IT and finance
 13 are needed to support the other jobs that will be
 14 created.

15 And you know, I just live in the center in Long
 16 Beach. I absolutely support any project that would
 17 bring more into this city and support my business -- you
 18 know, how that ripple effect that would support my
 19 business and hopefully continue to do business with the
 20 companies coming into the city to work on this project.
 21 So I'm 100 percent in favor. Thank you.

22 MR. CAMERON: Thank you.

23 After Mr. Lyte will be Blake Christian.

24 MR. LYTE: Good evening. My name is Bill Lyte.
 25 I'm the president of the Harbor Association of Industry

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1 and Commerce. Our organization includes more than a
 2 hundred major firms in the San Pedro Bay Port area.

3 We support the approval of this
 4 well-thought-out and comprehensive middle harbor
 5 document project, not only because it uses the newest,
 6 cleanest technologies and approaches, not only because
 7 it helps preserve and expand our economic base at a time
 8 when economic downturn threatens every one of us in this
 9 room and community, and not only because approval will
 10 help to demonstrate to our international trading
 11 partners that we are willing to provide the facilities
 12 that will keep them here rather than to default them
 13 away to every other U.S., Canadian, and Mexican port,
 14 all of which are eager to have them and are building
 15 facilities now to accommodate them.

16 Most of all, we support this project because
 17 many of our harbor association members are the
 18 engineering, environmental, and other technical services
 19 that have worked on this project already or will in the
 20 future. These firms are business leaders in the Long
 21 Beach community, large local employers and a source of
 22 jobs for young students from Cal State Long Beach, Long
 23 Beach City College, and other local institutions.

24 The middle harbor project is a top priority for
 25 our entire engineering industry, and I expect that other

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1 members of our engineering community will lend their
 2 support tonight for this project. Thank you.

3 MR. CAMERON: Thank you.

4 MR. CHRISTIAN: Hello. I'm Blake Christian,
 5 chair-elect to the Long Beach Chamber. Appreciate the
 6 opportunity to speak.

7 We want to throw our complete support behind
 8 this project. You've taken a very eco-friendly
 9 approach, and we feel it's very well thought-out. This
 10 is also a great opportunity for us at the Chamber to
 11 stand side by side with the union. We're in complete
 12 agreement with the jobs' growth and infrastructure
 13 build-out.

14 I agree with what Bill just said. It's a
 15 \$750 million project in the midst of a economic downturn
 16 that is really critical, so this ten-year project is
 17 coming at the perfect time. The fact that it's going to
 18 bring a thousand temporary construction jobs, very all
 19 high-paying, will have that multiplier effect throughout
 20 the community, throughout the region, and to get 14,000
 21 permanent jobs throughout the region with maybe over
 22 1700 of those will be permanent in the Long Beach
 23 community. So again, great for our overall local
 24 economy. You know, the logistics jobs represent
 25 13 percent of our employee base right now, and we need

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1 to keep that sector very strong through this economic
 2 downturn.

3 We, again, applaud the cold-ironing efforts,
 4 the on-dock rail. You know, we're constantly seeing the
 5 commissioners being asked to speak internationally. You
 6 are clearly the poster child for a green environment.
 7 We're very proud to have Long Beach known as that. We
 8 want to continue that trend, and I think you're doing
 9 that.

10 Then the other thing that is so important is,
 11 you know, we're growing, and those are going to keep
 12 coming when we get through this downturn, and this gives
 13 us an opportunity to almost triple the capacity of that
 14 state, and that's very critical for the growth down the
 15 road.

16 So we -- just in closing, though, I would
 17 encourage the commissioners to continue to look at
 18 stretching our tax dollars as best they can through the
 19 use of technology and also taking a hard look at the way
 20 the infrastructure is funded between the private sector
 21 and the public sector, and as I talked about to the
 22 commissioners, we have the enterprise program which can
 23 fund part of that up in Sacramento since we have limited
 24 funds here.

25 Again, thank you very much for the opportunity,

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1 and good luck in moving this forward.
 2 MR. CAMERON: Thank you.
 3 The next speaker will be Jill Morgan and Angelo
 4 Logan.
 5 MR. ROSENSWEIG: Good evening. My name is Rich
 6 Rosensweig. I'm a resident here of Long Beach, and I
 7 also work for a company here in Long Beach, and I get
 8 into electronics and audiovisual company providing
 9 services to the community as well as in the surrounding
 10 areas. I applaud the commission for doing such a good
 11 job of looking at the future and especially the green
 12 aspects of this. I would encourage you to continue, not
 13 only to use this report as a basis, but to continue to
 14 look at technologies as they come up in the future, not
 15 just to lock yourself into what technologies are now,
 16 but continue to look at the new ones that come out for
 17 the duration of this project. What's good today may not
 18 be what's good tomorrow. Technologies tomorrow may be
 19 even enhanced.
 20 I see the benefits to the local community
 21 working for a company that sells products that are good
 22 for communications. You're going to have new
 23 infrastructure and buildings in this community. So new
 24 jobs would be created; new buildings will go up
 25 requiring audiovisual, so for me it's a benefit to the

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1 community and all the jobs that are created there.
 2 So I applaud you guys for what you're doing in
 3 moving this forward. Thank you for the opportunity to
 4 speak.
 5 MR. CAMERON: Thank you.
 6 Jill Morgan and then Angelo Logan after, and
 7 Tom Poe after that.
 8 MS. MORGAN: Good evening, and thank you for
 9 the opportunity to speak on this project -- in support
 10 of this project. I'm Jill Morgan. I'm the incoming
 11 president of the International Business Association here
 12 in Long Beach, and IBA supports this project for both
 13 the environmental benefits and the 14,000 permanent jobs
 14 that are going to be created.
 15 This is a monumental project. It's monumental
 16 in the way that it's completely out in the front in the
 17 environmental green movement. It's setting a world
 18 standard, and everyone is going to look to Long Beach to
 19 see what the environmental standard is. So that's good
 20 for our local economy, and it's good for the port, and
 21 it's good for the citizens.
 22 At least five companies in Long Beach,
 23 Container Terminals, California United Terminals, and
 24 the Port of Long Beach have invested time and money --
 25 considerable time and money in the green programs. And

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1 this project is going to move us ahead in that area, and
 2 I just want to thank you for the opportunity to speak in
 3 support of this project, and I urge everyone else to
 4 support it as well. Thank you.
 5 MR. CAMERON: Thank you.
 6 MR. LOGAN: Hello. My name is Angelo Logan.
 7 I'm with (unintelligible) Community for Environmental
 8 Justice, and I'm a resident of Long Beach. In concept I
 9 totally agree with the real improvement of the terminal
 10 and the reductions in pollution and associated health
 11 risks, and I would love to be able to come up here and
 12 say that I'm in full support of this particular project.
 13 Unfortunately, I haven't been able to really read the
 14 document that's been provided to us, and that's what the
 15 purpose of my comments today are.
 16 I feel that the deadline for the public
 17 comments on this EIR is too short. For most of the
 18 public it's difficult to get through that real thick
 19 document and have real meaningful comments provided to
 20 the proponents of the project and the port. So I would
 21 request that the public comment period be extended so
 22 that the public can provide meaningful comments to the
 23 project and the EIR project.
 24 I would also like to suggest that the Port of
 25 Long Beach develop a public participation process that

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1 is more thorough than what is being proposed now. On
 2 the way out here today, I asked a couple of my
 3 neighbors, you know, as I was coming out here, so I
 4 asked them exactly where I was going, and I told them I
 5 was coming here for this hearing. They had not heard of
 6 the project, and I'm pretty sure that a large majority
 7 of the public in Long Beach have not heard of this
 8 project, and so I think that we can improve on the
 9 public notice of the project and the public
 10 participation process. So I encourage that as well, and
 11 I know the publication that the port sends out is
 12 supposed to report -- was that --
 13 MR. CAMERON: That was a publication.
 14 MR. LOGAN: Was this project published in that
 15 newsletter -- and the hearing?
 16 MR. CAMERON: This project has actually been
 17 published in many different media.
 18 MR. LOGAN: I would just suggest that the
 19 public hearings be published in all forms of
 20 publications and notices and some type of public
 21 notification maybe. Thank you.
 22 MR. CAMERON: Thank you.
 23 After Mr. Poe will be Bill Brownell and Dave
 24 Zelhart.
 25 MR. POE: Good evening. My comments are very

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1 short tonight. My name is Tom Poe and represent the
 2 E.W. Moon infrastructure group. We want to commend the
 3 Port of Long Beach on thorough preparation of the EIR as
 4 commitment to the Clean Air Action Plan. We want to
 5 enthusiastically support and urge the approval of this
 6 EIR by the Harbor Commission, and this EIR, of course,
 7 and this project will provide many opportunities for
 8 employment, both during and after completion of the
 9 project, as well as meeting the projected need to move
 10 more cargo efficiently and cleanly to Southern
 11 California and the nation. Thank you.

12 MR. CAMERON: Thank you.

13 MR. BROWNELL: Good evening, Mr. Chairman. My
 14 name is Bill Brownell, and I live in Rancho Palos
 15 Verdes, but I'm a long-time, born and raised in San
 16 Pedro and work here in the harbor.

17 I commend you guys on doing very well tonight
 18 on doing this project, and I know it was very hard. I
 19 have been in the industry for many years, and it's
 20 important to go green with all the exhaust that's going
 21 on. I'm also very involved with the amp project in the
 22 Los Angeles Harbor where the Houston terminals plug in
 23 their own ships and, of course, China shipping. That's
 24 a very important aspect, and that system has been
 25 working out very well over there. So I commend you

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1 doing that, and it will be an asset to the CUT and Long
 2 Beach Container on that aspect. So again, I totally
 3 support the project. Thank you.

4 MR. CAMERON: Thank you.

5 After Dave Zelhart will be Elizabeth Warren and
 6 Jesse Marquez.

7 MR. ZELHART: Good evening, Mr. Chairman. My
 8 name is Dave Zelhart, also from Rancho Palos Verdes but
 9 a waterfront maintenance contractor and construction
 10 contractor for the last 25 years. At the LBCT and CUT
 11 terminals, I've spent untold time helping the terminals
 12 get in scrubbers, alternative fuels, generating systems
 13 that use the grounding power of the machines to create
 14 energy to reduce emissions, fuel consumption. Anything
 15 that can be possibly done at the terminals has been
 16 done.

17 I understand the principal part of this
 18 project. I do construction projects all across the
 19 United States, and I do see what is happening in other
 20 states and other terminals. These gentlemen that run
 21 this terminal have got to have the opportunity to
 22 modernize to compete, not only from the East Coast to
 23 the West Coast, in the northern ports, but also what's
 24 happening in Mexico. If they're held captive to being
 25 idle and not being modernized and compete with

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1 technology, we're limiting our future.
 2 Completely in support of this project. Thank
 3 you.

4 MR. CAMERON: Thank you.

5 MS. WARREN: Good evening. My name is
 6 Elizabeth Warren. I'm the executive director of Future
 7 Ports, an advocate that supports green growth here at
 8 the ports. And I want to thank you also for giving us
 9 the opportunity to address you this evening.

10 On behalf of the members of Future Ports, I'd
 11 like to express our support of this project. All of the
 12 port's projects are very important to the future of our
 13 region, to the port, and to its mandate under the Title
 14 to promote navigation and commerce for statewide
 15 benefit. The Middle Harbor Redevelopment Project meets
 16 the green growth goals set forward in the Clean Air
 17 Action Plan. So we support port growth and appropriate
 18 accommodations for that growth.

19 But if we are serious about cleaning up our
 20 air, then it is a fact that investments must be made,
 21 and the Middle Harbor Project is going above and beyond
 22 the requirements of CEQA to mitigate emissions. Growing
 23 our ports in a clean, responsible manner is critical for
 24 the Southern California and national economy. However,
 25 more importantly, it is critical to improving our air

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1 quality. More of what we have now, more of the same,
 2 doing nothing is not an option.

3 It's been seven years since we've had a major
 4 construction project, so we must start cleaning up. We
 5 must start now. The Los Angeles County is not only in
 6 crisis mode with our air quality and traffic congestion,
 7 we're also in crisis with killings and gang violence.
 8 More people, young people, our future, are killed in Los
 9 Angeles County every year than are killed in Iraq. And
 10 where is the outrage from our community over that?

11 You've heard men say that the quality of life
 12 begins with the job. Sally Boyles from the Homeboy
 13 Industries needs to be quoted. Nothing stops a bullet
 14 like a job. The fact that -- which cannot be stressed
 15 enough -- is that the San Pedro Bay Ports of Los Angeles
 16 and Long Beach are major economic drivers to this
 17 region, providing approximately 5,000 jobs in the
 18 greater five-county region and more than 1 million jobs
 19 nationally. This one project with the thousand
 20 construction jobs and 14,000 permanent new jobs -- that
 21 is amazing.

22 This project must move forward. Conversely,
 23 doing nothing is going to have a definite effect on air
 24 quality in our local community and the region as cargo
 25 volumes increase without mitigation. The Middle Harbor

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1 Redevelopment Project demonstrates that green grown is
 2 more than just an idea. It's a sustainable way of doing
 3 business, and the goal of the CAAP support green growth
 4 and cannot be met without major improvements provided by
 5 the Middle Harbor Redevelopment Project. So we support
 6 this project a hundred percent. Thank you.
 7 MR. CAMERON: Thank you.
 8 Just give me one second here. Sophia Carriuo
 9 and Mike Larison are after Jesse Marquez.
 10 MR. MARQUEZ: I'd like to thank you for letting
 11 me speak tonight and holding a public hearing out in the
 12 community. My name is Jesse Marquez. I'm executive
 13 director of Coalition for a Safe Environment. We're a
 14 nonprofit organization headquartered in Wilmington, but
 15 we have members in over 20 cities here in Southern
 16 California including Long Beach, and one of our Board of
 17 Directors members is a resident of Long Beach.
 18 I wish to state that we find the proposed
 19 Middle Harbor Redevelopment Project EIR/EIS to be
 20 unacceptable because it fails to justify its purpose,
 21 needs, and objective and fails to eliminate, where
 22 feasible, all negative impacts. It fails to mitigate
 23 negative impacts to less than significant and fails to
 24 include all reasonable and available feasible mitigation
 25 measures. We propose that the Port of Long Beach creat

1 a port community advisory committee in order for the
 2 public and residents of Long Beach to have an ample
 3 opportunity to review the types of projects and
 4 proposals it's proposing to the harbor residents.
 5 The EIR states that one of the proposed
 6 purposes is to increase container terminal efficiency to
 7 accommodate a portion of the predicted future
 8 containerized cargo through-put. Well, this isn't
 9 necessarily true because of the fact that they will be
 10 unloading the containers the same way it's been done for
 11 the last hundred years. There is nothing new about
 12 that.
 13 What we are proposing is that the Port of Long
 14 Beach adopt a -- an all-electric rail system such as a
 15 magnetic levitation rail system. We have done research
 16 on American Maglev Technology Corporation, and we have
 17 found that it is a zero-polluting technology. It is
 18 more efficient. It has a faster through-put than any
 19 existing diesel locomotive rail system. We believe that
 20 is the best system that should be implemented at this
 21 port terminal.
 22 In addition to that, the company has proposed
 23 that it will finance through its own private funds the
 24 building of a prototype to prove that this technology
 25 works. In fact, one of the Long Beach terminals

1 already -- SSA Terminal -- has said that they were
 2 willing to allow their terminal to be connected to this.
 3 Union Pacific said they would entertain by a destination
 4 point so they can arrive there, and we recommend that
 5 the Port of Long Beach also have this terminal connect
 6 to that Union facility using this maglev technology.
 7 Also extent of toxic air emission and good
 8 health would be made specific and unavoidable. This is
 9 unacceptable. There should not be one local child,
 10 resident, senior citizen, or harbor resident, or
 11 competition court resident should die prematurely due to
 12 private independent business's negligence. Why should
 13 one of our lives be given away because of private
 14 business when we know technology exists to be able to
 15 reduce all impacts to zero or near zero? It's just a
 16 matter of investing in those technologies.
 17 I'll stop there. Sophia Carriuo will continue
 18 where I left off.
 19 MR. CAMERON: Thank you, Jesse.
 20 MS. CARRIUO: My name is Sofia Carriuo of the
 21 Coalition for a Safe Environment of Wilmington. The
 22 Coalition for a Safe Environment requests that the Port
 23 of Long Beach mandate that all port terminals and the
 24 Middle Harbor Redevelopment Project maximize the use of
 25 the Alameda Corridor in lieu of diesel air-polluting

1 trucks.
 2 The Coalition for a Safe Environment requests
 3 that the Port of Long Beach conduct a middle harbor
 4 redevelopment project study to determine the amount of
 5 containers that must be delivered by truck due to their
 6 local delivery requirements versus those that will
 7 travel long distance and out of the state. Refusal of
 8 the Middle Harbor Redevelopment Project to increase the
 9 use of the Alameda Corridor is grounds for not approving
 10 expansion to this EIR and EIS.
 11 The Coalition for a Safe Environment requests
 12 that the Port of Long Beach mandate to all of the middle
 13 harbor and shipping fleet use the shore-power system.
 14 This will significantly reduce public health risks and
 15 public health impacts. The port has failed to provide
 16 an assessment of why this mitigation that we request is
 17 not feasible.
 18 Coalition for a Safe Environment has requested
 19 in past public comments that the Port of Long Beach
 20 sponsor a West Long Beach and East Wilmington port
 21 harbor community public health survey to validate its
 22 health risk assessment conclusions. The Port of Long
 23 Beach criterion of ten in one million cancer risk is
 24 unacceptable and is unvalidated. The ten-in-one-million
 25 cancer risk is an arbitrary adopted criteria that is not

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1 based on any scientific or medical study of the Port of
 2 Long Beach impacted communities and residents. The Port
 3 of Long Beach has failed to conduct any public health
 4 assessment of the West Long Beach and East Wilmington
 5 residents and sensitive receptors in order to establish
 6 a public health baseline. The Port of Long Beach has a
 7 US -- USACOE has no idea of the number of the West Long
 8 Beach and the East Wilmington residents currently
 9 afflicted with a respiratory disease, cardiopulmonary
 10 disease, or disability caused by the current and the
 11 past unmitigated business operations. Thank you.

12 MR. CAMERON: Thank you.

13 After Mr. Larison will be Tom Jacobsen and
14 Susan Nakamura.

15 MR. LARISON: Good evening. My name is Mike
 16 and I appreciate this forum. Number one on my scribbled
 17 notes here in bold point before is that I do back up
 18 this green port environmental stewardship philosophy. I
 19 know more about NOx and SOx and PM in the last couple
 20 years than I ever thought I'd know, and I almost
 21 understand what it is. As I go through this document, I
 22 see that this program does work for sustainability and
 23 the port's progress with reduction of NOx, SOx, and
 24 particulate matter, and I applaud that, and I back it
 25 up.

1 I also want to see both ports, Long Beach and
 2 L.A., continue as major players in the world
 3 transportation economy of goods. The West Coast here in
 4 the United States is not the only port on the West Coast
 5 that are looking at future expansion or new ports, and
 6 that includes our neighbors to the south. We want to
 7 become and stay as competitive as we can in that area.

8 I'd like to explain a little bit about myself.

9 I'm a homeboy. I was born here. Well, I was born up
 10 the street in Compton, but that's close enough. I've
 11 gone through the Long Beach Unified School District for
 12 my education. My wife is a graduate of Cal State Long
 13 Beach. My kids were raised here, and I have a couple of
 14 grandkids that are being raised here also.

15 I appreciate the importance of this port and
 16 the economy of jobs and infrastructure that it
 17 represents. In my short lifetime I have seen that shift
 18 of economy move. As I was brought up, the major
 19 employers in this port was the Long Beach Naval Shipyard
 20 and McDonnell Douglas Aircraft Corporation. It's gone
 21 through a kind of genesis in the last 15, 20 years to
 22 McDonnell Douglas and now Boeing, but still not the same
 23 employment that it represented in the '50s and even into
 24 the '60s. And now I've seen the port infrastructure,
 25 not deteriorate, but become stagnant. We haven't had a

1 build-up or new ports in the last seven to ten years.
 2 I represent an industry, the marine
 3 contractors, which we're a member of Future Ports also.
 4 I appreciate that, and I'd like to see the EIS/EIR go
 5 through. Thank you.

6 MR. CAMERON: Thank you.

7 MR. JACOBSEN: Hello. My name is Tom Jacobsen,
 8 president of Jacobsen Pilot Service. My company and its
 9 40 employees fully support the Port of Long Beach Middle
 10 Harbor Redevelopment Project. As you know, we are the
 11 harbor pilots for the Port of Long Beach, and we know
 12 very well that the modern generation ships need newer
 13 terminals and newer facilities. This project is
 14 excellent for the port, for the customers, for the
 15 environment, and for the community. Furthermore, it
 16 provides many jobs, both in the ten years of
 17 construction and after the construction.

18 From everything that we've seen in the
 19 reconfiguration of the terminals and the slips, the
 20 depths one side, and all the clearances, we know we can
 21 safely navigate the future ships that will be calling on
 22 these terminals. The Port of Long Beach has always been
 23 a leader, and this is another example of setting new
 24 standards. This will be one of the world's greatest
 25 terminals and will move cargo efficiently and cleanly.

1 Again, we support this project.

2 MR. CAMERON: Thank you.

3 After Ms. Nakamura the next speaker would be
 4 Stacey Jones and Rich Brandt.

5 MS. NAKAMURA: Good evening. My name is Susan
 6 Nakamura. I'm the project manager for the South Coast
 7 Air Quality Management District. I'd like to thank you
 8 for the opportunity to comment on the middle harbor
 9 project. AQMD staff has not concluded their review of
 10 the Draft EIS/EIR, and we feel we'd like to request
 11 additional time to have adequate time to review it. I
 12 think the public also needs it. I find it difficult to
 13 understand how people can review a document of this
 14 magnitude over a lunch hour.

15 Our comments tonight are preliminary and
 16 provide an indication of some of our initial concerns.
 17 AQMD staff will be providing written comments on the
 18 proposed projects. We like the San Pedro Bay standards.
 19 AQMD staff wants to emphasize the importance of the San
 20 Pedro Bay standards and urges the port to proceed as
 21 expeditiously as possible to develop these standards
 22 with assurance that individual projects will be
 23 similarly considered with other port projects and will
 24 not interfere with achieving the San Pedro Bay
 25 standards.

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1 We understand that the San Pedro Bay plan --
2 it's a litmus for the evaluation of the proposed project
3 in regards to the requirements in the guidelines.
4 However, we feel that the importance of the San Pedro
5 Bay standards should look at what will be the impacts
6 and the consistency with getting goals of the
7 implementation of the CAAP.

8 Some initial concerns on the air quality
9 analysis that we'd like to highlight is we're concerned
10 that the Draft EIS/EIR do not account for the
11 particulate emissions appropriately. The Draft EIS/EIR
12 should evaluate to overlapping construction and
13 operational peak daily emissions. These peak air
14 emissions should be compared to the operational
15 threshold.

16 In regards to mitigation measures, the local
17 and affiliate regions, this AQMD staff understands,
18 based on talking to port staff, Port of Long Beach staff
19 as the lead agency are committed to .2 percent sulfur
20 upon approval of both projects, and we commend you.

21 We are concerned, however, that the Draft
22 EIS/EIR does not commit to a time frame, and just
23 include that information in the Draft EIR/EIS. Also, we
24 found it surprising enough, when you look at the
25 mitigated and unmitigated emissions, there's no

1 I think the intent of implementation of mitigation
2 measures is in the document. Our main concern is that a
3 number of the mitigation measures just lack in the
4 discussion the simplicity of how they would be
5 implemented and the commitment. For example, Mitigation
6 Measure AQ-5 regarding cold-ironing states these
7 stipulations shall include equipment consideration of
8 alternate technology. Mitigation Measure AQ-9 regarding
9 clean railroad standards should as a minimum be
10 consistent with the CAAP Measure RL-3. Mitigation
11 Measure AQ-11 regarding main engine specifies no
12 implementation time frame for that commitment.

13 In closing, the air quality analysis needs to
14 separate reductions required in state and federal
15 regulations versus voluntary reductions beyond
16 regulatory requirements. We look forward to working
17 with the Port of Long Beach on this proposed project.
18 Thank you for allowing me to comment.

19 MR. CAMERON: Thank you.

20 MS. JONES: Good evening. My name is Stacey
21 Jones. I was born and raised in San Pedro and now work
22 in Long Beach. I'm the West Coast regional director for
23 Halchow, Inc. and also the president of Future Ports.

24 I'm here to speak in support of this project.
25 As with any business, it is imperative to have

1 additional emission reduction attributed to the local
2 scale field or implementation for this .2 percent
3 sulfur.

4 Another comment that I wanted to make in
5 regards to a comment that was made previously is that
6 middle project emissions -- the middle project
7 emissions -- all of the emissions in the middle project
8 do go to mitigate for all of the years that were
9 evaluated.

10 Jumping back to mitigation measures, the Draft
11 EIS/EIR -- can I have additional time, or am I going to
12 be held to three minutes?

13 MR. CAMERON: Keep going.

14 MS. NAKAMURA: The Draft EIS/EIR does not
15 include any mitigation measures for new vessel build.
16 The Draft EIS/EIR must include an enforceable provision
17 requiring new vessels to be built with advance controls
18 such as EIS/EIR collective catalyst reductions. The
19 economic and technical challenges of retrofitting
20 existing vessels are far greater than requiring new
21 vessels to be built with advanced, leading control
22 technology. The AQMD staff feels the loss of requiring
23 new vessels to incorporate advance controls will result
24 in a lost opportunity.

25 Overall comments on mitigation measures. We --

1 continuous improvement and operational enhancement, and
2 ports are no different. The middle harbor facilities
3 are outdated and require upgrade to improve efficiency
4 and performance which will also allow such incorporation
5 of very needed environmental measures to reduce air
6 emissions that have been incorporated into the document,
7 and I applaud you for that.

8 The improvements analyzed in the Draft EIR are
9 overdue. The improvements will allow the port to remain
10 competitive in the market and keep up the terminal
11 upgrade and efficiency that are being conducted across
12 the industry, across the country, and internationally,
13 and the sooner the better to allow for the
14 implementation of measures to reduce air emissions.

15 This document meets and in many instances
16 exceeds CEQA and NEPA requirements. And I am
17 particularly in support of the measures that will reduce
18 air emissions including low-emission switching to
19 locomotives, cleaner alternative-fuel-powered cargo
20 equipment, vessel speed reduction, reduction of
21 low-sulfur fuels for ships main and auxiliary engines,
22 the use of shoreside power while the vessels are at
23 berth, and particularly the use and construction of a
24 new intermodal facility that will reduce toxics by 1,000
25 per day.

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1 The economic benefits are critical and should
 2 more strongly be reenforced in the environmental
 3 document, taking into consideration the looming
 4 recession. This project, as it has been also already
 5 focused but I think is important to reenforce it, will
 6 crate 14,000 permanent new jobs and a thousand temporary
 7 construction jobs over the ten years of the project.
 8 The recommended document carefully considers the
 9 possibility of diversion of cargo if this project is not
 10 approved and does not go forward. The document
 11 articulates and, I think, further enforces the fact that
 12 the no-project alternative is highly detrimental, and
 13 the environmental impacts are greater than the proposed
 14 project.
 15 And lastly, I think it's important that the
 16 document reenforce that the port by constructing this
 17 project is complying with its responsibility under the
 18 trucks which requires them to support commerce, to
 19 ensure that it is investing in residents and to the
 20 redevelopment of the facility to ensure operational
 21 efficiency, the latest use of technology, and to
 22 maintain the economic viability of the port while
 23 maintaining the quality of life of those individuals
 24 most impacted by the project. We need to grow green,
 25 and we need to make this a priority. Thank you.

1 MR. CAMERON: Thank you.
 2 Last speaker is Rich Brandt, Bruce Risley, and
 3 the last speaker I have is Gabrielle Weeks.
 4 MR. BRANDT: Hi. Rich Brandt, President of
 5 Long Beach Firefighters Association, 3333 East Spring
 6 Street. I'm delighted to support this EIR. I did not
 7 eat lunch. Because it's been out for more than three
 8 weeks, I did have the opportunity to take a look at the
 9 EIS/EIR.
 10 First, I want to applaud the port for doing
 11 their diligence and making this port as green as
 12 possible. And there were some issues with the programs,
 13 but they're doing a great job at that. And I speak for
 14 a number of different issues here with the fire
 15 department because they have four fire stations just
 16 down at the port and have two along the 710 freeway. So
 17 pollution is of great concern as well. I think the port
 18 is doing a good job of realizing that and moving forward
 19 with the port as green as possible. I think this EIR is
 20 adequate. I think they did the due diligence in issues
 21 for the port in support of the EIR.
 22 As far as safety issues down there, we do have
 23 two fire stations that sit in the middle of the EIR
 24 which the port has graciously addressed in the EIR and
 25 also so that the safety issues down there can be

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1 addressed which will then create a number of temporary
 2 jobs and a number of permanent jobs as well for the
 3 citizens and for all of us involved down here.
 4 So as the Firefighters Association, we are in
 5 full support of the EIR, full support of this project,
 6 and whatever we can do to help with the port in moving
 7 this forward, we'd be more than happy to. Thank you.
 8 MR. CAMERON: Thank you.
 9 MR. RISLEY: Good evening. My name is Bruce
 10 Risley. I'm here this evening representing Pinnacle
 11 One, an Arcadis company, construction consultant firm
 12 here in the L.A. Basin.
 13 I just want to say we fully support this
 14 project and encourage the Harbor Commission to approve
 15 this EIR. We believe the project is vital to not only
 16 Long Beach but to all of Southern California and the
 17 nation for both jobs and movement of commerce. The port
 18 has acted, in our opinion, very responsibly in planning
 19 this project and adopting green standards such as LEED,
 20 L-E-E-D, to guide the project. The need for moving
 21 cargo is only going to increase over time, so doing
 22 nothing is really not a viable option. This project
 23 will help to accommodate that growth in an
 24 environmentally responsible manner.
 25 So again, I just want to say that we very

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1 enthusiastically support this project. Thank you.
 2 MR. CAMERON: Thank you. Gabrielle Weeks, as
 3 of right now, is the last speaker that we have cards
 4 for. One last opportunity for anybody that wants to
 5 speak.
 6 MS. WEEKS: My name is Gabrielle Weeks. I am
 7 living in the second district just a distance away, and
 8 I'm representing the Long Beach Greens.
 9 First, I'd like to echo the concerns of the
 10 AQMD representative that this is happening without
 11 enough real thought or documentation, and that there
 12 needs to be a real timeline and some -- oh, I forget
 13 what word she used; she was much more eloquent than I
 14 was -- something about having actual accountability.
 15 I have a little deal with the City of Long
 16 Beach. I don't park my car on one side of the street on
 17 Thursdays and I don't get a ticket. But if I do leave
 18 it there, I get a \$40, you know, note that I've got to
 19 pay. So I think we need to have some meaningful
 20 accountability if these ideals aren't met. This
 21 document here that has a lot of environmental protection
 22 issues on the back is really lovely. A lot of these
 23 things are always supposed to be happening, and they all
 24 seem to hinge on whether or not you guys get to increase
 25 the port size. So a lot of these things need to be

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1 happening regardless of whether or not you proceed to
2 enlarge the footprint of the port. I hope they do
3 proceed whether or not the port is enlarged. If it is
4 enlarged, I'd like to see the AQMD -- make sure their
5 questions get answered because those were some great
6 questions.

7 I am concerned, and have been for years, with
8 the overall accountability of the port. Just last month
9 I saw a giant flare that had been going on for over 48
10 hours. I called the fire department, the police
11 department. I called the port themselves; they switched
12 me over to a PR representative. But even with PR,
13 wanted to know why is it flaring and what it was exactly
14 that was flaring. It turned out the lifeguard disclosed
15 to me that it was thumbs over on Pier J and I monitored
16 it because I live on Third Street, so it's really easy
17 to go down near the water. It flared really
18 consistently for 48 hours. I was down there, watching
19 it, and I timed it for 15 minutes each time. It wasn't
20 off and on; it was steady.

21 So considering just that very recent example of
22 a less than ideal green operation down there, I have
23 real concerns that these lovely goals might not be
24 actually met unless there are some, you know -- some --
25 some accountability measures, you know. These things

1 once; going twice? Then we will officially close the
2 public comment period and public hearing. I want to
3 thank everybody for attending and providing comments.
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1 are like the traffic ticket, you know. On
2 street-cleaning day, sure we want everybody to move
3 their cars. We get busy; we forget; stuff happens. But
4 if I don't move it, boom, 40 bucks. So that encourages
5 me to comply, not that I wouldn't want to comply anyway,
6 but just to really make sure I get out there by 7:30 in
7 the morning to move it.

8 So I'm also concerned that there's too few
9 public meetings. We raced down here today and only got
10 here about 15 minutes ago. A lot of people work outside
11 the city, and for us to get back here is a little
12 difficult. Maybe there needs to be one more public
13 comment meeting, maybe even on a Saturday that might
14 include a lot more stakeholders in our city that have
15 difficulty getting here from work or getting a
16 babysitter that they come down here for a meeting.
17 Thank you.

18 MR. CAMERON: Thank you.
19 Anytime you can (unintelligible) agency
20 responsible for the AQMD, so I wanted to explain that.

21 MS. WEEKS: Yeah. For something for this
22 magnitude, I think maybe three would be in order, and
23 maybe one on a Saturday.

24 MR. CAMERON: Thank you.
25 That was the last speaker card we have. Going

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- PT(A)-1.** The comment is acknowledged and appreciated.
- PT(A)-2.** The comment is acknowledged and appreciated.
- PT(A)-3.** The comment is acknowledged and appreciated.
- PT(A)-4.** The comment incorrectly notes that NEPA provisions preclude the Project from requiring compliance with the CAAP. One of the mechanisms used to implement CAAP provisions is through the NEPA/CEQA process. Accordingly, the proposed Project is part of a continued effort to meet the goals and objectives of the CAAP. No revisions to the Final EIS/EIR are required.
- PT(A)-5.** The comment does not specifically address the adequacy of the EIS/EIR analysis. No revisions to the Final EIS/EIR are required.
- PT(A)-6.** Draft EIS/EIR Section 3.2.1.2 documents the degraded air quality conditions in the ports area. Project construction would generate additional short-term PM_{2.5} emissions to the Project area, some of which would produce significant air quality impacts. However, as stated in Draft EIS/EIR Section 3.2.2.3 (Table 3.2-18), the mitigated Project would produce lower operational emissions of PM_{2.5} compared to existing operations at the Middle Harbor container terminal in 2005. As a result, operation of the mitigated Project would not further degrade ambient air quality.
- PT(A)-7.** The comment is acknowledged and appreciated.
- PT(A)-8.** The comment is acknowledged and appreciated.
- PT(A)-9.** The comment is acknowledged and appreciated.
- PT(A)-10.** The comment is acknowledged and appreciated.
- PT(A)-11.** The comment is acknowledged and appreciated.
- PT(A)-12.** The comment is acknowledged and appreciated.
- PT(A)-13.** The comment is acknowledged and appreciated.
- PT(A)-14.** The comment is acknowledged and appreciated.
- PT(A)-15.** The comment is acknowledged and appreciated.
- PT(A)-16.** The comment is acknowledged and appreciated.
- PT(A)-17.** The comment is acknowledged and appreciated.
- PT(A)-18.** The comment is acknowledged and appreciated.
- PT(A)-19.** The comment is acknowledged and appreciated.
- PT(A)-20.** The comment is acknowledged and appreciated.
- PT(A)-21.** The comment requests extension of the public comment period for the Draft EIS/EIR. In order to ensure adequate public involvement, the Port extended the public comment period for four additional weeks from July 11, 2008, to August 8, 2008.
- PT(A)-22.** The Port has provided the opportunity for affected communities, individuals, organizations, and groups to participate in the EIS/EIR process by providing public notifications about preparation and availability of the EIS/EIR. The Port has held public scoping meetings and

public hearings to inform the public about the Project, the alternatives, and the associated impacts. Meetings were held in surrounding communities in locations that were as close as practical to the areas most affected by the Project. The Draft EIS/EIR is available at the Port office and on-line. Additionally, public notices were placed in a number of newspapers, including the Press-Telegram, Downtown and Grunion Gazettes, and the Long Beach Business Journal. Approximately 125 local agencies and organizations were contacted, including service groups, community groups, local businesses and business organizations, local colleges, labor organizations, police and fire organizations, minority business organizations, and local health organizations.

- PT(A)-23.** The comment is acknowledged and appreciated.
- PT(A)-24.** The comment is acknowledged and appreciated.
- PT(A)-25.** The comment is acknowledged and appreciated.
- PT(A)-26.** The comment is noted and appreciated.
- PT(A)-27.** Please see response to comment CSE(A)-1. The Draft EIS/EIR has appropriately evaluated the Project's purpose and need/objectives and environmental effects, and has identified mitigation measures and reasonable alternatives to avoid significant environmental impacts. Also, please refer to response to comment CSE(A)-2 regarding establishment of a Port community advisory committee.
- PT(A)-28.** Please see response to comment CSE(B)-8.
- PT(A)-29.** Development of a Maglev train rail network relates to regional goods movement infrastructure and is outside the scope of the proposed Project. The Port is in the process of reviewing possible zero- or near-zero emission transport technologies as envisioned in the CAAP. Pursuant to its commitments under the CAAP, the Port is exploring various technologies, financing mechanisms, and a demonstration project between a marine terminal and a near-dock rail facility. In the event the Port's demonstration project determines that a zero- or near-zero emission transport technology is operationally and financially feasible, the Port will investigate expanding the system to include other terminals, possibly including the Middle Harbor container terminal. However, at this point, it is not financially or operationally feasible to include this type of technology as a mitigation measure for the Project.
- Please see response to comments SCAQMD-27, CBD-20, CBD-68, CBD-71, CBD-100, CSE(A)-3, CSE(A)-4, and CSE(B)-3.
- PT(A)-30.** The HRA included in the Draft EIS/EIR provides adequate descriptions of public health impacts for NEPA/CEQA purposes. The Port's primary means of mitigating air quality and health impacts is through reducing the source of emissions causing the impact. Twenty-nine mitigation measures proposed to reduce air quality and health impacts are included in Section 3.2. For example, with regard to Impact AQ-6, exposure of sensitive receptors to TACS, which is identified as a disproportionate, cumulative air quality impact in the environmental justice analysis, **Mitigation Measures AQ-4 through AQ-11** are already identified in Section 3.2 for the Project. For a detailed listing of mitigation measures, please see Table ES.8-1, which is summarized as follows: **Mitigation Measure AQ-4:** Expanded VSR Program; **Mitigation Measure AQ-5:** Shore-to-ship Power ("Cold Ironing"); **Mitigation Measure AQ-6:** Low-sulfur Fuels in OGV; **Mitigation Measure AQ-7:** Container Handling Equipment; **Mitigation Measure 7a:** Replacement of diesel-powered RTGs with electric-powered RMGs; **Mitigation Measure AQ-8:** Heavy Duty Trucks; **Mitigation Measure AQ-9:** Clean Railyard Standards; **Mitigation Measure AQ-10:** Truck Idling Reduction Measures; and **Mitigation Measure AQ-11:** Slide Valves on OGV Main Engines. In addition, please see response to comment USEPA(B)-8 for a description of two programs designed to reduce potential cumulative impacts of Port projects: the Schools and Related Sites Program; and the Healthcare and Seniors' Facilities Program.

PT(A)-31. The on-dock rail system has been optimized to enable as much cargo as feasible to transit along the Alameda Corridor. The expanded Pier F intermodal railyard has been sized to accommodate all of the containers that are destined for outside the basin, with the exception of those that must be transloaded for transport via rail to the local market. Development of a Port-wide mandate requiring all Port terminals to maximize use of the Alameda Corridor is outside the scope of the proposed Project.

Please see response to comments SCAQMD-7, CBD-20, and CBD-71.

PT(A)-32. The commenter requests preparation of a detailed study to determine the amount of containers that must be delivered by truck due to their local delivery requirements versus those that will travel long distance and out of the state. Commenter incorrectly states that the project refuses to increase the use of the Alameda Corridor.

The Port utilized historical and existing data to estimate future local versus long haul trips that would be generated by the Project. The ACTA collects fees on all containers traveling through the Alameda Corridor, as well as containers traveling by truck to the Hobart Yard off-dock rail facility. These trips are the long-haul trips that travel more than 800 miles from the SPBP by rail. Long-haul trucks account for less than two percent of all container moves, and they typically occur because they cannot be adequately served by rail. Based on information from ACTA from 2000 to 2005, long-haul cargo accounts for 40 to 45 percent of the total throughput. This split was assumed for the Project. The comment also requests that a detailed study be prepared to determine the destinations of the containers. During preparation of the Draft EIS/EIR, the Port was also preparing a cargo forecast study. The San Pedro Bay Cargo Forecast (December 2007) prepared by Tioga and Global Insight for the POLB and POLA collaborates the assumptions employed for estimating truck trips for the Project. While the study was not available during preparation of the Draft EIS/EIR, much of the data in the study had been collected and was utilized to prepare the environmental analysis.

The Project does not refuse to use the Alameda Corridor, rather, by expanding on-dock rail infrastructure on 47 acres, the Project would accommodate 2,098 annual trains while ensuring sufficient container yard capacity to handle 3,320,000 annual TEUs. Every effort was made from the design and operation perspective to maximize the railyard capacity, taking into account the need for the additional container yard capacity necessary to accommodate projected demand. Even were there a legitimate need for more on-dock rail capacity, which there is not, the proposed expanded Pier F intermodal railyard could not be expanded into the planned container yard because overall terminal capacity would be reduced, thus creating a less efficient terminal. In light of the physical constraints of the Project site and the need to provide sufficient container yard capacity to handle the projected cargo throughput, the proposed Project maximizes on-dock rail capacity. The proposed re-use of this site has been carefully planned to ensure adequate space for operations and storage that will result in an increase of 613,160 TEUs between the 2030 No Project condition and 2030 Project and alternative conditions (the only difference in throughput being the design of the site).

Moreover, a sizeable amount of the Project throughput would be made up of low-volume destination cargo that must be assembled at the near- and off-dock railyards throughout the region. Specifically, low-volume-destination containers (i.e. non-Chicago-bound containers) oftentimes cannot wait for a unit train to be built on-dock. Rather, these boxes are assembled off-dock from multiple terminals in order to achieve the appropriate volumes to generate a single train in a timely fashion. Therefore, some direct intermodal containers will always need to be drayed to the Intermodal Container Transfer Facility, Hobart Yards, and other railyards throughout the region regardless of the size of the Pier F intermodal railyard.

PT(A)-33. Regarding the inability of all OGV to use the proposed shore-power system during the first few Project years, please see response to comment SCAQMD-17.

- PT(A)-34.** Please see response to comment CSE(A)-8.
- PT(A)-35.** The comment is acknowledged and appreciated.
- PT(A)-36.** The comment is acknowledged and appreciated.
- PT(A)-37.** Your comment is noted and appreciated. In response to public concerns regarding the complexities of the Draft EIS/EIR, the Port extended the public comment period for four additional weeks from July 11, 2008, to August 8, 2008, in order to allow more time for review of the Draft EIS/EIR. Please see response to comment PT(A)-21.
- PT(A)-38.** Regarding status on the adoption of the SPBS by the Port, please see response to comment SCAQMD-9.
- PT(A)-39.** The response to comment SCAQMD-2 provides an analysis of the peak daily emissions associated with overlapping Project construction and operational activities. The significance of these emissions was determined by comparing them to the SCAQMD daily construction emission thresholds. The analysis used construction thresholds since this overlapping situation is caused by the temporary presence of construction activities.
- PT(A)-40.** Please see response to comment SCAQMD-5. **Mitigation Measure AQ-6** requires all Project OGV to use 0.2 percent sulfur diesel in auxiliary generators and main engines beginning in Project year 1, or 2010 or sooner. The emissions and criteria pollutant modeling analyses presented in Draft EIS/EIR Section 3.2.2.3 (Tables 3.2-16 through 3.2-21) assume the use of 0.2 percent sulfur diesel in Project OGV for unmitigated/mitigated scenarios, as it was deemed that this lease condition would have to apply for both scenarios. This was not shown accurately in Draft EIS/EIR Table 3.2-9, but Final EIS/EIR Table 3.2-9 provided updated values. Lastly, the Project HRA only assumed the use of low sulfur diesel in the mitigated Project scenarios. The implementation schedule and monitoring and enforcement mechanisms for Final EIS/EIR **Mitigation Measure AQ-6** are presented in Final EIS/EIR Section 3.2.4, MMRP.
- Final EIS/EIR Section 3.2 assumes that all Project scenarios (unmitigated/mitigated) would comply with the ARB Fuel Sulfur Regulation for OGV, as proposed by the ARB on October 21, 2008. By year 2012, this regulation requires use of 0.1 percent sulfur diesel in auxiliary generators, main engines, and boilers for all Project scenarios.
- PT(A)-41.** Mitigation measures in the Final EIS/EIR have been included for all Project years. Periodic reporting on implementation of mitigation measures proposed in the Final EIS/EIR is a compliance function of the MMRP, which includes monitoring and enforcement mechanisms to ensure appropriate implementation of all mitigation measures (CEQA Guidelines Sections 15091(d), 15097). The MMRP will require an annual mitigation compliance report within the first year of Project approval and then, unless otherwise directed by the Board. Final EIS/EIR Section 3.2.4 was revised to clearly identify the implementation schedule for each mitigation measure.
- PT(A)-42.** Regarding the request for a new mitigation measure for main engine emission controls on new OGV, see responses to comments SCAQMD-8 and SCAQMD-24. It is expected that with the implementation of **Mitigation Measure AQ-11** (slide valves), **Mitigation Measure AQ-6** (low sulfur fuels in OGV), and the introduction of IMO-compliant OGV, the Project OGV fleet would achieve the fleet average NOx and PM emission reductions recommended in these comments.
- PT(A)-43.** Regarding the Project MMRP function, please see response to comment PT(A)-41.
- Regarding the request to clarify lease stipulations that would consider alternative technologies to achieve 90 percent of the emission reduction of cold ironing, please see response to comment SCAQMD-17.

Implementation of CAAP measure RL-3 to line haul locomotives that service the expanded Pier F intermodal railyard is infeasible at this time, as these sources are not bound by the Project terminal lease agreement. The provider of the switcher locomotives that would service the expanded Pier F intermodal railyard, PHL, recently completed the replacement of old engines in their entire fleet of 22 locomotives with (1) 16 engines certified to EPA Tier 2 standards, (2) six engines with EPA Tier 3 generator sets, and (3) all engines with devices that limit idling to 15 minutes. Additionally, as part of CAAP measure RL-1, upon successful demonstration, these locomotives will install DOCs to further reduce emissions of DPM.

Implementation of the requested emission control measures to line haul locomotives that service the Pier F intermodal railyard is infeasible, as these sources are not bound by the Project terminal lease agreement. However, on March 14, 2008, the EPA adopted Tiers 3 and 4 emission standards for diesel line-haul and switcher locomotives. Conversion of the national line haul locomotive fleet to these standards will substantially reduce emissions from these sources, compared to the fleet with only Tier 2 standards. As stated in the Draft EIS/EIR, since the air quality analysis in this Draft EIS/EIR was finalized in March 2008, it was not able to simulate implementation of these updated non-road Tier 3 and 4 standards. As a result, the analysis somewhat overestimates future emissions from these sources. However, the Final EIS/EIR assumes, based on EPA assumptions for remanufacturing, that fleet of line haul locomotives serving the Port would have the equivalent of Tier 3 standards beginning in 2025.

Regarding the implementation of Final EIS/EIR **Mitigation Measure AQ-11**, please see response to comment SCAQMD-23.

- PT(A)-44.** Regarding the accounting of how existing and proposed regulations and mitigation measures affected the emission scenarios analyzed in the Final EIS/EIR, please see response to comment SCAQMD-31.
- PT(A)-45.** The comment is acknowledged and appreciated.
- PT(A)-46.** The comment is acknowledged and appreciated.
- PT(A)-47.** The comment is acknowledged and appreciated.
- PT(A)-48.** Please see response to comments SCAQMD-1 through SCAQMD-47 regarding information provided in response to issues identified by SCAQMD during the public review period. Flaring activities at the THUMS facilities are not related to the proposed Project or any other Port activities. Flare problems should be reported to the SCAQMD.
- PT(A)-49.** Please see response to comment PT(A)-22. The Port has provided the opportunity for affected communities, individuals, organizations, and groups to participate in the EIS/EIR process by providing public notifications about preparation and availability of the EIS/EIR, and has held multiple public meetings/hearings to inform the public about the proposed Project.

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MIDDLE HARBOR PROJECT

Draft EIS/EIR - Public Hearing

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June 18, 2008
Silverado Park
1545 W. 31st Street
Long Beach, California

Reported by:
NATALIE RODRIGUEZ, C.S.R. NO. 12851

Job No. 111131

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LONG BEACH, CALIFORNIA, WEDNESDAY, JUNE 18, 2008

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6:35 P.M.

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MR. CAMERON: I'd like to thank everyone for coming this evening. This is the second public hearing for the Middle Harbor Redevelopment Project. I'd like to first ask everybody to make sure you turn off your cell phones or turn them on silent, vibrate, whatever you guys have. My name Rick Cameron. I am the director of Environmental Planning for the Port of Long Beach. Once again, I want to thank everybody for coming. This is the second public hearing for this project.

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Tonight we're holding a public hearing for the Middle Harbor Redevelopment Project. The purpose of tonight's hearing is to provide comments on the Draft Environmental Impact Statement, Draft Environmental Impact Report that the Port of Long Beach released on May 19 for a 45 day public review. This is -- the Port of Long Beach has prepared this environmental document in accordance with the National Environmental Quality Act, the California Environmental Quality Act, the California Coastal Act, and lastly, the Port of Long Beach Certified Port Master Plan.

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The purpose here tonight is to answer questions

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1 or to -- excuse me -- is not to answer any questions or
2 to approve or deny the project. Those in the audience
3 that wish to provide oral testimony we have -- if you
4 haven't already done so, we have yellow cards at the back
5 table. Please fill out a speaker card. We will take
6 those cards in order and there will be a three-minute
7 limit for the public comment.

8 I'd also like to encourage everybody to also --
9 in addition to providing your comments this evening is to
10 provide written comments to me directly and/or Aaron
11 Allen from Army Corps of Engineers, who is our co-lead
12 agency from the NEPA side of things. And it will be
13 great if we were both on the letterhead, but if you send
14 it to either one of us, we are going to be coordinating.
15 We're going to ensure that we receive everything and that
16 we're all on the same page. With that being said I'm
17 going to go ahead and start with a brief presentation.

18 I would like to point out a couple things. We
19 do have our sign language interpreter here this evening,
20 if there's any need for that. We also have a Spanish
21 speaking interpreter. He's right here on the right-hand
22 side here. We've got headsets if anybody needs that
23 assistance. We also have a court reporter this evening
24 who will be transcribing as well as the last public
25 hearing we had for the record. I would ask that when you

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1 are presenting to make sure you're not going too fast so
2 she can hear clearly and get it down properly.

3 With that being said let's get started with the
4 presentation. As I've stated before or have not maybe
5 stated the Port of Long Beach has determined the need to
6 redevelop two older container terminals into one green
7 modern terminal. As part of that evaluation and
8 determination we conducted a formal initial study
9 analysis and determined that a formal environmental
10 review of the project was necessary.

11 The Port is asking that the state lead agency
12 under CEQA for the preparation of the environmental
13 impact report, EIR. The Army Corps of Engineers -- this
14 is a joint environmental document with the Army Corps of
15 Engineers. It's the federal lead agency under NEPA for
16 the preparation of the EIR/EIS. In terms of background
17 the Port prepared a notice of preparation and a notice of
18 intent under NEPA and was issued on December 30, 2005.

19 There were two public scoping meetings conducted
20 in January of 2006 as well as early February 2006. We
21 received both written as well as comments at those
22 scoping meetings and those have been addressed in those
23 draft environmental documents as far as comments we
24 received. And those could be found in Chapter 1. The
25 two terminals the Port of Long Beach is proposing to
26

1 redevelopment into one modern terminal is California
2 United Terminals and the Long Beach Container Terminal.

3 Each of these terminals are probably by far the
4 two older container terminals in the Port of Long Beach.
5 The facilities as a whole need rehabilitation. As part
6 of this the Port has looked at this as being long term.
7 One of the more important aspects of this redevelopment
8 project in terms of infrastructure the lack of on-dock
9 rail. One of the facilities has no on-dock rail
10 currently.

11 Meaning, the boxes that want to get on the rail
12 or trains have to go out the gate. The Long Beach
13 Container Terminal facility has very small on-dock
14 railing, but even they're in boxes. There's a high
15 percentage that currently goes out the gate because that
16 facility is maxed out. For purposes of our analysis
17 pursuant to CEQA we utilized a combination of the 2005
18 baseline. And what we did is we combined both LBCT and
19 CUT's existing operations at that time frame and this is
20 a result of what we consider the baseline for this
21 project for those two existing operations.

22 Currently, there's 294 acres. At the time of
23 baseline there's 1.2 million TEUs that went through those
24 two facilities. I think the important facet here is when
25 we get to one of the preferred alternatives I'll be

26

1 describing in more detail is the two gates and the length
2 of the wharf in terms of the amount of berths that
3 currently exists in relation to the future proposed
4 project.

5 Project objectives. I think the major project
6 objectives here I've already hit on is the rehabilitation
7 and modernization. I discussed the need for the on-dock
8 rail facilities that are lacking at this operation. I
9 think more importantly is the implement of the Green Port
10 Policy as well as the measures that are brought in --
11 (unintelligible) and other necessary improvements,
12 utility improvements, storm drain lines, storm drain
13 treatment systems that will all be incorporated into this
14 project.

15 As part of our analysis both CEQA and NEPA, we
16 evaluated several potential alternatives. We actually
17 have conducted a screening alternatives analysis. And as
18 part of that analysis we determined that there are four
19 alternatives that we would be carrying through the
20 document. There's a 345-acre terminal, the preferred
21 project; a 315-acre alternative. The landside-only
22 alternative, which could also be considered the no
23 federal action alternative, as well as CEQA no project
24 alternative.

25 This is a rendering of the 345-acre terminal as
26

1 depicted after full build-out 2023. The remainder of my
2 presentation I'm going to focus on the 345-acre terminal,
3 the impact analysis we conducted as well as the proposed
4 litigation matters. This is what we consider full
5 build-out 2025. In the document that we call 2023 we
6 analyzed it for its impact and if you go back to the
7 previous language of existing operations you can see the
8 difference with the existing operations in terms of
9 acreage, length of the berth, how many gates.

10 The things that we need to highlight here are
11 the doubling of the TEUs. 3.3 million TEUs as well as
12 trains. Previously we only had, I think, a little over
13 150 trains. We have a lot here for this proposed
14 operation, but we still contain just two gates for each
15 facility. As part of our evaluation of this project,
16 since we are evaluating two existing operations, the Port
17 basically focused on a 10 year, two phase project.

18 We need to keep these -- both these operations
19 going while we're moving forward with these improvements.
20 And we've identified that in a timeline in our document.
21 So the next two slides will be discussing some of the
22 highlights of each of those phases and a little bit more
23 of the -- kind of time frames of the completion of
24 construction. Phase one primarily is conducted on the
25 northern end of the CUT end of the facility.

26

1 The major aspect of this would be filling 22
2 acres of slip one, which is kind of the lower gray box to
3 the right of the screen. That currently is a berth area
4 that is not utilized currently. There's no ship activity
5 and this is an important facet for phase two, the on-dock
6 rail yard -- proposed on-dock rail yard for the facility.
7 As part of this phase we have other types of utility
8 improvements, marine facilities that would be LEED
9 standard.

10 The phase two development -- the phase one
11 development we've timed out from roughly about 2009 to
12 about 2014. There's a little bit of overlap in phase two
13 around 2014 that extends out to 2019. Kind of in the
14 middle of that after we get the landfill kind of ready
15 for development that's critical for actually phase two
16 portion of developing the on-dock rail yard aspect.
17 Another major facet for this phase is filling for the
18 acres, which is kind of down on the southern half and a
19 lot of work that will end up being conducted on the LBCT
20 side of the facility.

21 As part of our evaluation of this construction
22 we've identified impacts for both air quality, short-term
23 impacts on air quality. We realize we're going to have
24 construction as well as ongoing operations. We also are
25 going to have short-term traffic impacts on the roadway

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1 systems within the port as well as potentially on the 710
2 freeway. To mitigate that we've identified the following
3 mitigation.

4 The bigger ones that are important here that
5 really give us a lot of reduction -- direction. This is
6 a policy of the Green Port Policy that all dredging would
7 be electric. And this is huge in terms of emission
8 reductions. These dredgers are basically huge generators
9 and we're going to shut off those generators. The
10 cleanest construction equipment, we've identified Tier 3
11 analysis. We've also added mitigation for Tier 4 in the
12 outer phase of the construction as available.

13 We require low-sulfur fuels all construction
14 equipment as well as installation of diesel oxidation
15 catalysts. In terms of time frames we've limited time
16 for the purposes of various aspects of construction and
17 that's really for the noise impact as part of the
18 project. We'll be implementing temporary noise barriers
19 in various locations and there will be certain time
20 limits. We'll also be requiring recycling and reuse of
21 construction material, demolition material.

22 Once again, to be a little more sustainable and
23 reuse some material. Construction in terms of the
24 traffic analysis, we've identified the need for a
25 construction traffic management plan. This will be

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1 ongoing for each phase. It will be updated. Restricting
2 the construction-related traffic during morning and
3 afternoon peak commuting hours. Making sure that those
4 are coming before, mid, or after.

5 Installation of the signals is actually early.
6 The signalization are identified more of an operational
7 side, but we're proposing to install those signals
8 earlier in the phase to help with the traffic
9 construction impacts that we've identified. And once
10 again the impacts on the 710. I will be talking a little
11 bit about the long-term improvements and proposed
12 mitigations. I'll be jumping into operational aspects of
13 the facility. We'll be closing out the facility
14 construction completed 2019.

15 Thereafter, we will get full capacity -- full
16 operation of this facility roughly about 2023, 2025. In
17 doing so we've actually evaluated in the EIR standpoint
18 2010, 2015, 2020, and 2030, so that we could
19 appropriately identify mitigations that will be necessary
20 in those particular time frames. The important things we
21 have identified is we do have operational impacts.
22 Accordingly, we've implemented a proposed mitigation in
23 the draft document to include 100 percent vessel
24 cold-ironing.

25 If you go back to the phasing that I presented
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1 in those two slides, we're going to start at the northern
2 end of what we call slip three, rehabbing that wharf,
3 getting it ready for cold-ironing. When it's ready for
4 cold-ironing, a hundred percent of the vessel at berth
5 will be cold-ironing. And that will happen progressively
6 on down the chain through complete the full restoration
7 of that berth all the way down. So it will be four
8 operational berths.

9 A hundred percent vessel compliance with VSR
10 starting pretty much I would have to guarantee after the
11 leases have been signed and in the upward beginning years
12 of the operation. Use of low-sulfur fuels in 100 percent
13 of the vessels. Once again, this would be something that
14 would happen upfront. Compliance with our Clean Trucks
15 Program. For analysis purposes of the document we've
16 identified 2007 or better diesel.

17 However, I would like to point out that it's the
18 Port of Long Beach's policy is that the board approve 60
19 percent goal of alternative fuel vehicles. That could be
20 ENG. There could be other types of alternative fuel
21 vehicles. So for purposes of this analysis we wanted to
22 be safe. We didn't want to speculate. Tier 4 is
23 consistent with our cleaner action plan.

24 In fact all the measures I've identified are
25 consistent with the cleaner action plan. And there are
26

1 few mitigation measures that we did not actually do
2 quantitative analysis on. One of those was slide valves
3 on ocean-going vessels. And the reason for that being is
4 slide valves are specific to specific types of vessel
5 engines. And so as the future operator identifies their
6 fleet builds we will work with them to ensure that if
7 they have vessels that are -- have engines that can use
8 these slide valves, we will ensure that they are
9 installed. Some of the other measures on here relate to
10 greenhouse gases.

11 We did a full analysis of greenhouse gas
12 emissions. The solar panels, tree planting, LEED
13 building standards, truck idling reduction measures as
14 well as clean rail yard standards with are consistent
15 with the Clean Air Action Plan as well. With everything
16 I've just presented in terms of operations mitigation,
17 what we see and what we did in our analysis for air
18 quality was we conducted -- our mass emissions priority
19 to complete a criteria evaluation.

20 And I think more importantly we conducted a
21 comprehensive health risk assessment for all the
22 alternatives and we looked at it with pre-mitigation
23 without any of the CAAP measures included. And we looked
24 at the limitation of all the mitigation (unintelligible).
25 Overall we see health risk reduction reduced with
26

1 doubling of the cargo to be used. I think the important
2 facet here is that it's by virtue of implementing the
3 measures that have been identified; cold-ironing, clean
4 trucks.

5 You see a reduction overall of about 50 percent
6 of the private pollutant. I think last week -- those of
7 you that were at my presentation -- this has been cleaned
8 up a little bit because some of the graphics were
9 (unintelligible). I think overall you get kind of a --
10 this is comparing back to the baseline of 2005. Looking
11 at 2030 and we see overall percent reductions. This is
12 with the, once again, full operational 345-container
13 terminal alternative.

14 Cumulative impacts. We've identified cumulative
15 impacts for both air quality, traffic, biological,
16 invasive species, as well as environmental justice,
17 traffic and air quality. Some of the potential long-term
18 mitigation that we see is our continued efforts in
19 working with the Cleaner Action Plan and working with
20 other stakeholders to see what else we can use in terms
21 of programs and also the Port of Long Beach -- for the
22 traffic. The 710 side is participating in the regional
23 evaluation of the improvements for the I-710.

24 The Port has funded an additional Port of Los
25 Angeles each five million dollars for that huge document
26

1 analysis that's being done. As part of that study
2 alternatives for those various improvements up and down
3 the I-710 corridor will be identified and the Port has
4 identified its fair share of participation once those are
5 identified overall. We've conducted two hearings.
6 You're here at the second public hearing we've had. May
7 19 we did release a document for 45 days, which gets us
8 to about July 11 of 2008.

9 At this point we will be accepting written
10 comments up until that point. We can receive them via
11 e-mail. The written directly to me. The contact
12 information is on the fax sheet. You can find it online.
13 All of this -- the documentation can be found online. If
14 anybody would like any additional information, please
15 feel free to call my office.

16 And during this review period I'll be glad to
17 support you in whatever you need to answer any questions.
18 In terms of next steps I can only estimate we're going to
19 get a lot of comments. I hope they're constructive.
20 This is a draft document. We're going to evaluate those
21 comments, make the necessary modifications, properly
22 respond to each one of those comments, and get something
23 ready for final review.

24 We'll follow the 10 day review prior to the
25 Board of Park Commissioners considering certification of
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1 the document and approval of the project. Right now I'm
2 not going to speculate when that is. We're hoping to
3 have something finalized in good form to our board,
4 hopefully, by the end of the year. With that being said,
5 I'm going to go ahead and conclude the presentation
6 portion of the public hearing. We'll get started on the
7 comments.

8 I would like to remind everybody that there is a
9 three-minute rule. I will give a little bit of extension
10 if you're almost there, but please try to abide by the
11 rule. And remember you can always provide me written
12 comments. With that being said, we're going to turn this
13 around and start.

14 And the first speaker will be Bill Madden. The
15 second speaker will be Larry Henderson and the third
16 speaker will be Bruce Wargo.

17 MR. MADDEN: My name is Bill Madden. I've
18 worked at the Port of Long Beach for 28 years. I've been
19 a resident of Long Beach for 30. And from both
20 perspectives I fully support and commend the Port of Long
21 Beach for their leadership and the effort to modernize
22 these terminals. More importantly, the use of the green
23 technologies, work practices, and equipment is at the
24 center of this project and is an absolute requirement to
25 make this happen.

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If this project does not go forward, we will lose a unique opportunity to develop these technologies and practices on a large scale and perhaps slow down implementation of such practices port wide. In this regard I believe all concerned parties will benefit greatly if this Middle Harbor project goes forward. Thank you.

MR. CAMERON: Thank you. Mr. Henderson, can I ask you a favor. We have Councilwoman Uranga and she has another engagement. We'll get to you.

COUNCILWOMAN URANGA: Thank you. I'm going to be sticking around for a little while. I'm not leaving right away. I'm glad to see everyone here. It seems to be a little bit more trade people than there are actually community folks, but I think a lot of it is that maybe there's a feeling that there's not physical impacts to the community at this time. Although, I've been looking at the presentation I have a few questions and I needed some clarification on the truck trips and the number of ships. The annual -- was that 364 annual ships?

MR. CAMERON: That is correct.

COUNCILWOMAN URANGA: Vessel trips and 10,000 plus truck trips with this project only?

MR. CAMERON: That is correct.

COUNCILWOMAN URANGA: Okay. Well, we all know

1 that here in the communities of West Long Beach and the
 2 two neighborhoods that I represent that there is a
 3 concern for air quality issues. So I've applauded the Port
 4 for increasing on-dock rail because that's something that
 5 we've been talking about in the community for a very long
 6 time. But with that we know there will be increased
 7 truck trips and ship trips as well.

↑ PT(B)-2

8 And so I encourage the Port and everyone to keep
 9 you focused on the best available control technology and
 10 that we have the cleanest and greenest technology, not
 11 only in the construction equipment but also the ships and
 12 the trucks that come into the port. I hope also that
 13 this is going to be built with union jobs and that we
 14 have a livable wage that is going to be given to all the
 15 workers including the truck drivers that come into the
 16 port. I understand that you will have -- is it 30
 17 percent, 35 percent on-dock rail?

PT(B)-3

18 MR. CAMERON: The way it's been estimated, yes.
 19 It's a little bit under 30 percent. There's more to
 20 that, but that's the way we've estimated, yes.

21 COUNCILWOMAN URANGA: Okay. And we'll be
 22 keeping an eye on the construction and the fact that
 23 hopefully the impacts to the neighboring communities,
 24 although, we're not as close to the construction site as
 25 some other communities, but that we do use the cleanest

PT(B)-4

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PT(B)-4 ↑ 1 and the greenest. My concern is for the 710 impacts.
PT(B)-5 ↓ 2 You had talked about fair share participation and future
3 710 improvements and good movement -- improvement
4 reductions. And so if there's any possible way to
5 involve the community as community benefit programs that
6 will allow those communities like myself that live in
7 Wrigley and West Long Beach area that have to live near
8 and around the 710 freeway, that we participate in those
9 benefits -- community benefit projects that will help.
10 Because if there's going to be an increase of 10,000 plus
11 truck trips for this project alone going up and down the
12 710 freeway, that's a tremendous impact.

13 MR. CAMERON: Councilwoman, it's not an
14 increase in 10,000 truck trips. That's an increase by
15 4,000. The baseline is 6,000, when we talk about the
16 existing operations of 2005. So it's really a doubling
17 of the truck trips. Because by virtue of having the
18 on-dock rail we are taking -- it could be on-dock rail
19 with that size of the facility. But a lot of -- the 30
20 percent is coming -- if you look at the increase of
21 doubling the TEUs, half of those TEUs that are being
22 doubled by virtue of the project are going on the rail.
23 So we are increasing by 4,000 --

24 COUNCILWOMAN URANGA: -- 364 vessel trips.

25 MR. CAMERON: That's doubling the existing
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1 vessels.

2 COUNCILWOMAN URANGA: When we consider all the
3 other activity in and around the Port of Long Beach and
4 LA, there is an impact to the community. So I would like
5 to see some kind of committee formed or community benefit
6 committee that would allow those neighborhoods impacted
7 by increased traffic of the 710 to at least acknowledge
8 and give their ideas on what they'd like to see. We know
9 that the 710 construction will be going on the EIR for
10 that for the improvements of the 710 freeway.

11 And so it's just going to be bombarding the
12 whole area of construction. And it's exciting times.
13 You know, business is good. And that means a lot of
14 money for a lot of people, but it also means a lot of
15 congestion and a lot of traffic and a lot of air
16 pollution. So thank you. We will be watching carefully
17 and rest assured that we hope that this is not only the
18 cleanest project but the greenest project, and that's
19 going to ensure we have great jobs and a livable wage.
20 Thanks.

21 MR. CAMERON: Thank you.

22 MR. HENDERSON: Yes. Thank you. My name is
23 Larry Henderson and I'm an organizer with IBEW Local 11.
24 And my area is the two ports and the refineries. And
25 Local 11 represents 8,000 people in the Los Angeles area.

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1 It's the electrical union. And I would like to speak in
2 favor of this project and Local 11 would be very happy to
3 do the electrical construction on this. Thank you very
4 much.
5 MR. CAMERON: Thank you. After Mr. Wargo will
6 be Debbie Karmelich and Mark -- I'm sorry, Maechling.

PT(B)-7
7 MR. WARGO: Hello, my name is Bruce Wargo and
8 I'm the president of Pier Pass. We operate in the ports
9 of Long Beach and Los Angeles. Our offices are at 100
10 Ocean Gate in Long Beach. We're a Long Beach company.
11 I'm here tonight to tell you that Pier Pass does support
12 the Port of Long Beach's plan for the Middle Harbor
13 redevelopment for many important reasons. I think the
14 plan is a timely win win for both the port and the
15 community.

16 There's many examples of that. I'm sure we'll
17 here more of it tonight. This project is critical to
18 improve the environment while growing to support our
19 community needs. Our communities here in Southern
20 California consume a lot of goods and services and these
21 ports are critical to those good movements. It is also
22 critical for the jobs' growth in this region.

23 It's creating over 14,000 jobs, important jobs,
24 good jobs. So this project, I think, is viewed by many
25 people as critical to the future economic development of
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1 the region. This project is also critical to improving
2 the safety and productivity of the port. The Port of
3 Long Beach has already pointed out that these two
4 facilities are the oldest facilities in the port complex
5 and need to be upgraded. And everybody that is in the
6 trade understands that -- the reasons for that.

7 I think it's also very, very important to
8 reiterate that this project has the potential to be the
9 cleanest port development in America and possibly the
10 world. And it would certainly raise the bar dramatically
11 for all other port operations for something to strive to.
12 So we support this project and encourage the port and the
13 community to get engaged in the project as soon as
14 possible. Thank you.

15 MR. CAMERON: Thank you.

16 MS. KARMEILICH: I'm Debbie Karmelich with ILWU
17 Local 63, office clericals. I have been working in the
18 Port for 28 years and we represent approximately 800
19 employees in the Port, and we do support this project.
20 I'm also a resident of Long Beach and I think that we
21 definitely can use the business here in the Port. And I
22 believe that it's -- with this green port project that it
23 will be cleaner. In the literature it says it will be 50
24 percent cleaner than the existing ports are now, and I
25 think we can set an example for the other ports. Thank

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↑ PT(B)-7

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PT(B)-8 1 you.

2 MR. CAMERON: Thank you.

PT(B)-9 3 MR. MAECHLING: Good evening. My name is Mark
4 Maechling and I'm the president of Cal-Lift. Cal-Lift is
5 a 45 year old equipment dealership in Southern
6 California. We provide cargo handling equipment. The
7 Tier 3 and down the road Tier 4 equipment that you were
8 talking about. We are in complete support of the green
9 terminal.

10 We feel it's going to promote commerce. It's
11 going to add jobs. Not necessarily in the ports but also
12 as well outside the ports. We have a hundred employees
13 at Cal-Lift that support the products that we put into
14 the harbor down here. And most importantly, it's going
15 to reduce pollution. You have our complete support.
16 Thank you.

17 MR. CAMERON: Thank you. The next three
18 speakers will be John Cross, Dennis Lord, and George
19 Lang.

PT(B)-10 20 MR. CROSS: Good evening. My name is John
21 Cross. I'm the vice president of West Long Beach
22 Neighborhood Association which represents everything west
23 of the river, north city limits, down to the port on
24 Anaheim Street. I would like to welcome you here as the
25 vice president of West Long Beach Association. We've got

26

1 a few concerns about the project. You said approximately
2 30 percent is going to be on rail?

3 MR. CAMERON: Correct.

4 MR. CROSS: That will leave approximately, off
5 the top of my head, about 350 to four thousand more
6 trucks on the road than those other terminals. Because
7 about 40 percent of the cargo going out of the port
8 leaves the state, if I'm correct. The rest stays in the
9 Southern California area or throughout California and
10 moves by truck anyway. I would like to see you put more
11 on-dock rail to actually handle anything leaving the port
12 that goes out of state. Add a few more rail lines if you
13 have to or whatever.

14 That way you can cut out the extra 4,000 trucks
15 a day that are going up and down the freeways that you
16 expect increased growth on that. I got another concern.
17 Where are you getting all the landfill to fill in between
18 those two ports? Because you got another project coming
19 up -- to clean up and I was told last week there's going
20 to be approximately 900 trucks a day moving in and out of
21 that facility bringing in dirt and taking away dirty
22 dirt. And where are you going to get the landfill to
23 fill in your project?

24 MR. CAMERON: I can't answer that question.
25 That will be identified (inaudible).

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PT(B)-11 ↓

PT(B)-11

1 MR. CROSS: Because if you have to haul it in
2 and you got both those projects going at one time, that's
3 going to take a lot of trucks and you got major traffic
4 problems.

5 MR. CAMERON: The majority of the fill would be
6 actually part of dredging operations. It's a dredge-fill
7 type of material.

8 MR. CROSS: On barges you pull in and drop it.

9 MR. CAMERON: Hydraulic dredging, correct.

10 MR. CROSS: Yeah, but put it on barges, pull in
11 and drop it. If you got both those projects going at one
12 time, there's going to be a lot of trucks just moving
13 dirt around. And on the clean -- you're saying it's
14 going to be 26 percent cleaner. Is that based on the
15 current rate or prospective growth?

16 MR. CAMERON: 26 percent -- if you're referring
17 to the slide --

18 MR. CROSS: Yeah.

19 MR. CAMERON: -- one particular issue and that
20 was the VOCs. That's that full build-out.

21 MR. CROSS: Full build-out with --

22 MR. CAMERON: It's a reduction of existing
23 operations.

PT(B)-12

24 MR. CROSS: Because we've got some major
25 concerns because there's two major rail projects being
26

1 proposed. Something to do with one -- the state project
2 and extension of UP which is a joint powers deal. And
3 those projects are located right next to a school.
4 That's why I would like to see more on-dock rail, so
5 those trains can go right off the dock and up the Alameda
6 Corridor. Thank you.

7 MR. CAMERON: Thank you.

8 MR. LORD: Good evening. Dennis Lord,
9 governmental affairs, So. Cal Gas Company. And we
10 applaud you making some positive change here to the
11 community with this project and we're advocates for
12 responsible change. Given that I would simply like to
13 share and thank the port for having the foresight to do a
14 50/50 split on what the vehicles will be that service
15 this port. And that's half clean diesel and half
16 alternative fuel.

17 But I will remind you that in last week's
18 meeting while compressed natural gas trucks were not
19 authorized or approved as being approved vehicles, we've
20 been working very closely with staff recently citing some
21 very good projects that we've had. For example, LA Metro
22 Bus lead is now converted to the largest natural gas bus
23 lead in the nation. And no longer are residents of LA
24 County having to sit behind a black smoke belching
25 vehicle. FedEx and UPS are cited as folks that are

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PT(B)-13 ↓

PT(B)-13

1 experiencing almost 30 percent decrease in fuel costs and
2 that's a very aspect today.

3 I'll share with you that the West Port
4 (inaudible) is what is proposed for our demonstration
5 project that will be coming out next month. We will have
6 four or five of these vehicles on the road demonstrating
7 that they really do work and are able to do the short
8 haul range for this community. You're citing an increase
9 of 4,000 truck trips.

10 We know that 67 percent of the truck trips are
11 short haul in the port area. That is our target market.
12 To be able to clean up the area for those multiple truck
13 trips by using the cleanest engine possible, which today
14 is six times cleaner on (inaudible) and no diesel
15 particular in the LNG engine. So Port of Long Beach, we
16 applaud you for what you're doing. But don't forget that
17 So. Cal Gas is here to continue to support you.

18 MR. CAMERON: Thank you. After Mr. Lang we
19 have Alan Reid, Mike Duree, and Behjat Zanjani. I
20 apologize.

PT(B)-14

21 MR. LANG: My name is George Lang. I'm the
22 senior vice president of California United Terminals.
23 And I'm here to support this project. As manufacturing
24 jobs leave this country at alarming rates it becomes very
25 important that we have a future for our children. Many

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1 areas around the US would be grateful to be in our
2 position right now. The good news is we are generating a
3 future for our kids. The great news is we will do it
4 with less emissions and cleaner air.

5 The US is criticized worldwide about our lack of
6 consent for the environment, our inability to ratify the
7 protocol, and our excessive use of carbon based fuels.
8 Here before us today is a project that sets the standard
9 for clean marine terminals not only in the US but for the
10 world. I applaud the port for bringing together all the
11 stakeholders on a common theme of green operations. The
12 port will build the infrastructure to support this
13 change.

14 The terminal will purchase environmentally
15 friendly equipment and load 30 percent of all cargo to
16 rail avoiding running the same cargo up the 710 freeway.
17 The trucking community will use clean trucks. The steam
18 ship line will use low-sulfur fuels (inaudible) and
19 install extensive equipment that will allow them to plug
20 into shore power and turn off their generators.
21 (Inaudible) volume will double and emissions will pass.

22 New high paying jobs will be created in both
23 skilled and unskilled capacities. The future is looking
24 bright and clear. Congratulations to the Port of Long
25 Beach for this commitment.

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PT(B)-15

1 MR. CAMERON: Thank you.

2 MR. REID: Good evening. My name is Alan Reid.

3 I'm a local resident. I live about five miles from the

4 port, and I live in the third council district. And I'm

5 directly downwind from the Pier J terminal. I'm here

6 tonight and I appreciate the couple minutes to speak.

7 I'm here as a local resident. I've worked and lived in

8 this area for over 25 years, the last five in Long Beach.

9 And I intend to stay in Long Beach at least the

10 next 10 or 15. And whether I stay here after retirement

11 will depend a lot on how this project goes and in the

12 future ports. As a resident I have a rhetorical

13 question. What took you guys so long? You started in

14 2001 and we're just now at the public comment section of

15 the Environmental Impact Report. And I hope the rest of

16 the project goes a lot faster than this.

17 The changes I've seen around the port in the

18 last few years -- excuse me. You can usually anticipate

19 more boxes, more growth, and squeeze it in. This is the

20 first time I've seen at least firsthand a project that

21 involves increasing environmentally sustainable growth

22 and increasing the size of the terminal. So I'm all for

23 it. I don't represent my neighborhood, but I do

24 represent my family and myself. There's two areas we're

25 really concerned about.

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1 One is the air pollution produced from inside
2 the terminal and you seem to be addressing that really
3 well with the on-dock rail, the alternative fuels, some
4 of the other things that you had up there, the
5 cold-ironing, and I saw something about cleaner harbor
6 craft hybrids, et cetera. The second area we're really
7 concerned about is the air pollution outside the
8 terminal. Most of that is truck trips as I understand
9 it. And I applaud you for the on-dock rail, but we'd
10 very much like to recommend that you try and increase the
11 percentage of on-dock rail.

PT(B)-16

12 Anything we can do to get the trucks out of the
13 neighborhood and the 710 freeway is a plus. As for the
14 trucks, I know you've got a greener truck program where
15 you retire older trucks, but my neighborhood would like
16 to encourage you also to include alternative fuels in the
17 trucks that go outside of the terminals and not just
18 inside. Just going to the latest diesel trucks won't
19 solve the whole problem.

PT(B)-17

20 Lastly, I think we all know that this project,
21 if it does get off the ground, will improve the health of
22 a lot of the local residents. Like I'm said, I'm
23 downwind from the port. I see a lot of retired people
24 walking around down on the boardwalk and Belmont Shores
25 and it would certainly help them, the school kids playing
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PT(B)-18

PT(B)-18 1 around here. I encourage the port for spending the money
2 and getting on with this, but please let's do get on with
3 it. Thank you.

4 MR. CAMERON: Thank you.

PT(B)-19 5 MR. DUREE: Good evening. My name is Mike
6 Duree. I'm also a resident of the third counsel
7 district, and I am the vice president of the Long Beach
8 Fire Fighters' Association. And I come before you this
9 evening to express my support of this EIR. I've had a
10 chance to review the document, and I believe the Port of
11 Long Beach has clearly demonstrated a commitment to the
12 community regarding this project.

13 The project will create thousands of high paying
14 jobs in and around the port and will also maintain those
15 high paying jobs that currently exist. The Port's
16 commitment to creating the greenest port in the world is
17 admirable and should not be taken lightly. This is a
18 huge commitment by the Port and based on the document
19 they're clearly focused on that task. Along with
20 updating the port with new technology and cargo delivery
21 systems the Port continues to invest in public safety
22 infrastructure.

23 The Port's commitment to public safety in and
24 around the port will continue to ensure that those that
25 live, work, and visit the City of Long Beach will have
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1 the highest level of public safety available. Most
2 importantly, the Port's commitment to reducing emissions
3 from trucks, trains, and vessels will benefit the entire
4 Southern California region for years to come. The Port
5 is recognized that more can be done to eliminate
6 pollution and I applaud their efforts.

7 This is responsible growth that will ensure that
8 Long Beach retains its place as a world leader in
9 international trade. It also shows forward thinking by
10 placing an emphasis on public safety that will not only
11 benefit the port but the entire community. I and the
12 Long Beach fire fighters wholeheartedly support this
13 project. Thank you.

14 MR. CAMERON: Thank you.

15 MS. ZANJANI: Good evening. I'm Behjat
16 Zanjani, the owner and the president of Integrated
17 Engineering Management. We are a small construction
18 management, project management firm based in San Pedro,
19 California. On behalf of our company I'm here this
20 evening to express our support of the Middle Harbor
21 Redevelopment Project Draft EIR/EIS. We have a total of
22 15 employees from which seven live in the harbor area.

23 Over 60 percent of our business comes from the
24 ports of Long Beach and Los Angeles. Therefore, our
25 business vitality and employee health are directly

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1 related to the Port's continued development and growth of
2 green facilities. We have been providing services to the
3 Port of Long Beach since 1996 and since then we have
4 personally witnessed the Port's cultural change in
5 building and developing green and emission-free
6 facilities.

7 We along with many others are in support of
8 green growth at the ports. And this project is a great
9 example that demonstrates how future growth at the port
10 can be efficiently managed while mitigating environmental
11 impacts, and it represents an important step to ensure
12 green growth at the ports. As with any healthy business
13 it is imperative to have continuous improvements and
14 operational enhancement. And the Port's facilities are
15 no different.

16 The Middle Harbor facilities are outdated and
17 require upgrade to improve efficiency and performances,
18 which will also allow implementing environmental measures
19 to reduce our emission. If the Port stops their project
20 improvements and growth, soon our company, along with
21 many others who are as small as we are and who specialize
22 in ports and harbor facilities, will be driven out of
23 business. Please approve this draft EIR/EIS and allow
24 the Port to implement their plan for building and
25 operating an efficient and emission-free Middle Harbor
26 ↓

1 facility. Thank you.

2 MR. CAMERON: Thank you. The next three
3 speakers will be Elizabeth Shober, Andrea Hricko, and Hud
4 Warren.

5 MS. SHOBER: Good evening. My name is
6 Elizabeth Shober and I'm here as a resident of Long Beach
7 as well as one of the owners of a company headquartered
8 here in Long Beach. We have a staffing firm that
9 specializes in information technology and finance
10 resources. And in reading this EIR, you know, I, of
11 course, zone in on the number of jobs that are going to
12 be created.

13 While most of the jobs that are going to be
14 created are not information technology and finance based,
15 we have had the opportunity to do some business with port
16 companies currently and of course as resources are needed
17 in those areas, infrastructure and information technology
18 and finance are needed to support that. So from a
19 business standpoint as a small company headquartered in
20 Long Beach, we are in support of the project. The other
21 thing -- and I said this last week and I can't underscore
22 it enough.

23 I've been in the staffing industry for 20 years
24 and something that I talked to my candidates about all
25 the time before they go to an interview is I say, you
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PT(B)-21

1 know, you talk to talk about your assets. You need to
2 talk about what differentiates you from your competition.
3 Why are they going to hire you instead of the person
4 that's coming in after you in the interview. And it's
5 always important to retool your assets and keep them up
6 to the market.

7 And when I look at Long Beach, you know, one of
8 our greatest assets is our ports. And this project is so
9 critical and so important and, you know, to retool our
10 assets so that we remain competitive. We're in
11 competition with Seattle and San Francisco. Bring those
12 dollars to Long Beach and create an environment where we
13 can continue to track that kind of commerce, so we have a
14 long-term sustainable pocket of economic impact on our
15 city.

16 And at the same time this study demonstrates to
17 me that you've been able to balance that thoughtfulness
18 with an ability to improve the quality of life of the
19 residents. And, yes, there is issues with, you know,
20 trucks, you know, can we rebalance the way we have number
21 of trucks or the using rail or, you know, small kinds of
22 balancing. And I think that through the course, as you
23 said, that you had milestones and you're going to do a
24 study, if I heard you correctly, every five years and I
25 think those are the times where you can really -- did I

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1 understand that correctly?

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PT(B)-21

2 Kind of rebalance or reshift the way you maybe
3 tweak some of those fine points. But to underscore what
4 the councilwoman said to have the cleanest and greenest
5 ports where we can really attract the commerce for this
6 city, I think, is just a great opportunity for the City
7 of Long Beach. And I am in full support of the project.
8 Thank you.

9 MR. CAMERON: Thank you.

10 MS. HRICKO: Thank you for this opportunity.
11 My name is Andrea Hricko and I'm with the University of
12 Southern California Tech School of medicine. First I
13 would like to thank the Port of Long Beach staff for its
14 hard work in putting together the Draft EIR/EIS for this
15 Long Beach project and for the various mitigation
16 measures that you have included.

PT(B)-22

17 I was very surprised, however, when I carefully
18 read the document and realized that some very serious
19 health impacts are going unaddressed and that some
20 serious traffic issues are just glossed over. My
21 concerns as always are air pollution and environmental
22 health, especially the need to protect our most
23 vulnerable population, children and the elderly. First,
24 the Port says that construction of this huge terminal
25 will take 10 years and that during those 10 years the

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1 project will not meet the one hour NO2 and 24 hour PM10

2 Thresholds calling this a significant
3 unavoidable impact. The same goes for noise levels
4 during construction. Exceeded and unavoidable. The
5 press release says the project will improve air quality
6 when it is completed. But in fact when completed, both
7 the one hour and 24 nitrogen dioxide limits will be
8 exceeded as would levels of toxic air contaminants.
9 These standards are based on health affects.

10 So the Port must find ways to reduce them. Must
11 find ways to reduce PM10 and noise during construction
12 and NO2s during both construction and operation. I'd

13 like to focus a little bit on NO2 -- that the surrogate
14 for traffic-related pollutants sort of a marker for
15 traffic exhaust. There are other scientists that think
16 that NO2 might itself be a harmful contaminant.

17 Recently, there have been dozens of studies
18 showing a plethora of health affects related to NO2
19 exposure. These include respiratory infections,
20 respiratory (inaudible) wheezing and asthma, reduced lung
21 function, even ear infections. Children exposed to more
22 NO2 use more asthma medications. My scientific
23 colleagues at USC have measured NO2 levels and their
24 relationship to respiratory health.

25 They've done a huge study with 12 -- in Southern
26

1 California, one of which is Long Beach. In fact Long
2 Beach has the -- in the top three communities for the
3 highest levels of NO2. And they link that NO2 exposure
4 to reduced lung function in children, including children
5 in the community of Long Beach. I would like to submit a
6 stack of the studies that have been done by our
7 scientists and other for the record and for the
8 consideration of the final EIR.

9 I believe that this project must solve the
10 significant NO2 impacts that have been identified in
11 these written text that are under CEQA. Thank you.

12 MR. CAMERON: Thank you. I'm going to call the
13 next three speakers. Anthony Otto, Mark Bierei -- I'm
14 sorry, and then Steve Smith. I apologize. I have Steve
15 Smith.

16 MR. WARREN: Good evening. Hud Warren. I'm a
17 small business owner of a small boutique consulting firm.
18 But I'm here as president of the Foreign Trade
19 Association of Southern California which is made up of
20 roughly 300 members, many of whom reside and/or work
21 and/or provide employment in the Long Beach area. We've
22 evaluated this project and we think it's significant that
23 it will create 14,000 new permanent jobs in Southern
24 California.

25 About a thousand construction jobs during the 10
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1 year construction. The project will reduce air pollution
2 significantly from port-related operations at the
3 terminals by fully implementing the aggressive
4 environmental measures contained in the Green Port Policy
5 and the San Pedro Bay Port's Clean Air Action Plan. The
6 redevelopment will reduce air pollution by 50 percent or
7 more and cut associated health risks. This environmental
8 measure will include use of clean trucks, shore side
9 power for ships, low-sulfur fuels, vessel speed
10 reductions, and clean switch locomotives.

11 Air pollution will be reduced at least 50
12 percent existing levels and max objective growth
13 (unintelligible). As a condition of the redevelopment
14 project future tenants of the Middle Harbor container
15 terminals will be required to sign green leases, which we
16 encourage completely. The project will divert nearly 30
17 percent of the total cargo at Middle Harbor terminals to
18 on-dock rail requiring no local truck trips.

19 In addition, the Port is actively participating
20 in the Long Beach 710 freeway improvement planning and
21 environmental review process to help reduce congestion on
22 the 710. For these reasons stated the Foreign Trade
23 Association of Southern California fully supports this
24 program. Thank you.

25 MR. CAMERON: Thank you.

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PT(B)-26

1 MR. OTTO: Hello. I thank you for the
2 opportunity to speak in support of the Middle Harbor
3 Redevelopment Project. My name is Anthony Otto and I'm
4 the president of Long Beach Container Terminal. The
5 Middle Harbor Redevelopment Project is a key component to
6 the Port's movement towards greening its operations and
7 reducing its overall impact on air quality in the
8 surrounding community.

9 We applaud the Port's staff and their tireless
10 efforts to put together an EIS that places environmental
11 mitigation ahead of everything else. The LBCT has worked
12 in partnership with the Port over the past several years
13 on several innovative emission reduction projects. The
14 cutting edge technology that's used in these projects
15 have resulted in major reductions in airborne emissions.
16 Collaborative efforts between the Port of Long Beach and
17 its tenants have forged a way towards significantly
18 cleaner operations.

19 And while these efforts continue the Middle
20 Harbor Redevelopment Project is a perfect example of the
21 next logical step in our industry's movement towards the
22 goal of greener operation and reducing its impact on
23 local air quality. The two existing terminals are old
24 and poorly designed with very little in the way of
25 on-dock rail capacity. The redevelopment of the Middle

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1 Harbor will allow for these two terminals to merge into
2 one very modern and state of the art container handling
3 facility capable of moving cargo more efficiently
4 resulting in major reductions in air pollution.

5 The project would increase on-dock rail
6 infrastructure allowing for more than 1,000 truck trips
7 per day to be removed from off the streets and highways.
8 It would provide shore side power allowing for vessels to
9 plug in instead of having to burn auxiliary engines while
10 in port. It would also allow for the next generation of
11 cleaner, more environmentally friendly container handling
12 equipment needed to further cut emissions. These plus a
13 number of other cutting edge environmental requirements
14 will make this new facility the most environmentally
15 friendly container terminal in the world and will be used
16 as a benchmark for others to follow.

17 Failure to approve this project would perpetuate
18 the current inefficiencies and would kill on-dock rail
19 progress that would remove hundreds of thousands of
20 containers from local streets and highways each year.
21 Approval would mean cleaner operations and a huge
22 economic boost for the City of Long Beach, creating
23 thousands of permanent and high paying jobs for the local
24 economy. For these reasons and so many more we urge the
25 Harbor Commission to approve the redevelopment of the

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1 Middle Harbor. Thank you.

2 MR. CAMERON: Thank you.

3 MR. BIEREI: Hello. My name is Mark Bierei and
4 I've lived in Long Beach for 10 years and pay property
5 taxes since 1991. Although, I'm not a resident of Long
6 Beach at this time. I wanted to congratulate the Port on
7 its recent awards for -- by the EPA for its Clean Air
8 Excellence Award that it just recently received as well
9 as the many other environmental awards that show the Port
10 of Long Beach is aware of its need to improve the
11 environment and implement sustainable development.

12 I support this project fully and I think it
13 meets or exceeds the three key components of sustainable
14 growth. That being community, continuing its success in
15 the compliance, the objective and requirements of
16 (unintelligible). Helping support those funds and the
17 benefits those funds provide. It provides upgraded
18 safety facilities for the public. And let's not forget
19 our national defense.

20 It supports an economic engine that provides
21 high paying and local jobs as discussed many times
22 previously. And provides an improved environment. And
23 that basically is the second topic of a key component of
24 sustainable development in the environment and reduces
25 air emissions. It improves air quality. And it allows
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1 the renegotiation of old leases with new green leases
2 that meet the Port's Green Port Policy.

3 We talked about cold-ironing and vessel
4 reductions, the clean truck program, the implementation
5 of the further limitation of the Cleaner Action Plan and
6 the expansion of on-dock rail. And lastly, from the
7 business and commerce side it allows the Port to continue
8 its worldwide leadership role in sustainable development,
9 contributes to the economic health of the city, the
10 region, and the nation, provides more efficient goods
11 moving.

12 So in summary there's no project alternative is
13 not an option I fully support the development of project
14 number one. It's a win, win, win. It's a win for the
15 city and the community, a win for the environment, and a
16 win for continued economic success of this area and the
17 region. Thank you.

18 MR. CAMERON: Thank you. This is Mr. Smith.
19 After Mr. Smith we will have Mike Morrow, Lori Lofstrom,
20 and Carl Kemp.

PT(B)-28 ↓
21 MR. SMITH: Okay. Good evening. And thank you
22 for the opportunity to comment on the Draft EIR/EIS
23 Middle Harbor Project. I am Dr. Steve Smith and I'm the
24 (unintelligible) supervisor of the California
25 Environmental Quality Act section of the South Coast
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1 AQMD. Before I get started with my comments I want to
2 let you know that AQMD staff has not completed review of
3 the DEIS/DEIR for this project. So my comments are
4 preliminary to provide an indication of some of staff's
5 initial concerns.

6 Before I get started with the specific comments
7 I believe that additional time is necessary to review the
8 DEIS/DEIR because of the sheer volume of the technical
9 data that needs to be reviewed. AQMD staff, however,
10 will be providing comments as necessary by the close of
11 comments. South Coast AQMD staff wants to emphasize the
12 importance of the San Pedro Base Standards and urges the
13 Port to proceed as expeditiously as possible to develop
14 these standards.

15 The AQMD and the public need assurance that
16 individual projects, when cumulatively considered with
17 other port sources, will not interfere with achieving San
18 Pedro Base Standards. Based on staff's initial
19 evaluation of the air quality analysis, staff is
20 concerned that the air quality analysis in the DEIS/DEIR
21 did not account for peak daily emissions. For example,
22 the AQMD recommends that any project with overlapping
23 construction and operational emissions be summed and
24 those emissions be compared to the operational
25 significant threshold.

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1 With regards to mitigation measures it is AQMD
2 staff's understanding based on discussions with Port of
3 Long Beach staff that the lead agencies are committed to
4 using 0.2 percent low-sulfur fuel in the proposed
5 project. Staff is concerned, however, that the DEIS/DEIR
6 does not commit to an implementation time frame for this
7 commitment. Also, the mitigated emissions do not appear
8 to reflect the implementation of this measure. With

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9 regard to new vessels, the DEIS/DEIR does not include any
10 mitigation measures for new vessels built.

11 The AQMD staff believes that the DEIS/DEIR must
12 include an enforceable provision requiring new vessels to
13 be built with advanced controls such as the
14 (unintelligible) catalytic reduction. The economic and
15 technical challenges of retrofitting an existing vessel
16 are far greater than requiring new vessels to be built
17 with advanced pollution control technology. AQMD staff
18 remains concerned that the lack of commitment to require
19 these vessels to incorporate advanced control technology
20 will result in lost opportunities for further control.

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21 AQMD staff is also concerned that a number of
22 mitigation measures like the (unintelligible) strong
23 commitments. For example, mitigation measure AQ5
24 regarding cold-ironing. It states these stipulations
25 shall include consideration of all (unintelligible)

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1 technology that exceed 90 percent of the emission
2 reductions. AQMD staff also requests that mitigation
3 measure AQ9, clean rail yard standard, should at a
4 minimum be consistent with the CAAP measure RS3.

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5 In closing AQMD staff believes that the air
6 quality analysis should exclude reductions required under
7 state and federal regulations that are not a result of
8 implementing the proposed projects versus voluntary
9 reductions from the project required by the court. AQMD
10 staff looks forward to working with you on this project
11 and I'd like to thank you for the opportunity to comment.

PT(B)-33

12 MR. CAMERON: Thank you.

13 MR. MORROW: Hello. My name is Mike Morrow and
14 I am an employee of (unintelligible) Stevenson Company.
15 We're a general engineering contractor based in Long
16 Beach, Signal Hill. I moved to Long Beach 20 years ago
17 and I've been working at the ports of Long Beach and Los
18 Angeles ever since. I'm here to speak in favor of the
19 Middle Harbor Project. And as I'm not much of a public
20 speaker I'll be brief.

PT(B)-34

21 As a business person I support this project
22 primarily for the thousand construction jobs it will
23 create over a period of 10 years. That's 20 million man
24 hours. Probably mostly performed by residents of this
25 area and performed at the prevailing wage rate that will

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1 be considered a good living wage. I also, as a resident
2 of the area, support this project because the 14,000 jobs
3 it will create.

4 Many of my friends and neighbors work at the
5 port and the economic engine that the Port of Long Beach
6 provides is vital to this community. I'd like to see
7 this go forward as it will allow the Port to become more
8 efficient, not just on this terminal but on future
9 projects. And as a parent I'm here to support it in
10 terms of the reduced emissions from a current level,
11 which I think is quite impressive. And also with the
12 increase in rail traffic it will minimize the amount of
13 truck traffic increases and should make the commute
14 better for all of us. So thank you.

15 MR. CAMERON: Thank you.

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16 MS. LOFSTROM: Good evening. My name is Lori
17 Lofstrom. I'm present chair of public policy for the
18 Long Beach Chamber. I'm here tonight on behalf of the
19 Chamber to support the Middle Harbor Project. The Port
20 prides itself as a leader in the green movement,
21 successfully balancing economic need with environmental
22 concerns. This Middle Harbor Project continues its
23 commitment of the Port by the Port's creation of 14,000
24 new and permanent jobs while removing one thousand trucks
25 from the road.

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1 This project will continue to benefit the
2 community by bringing about a thousand a high paying
3 construction jobs over the next 10 years. In order for
4 our economy to grow we must continue to improve and
5 innovate (unintelligible) movement plans. The upgrade of
6 the Port will allow for doubling the capacity with the
7 reduction in health risks. Combined with an on-dock rail
8 expansion plan the Port will be able to more efficiently
9 move goods throughout Long Beach and the nation. This
10 Middle Harbor Project is an environmentally sound
11 certified project that produces over 15,000 new high wage
12 jobs for our cutting edge port, which for our benefit we
13 should all support. The Chamber urges full support of
14 the Port's EIR and it's Middle Harbor Project. Thank
15 you.

16 MR. CAMERON: Thank you.

17 MR. KEMP: Good evening. My name is Carl Kemp
18 and in the spirit of full disclosure I represent
19 California United Terminals and PMSA. But I'm not here
20 speaking on their behalf. I'm speaking as a resident who
21 lives just over the bridge in Wrigley. I'd first like to
22 applaud the Port for its efforts. You've come a long way
23 from the last time you tried to do an EIR. The Green
24 Port Policy is more than just words on paper and has
25 really made the port a model for the world in terms of



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1 what to do environmentally on a terminal. And I really
2 do hope that this project allows those plans to come to
3 fruition, so that the world sees what the most
4 environmentally friendly port actually looks like. This
5 project will give the port one of the largest rail yards
6 in America. And to the points that were made earlier,
7 will take a thousand trucks per day off of the freeway.
8 We'll have 30 percent on-dock rail, which will, by virtue
9 of that alone, sort of -- it eliminates the need to do
10 near-dock rail. So the projects that this community
11 fears to a certain extent will be minimized if this
12 project is successful. Another point that was made
13 earlier was that -- or a question that was raised about
14 the dredging. And I know simply because I used to work
15 at the port. That much of the dredging material will
16 come from other piers, which as those piers develop will
17 have more on-dock rail which will take future trucks off
18 the road and have a better impact environmentally for
19 those communities. So you won't have the trucks move the
20 dirt back and forth that need to be wet down per se. It
21 will be wet when it comes out of the ocean. It will be
22 wet when it goes back into the ocean. And then by a
23 strange twist of faith this dredging will actually be an
24 economic benefit to the marine ecology out at the Port of
25 Long Beach. Finally, I just want to coin a phrase, if I

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1 might, this project gives this community the three Es.
2 It gives this community an environmental benefit. It
3 gives this community an economic benefit. It gives the
4 businesses that work at the port and through the port the
5 efficiency that they need to be successful
6 internationally and I just want to thank you all for it.

7 MR. CAMERON: Thank you. The next three
8 speakers will be Jonathan Glasgow, Allen Yourman, and
9 Larry Perko.

10 MR. GLASGOW: Good evening. My name is John
11 Glasgow. First of all, thank you for your presentation.
12 It's a very exciting project and I am mostly supportive
13 of the project. The one thing that I haven't seen
14 addressed in the EIR or in the presentation is anything
15 having to do with the LA River and the history of the
16 river being re-routed to go past our beaches.

17 Today our beach is totally closed down because
18 of the LA River being re-routed, and I realize it's been
19 going on over a very long period of time back to the '20s
20 and the '30s. But it was done in order to fill in this
21 whole area that we're now seeing a proposal on to fill in
22 even further. So I just think that it's a great
23 opportunity through the EIR process to study the
24 cumulative effects of having built and filled in all the
25 Pier J area and now filling in more of it, as to how did
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PT(B)-37 1 this happen.

2 What is the history of the turning of the river,
3 and are there any possible mitigations over time. I
4 realize that it may not be possible to mitigate it and I
5 realize that the governmental agencies are working very
6 hard on working with upstream cities in order to
7 alleviate the pollution. But that's never going to be
8 totally effective. It's not realistic to think that
9 somebody like Glendale today isn't going to have a sewage
10 spill.

11 So I just think that that's something that
12 should be addressed in the EIR -- is some of the history
13 of how the river was changed, how that decision was made.
14 I lived in the City of Long Beach for 18 years and I've
15 just come to the realization that the whole shoreline
16 area was not filled in with landfill, it filled in itself
17 because the river changed course. That was something
18 very enlightening to me to realize how that whole area
19 got filled in.

20 So I just think that a little bit of development
21 of the history so that we all understand it. Your
22 website already contains a lot of the diagrams of how
23 this happened over time. It's not like it's a secret,
24 but there's a lot of the community that doesn't
25 understand it. So I think that would be useful. The
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1 other mitigation that might be possible is to at least
2 look into possible ways of filtering or cleaning up more
3 aspects of the LA River as it comes out of the area where
4 it comes out now. Thank you.

5 MR. CAMERON: Thank you.

6 MR. YOURMAN: I'm Allen Yourman, representing
7 Yourman and Associates and I'm a principal and founder of
8 the firm. We're a local 20 percent engineering firm that
9 specializes in infrastructure and transportation projects
10 including the ports. The Middle Harbor Project we think
11 is an excellent example of smart growth that leads to
12 additional jobs and helping with the economic viability
13 of our area. It's a continuing example of the greening
14 of the port that I have personally seen in my time with
15 the port as the water in the port has increased in its
16 viability noticeably over the last 25 years. And it's an
17 excellent example of increasing efficiency for our
18 economic progress. We recommend approval of the Middle
19 Harbor Project. Thank you.

20 MR. CAMERON: Thank you.

21 MR. PERKO: My name is Larry Perko. I'm vice
22 president of a company known as Kleinfelder. We're a
23 geotechnical environmental and construction materials
24 firm that has offices here in the Port of Long Beach. I
25 personally have worked for the Port of Long Beach and

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1 Port of LA for 15 years. Through my experience with the
2 Port of Long Beach over this 15 year period I've come to
3 know that these folks expect a lot from their people who
4 work for them. They demand a very high quality of
5 product.

6 They demand a very high quality behavior of
7 their tenants. And I think that this port and this
8 project that's being entertained here today is a
9 representative continuation and an increase in the
10 quality of their expectations. A lot has been said about
11 the environmental aspects that I think are extremely
12 positive, and one thing that may or may not be addressed
13 in the environmental statement of the type that you've
14 prepared here and our viewing currently, is there, I
15 believe, a significant infrastructure improvement in
16 terms of seismic safety for the current -- over and above
17 the current operational facilities that exist here in the
18 current facilities.

19 Some of these port facilities have been designed
20 decades ago and are currently probably reaching the limit
21 of what could be considered as seismically up to par at
22 this point in time. And I don't know if the port has
23 taken account of that as a benefit, but I think it is one
24 that you should seriously consider as a benefit here.
25 With that I'd like to restate that I fully support the --

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1 this project and I would like to see it go forward for
2 the benefit of the community and the benefit of, in fact,
3 the larger community of California and the US. Thank
4 you.

5 MR. CAMERON: Thank you. The next three
6 speakers will be Ron Neal, Kevin Hayes, and Jim Stewart.

7 MR. NEAL: I'd like to thank you for the
8 opportunity to speak in support of Middle Harbor
9 Redevelopment Project. My name is Ron Neal and I work
10 for a shipping terminal in the Port of Long Beach. I'm
11 in full support of this project for many reasons. The
12 most important of which is cleaning up the environment,
13 which has been a goal of our industry for the last couple
14 of years, not only for the men and women that work on the
15 docks each day, but for the residents that live nearby.

16 This project will work towards that goal by
17 taking over a thousand trucks off the 710 freeway. The
18 results will not only relieve traffic congestion but will
19 also eliminate excessive emissions. Secondly, this
20 project will make this the new standard for
21 environmentally friendly terminals. This will be
22 cleanest and greenest terminal in North America and
23 possibly the world.

24 This will send a strong message that the Port of
25 Long Beach is serious about being a green port. In my
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1 opinion the construction of the Middle Harbor
2 Redevelopment Project further exemplifies the Port's
3 commitment to the Green Port Policy. That includes
4 growth of international commerce, an increase of
5 employment opportunities, and ensuring that any
6 improvements are made with the environment and the
7 community as a major priority. Thank you.

8 MR. CAMERON: Thank you.

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9 MR. HAYES: Good evening. My name is Kevin
10 Hayes. I've worked on the docks for 24 years. The last
11 15 years right here in Long Beach. I've also lived in
12 Long Beach for the last 15 years. I live here with my
13 wife and kids. And this is where we live, where we play,
14 where we spend our money.

15 We all know about the economic impact that the
16 ports have. A project like this is good economically.
17 But this is the community, this is the area, this is
18 where I walk my dogs, this is where we go out and walk on
19 the beaches. The potential for this project to clean up
20 the environment -- I know what the ports have done over
21 the last few years and there's a lot of step by step
22 greening of the ports.

23 This project allows for that quantum leap. A
24 giant leap forward into a truly green port. For that
25 purpose, to help keep my community where I live clean and

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1 healthy, I want to express my support for this project.

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2 Thank you.

3 MR. CAMERON: Thank you.

4 MR. STEWART: Hi. I'm Jim Stewart,
5 representing the Angeles Chapter of the Sierra Club with
6 50,000 members in LA and Orange County. I have a
7 question. Am I correct in understanding that the -- by
8 2030, when this is built out, it would be about four
9 times the current level of greenhouse gas emissions?

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10 MR. CAMERON: It's in the document. I don't
11 have it.

12 MR. STEWART: Okay. Fine. Well, that's my
13 understanding is that this is going to be an
14 environmental diaster. The other question I have is
15 whether the on-dock rail is going to be a hundred percent
16 electrified.

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17 MR. CAMERON: Not as proposed in the document.

18 MR. STEWART: So in other words, we're going to
19 be having this on-dock rail, which is going to be run by
20 dirty diesel locomotives. Long Beach may want cleaner
21 locomotives, but I think the feds have said that we have
22 no control over those locomotives. So this is going to
23 emit a tremendous amount of dirty emissions. And in
24 fact, the way I understand it here, is that there is
25 going to be some reductions in the emissions of this

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1 port -- you know, this section of the port by maybe by
2 half of what it is currently now.

3 But of course as our AQMD man said most of those
4 reductions are already required by a statute as the
5 various tiers are implemented for the trucks, and
6 hopefully we'll get some tiers on the rail soon. But the
7 point is that this is basically an environmental
8 flimflam. All of you people -- I mean I am in support of
9 jobs. I mean all of us are in support of jobs but at
10 what cost.

11 I mean the ports of Long Beach, according to the
12 AQMD of Long Beach and LA, kill about 3,000 people a
13 year. There's a hundred thousand hospitalizations and a
14 million lost school days and three hundred thousand lost
15 workdays because of, basically, the particular matter
16 that comes from the ships, the trains, and the trucks.
17 This is not going -- this project has this green tinge to
18 it, but it's not going to stop it.

19 And finally, I want to say that this discussion
20 about the work of building this wonderful new harbor is
21 like rearranging the deck chairs or something like that
22 on a decks of the Titanic as it's about to hit the
23 iceberg. You may not be aware of the fact that the ice
24 is sliding off of Greenland at an increasing rate. This
25 means that as we continue business as usual the sea level

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1 is going to rise 23 feet and the whole port will be under
2 water.

3 I guess the real question that I want to ask the
4 Port's commission is, you know, what did you do, daddy,
5 in the great war on global warming? Did you stop global
6 warming or did you just continue business as usual? Huge
7 increases in global warming gases, huge sea level rises,
8 and all of the other forest fires and crop failures and
9 everything that's already happening with global warming.
10 This is a diaster and we're opposed.

11 MR. CAMERON: Thank you. The next three
12 speakers will be Angelo Logan, Gisele Fong, and I can't
13 pronounce your last name. Ms. Patel. I apologize. And
14 then Shannon Mandich.

15 MR. FARRINGTON: Good evening. My name is Carl
16 Farrington. I'm with the South Coast Interfaith Counsel.
17 Angelo Logan asked me to read the statement that he has
18 submitted. First, he wanted to request an extension of
19 the comment period to 90 days instead of 45 days. First,
20 on the impacts on communities along the 710 and other
21 freeways. The Draft EIR shows that from expansion of
22 this project there will be 3500 more trucks a day leaving
23 the Port of Long Beach than today.

24 Experience shows that a huge percentage of those
25 trucks will be heading up the 710 freeway. Yet I, that

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PT(B)-45 1 is Angelo, says he can find no analysis of what that will
2 mean to our communities of Commerce, South Gate, Maywood,
3 Vernon and other southeast LA cities. The Port really
4 doesn't -- does the Port really think the impact of
5 thousands of heavy dirty diesel trucks affect only
6 Wilmington and Long Beach? What does that many
7 additional trucks a day mean for our parks, our school
8 children, and our residents in the City of Commerce and
9 East LA?

PT(B)-46 10 Secondly, about the impacts on the communities
11 and schools along the Alameda Corridor. From the Middle
12 Harbor Project there will be 2,000 more trains a day
13 along the Alameda Corridor, each with three line haul
14 locomotives pushing and pulling them. That is 6,000 more
15 diesel locomotives a year, 16 more every day going past
16 each Alameda Corridor community from just this one
17 project. I urge the Port to look at the impacts for each
18 community and school along the route of these trains,
19 which does not appear to have been done in this Draft
20 EIR.

PT(B)-47 21 We also urge that the Port consider ways that
22 this project can employ the cleanest diesel, cleanest
23 locomotive technology available for line haul
24 locomotives, not just what the EPA requires over time in
PT(B)-48 25 its rules. Finally, several of the commentators on the

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1 NOP asked for analyzing alternative technology means of
2 moving cargo containers. These included Norman -- Susan
3 Nakamura from the South Coast Air Quality Management
4 District who asked for maximizing alternative non-diesel
5 container ground delivery systems and also Tori Contreras
6 from the City of Commerce who made a similar request.

7 That -- these requests do not appear to have
8 been considered or analyzed. This is an issue that many
9 of us are concerned about. Why were these comments about
10 alternative technology ignored? Thank you.

11 MR. CAMERON: Thank you.

12 MS. FONG: Hi there. My name is Gisele Fong,
13 and I represent Communities for Clean Ports, a nonprofit
14 public education campaign based in Los Angeles. Long
15 Beach is also where I call home and where I'm raising two
16 children. As you know Long Beach, Wilmington, San Pedro,
17 Carson, and other places along the goods movement chain
18 are communities whose air quality and public health have
19 been severely damaged by port operations.

20 That is why we're paying attention and not just
21 your promises and plans but to actual implementation.
22 Because if you fail to deliver on the promises you've
23 made in the past in the Clean Air Action Plan last year,
24 for instance, or the clean trucks program earlier this
25 year, then you make it very difficult for us to put stock

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PT(B)-49 1 in promises like those in the Middle Harbor Draft EIR.

2 The Middle Harbor Project is an expansion
3 project designed to significantly increase the movement
4 of ships, trucks, cargo handling equipment and trains.
5 So we all know that it will increase greenhouse gas and
6 toxic emissions. To minimize those increases all we have
7 are your promises. More specifically mitigation measures

PT(B)-50 8 for Middle Harbor depend on a fully functional and
9 accountable CAAP. And as yet the ports have missed
10 important target deadlines and goals set by the CAAP.

11 For instance, the (unintelligible) standards
12 promised to us in spring 2007 have yet to be adopted.
13 And without them it's unclear how the Harbor
14 Commissioners and staff can adequately evaluate any port
15 expansion project. For an even more recent example, I
16 want to point to Monday's commission meeting. In
17 February this commission passed a clean trucks program
18 that promised at least 50 percent of a new fleet would be
19 alternative fuel trucks that are the cleanest available.

20 But on Monday of this week the Port passed a
21 so-called jump-start program that contained only 140 old
22 fuel trucks, which just means that 25 percent of
23 jump-start trucks are cleanest available. We would like
24 to know what happened. These latest examples make it
25 very difficult to take on faith the Port's new promises
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1 and projects like Middle Harbor. We understand that
2 mitigation measures are difficult and costly, but please
3 remember that the residents are already paying for
4 port-related pollution with our health and with billions
5 of dollars of taxpayer dollars.

6 Expanding port activity will only make it worse.
7 So I ask you to do everything in your power to
8 aggressively reduce emissions from current and future
9 port operations, including fully implementing cleanest
10 available technology standards and making sure that
11 communities are regularly informed about your progress in
12 meeting them. Thank you.

13 MS. PATEL: Hello. My name is Sejal Patel and
14 I'm here today on behalf of the Coalition for Clean and
15 Safe Ports. Last week the coalition sent a letter to the
16 Port dated June 11 requesting 30 additional days to the
17 public comment period. Given the magnitude of the Middle
18 Harbor Project the public's analysis would greatly
19 benefit with more time. I would like to strongly urge
20 you to extend the public comment period for the modest
21 amount of time of 30 days to analyze your great efforts
22 in completing this EIR. The sooner you can inform the
23 public the greater help it will be to those that will be
24 impacted by this project to submit comments. Thank you
25 very much.

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PT(B)-52 1 STAFF MEMBER: Thank you. I'm going to name
2 the next three speakers. And if I may, the court
3 reporter has asked that you clearly speak your name and
4 clearly give your presentation which means probably
5 slowing down a tiny bit, so that she can get accurate
6 documentation. So I thank you for that. If I can have
7 the next people, Shannon Mandich, Michele Grubbs, and
8 Greg Beal in that order of line up.

9 MS. MANDICH: Hello. My name is Shannon
10 Mandich and I work for Hunsaker and Associates. We are a
11 civil engineering and survey firm located in Irvine,
12 California. And we just very simply would like to extend
13 our full support of the project. After reviewing the
14 EIR/EIS document we feel that the Middle Harbor Project
15 is extremely worthwhile and has the potential to bring a
16 lot of benefit to the entire Southern California
17 community. Thanks.

PT(B)-53 18 MS. GRUBBS: Good evening. My name is Michelle
19 Grubbs and I'm the vice president of the Pacific Merchant
20 Shipping Association. PMSA is a trade association
21 representing marine terminal operators and ocean carriers
22 on the West Coast. Our members are responsible for
23 carrying 90 percent of the containerized cargo in and out
24 of West Coast ports. Thank you for the opportunity to
25 speak on behalf of the Middle Harbor Redevelopment

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1 Project.

2 We are pleased to see progress being made in
3 Southern California on port development. It is critical
4 that Southern California ports become more efficient in
5 processing cargo. The San Pedro Bay ports are a critical
6 hub in the nation's movement of commerce. The vessels
7 calling at our ports today are bringing in larger amounts
8 of cargo. Our marine terminals must be capable of moving
9 this cargo in an efficient manner to avoid congestion,
10 minimize pollution, and serve the needs of the market.

11 Today's terminals must also be capable of
12 transferring cargo from the vessels directly to rail to
13 serve the eastbound cargo. We are pleased to see the
14 Middle Harbor Project will have a new large rail
15 facility. The Middle Harbor Project will support 14,000
16 jobs, and we are proud to see that happen in Long Beach.

17 Thank you.

18 STAFF MEMBER: Thank you. If I may, the next
19 three speakers, Larry Keller, Debbie Neev, and Pat
20 Kennedy. Thank you.

21 MR. BEAL: Hello. My name is Greg Beal and I
22 work in Long Beach and I live in one of the surrounding
23 communities and I support the project. Thank you.

24 STAFF MEMBER: Thank you.

25 MR. KELLER: Good evening. Thank you for
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1 allowing me this opportunity to speak tonight. My name
2 is Larry Keller. I'm a resident of Long Beach with
3 significant experience in shipping, ports, and
4 engineering and now with Kennedy (unintelligible)
5 Engineering and Scientists. I'm here to speak in support
6 of the Middle Harbor Project and the tremendous
7 improvements you are proposing. This is because Middle
8 Harbor is the first Long Beach project to which you can
9 apply the impressive array of environmental and
10 operational improvements which you have spent the last
11 several years working on.

12 All of the requests to clean air, better health
13 for all of us, and smart growth, which inevitably must be
14 accommodated. Middle Harbor is your proof of concept and
15 it should move forward quickly to allow the improvements
16 to be put in place now and to be proven on the ground.
17 Let me name a few that I particularly like. Cold-ironing
18 to allow the ships to shut down all of their engines
19 while in port will bring very significant air quality
20 improvements to our city.

21 Middle Harbor will be the largest use of
22 cold-ironing for cargo ships in the port. Use of
23 alternative fuel are all electric terminal handling
24 equipment and trucks will vastly reduce harmful
25 particulars and air pollution in our air. This too is
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1 significant. The small terminals which become Middle
2 Harbor are old, inefficient, and require a great deal of
3 additional truck work that burns fuel and pollutes the
4 air.

5 And new fully-integrated layout will allow
6 cleaner, more efficient operations. Yet another point is
7 rail. Few doubt and most people support the use of
8 on-dock rail in the port. Only one of the Middle Harbor
9 terminals as you pointed out as on-dock rail now, but is
10 old and poorly suited to modern operations and has never
11 been used to full effect simply because of its size and
12 layout. As a result many of the containers that should
13 move by rail now move by truck, first up the 710 to
14 another point of rest at another rail yard.

15 The Middle Harbor changes that. As a result
16 thousands of truck trips will be eliminated as will their
17 traffic and pollution allowing for the ports LNG powered
18 and green -- clean locomotives to move the containers out
19 of the port and on their way. The goods will continue to
20 come and the volumes will grow. There's no doubt about
21 that. We've seen the studies. We know it's going to
22 happen. They can be handled cleanly with the green
23 technologies which you proposed or they can be moved
24 using the old technology and be overwhelmed by the
25 numbers.

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1 And we know that those old methods have negative
2 effects and we all know them well. There is a choice.
3 What you are proposing is a tremendously -- these clean
4 air technologies have not been used anywhere in the
5 world. They need to be implemented now. You can always
6 wait, but to paraphrase an old saying, the perfect is the
7 enemy of the excellence. Let it start here in Long
8 Beach. Let Middle Harbor be your proof of concept.
9 We'll all be the beneficiaries. Thank you very much.

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10 MS. NEEV: Good evening. My name is Debbie
11 Neev and I'm an environmental engineer and a partner with
12 Malcolm Pirnie. And I'm also the past president of the
13 Harbor Association of Industry and Commerce. And I've
14 been involved with the ports for close to 20 years.
15 Although, I know I don't look it.

16 I've seen the commitment that the ports have had
17 particularly the Port of Long Beach recently with the
18 community, with their environmental approaches, and most
19 recently with the Green Port Policy. We fully support
20 and commend the Port of Long Beach for their leadership
21 to embark on this very important project. Goods movement
22 is critical to the United States and to our economy and
23 growth will occur. With the Green Port Initiative the
24 Port is setting an example around the world establishing
25 a benchmark, and I think raising the bar environmentally

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1 to demonstrate that environmental sustainability can be a PT(B)-56
2 companion of growth.

3 It's possible and I think we can make this a
4 reality. This project will create over 14,000 jobs, will
5 increase on-dock rail expansion, and most of all will
6 decrease air emissions overall by 50 percent, taking a
7 thousand trucks a day off the road. We recommend rapid
8 approval of this Middle Harbor Redevelopment Project.
9 It's environmentally sound and it's smart. Thank you.

10 STAFF MEMBER: And after Pat I'd like to call PT(B)-57
11 Dave Zelhart, Margaret Foss, and then Dick McKenna.

12 MR. KENNEDY: My name is Pat Kennedy. I'm the
13 executive director of Greater Long Beach Interfaith
14 Community Organization. Ten churches here in Long Beach.
15 Obviously, we're concerned about the impacts across Long
16 Beach, but most particularly in a couple of
17 neighborhoods. One is right across from the harbor, the
18 Cesar Chavez Park, the Cesar Chavez School, Edison
19 School. That downtown neighborhood.

20 It's going to be 10 years of construction impact
21 plus the 710 and the additional traffic. Second, is West
22 Long Beach with all of the trucks coming up the Terminal
23 Island Freeway. I would hope that that's looked at more
24 deeply in terms of analysis of impact, not only up the
25 freeway and up the terminal island but the Alameda

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1 Corridor but also those particular neighborhoods. You
2 know, it was nice to hear people say there's going to be
3 a thousand reduction in trucks because of rail, but
4 there's 4,000 more trucks.

5 So we go from 5,000 to 4,000. You guys could do
6 better than that. You know, if we're going to do on-dock
7 rail, why don't we talk about maybe a thousand reduction
8 overall in trucks and six thousand more on rail. I mean
9 if we're going to go there, let's go there. Let's not
10 tippy-toe. Finally, it sort of reminds me of the real
11 state boom a couple of years ago.

12 Everyone was saying you got to get in, you got
13 to get in, you got to do it now. A lot of people got in,
14 did it now, and now they're losing their places because
15 they got in when it was too high. Nobody has talked
16 about the fuel prices going up today. No one has talked
17 about the imports going down.

18 We have to do it immediately. Does the economic
19 life frame for the business community or is this
20 something that's really needed at this moment? I think
21 we can take the time to figure out how to do this in a
22 way that's going to really effect the community in a
23 positive way. Thank you.

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24 MR. ZELHART: Good evening. My name is Dave
25 Zelhart, vice president of Pacific Crate Maintenance
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1 Company. Between the LBCT and the CUT terminals I have
2 approximately 120 employees that are full-time performing
3 maintenance, repair, construction tasks, whatever the
4 terminals needs, we're supporting that. I know for a
5 fact that these two terminals have spent hundreds of
6 thousands of dollars on any kind of new technology that
7 can reduce emissions, decrease fuel consumption, use
8 better use of electricity.

9 Anything it's been able to do these guys have
10 done. I've been there. I've been a participant. I know
11 the money has been spent. In addition to the new green
12 terminal that's going to be opened, I know that my
13 employees will enjoy working there. These two terminals
14 are excellent places to work. They care about their
15 employees. And we're very, very happy to call them our
16 customers.

17 We are in complete and total support of this
18 project. I think it's a wonderful idea. In addition to
19 everything else that's going on with the green terminal
20 we also do projects all across the United States and
21 international as well. We know that these two terminals
22 have to be given their right to increase for the
23 technology, for the throughput, for the efficiencies to
24 compete in a world-wide basis.

25 There's terminals opening in Mexico. Canada
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↑ PT(B)-58

PT(B)-58

1 opened a new terminal. The East Coast is booming. The
2 Gulf port, the new Panama Canal lane. With all this
3 competition coming these two terminals have to be given
4 the opportunity to compete on a global basis. If they're
5 not given the right, then you're stifling their growth,
6 their competitiveness, anything they got going on.

7 So once again we stand it complete and total
8 support of this project. Thank you.

PT(B)-59

9 MS. FOSS: Hi. My name is Margaret Foss. I'm
10 a resident of Long Beach. I've been a resident of Long
11 Beach. I've been a resident of Long Beach for 58 years.
12 I live in Old Bluff Park. I'm part of the ILWU
13 workforce. I belong to Local 63. And I'm an LBCT rail
14 planner. I know what my rail can do. The amount of
15 cargo we're able to move just with four tracks is -- we
16 clean out that ship every week.

17 I believe being a resident of Long Beach and
18 seeing the changes over the years, if we don't go in this
19 direction, it's going to make Long Beach a dead end
20 community. Right now the Long Beach freeway is nothing
21 but a parking lot after 2 o'clock in the afternoon. With
22 on-dock rail for every container you put on a train
23 you're going to take a truck off that freeway. With the
24 expansion of the yard it will become a safe place to work
25 for the longshoreman.

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1 And that is one of our big concerns with
2 contracts is safety. So I just want to say that I
3 support this a hundred percent. I'm sorry I'm so
4 nervous. Thank you.

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PT(B)-59

5 MR. MCKENNA: Good evening. I'm Dick McKenna,
6 executive director of Marine Exchange of Southern
7 California. We are the de facto ship operations center
8 for the ports, both Los Angeles and Long Beach. And
9 we're a major participant in the volunteer speed
10 reduction program. Having heard the presentation on this
11 project, I endorse it and recommend it move forward. The
12 only upside to the delays encountered thus far is that
13 we've allowed more improved pollution cutting features to
14 be added to the plan.

PT(B)-60

15 The down side is that as long as the plan is
16 delayed the pollution issues of this part of the harbor
17 are, with one or two notable exceptions, not being
18 addressed. I think Mayor Foster, who campaigned on a
19 platform of improved air quality, has it right when he
20 says that projects like this must start happening if we
21 are to see notable improvements in the quality of our
22 air. Delays of our kind only maintain status quo. The
23 Port's efforts in the Middle Harbor Redevelopment Project
24 go in a significant way to addressing environmental
25 justice.

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PT(B)-60

1 As I was reminded a few years ago there's also a
2 concept of economic justice and that's necessary to be
3 considered in the reconfiguration of the Middle Harbor
4 now that the Port has addressed environmental concerns.
5 The construction jobs, the ensuing permanent jobs, and
6 the economic well-being of the region that
7 (unintelligible) Long Beach will ensure needs also to be
8 considered in the decision process. It is time for this
9 longstanding project to be positively addressed. Thank
10 you for your time.

11 STAFF MEMBER: Thank you. If we could have
12 Mr. Clay Sandidge, following him would be Bob Gonzalez,
13 and then Joe Donato.

PT(B)-61

14 MR. SANDIDGE: Good evening. My name is Clay
15 Sandidge. I'm here representing Weston Solutions.
16 Weston employs over a hundred people in the area. We are
17 in strong support of the project. I'm also here
18 representing Future Ports, which is a consortium of
19 companies and stakeholders in the port area. Future
20 Ports is also in total support of the project.

21 I'm not going to go into detail as many of my
22 predecessors have this evening. I think seeing the
23 presentation this evening we all recognize that it is a
24 vast improvement to the air quality. With the project
25 moving forward it promotes smart green growth, emissions

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1 reductions. One thing that I think has failed to be
2 mentioned today, if the project does not go forward, it's
3 going to divert cargo out of the area.

4 And that's the last thing we can afford in the
5 community. We've run off too many jobs to date. We need
6 to secure jobs and bring more jobs to the economy. And
7 with that said I just want to make it known that Future
8 Ports and Weston Solutions strongly support this project.
9 Thank you.

10 MR. GONZALEZ: Good evening. My name is Bob
11 Gonzalez, general manager of maintenance for Pacific
12 Crane Maintenance Company, PCMC. I was previously
13 assigned to LBCT, Long Beach Container Terminal. I'm
14 currently assigned to CUT, California United Terminal,
15 and MCC, Mitsubishi Cement Corporation, which does
16 perform cold-ironing of vessels. We are in full support
17 of this project.

18 We think it's a great idea. We personally -- we
19 work down there. All of our mechanics work down there
20 and no one is affected more than we are. The port is
21 making great strides to green the port. I commend you.
22 And let's get this project going. We're in full support.
23 Thank you.

24 MR. DONATO: My name is Joe Donato. I'm the
25 current honorary mayor of San Pedro and a dock worker for
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PT(B)-63

1 over 25 years. We are on the front lines. We're the
2 ones who inhale the stack smoke. We're the ones that are
3 there with the older ports, working with the diesels
4 that's coming in. We're working it every day. This is a
5 great project that's going to go forward.

6 This is a win-win situation for the Port of Long
7 Beach and the State of California. This will be the
8 first green terminal within the Port of Long Beach, Los
9 Angeles, State of California and the United States of
10 America. We have the opportunity here. The Port of Long
11 Beach has always been a leader. Here they have the
12 opportunity to be a leader to the rest of the world and
13 put together a model terminal. So that other terminals
14 that are going to be built in the future can reach the
15 goals and surpass the terminals we built here.

16 We had Pier 400 built by MIRFS. We had Pier --
17 the 300 terminal by APL. Neither one of those are green.
18 We need to start looking towards the green area so that
19 our children can breathe cleaner air. I breathe that
20 stack smoke almost every day and hopefully I will be able
21 to see my grandchildren. But the only way it's going to
22 happen is for the individuals that are here today and the
23 leaders to go forward with this green terminal.

24 It is economically correct for the Port of Los
25 Angeles and Long Beach for this to be here. You know,

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1 all around we keep seeing jobs being exported. Stop
2 exporting jobs. Keep the jobs here and the support jobs
3 that go along with the port. There's a lot of people
4 that depend on the port for being there.

5 So every time we grow the port the outer areas
6 grow also. This is an industrial port just like Los
7 Angeles. We need to embrace, make it green, and make it
8 better so we can leave it for our children and beyond
9 that. Thank you very much. Have a nice night.

10 MR. CAMERON: The next three speakers will be
11 Sid Greenwald, Allie McDonald, and Adrian Martinez.

12 MR. MARTINEZ: Hi. My name is Adrian Martinez
13 and I'm here on behalf of the National Resources Defense
14 Counsel. At the outset I just want to say that we are
15 doing a rigorous examination of the environmental impact
16 report and we will be providing extensive comments based
17 on concerns and actually noting what's positive in the
18 project. The first -- at the outset I think I want to
19 mimic what AQMD said is the Port is flying blind here.

20 They don't have San Pedro Bay Standards and
21 because of that they don't have a roadmap for meeting
22 their clean air standards. It's unclear how this project
23 fits in to meeting overall port-wide emission reduction
24 and health risk reduction goals. Without these it's hard
25 for the community and for decision makers to evaluate

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1 this project. The second concern I have is that the
2 mitigation measures remain completely unclear.

3 For example, the project recommends the use of
4 low-sulfur fuel. First of all, there is no timeline
5 for -- with what specific milestones will be met, how
6 much -- what percentage of ships will use cleaner fuels
7 by what date. These and other mitigation measures need
8 to be further elaborated and actually there needs to be
9 peaks to these. Because the lease in the environmental
10 impact report provide a good mechanism to create
11 enforceable ways to reduce pollution. The third issue
12 that came up earlier was the greenhouse gas emissions.

13 I think we need to do better and we're going to
14 propose several mitigation measures that we've asked that
15 the Port and decision makers truly consider and evaluate.
16 A lot of these mitigation measures will actually create
17 jobs. Things like installation of solar panels and other
18 things like that are job creators and good for the
19 community. The fourth issue is, I think, the Port and
20 the materials are confounding two issues.

21 The Cleaner Action Plan is what's going to clean
22 up pollution from the port. As I read this project it's
23 not the project itself. It's implementation of measures
24 and actually ensuring that those programs get implemented
25 and implemented on time. In fact I think it will be very

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1 informative if, when the Port is presenting on this
2 project, to provide analysis of the no project
3 alternative and what the emissions reductions are
4 associated with that.

5 (Unintelligible) no project alternative the way
6 the Port did its analysis emissions go dramatically down.
7 Now this doesn't mean NRDC is supporting the no project
8 alternative per se, but I think it's important for the
9 analysis, and I think what it does show is that the Port
10 needs to go further in mitigating the pollution. And the
11 final thing is I cannot find in the EIR where it says
12 thousands of trucks will be taken off the I-710.

13 In fact, I don't think it's in there. If you
14 look at the no project alternative, in 2030 the truck
15 trips are fewer than what will exist when the project is
16 fully built. And I think there needs -- this project
17 needs to be very accurately portrayed and what's being
18 sold needs to be very accurate. Thank you for having me
19 today and I will provide more extensive comments at a
20 future date. Thank you.

21 MR. CAMERON: Thank you.

22 MS. GREENWALD: Good evening. Thank you for
23 this opportunity. My name is Sid Greenwald. I'm a board
24 member of the Coalition for Clean Air, speaking on behalf
25 of the Coalition, which is the only statewide

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PT(B)-69

1 organization that is dedicated solely to ensuring clean
2 air and healthful air for all of California. The
3 Coalition has not had a chance to fully review the
4 documents, so I'm going to limit my discussion today to
5 the presentation that's been made and to the comments
6 that have been made as well.

7 Your objective up there was to implement the
8 Green Port Plan and Clean Air Action Plan. And it's
9 obvious that the people who are here today are very
10 supportive of the measures within those plans. They are
11 longing what they will bring about and they're good
12 measures, but the problem is that we don't know how we're
13 going to ensure that those are actually achieved. You
14 need to have solid enforceable commitment to guarantee
15 that those measures are actually implemented and that it
16 will achieve their emission reductions in the health
17 improvement targets that they project.

18 The document or at least the discussion relies
19 to a great extent upon implementation measures in the
20 Clean Air Action Plan. And for lack of a better
21 description they already haven't been done. You've
22 already missed many of those measures. And we have no
23 guarantee that they will actually be implemented through
24 this document. As somebody who wrote CEQA documents for
25 many, many years and had my feet held to the fire, one of

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1 the best things about CEQA compared to NEPA is that CEQA
2 asks you not only to identify what the impacts are but to
3 actually mitigate those impacts.

4 And you must have enforceable measures to
5 mitigate those impacts. So most people out here today
6 who supportive of this project because of those
7 mitigation measures have a way to ensure that you enforce
8 them. They must be enforceable. And I would highly
9 recommend that you have a chart with dates and deadlines
10 for those projects, so that your public can make sure
11 that you are doing what you have said those mitigations
12 measures to be. Again, we have not had a chance to look
13 at the document in its entirety and we will be submitting
14 comments later. Thank you.

15 MR. CAMERON: Thank you.

16 MS. McDONALD: Good evening. Thank you for the
17 opportunity to speak. My name is Allie McDonald and I am
18 with the American Lung Association of California. The
19 American Lung Association would like to thank Port staff
20 for the notable efforts to include some very important
21 environmental mitigation measures that will have positive
22 effects on air quality and on the health of California in
23 the future. However, serious public health concerns
24 remain about the amount of air pollution that will be
25 generated from this massive expansion project.

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1 And we are concerned that this project does not
2 mitigate all of the health impacts it will create. This
3 project will dramatically increase the number of dirty
4 diesel trucks, ships, and trains operating at the ports.
5 Meanwhile, the lifesaving goals of the Clean Air Action
6 Plan are not being achieved according to schedule.
7 Without greater compliance to the Clean Air Action Plan
8 and without greater commitments to clean up local sources
9 of toxic air pollution, the American Lung Association
10 remains concerned that the Port is not completely
11 fulfilling its promise to (unintelligible) and mitigate
12 air pollution.

13 We should not have to sacrifice the health of
14 children today for the promise of improved air quality
15 many years to come. Mitigation measures of this project
16 must be greatly strengthened if you're ever going to see
17 a reduction in the astounding numbers of premature
18 deaths, school absences, and lost workdays that are a
19 direct result of California's very high air pollution
20 levels. Thank you.

21 MR. CAMERON: Thank you. The next three
22 speakers, and we're winding down here. I think we have
23 five left. Kathleen Woodfield, James Whelan, and Aubrey
24 Bayley.

PT(B)-71

25 MS. WOODFIELD: Good evening. My name is
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1 Kathleen Woodfield. I'm the vice president of the San
2 Pedro Peninsula Homeowner's Coalition. I'd like to talk
3 about one area specifically of the EIR and make some
4 broader comments. I also have not fully reviewed the
5 document, so these are partial comments. The Draft EIR
6 has to consider meteorological data commonly called MET
7 data, basically, which way the wind is blowing, in its
8 air dispersion modeling.

9 At the time of the modeling there was only one
10 year's data for the inner port and the outer port, which
11 are the two monetary stations for the Port of Long Beach.
12 The data was not readily used and had to be processed for
13 use in the AER (unintelligible) dispersion model. So
14 instead of using the Long Beach data, consultants used
15 data from two ports of LA monitored stations. We would
16 like to request that the METS data be thoroughly checked
17 since it would make such a difference in all of the
18 emissions and health effect calculations if the LA
19 stations were not represented of the conditions in Long
20 Beach.

21 I did my own check and what I found did not make
22 me confident. For instance, at noon today the
23 predominant winds at the inner harbor of the Port of Long
24 Beach were blowing south. At the Port of LA the
25 predominant wind pattern was west. Yesterday the wind

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PT(B)-71 1 conditions were quite different from today, but they were
2 also quite different between the two ports. I couldn't
3 find anywhere in the DEIR where it said that the LA wind
4 monitoring data was compared with the Long Beach to
5 ensure that the patterns were the same and that
6 therefore, substituting LA wind data would yield
7 appropriate conclusions.

8 Wind pattern is a strong drivable factor in air
9 quality as it carries pollutants and particulars. This
10 is an important base from which a lot of conclusions are
11 made regarding health risk. So it is extremely important
12 that the wind pattern analysis is correct. Again, I ask
13 that you please review this carefully to make sure that
14 this substitution is sound. I'm also very concerned
15 about your fact sheet and I'd like to submit your fact
16 sheet because I'd like you to include it in the comments
17 section of the DEIR.

PT(B)-72 18 It is very deceiving in that it does give people
19 the impression, as you have seen through testimony over
20 and over again, that truck trips are actually going to be
21 reduced by a thousand. This is not correct. Truck trips
22 will be increased. So I -- in looking at all of this
23 fact sheet, I don't see anything about increased
24 (unintelligible). I only see inferences of reduction of
25 emissions and in traffic, which is not necessarily the
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1 case. So I'm going to submit that to someone for putting PT(B)-72
2 into the comment section.

3 MR. WHELAN: My name is Jim Whelan. I'm a PT(B)-73
4 longshoreman. I work down there every day. I have my
5 bags of Haul's. And that's not meant to be funny. Most
6 of us carry Haul's, Ricola, bags of them. Sore throats.
7 Any way, I wanted to ask a question. Are you going to do
8 this in asphalt? Are you going to cover the three
9 hundred and some odd acres in asphalt?

10 MR. CAMERON: I believe so.

11 MR. WHELAN: Okay. I'd like to recommend
12 against it. I drive heavy equipment. The equipment is
13 too heavy for the asphalt. Ten years ago, when I
14 started, they used to deck and undeck containers using
15 transtainers. You go over to MIRS right now or Han-Jen,
16 the two newest ports, I haven't been to China in a while,
17 but there's areas you drive through there and it just
18 beats you to death. If you're going to use these
19 electric UTRs, I don't think the batteries are going to
20 tolerate that kind of pounding. Not that there's any
21 battery in the world that will tolerate it. I mean they
22 are really rough. I know that some of the women, pardon
23 me, but this is physiology, do have to wear double-strap
24 bras and sports bras depending on their tolerance of the
25 bumping. But that needs -- you need to think about doing

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PT(B)-73

1 this in something else that will stand a lot heavier
2 weight. Machines weigh 78 to 86 tons and they're only on
3 six wheels. That's probably more weight than a 747 puts
4 down when they land at LAX. Okay. Second thing, do you

PT(B)-74

5 have any plans included in this to move things other than
6 rail and truck besides ships?

7 MR. CAMERON: I don't quite understand the
8 question.

9 MR. WHELAN: Okay. Have you left ways for
10 right-of-ways for the future because at some point maybe
11 you want to use a (unintelligible), Southern California
12 Guideway, the monorail or any of the other 11 systems
13 that have been proposed to move containers in and out of
14 this entire area without the use of -- with combustion
15 being done someplace else, for example, in a stationary
16 plant where it's much cleaner? I didn't see anything
17 that even indicated that you were considering this.

18 MR. CAMERON: This really isn't a Q and A. I'm
19 trying to stay away from Q and A. But to clarify, I
20 think you would need to go back to the document in terms
21 of looking at the rail yard and things of that nature.
22 I'm not sure what you're referring to in terms of a
23 right-of-way, but we've entertained and strongly suggest
24 any written comments.

25 MR. WHELAN: Something other than local
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1 combustion engines and that's what the man -- some of
2 these people have complained about. It still goes up the
3 710 freeway and that should be taken into account. Thank
4 you.

5 MR. CAMERON: Thank you.

6 MS. BAYLEY: Hello. My name is Aubrey Bayley.
7 I work with Leighton Consulting. And I just want to say
8 I support this project for the economic benefits, the
9 clean air initiative, and also for setting an example to
10 the ports in the US and also within the world. So,
11 again, I support this project. Thank you.

12 MR. CAMERON: Thank you. Now we have five
13 officially left. If there's anybody else, please get
14 your cards in now. Cate Salera, Joel Therwachter. I
15 apologize. And Ann Fry.

16 MS. SALERA: Hi. I'm Cathy Salera and I live
17 at -- at the freeway. The Long Beach Freeway at
18 Willow -- West Willow. And everyone here has already
19 spoken my thoughts and my plans and the one
20 (unintelligible) perhaps though that I try to be this
21 subject here for the ports, which I'm glad. I'm for it
22 too. But I'm here want to bring it up -- also bring up
23 the 710 freeway where I live next door, right at the
24 border.

25 So I'm glad that -- I hope that the council will
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PT(B)-76

1 (unintelligible) but I wish this community started with
2 the 710 freeway. So I want it not to be shelved and if
3 anyone can help, the Port of Long Beach can help with
4 money-wise I think. To go on, you know, so that the
5 truck lane and, you know, don't get too many trucks off
6 the freeway, but what about the plan. There was supposed
7 to be extending to the flood control on the east side
8 where they only have truck lanes.

9 That would be easier for the other cars and
10 avoid accident and walls. So I just want to review and
11 bring this up again along with your port improvements and
12 the air pollution and, you know, the trucks. So I know I
13 don't live to see this project, but I wish it would start
14 now while I'm still alive, so I could see the 710 with my
15 neighbors next door is improving and the trucks are on
16 the other side. So I don't hear the rumbling too close
17 to my bedroom. And I want to thank you for this. Thank
18 you.

19 MR. CAMERON: Thank you.

PT(B)-77

20 MR. THERWACHTER: Good evening. My name is
21 Joel Therwachter. I'm a business representative for the
22 International Union of Operating Engineers, Local 12. I
23 represent union members in heavy equipment operators,
24 crane operators, and dredging. Local 12 strongly
25 supports this project. Thank you.

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1 MR. CAMERON: Thank you.

PT(B)-78

2 MS. FRY: Good evening. My name is Ann Fry. I
3 am a resident of Long Beach and a former resident of the
4 San Pedro area. I work for Community Hospital of Long
5 Beach and we have a clinic at Community Hospital called
6 OCC Med 1st. We service the port industries and the PMA
7 through doing both physicals and accidents for their
8 employees. The reason I'm here today is I do support
9 this totally at one hundred percent because I don't think
10 anybody realizes how deep the job cuts really go.

11 Not only at the hospital are having to lay off
12 our personnel, and these are not high dollar personnel.
13 These are medical assistants and also clerks. We also
14 have found that some of our lab services such as Quest,
15 which is a national company, has also contacted me
16 letting me and asking me what is going on because they
17 too are feeling the loss of business. I do understand
18 the objections. I have a grandchild. I live in the
19 area. My grandson spends time with me.

20 But I also feel that we have to have enough
21 faith and belief that the Port will come through and
22 handle all the objections as they have done in the past
23 in doing what they have done to create green ports. So I
24 do recommend that we do vote for this project, so that we
25 may move on and move forward in securing our place in the

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PT(B)-78

1 country as being what we are; the largest and the best
2 port in the world. And having employment because there's
3 going to come a point that we're not going to be able to
4 do that. Thank you.

5 MR. CAMERON: Thank you. Final two. John
6 Tilerthey. I apologize. My pronunciation is horrible.
7 And after that will be John Hilbert. John T. No. Mr.
8 Hilbert.

PT(B)-79

9 MR. HILBERT: Good evening. My name is John
10 Hilbert. I currently live out of the area, but have
11 worked consistently in the LA, Long Beach Harbor for the
12 last 34 years. Implementing this green terminal is very,
13 very important to myself as well as a lot of the workers
14 that work for us in the maintenance and equipment areas
15 of the harbor region. And I approve this project. Thank
16 you.

17 MR. CAMERON: Thank you. That concludes all
18 the speaker cards that I have. Anybody wishing to come
19 up and speak. Going one. Going twice. I want to thank
20 everybody for coming here this evening, those of you who
21 spoke. I would like to remind everybody to submit any
22 written comments myself and/or Dr. An engineers. And
23 have a good evening.

24

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(The meeting concluded at 8:50 p.m.)

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- PT(B)-1.** The comment is acknowledged and appreciated.
- PT(B)-2.** The comment summarizes the annual vessel calls and truck trips associated with the proposed Project. No revisions to the Final EIS/EIR are required.
- PT(B)-3.** The Port has included all feasible mitigation measures to reduce impacts associated with proposed Project construction and operations. These measures are consistent with or go beyond CAAP requirements that include control measures for OGV, trains, trucks, terminal equipment, and harbor craft (see Draft EIS/EIR Section 1.7.2 and 3.2.2).
- PT(B)-4.** The comment expresses concern regarding the I-710 impacts and suggests that a community benefit committee be formed to allow those that live in the vicinity of the I-710 to provide their ideas on mitigation measures and what they would like to see happen with regard to the I-710 improvements programs.
- The proposed project's impact on the I-710 is included in the Draft EIS/EIR. The comment request for the formation of a community group to provide ideas for the I-710 improvement is already underway as part of the I-710 Corridor Project. The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans, is heading up the public outreach. The City of Long Beach I-710 Oversight Committee consisting of Councilmembers Tonia Reyes-Uranga (7th District), Val Lerch (9th District), and Rae Gabelich (8th District), provides technical input to Metro, specifically with the design of the freeway. As conceptual design and environmental analysis progresses, Metro and Caltrans will be working directly with communities adjacent to the corridor to develop appropriate mitigation for identified impacts related to the I-710 improvements that are being studied. Additional information about the I-710 Corridor Project environmental analysis and associated public outreach is available on Metro's website.³⁰
- PT(B)-5.** Please see response to comment PT(B)-4.
- PT(B)-6.** The comment is acknowledged and appreciated..
- PT(B)-7.** The comment is acknowledged and appreciated.
- PT(B)-8.** The comment is acknowledged and appreciated.
- PT(B)-9.** The comment is acknowledged and appreciated.
- PT(B)-10.** The expanded Pier F intermodal railyard would be sized to accommodate all of the containers that are destined for outside the basin, with the exception of those that must be transloaded for transport via rail to the local market.
- PT(B)-11.** Please see response to comment USEPA(A)-6. Section 1.6.3.1 of the Final EIS/EIR has been revised to indicate that the material could come from dredge or borrow areas in the Outer Harbor. All material to be used as fill would be appropriately characterized according to agency-specified testing requirements to determine its suitability for unconfined aquatic disposal. The results of that testing will be provided to the USACE as part of the Section 404 permit application.
- PT(B)-12.** Please see response to comment SCAQMD-7 regarding the design capacity of the expanded Pier F intermodal railyard.

³⁰ http://www.metro.net/projects_studies/I710/default.htm

- PT(B)-13.** The comment is acknowledged and appreciated.
- PT(B)-14.** The comment is acknowledged and appreciated.
- PT(B)-15.** The comment is acknowledged and appreciated.
- PT(B)-16.** The comment is acknowledged and appreciated.
- PT(B)-17.** Please see response to SCAQMD-20. The mitigation of Project truck emissions is being handled through the Port-wide CTP. Alternative fuel-powered drayage trucks are being funded through the CTP. The Board of Harbor Commissioners has established a goal that 50 percent of the trucks funded through the CTP should be alternatively-fueled.
- PT(B)-18.** The comment is acknowledged and appreciated.
- PT(B)-19.** The comment is acknowledged and appreciated.
- PT(B)-20.** The comment is acknowledged and appreciated.
- PT(B)-21.** The comment is acknowledged and appreciated.
- PT(B)-22.** The Project criteria pollutant modeling analysis for construction evaluated scenarios where activities would produce the highest level of daily emissions during any period of construction. Therefore, the analysis identifies the maximum possible ambient pollutant impacts from construction. It is expected that large periods of Project construction would generate emissions that would not contribute to exceedences of the one-hour NO₂ and 24-hour PM₁₀ standards.
- The Project criteria pollutant modeling analysis determined that Project operational emissions would contribute to significant levels of NO₂. However, these impacts would be less than those identified for CEQA Baseline conditions and therefore operation of the Project represents lower levels of NO₂ compared to existing conditions. The HRA performed in the Final EIS/EIR shows that the mitigated Project would reduce cancer risks within the entire Port region compared to existing conditions. Final EIS/EIR **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce criteria pollutant and GHG emissions from proposed construction and operational sources.
- PT(B)-23.** Please see response to comment PT(B)-22. USACE and the Port share the concerns expressed regarding adverse health effects in the Port area. It is the Port's/USACE's goal to apply mitigation to the source of emissions in order to reduce health effects from the Project. The Final EIS/EIR incorporates all feasible mitigation measures (i.e., **Mitigation Measures AQ-1 through AQ-29**) that would reduce NO_x and NO₂ emissions from proposed construction and operational sources that are capable of being accomplished in a successful manner within a reasonable period of time, taking into consideration economic, environmental, legal, social, and technological factors (CEQA Guidelines Section 15364). In its ROD, the USACE will make a determination based on its legal mandates that will commit to full implementation of all measures identified in the Final EIS/EIR.
- PT(B)-24.** The comment is acknowledged and appreciated.
- PT(B)-25.** The comment is acknowledged and appreciated.
- PT(B)-26.** The comment is acknowledged and appreciated.
- PT(B)-27.** The comment is acknowledged and appreciated.
- PT(B)-28.** Your comment is noted and appreciated. In response to public concerns regarding the complexities of the Draft EIS/EIR, the Port extended the public comment period by four additional weeks from July 11, 2008, to August 8, 2008, in order to allow more public

participation. Please see response to comment SCAQMD-9 for additional information regarding the status on the adoption of the SPBS by the Port.

- PT(B)-29.** The response to comment SCAQMD-2 provides an analysis of the peak daily emissions associated with overlapping Project construction and operational activities. The significance of these emissions was determined by comparing them to the SCAQMD daily construction emission thresholds. The analysis used construction thresholds since this overlapping situation is caused by the temporary presence of construction activities. Final EIS/EIR Appendix A-1 provides the assumptions used in the peak daily emissions analysis.
- PT(B)-30.** Please see response to comment SCAQMD-5. **Mitigation Measure AQ-6** requires all Project OGV to use 0.2 percent sulfur diesel in auxiliary generators and main engines beginning in Project year 1, or 2010, or sooner. The emissions and criteria pollutant modeling analyses presented in Draft EIS/EIR Section 3.2.2.3 (Tables 3.2-16 through 3.2-21) assume the use of 0.2 percent sulfur diesel in Project OGV for unmitigated/mitigated scenarios, as it was deemed that this lease condition would have to apply for both scenarios. This was not shown accurately in Draft EIS/EIR Table 3.2-9, but Final EIS/EIR Table 3.2-9 provided updated values. Lastly, the Project HRA only assumed the use of low sulfur diesel in the mitigated Project scenarios. The implementation schedule and monitoring and enforcement mechanisms for Final EIS/EIR **Mitigation Measure AQ-6** are presented in Final EIS/EIR Section 3.2.4, MMRP.
- Final EIS/EIR Section 3.2 assumes that all Project scenarios (unmitigated/mitigated) would comply with the ARB Fuel Sulfur Regulation for OGV, as proposed by the ARB on October 21, 2008. By year 2012, this regulation requires use of 0.1 percent sulfur diesel in auxiliary generators, main engines, and boilers for all Project scenarios.
- PT(B)-31.** Regarding the request for a new mitigation measure for main engine emission controls on new OGV, see responses to comments SCAQMD-8 and SCAQMD-24. It is expected that with the implementation of **Mitigation Measure AQ-11** (slide valves), **Mitigation Measure AQ-6** (low sulfur fuels in OGV), and the introduction of IMO-compliant OGV, the Project OGV fleet would achieve the fleet average NO_x and PM emission reductions recommended in these comments.
- PT(B)-32.** The implementation schedule and monitoring and enforcement mechanisms for all mitigation measures proposed in the Final EIS/EIR are presented in Final EIS/EIR Section 3.2.4, MMRP. The requested mitigation measures is a repeat of what was requested under comment PT(A)-43. Please see response to comment PT(A)-43.
- PT(B)-33.** Regarding the accounting of how existing and proposed regulations and mitigation measures affected the emission scenarios analyzed in the Final EIS/EIR, please see response to comment SCAQMD-31.
- PT(B)-34.** The comment is acknowledged and appreciated.
- PT(B)-35.** The comment is acknowledged and appreciated.
- PT(B)-36.** The comment is acknowledged and appreciated.
- PT(B)-37.** Please see response to comments JG(A)-1, JG(A)-2, and JG(A)-3. Project activities would not significantly affect water quality or impact the Los Angeles River. Consequently, no mitigation measures are necessary. No revisions to the Final EIS/EIR are required.
- PT(B)-38.** The comment is acknowledged and appreciated.
- PT(B)-39.** The comment is acknowledged and appreciated.
- PT(B)-40.** The comment is acknowledged and appreciated.

- PT(B)-41.** The comment is acknowledged and appreciated.
- PT(B)-42.** The comment correctly notes that in 2030, the Draft EIS/EIR estimates that Project sources would generate GHG emissions that would be about 400 percent above those estimated for the 2005 CEQA Baseline existing condition. Specifically, the Draft EIS/EIR estimated that for the 2005, the total CO₂e emissions would be 208,107 metric tons per year, compared to the mitigated Alternative 1, which would produce 920,858 metric tons per year as of 2030. Significantly, under the no Project scenario, because of future growth which will occur even without the redevelopment of the terminals, the terminals would generate 873,289 metric tons per year.
- PT(B)-43.** Regarding future emissions from locomotives that would service the expanded Pier F intermodal railyard, please see response to comment PT(B)-32.
- The comment that the POLB and POLA result in 3,000 deaths per year is unsubstantiated by the commenter. The MATES-III report (SCAQMD, 2008) explains the concept of risk from air pollution: "This refers to the expected number of additional cancers in a pollution of one million individuals that are exposed over a 70-year lifetime." So it provides an estimate of the expected number of additional cancers that could occur in a population, and not the number of deaths. According to the MATES-III report, the cancer risk in the Ports area (analyzed for 2005) is estimated at 1,415 per million as compared to a cancer risk of 853 per million in the SCAB, an increase of 562 per million. Since the latest population estimate in the Ports area for 2005 is 959,761, this means that the expected number of increased cancers would be $562 \times (959,761/1,000,000) = 539$ additional cancers in the population around the Ports as compared to the rest of the LA Basin (assuming that the population was exposed continuously over a 70-year lifetime. The estimated incidence in cancer in the Ports region is $1,415 \times (959,761/1,000,000) = 1,358$ cases of cancer, which does not necessarily result in 1,358 annual deaths. The MATES-III report is available online at <http://www.aqmd.gov/prdas/matesIII/MATESIIIFinalReportSept2008.html>. It will be made part of the administrative record on this project.
- Final EIS/EIR **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce criteria pollutant and GHG emissions from proposed construction and operational sources.
- PT(B)-44.** Your comment is noted and appreciated. In response to public concerns regarding the complexities of the Draft EIS/EIR, the Port extended the public comment period by nearly four additional weeks from July 11, 2008, to August 8, 2008, in order to allow more public participation.
- PT(B)-45.** The Draft and Final EIS/EIR present estimations of annual and daily emissions that would occur from the travel of Project truck traffic between the Port and the first point of rest within the SCAB, including East Los Angeles. These truck trip destinations would include the Bandini and Hobart railyards. **Mitigation Measure AQ-8**, Heavy Duty Trucks, which requires container trucks that call at the Middle Harbor container terminal to comply with the Port's CTP tariff, would reduce localized air quality impacts from Project trucks that travel within the SCAB, including East Los Angeles. Additionally, many other Project mitigation measures would indirectly reduce the impact of Project emissions transported into the City from the POLB and offshore waters. The results of the emissions analyses in the Final EIS/EIR show that the mitigated Project would produce less emissions within the SCAB compared to existing conditions.
- PT(B)-46.** The comment inaccurately states that because of the Project, there will be 2000 more trains per day using the Alameda Corridor. The maximum *annual* train trips estimated for the Project is 2,098 in 2025. The Draft EIS/EIR estimated annual and daily emissions from Project trains that would travel between the Port and the eastern boundary of the SCAB. The Project would generate a maximum of six daily train trips in year 2020. The Draft and Final

EIS/EIR performed dispersion modeling analysis (Impact AQ-3) and health risk assessments (Impact AQ-6) for the highest impacted areas in proximity to the Project terminal. Project impacts beyond this area and north along the Alameda Corridor would be less than those identified in these analyses.

- PT(B)-47.** Please see response to comment PT(A)-43. Implementation of emission control measures beyond those promulgated by EPA on line haul locomotives that service the expanded Pier F intermodal railyard is infeasible, as these sources are not bound by the Project terminal lease agreement. Please see response to comment SCAQMD-6 for more details regarding the Port's lack of jurisdiction over rail lines.
- PT(B)-48.** Please see response to comment SCAQMD-19 for discussion regarding the use of alternative non-diesel container ground delivery systems, including the electrification of CHE. However, the Final EIS/EIR also includes new **Mitigation Measure AQ-7a** which requires the Project terminal operator to replace all diesel-powered RTGs with electric-powered RMGs, as soon as feasible, but no later than the completion of construction in 2020. However, electrification of other CHE is deemed economically infeasible at this time. Nevertheless, to promote an ongoing evaluation of future air emission control technologies, Final EIS/EIR **Mitigation Measure AQ-25** requires the terminal tenant in 2015 and every five years afterwards to review such advancements for the purpose of implementing new feasible mitigations.
- PT(B)-49.** Please see response to comment PT(B)-42 for discussion regarding the increase in Project GHG emissions. Operation of the mitigated Project would reduce emissions of toxic air contaminants compared to those identified for CEQA Baseline conditions. **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce air pollution impacts from proposed construction and operational emission sources. The implementation schedule and monitoring and enforcement mechanisms for all mitigation measures proposed in the Final EIS/EIR are presented in Section 3.2.4, MMRP.
- PT(B)-50.** Regarding progress on the adoption of the SPBS by the Port, please see response to comment SCAQMD-9. Also, please see response to comment PT(B)-49. The Port CTP is in full implementation. Final EIS/EIR **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce criteria pollutant and GHG emissions from proposed construction and operational sources.
- PT(B)-51.** Your comment is noted and appreciated. In response to public concerns regarding the complexities of the Draft EIS/EIR, the Port extended the public comment period by nearly four additional weeks from July 11, 2008, to August 8, 2008, in order to allow more public participation.
- PT(B)-52.** The comment is acknowledged and appreciated.
- PT(B)-53.** The comment is acknowledged and appreciated.
- PT(B)-54.** The comment is acknowledged and appreciated.
- PT(B)-55.** The comment is acknowledged and appreciated.
- PT(B)-56.** The comment is acknowledged and appreciated.
- PT(B)-57.** Thank you for your comment. As noted in Draft EIS/EIR Section 3.5.2.3, the Port acknowledges significant impacts on certain highway segments and is participating in the I-710 Corridor EIR/EIS and Caltrans Project Report. As stated in Draft EIS/EIR Section 3.5.2.3, the Port is presently working with Caltrans, Metro, SCAG, and COG (of which the Port and City of Long Beach are member agencies) on the I-710 Corridor EIR/EIS and Caltrans Project Report. POLB has committed \$5 million to this \$34-million, 42-month study, which was commenced in early 2008. This project entails analyzing potential impacts and advancing

preliminary engineering of the LPS adopted by the communities and participating agencies in 2004/2005. The LPS consists of dedicated truck lanes commencing at Ocean Boulevard, additional mixed flows on I-710 between Ocean Boulevard and Washington Street, and numerous freeway to freeway and arterial street interchange improvements. The POLB, City of Long Beach, and Gateway Cities COG are aggressively seeking federal, state, and Metro funds for the I-710 Corridor. Please see responses to comments RCTC-2, RCTC-3, RCTC-4, CBD-65, and CBD-66.

- PT(B)-58.** The comment is acknowledged and appreciated.
- PT(B)-59.** The comment is acknowledged and appreciated.
- PT(B)-60.** The comment is acknowledged and appreciated.
- PT(B)-61.** The comment is acknowledged and appreciated.
- PT(B)-62.** The comment is acknowledged and appreciated.
- PT(B)-63.** The comment is acknowledged and appreciated.
- PT(B)-64.** Regarding progress on the adoption of the SPBS by the Port, please see response to comment SCAQMD-9.
- PT(B)-65.** Regarding implementation of **Mitigation Measure AQ-6**, which requires all Project OGV to use 0.2 percent sulfur diesel in Project year 1, or 2010, or sooner, please see response to comment PT(B)-30. Final EIS/EIR Section 3.2.4 MMRP has been revised to identify the implementation schedule and enforcement mechanisms for each mitigation measure.
- PT(B)-66.** Final EIS/EIR **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce criteria pollutant and GHG emissions from proposed construction and operational sources. Please see response to comment DOJ-5. The Final EIS/EIR includes several new mitigation measures that would reduce proposed GHG emissions, including **Mitigation Measures AQ-17a** (Solar Carports) and **Mitigation Measure AQ-24** (Mitigation for Indirect GHG Emissions).
- To promote new emission control technologies in the future, the Final EIS/EIR includes a new mitigation measure, **Mitigation Measure AQ-25** that requires the terminal tenant in 2015 and every five years thereafter to review new air quality technological advancements for the purpose of implementing new feasible mitigations. Additionally, the Port is now in the process of developing a CC/GHG Plan. This plan, which will be comprehensive in nature, will examine GHG impacts for all activities within the Harbor District and will identify strategies for reducing the overall carbon footprint of those activities. To further reduce proposed Project GHG emissions, the Port would provide funding to implement additional GHG mitigation measures, which are consistent with the recently adopted Guidelines, through implementation of the CC/GHG Plan. The Final EIS/EIR has adopted these strategies as new **Mitigation Measures AQ-28**, Greenhouse Gas Emission Reduction Program Guidelines. This new measure should result in additional reductions in GHG emissions beyond those that would be achieved through the direct project mitigation measures described above.
- PT(B)-67.** Please see response to comment PT(B)-66. Draft and Final EIS/EIR Section 3.2.2.6 includes an analysis of air quality impacts associated with the No Project Alternative. The No Project Alternative would include fewer emission controls compared to the proposed Project and, therefore, would produce more emissions in the future per given unit of cargo throughput. Final EIS/EIR Table 3.2-9 presents comparisons of the applicable regulations, CAAP measures, and Project mitigation measures associated with each Project scenario.
- PT(B)-68.** The commenter is correct; under the No-Project Alternative, because of the fewer number acres in each terminal, they would handle less cargo and therefore would have fewer truck

trips. However, under the No-Project Alternative the existing Pier F intermodal railyard would not be expanded; therefore, increased truck trips to near-dock and downtown Los Angeles railyards would occur. Please see responses to comments RCTC-2, RCTC-3, RCTC-4, CBD-65, CBD-66, and PT(B)-57.

PT(B)-69. Please see response to comment PT(A)-41. Approval of the Project is dependent upon an acceptable MMRP that identifies all feasible mitigation measures to reduce Project air quality impacts. The MMRP would be certified by the Board of Harbor Commissioners and adopted as a Project lease condition, and would include monitoring and enforcement mechanisms to ensure appropriate implementation of all mitigation measures.

PT(B)-70. Final EIS/EIR **Mitigation Measures AQ-1 through AQ-29** represent all feasible means to reduce criteria pollutant and GHG emissions from proposed construction and operational sources. The mitigation measures proposed in the Final EIS/EIR will become requirements of the Project lease agreement. The MMRP would include monitoring and enforcement mechanisms to ensure appropriate implementation of all mitigation measures.

For examples of how the mitigated Project would reduce air quality and health impacts compared to existing conditions, please see response to comment PT(B)-22.

PT(B)-71. Upon commencement of the Project air quality analyses, the POLB air monitoring stations had yet to collect annual sets of meteorological data that are needed to perform dispersion modeling. Nevertheless, the data collected at the POLA Berth 47 and Wilmington Saints Peter and Paul School (SPPS) sites are representative of conditions that occur within the Project outer and inner harbor areas, respectively. Therefore, the criteria pollutant dispersion modeling analyses (Impact AQ-3) and HRAs (Impact AQ-6) performed in the Draft and Final EIS/EIR produce accurate results within the entire Project modeling domain, including Long Beach. The POLA SPPS station is located 3.5 miles northwest of the Project site, in Wilmington (Inner Harbor). Recent analyses conducted for the POLB concluded that data from the POLA SPPS station is most suitable for dispersion modeling of inland projects within the POLB area (Environ 2007). The ARB has approved the AERMOD-processed meteorological data from the SPPS station; for example, these data were used in a HRA for evaluation of the BSNF Watson Railyard in the Wilmington area (ARB 2007f). Consequently, the one-year of SPPS AERMET-processed meteorological data previously developed for performing the BSNF Watson HRA were used for performing the dispersion modeling analysis for the Inner Harbor operations sources for this Project. The POLA Berth 47 station, located 1.3 miles west-northwest of Angel's Gate and about four miles southwest of the Project site (Outer Harbor). The Berth 47 station is ideally situated to provide meteorological data that are representative of conditions in the Outer Harbor. As part of this HRA, an annual meteorological data set was developed from the Berth 47 data for the same one-year timeframe of the SPPS data that had been processed for AERMOD. The Berth 47 data were processed with AERMET using the same approach as for the SPPS data.

PT(B)-72. Please see response to comment PT(B)-57 and PT(B)-68.

PT(B)-73. Please see response to comments JW-1 through JW-3.

PT(B)-74. Please see response to comment SCAQMD-27.

PT(B)-75. The comment is acknowledged and appreciated.

PT(B)-76. Please see response to comment PT(B)-57.

PT(B)-77. The comment is acknowledged and appreciated.

PT(B)-78. The comment is acknowledged and appreciated.

PT(B)-79. The comment is acknowledged and appreciated.

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