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U. S. ARMY CORPS OF ENGINEERS PUBLIC SCOPING MEETING
FOR THE Port OF LOS ANGELES

REPORTER' S TRANSCRIPT OF PUBLIC SCOPING MEETING

TAKEN ON
THURSDAY, JULY 10, 2003

HELD AT PECK PARK AUDITORIUM
560 NORTH WESTERN AVENUE
SAN PEDRO, CALI FORNIA

LISA ANN VARGAS, C. S. R. NO. 12049

1 APPEARANCES OF THE ARMY CORPS OF ENGINEERS STAFF:

2
3 LI EUTENANT COLONEL JOHN GUENTHER, Deputy District
4 Engineer

5 AARON ALLEN, Senior Project Manager

6 T. L. GARRETT, Marine Project Supervisor

7 ROBERT ZMUDA, Engineering Project Manager

8 APPEARANCES OF THE PUBLIC SPEAKERS:

9 1. Andrew Mardesi ch

10 2. Noel Park

11 3. Joseph Towers

12 4. Mi ri am Mel ton Vi l andeva

13 5. Kathl een Woodfi el d

14 6. Fred Underwood

15 7. James Campeau

16 8. Ei l een Ruth Webb

17 9. John Mi l l er

18 10. Sol edad Garci a

19 11. El ai ne Dugan

20 12. Dani el Zufferey

21 13. Shei l a Burke

22 14. Ben James

23 15. Jacqueli ne Scott

24

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1 SAN PEDRO, CALIFORNIA, THURSDAY, JULY 10, 2003

2 6:35 0' CLOCK P.M.

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5 LIEUTENANT GUENTHER: Good evening: I'd like to get
6 started now, if we could. My name is Lieutenant Colonel
7 John Guenther. I'm the deputy commander for the
8 Los Angeles District of the US Army Corps of Engineers.
9 On behalf of the Corps of Engineers and the Port of
10 Los Angeles, I'd like to welcome you to this hearing.

11 Tonight we are simultaneously conducting two
12 hearings which will present identical information to you
13 the public. Currently, Colonel Thompson, the district
14 commander, is presiding over the simultaneous hearing in
15 Wilmington that is being conducted in Spanish as a
16 courtesy.

17 As you know, the Port of Los Angeles has
18 applied to my agency for permits to construct wharf
19 National improvements at the China shipping terminal.
20 As you also know, some of these improvements, namely
21 those at Berth 100, were previously completed. The
22 current effort is continuing to evaluate the overall
23 larger terminal project, incorporating the previous work
24 at Berth 100 pursuant to the settlement of the recent
25 lawsuit.

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1 Under our Federal Permit program, the Corps of
2 Engineers is responsible for regulating, dredging and
3 filling activities in the Waters of the United States.
4 The Port's proposed activities are regulated under both
5 Section 404 of the Clean Water Act and Section 10 of the
6 Rivers and Harbors Act.

7 Consequently, the Corps has the responsibility
8 to evaluate the environmental impacts that would be
9 caused by granting that permit prior to making the
10 permit decision. In particular, the National
11 Environmental Policy Act, or NEPA, requires that we
12 prepare an Environmental Impact Statement, or EIS, to
13 evaluate the direct, indirect and cumulative
14 environmental effects of the proposed permit and to
15 consider alternatives to the proposed permit. The Port
16 is also required to prepare an Environmental Impact
17 Report, or EIR, to the State of California Environmental
18 Quality Act, or CEQA. In order to efficiently use the
19 government resources, the Corps and the Port have agreed
20 to prepare a single joint EIS/EIR to satisfy both NEPA
21 and CEQA.

22 The purpose of tonight's meeting is to gather
23 input from the public what should be evaluated in the
24 planned EIS/EIR. We are interested in the public's
25 assistance to ensure that we establish the proper scope

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1 for this analysis of environmental impacts and that we
2 identify a proper range of alternatives as well. For

3 purposes of testimony I will hear tonight, I wish to
4 concentrate on issues specifically related to the Port's
5 proposed project at the China Shipping Terminal Berths
6 97 through 109.

7 I would emphasize that the focus of this
8 meeting is on seeking comments on matters to be
9 considered in establishing a proper scope of review for
10 the planned EIS/EIR document permit request, not to
11 necessarily give input on the merits or detriments of
12 the proposal or advice on whether to grant a permit or
13 not. There will be future opportunities for those
14 specific comments during the permit review process and
15 Draft EIS/EIR.

16 I would further emphasize the Corps staff and
17 the District Commander will carefully consider all
18 comments received both orally and in writing.

19 Tonight there will be many speakers, some who
20 are opposed and some who are in favor of the project. I
21 hope and expect that all of you will respect the
22 different views, perspectives and information presented
23 and allow speakers to make their statements without
24 interference. Following this hearing, all parties will
25 be given until August 1st to provide any written

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1 comments.

2 We will begin tonight with the presentation
3 from the Port regarding their particular CEQA
4 responsibilities, following which they will give a 10-

5 to 15-minute visual presentation describing an overview
6 of the project. Following this presentation, we will
7 then take oral testimony from two discrete sessions.

8 The first session will be devoted to hearing
9 from the selected representatives of significant
10 interest groups, including the Port. Because these
11 speakers represent significant numbers of people, they
12 will be allowed up to 10 minutes to make their
13 statements. For the sake of fairness and impartiality,
14 the order of speakers will be randomly determined.

15 The second session will be for members of the
16 public who would like to present their views as
17 individuals. During this session, speakers will be
18 given three minutes to provide their comments. If you
19 would like to speak during this second session, you must
20 fill out a speaker card and give it to one of the Corps
21 staff, if you have not already done so. These staff
22 members are identified by their Corps ID badges, and the
23 card must be submitted before the second session begins.

24 There will be one select deviation tonight.
25 There is one speaker who wants to speak as an individual

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1 for three minutes, but has a commitment in Long Beach at
2 7:30. So we will allow that person to go first after
3 the Port gives its presentation and then proceed into
4 the first session of the 10-minute speakers. All oral
5 and written testimony will become part of the
6 administrative record for this permit application.

7 There is a court reporter present here tonight
8 reporting all proceedings. Once we get the written
9 transcripts of the testimony, it will be published on
10 our website which you found posted or listed in our
11 Public Notice for this hearing and in the Notice of
12 Intent available at the back of the room.

13 Again, if you want to present your testimony
14 to me directly, you must fill out a speaker card and
15 hand it to one of my staff before we start the second
16 session of oral testimony. As you make your comments,
17 please note that on this table there is a speech timer.
18 The light will be green when you begin. When you have
19 one minute left, the light will turn yellow. When your
20 time is up, the light will turn red. Please respect the
21 time limits so that all who desire may have an
22 opportunity to speak.

23 Tonight, at this point, we still do not have a
24 tremendous amount of speakers. So we will probably
25 exercise that three-minute rule a little more laxly. So

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1 if you do desire to speak a little longer than three
2 minutes, we will probably grant that. If you prefer to
3 provide comments in writing, they will be considered
4 equally with oral comments. These written comments must
5 be provided to us at the address listed in the public
6 hearing notice by August 1st.

7 Also tonight when we're calling up speakers,
8 what we will usually do before a person speaks is call

9 the next person so that person can prepare himself and
10 also be ready to come up as soon as the other speaker
11 has finished already. If you need assistance from a
12 spanish-speaking staff member, we have Gabe Silva. He's
13 standing there present to assist you with anything you
14 might need.

15 I would also like to point out Dr. Aaron
16 Allen, who is the senior regulatory project manager in
17 the Los Angeles District, he is sitting next to me and
18 will be calling out the names.

19 I'll ask the Port to begin their presentation.

20 MR. GARRETT: Thank you very much, Lieutenant
21 Colonel. My name is TL Garrett. I'm with the Port of
22 Los Angeles. I'm the project manager for the Port for
23 the preparation of a joint EIS/EIR.

24 Okay. This is a joint document, the permit
25 Lieutenant Colonel Guenther described, it's a Notice of

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1 Intent under NEPA and under CEQA, the California
2 Environmental Quality Act. The official title of the
3 document is Berth 97-109 terminal project also known as
4 China Shipping Phases I, II and III. And the purpose of
5 tonight's meeting, again, is to receive comments from
6 you. And these comments will be used to help us in the
7 preparation of the document.

8 Obviously, we're in the first stage here in
9 the Notice of Intent, Notice of Preparation. This went
10 out for public review on the 1st of July. The comment

11 period is from 30 days and will expire on the 1st of
12 August. Today is the public scoping meeting July 10th.

13 Following this we will be taking your input
14 and will be preparing the document. We anticipate the
15 release of this document for public review in the fall
16 of this year. You'll notice if we don't have exact
17 dates, some that is dependant upon the amount of input
18 we receive during the scoping process.

19 There will be a 45-day public comment period
20 on the joint document. And that's really the
21 appropriate time to make specific comments on the pros
22 and cons of the project. Following the comment period
23 on the draft document, we will finalize and incorporate
24 your comments, respond to them and finalize the EIS/EIR.
25 We expect that to occur in winter of this year, possibly

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1 lapsing into 2004.

2 Board certification, which is the CEQA, the
3 Board of Harbor of Commissioners will be approving and
4 certifying the document as applied under CEQA. And the
5 Army Corps of Engineers will be issuing a record
6 decision sometime after that. We anticipate that
7 happening in spring of 2004.

8 So here are the real elements that we're
9 interested in tonight. We're looking for input from you
10 on the project elements, and we included everything that
11 we should have included. The impact assessment of those
12 project elements, the alternatives. This is very

13 important, have we considered all the feasible
14 alternatives, mitigations that can reduce the impacts of
15 going forward with this program. And, finally,
16 cumulative impacts on the overall scoping program.

17 With that I'm going to turn this over to
18 Robert Zmuda who is the engineering project manager for
19 the Berth 97-109 berth containers terminal project. Now
20 Robert Zmuda.

21 MR. ZMUDA: Thank you TL. Any name is Robert Zmuda.
22 I am the engineering project manager for this Chi na
23 Shipping Terminal project for the Port of Los Angeles.

24 This first slide shows an overview of the
25 entire West Basin of the Port of L. A. with the Vincent

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1 Thomas Bridge visible at the bottom of the screen and
2 the communities of Wilmington to the north and San Pedro
3 to the west.

4 The Chi na Shipping Terminal area is on the
5 south side of the southwest Slip, the southwest slip is
6 this area here (pointing). And the Chi na Shipping
7 Terminal is in this area (pointing). This photograph
8 shows the base line condition before the project in June
9 of 2001. And it shows 40 acres of backland area being
10 used for container storage as it was in June of 2001.

11 The remaining land area of the Chi na Shipping
12 Terminal, which is bounded roughly by the Vincent Thomas
13 Bridge, Front Street and Pacific Avenue was undeveloped
14 land formerly occupied by the Todd Shipyards. And to

15 the north is the Yang Ming Container Terminal and the
16 Kinder-Morgan oil terminal.

17 The China Shipping Terminal is to be built in
18 three phases. This slide shows the first phase. This
19 phase is essentially complete right now and consisted of
20 75 acres of backland improvement, a 1,200-foot concrete
21 container wharf called berth 100 with four container
22 cranes sufficient for a single container vessel and a
23 highway bridge number one to provide a direct vehicular
24 link between the China Shipping Terminal and the Yang
25 Ming Terminal of the north.

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1 This slide shows an aerial photo of the
2 terminal area. This was taken one month ago and
3 essentially shows how it looks right now with all the
4 Phase I elements nearly completed described on the last
5 slide. The 1,200 foot wharf in the foreground with the
6 four container cranes, the 75 acres of backland
7 improvement, and way up in the upper corner the highway
8 bridge number one. Also visible is activity associated
9 with the Channel Deepening Project.

10 This slide shows Phase II of the project,
11 which is to be completed by 2005 and will consist of 35
12 acres of additional backland in three areas, one area at
13 the south end of Berth 100, another area to the north of
14 Berth 100 called Berth 102, and a third area at the west
15 end of the terminal. These three areas are shown in
16 green.

17 1,300 feet of additional concrete container
18 wharf consisting of two pieces, one 924 feet long at
19 Berth 102, and a second piece as a south extension to
20 Berth 100, 376 feet long providing a total of 2,500 feet
21 of wharf with six additional container cranes for a
22 total of ten container cranes sufficient to serve two
23 simultaneous vessels as shown. And a second highway
24 bridge, highway bridge number two, to further improve
25 the vehicular connection between the China Shipping

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1 Terminal and the Yang Ming Terminal.

2 This slide shows Phase III, the third and
3 final phase of the project, which is to be completed by
4 2010 and is to consist of 32 additional acres of
5 backland in three parcels. One, just north of the
6 Vincent Thomas Bridge, a second eight acre parcel at the
7 west end of the project adjacent to the southwest slip.
8 And a third parcel created by realigning Front Street so
9 that it goes around the south side of Knoll Hill instead
10 of the north side as it does now.

11 This is my final slide, which shows all three
12 phases completed terminal, Phases I, II and III, adding
13 up to a total of 142 acres of backland improvement which
14 would consist of 75 acres of Phase I shown in brown, 35
15 acres of Phase II shown in the three green areas, and 32
16 acres in Phase III shown in the three blue areas, the
17 2,500-foot long wharf with ten container cranes for two
18 vessels and the two highway bridges, bridge number one

19 and bridge number two.

20 This concludes my project description. With
21 that, I turn the microphone back over to the Lieutenant
22 Colonel.

23 DR. ALLEN: Thank you. As Lieutenant Colonel
24 mentioned earlier, we're going to allow one speaker to
25 do a three-minute presentation before we start the

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1 groups. So if Janet Gunther will come up. And the
2 first ten-minute speaker will be Andrew Mardesich.

3 MS. GUNTER: Good evening. The communities of both
4 San Pedro and Wilmington have been dealing with the
5 negative impacts of industrial growth for a few decades.
6 Of course, you never know that outside of this community
7 there is not one environmental impact report conducted
8 for any port-related project indicates the negative
9 impact that any place else in this state have been
10 mitigated. Therefore, we must rely on our senses to
11 look around and observe the visible decline of our area,
12 while we read daily about the horrible and deadly
13 existing air pollution which finds all of us potential
14 and likely victims. These are the sad and very real
15 impacts of the Port of L.A's road and development.

16 The previous China Shipping EIRs, which
17 provide a green light to this project, originally were
18 proven severely deficient in a court of law, hence the
19 need now for an EIR. There is no way that the Army
20 Corps or the Port should rely on any of the information

21 provided in those EIRs, which is alluded to I believe in
22 this NOP.

23 The purpose of the China Shipping project, as
24 defined in this NOP, and I quote "is to optimize the
25 container handling efficiency and capacity in the Berth

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1 97 through 109 terminal and improve transportation
2 infrastructure needed to accommodate forecasted and
3 planned increases in volume of containerized goods."

4 This purpose, as stated, is a joke. There are
5 no, absolutely no transportation infrastructure
6 improvements to be made as part of this project.

7 Moreover, a recent article in the L.A.
8 Business Journal, July 7th, points squarely at the
9 existing lack of a sound and efficient way to move cargo
10 through the freeways coming into and out of Ports of
11 L.A. and Long Beach as the very reason shippers are now
12 beginning to move more cargo from Asia to the Panama
13 Canal to the East Coast. And here we are adding more
14 traffic to a situation already well over the top in its
15 capacity.

16 And once again, without foresight or plans
17 related to that increased movement, it's absurd. This
18 terminal is being built within 500 feet of homeowners
19 who will be profoundly affected by pollution, the
20 lights, the noise and the traffic. It is being built on
21 an earthquake fault in the middle of the designated
22 tsunami zone. It is being built in the most precarious

23 place one could possibly build a terminal.

24 If you have any concerns at all relating to
25 terrorism, that is under a public bridge nestled well

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1 into a community next to multiple hazardous and liquid
2 storage facilities and with one of the most likely of
3 our political adversaries China.

4 Wilmington and San Pedro will, indeed, be
5 profoundly affected by this development. The option of
6 some other use related to the Port industry should be
7 seriously considered here. Better yet, the Maritime
8 University with hands-on experience with the Port of the
9 campus part overlooking the Harbor on Knoll Hill. It is
10 time to broaden our horizon and think more clearly about
11 the future of this area and the port's lumbering and
12 mindless way of doing business. We fully expect this
13 EIR to reflect the truth of just how this project will
14 impact us. We will not accept anything less.

15 At this point in time, the communities of
16 San Pedro and Wilmington simply cannot afford to. Thank
17 you.

18 DR. ALLEN: I'd like to call Andrew Mardesich to the
19 podium, and our next speaker will be Noel Park.

20 MR. MARDESICH: I'm Andrew Mardesich, Vice President
21 of the San Pedro Homeowners United and have the position
22 of coordinating the responsibility with the Port. As
23 you are all aware of, we're one of the litigants who
24 successfully litigated both the Port and the Army Corps

1 I want, for the record, you to understand that
2 we are not against the building of China Shipping. We
3 believe we have the need for converse. But we'd ask for
4 a balance. We're a homeowner's organization in north
5 San Pedro next to Wilmington and we are impacted by the
6 China Shipping of the West Basin.

7 Two weeks ago I observed the China Shipping
8 container truck making a U-turn in the school crosswalk
9 of Taper Advent School. We are being impacted
10 negatively by the commerce at the Port. There is no
11 question about it. The one thing we should be clear is
12 there is a history of never admitting damage to San
13 Pedro and Wilmington.

14 If you look at all prior EIRs, you will find
15 no record where there has been negative impact accounted
16 for, acknowledged or recorded to San Pedro and
17 Wilmington referred to as off the Port Lands. In the
18 entire history of the billions of dollars of Port
19 expansion, there has been no project specific mitigation
20 off of Port Lands to San Pedro and Wilmington.

21 Even State and Lands has come out and stated
22 that fact. And they alluded that our problem has to do
23 with zoning by the City of Los Angeles, not the activity
24 in the Port. If you take a look at this EIR, it's going
25 the same direction.

1 Our concern is not what happens on the Port
2 land. That's their business. We don't run it. We
3 don't tell them how to do it. How concern is not
4 productivity, efficiency. Our concern is how we are
5 negatively impacted. That's why we filed a lawsuit.
6 That's what we want to see. We want you not to look at
7 the Port. We want you to look at our community.

8 China Shipping is built, is designed and is
9 just a matter of finishing it off. There is a question
10 of throughput. We don't agree with the hypothesis and a
11 euphemism that this EIR and this project is for
12 efficiency. It increases throughput. That's what we're
13 talking about. It's a new terminal. It's not an old
14 terminal. And it's going to increase throughput.

15 Also, we don't agree with the base line that
16 was stated in the EIR. The number of acres used at the
17 time was limited to 20. Now we're looking at a much
18 greater number. There is no mention of even the
19 aesthetic impact from not being able to see the Vincent
20 Thomas Bridge, which is in a way has directed itself to
21 the Port, but it's on state property.

22 I ask the Corps of Engineers to look at how it
23 impacts our community because these gentlemen do not
24 have that capability in their culture. They've had
25 their jobs for 20 years and they never acknowledged the

1 culpability or held themselves accountable to the local
2 community. So we're going to have to look to the
3 Federal Government to protect us because it is an
4 Environmental Impact Statement and we are being impacted
5 with traffic, as well as pollution. Thank you.

6 DR. ALLEN: Noel park, you're up. And our next
7 speaker will be Joe Towers.

8 MR. PARK: Thank you. The first issue I want to
9 talk about is the air quality issue that other speakers
10 had alluded to. And Dr. John Miller is here. He'll
11 speak about the direct health impact issues. He's much
12 more qualified than I am. He's studied these things at
13 length. I just want to say a few things about it.

14 First of all, Mayor Hahn has said that there
15 will be no net increase in diesel emissions. And
16 specifically that includes the China Shipping Terminal.
17 So we looked at the Corps to mitigate these diesel
18 emissions that are going to come from this increase of
19 throughput down to zero. That means applying best
20 available technology to this project and then going to
21 other terminals in the Port and applying the best
22 technology there as well as to include more reductions
23 to down to zero. That's what we look for the Port to
24 do.

25 We would suggest that the Port and the Corps

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2 suggested and is looking to find ways to implement a
3 program to have ships operating in the coastal waters of
4 California, have the expert tankage on board so they
5 could switch to diesel fuel when they enter the waters
6 of the State of California. I think that's an extra way
7 to mitigate these emissions down to zero. In fact,
8 these emissions should be reduced. These diesel
9 emissions are extremely dangerous.

10 In December of 2000 we wrote a letter to the
11 Port and asked them to do a health risk of analysis of
12 what these diesel emissions were doing to our community.
13 That's supposedly in the process now, but it's not going
14 to be finished by the time this EIR/EIS is proposed to
15 be finished.

16 Likewise, the Port is in the process of doing
17 an emissions inventory so it will know how much
18 emissions it is creating. I think the Port is quite
19 capable of making a good estimate now.

20 We believe it's irresponsible to create
21 another large project, additional large diesel emissions
22 in our community when the Port doesn't know what the
23 health impact is and doesn't know what its total
24 emissions load is. So we have proposed since day one
25 that this project should be held in advance until such

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1 time that these health risks are truly understood and
2 mitigated.

3 Finally on this issue I would note that the
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4 Southern Southwest Air Quality Management District has
5 declared that the diesel health risk increases as you
6 come closer to the source.

7 But if you look at the layout that is shown
8 here of this project, it is right at the doorstep of our
9 community and surrounded by this kind of hilly terrain
10 of Bart Hill and over the Ports Taper School (phonetic).
11 Traditionally the diesel emissions issue has been
12 handled by calculating the amount of diesel emission and
13 declaring it an overriding necessity. We would
14 absolutely object to that. We believe that there is
15 such a concept as the microclimate and that it needs to
16 be investigated, how the air currents and the weather
17 and fog, overcast, whatever other issues may exist, may
18 trap these diesel emissions in this topography and what
19 the true danger is to these surrounding communities.

20 The next issue I want to -- to back up one
21 step, the base line has been referred to here and some
22 other issues technically about the EIR. Since this
23 hearing is held at two places at the same time, our
24 friends in litigation partners of the Natural Resources
25 Defense Council are going to testify in Wilmington.

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1 They, of course, have analyzed this NOP and have
2 technical issues about it. And I want to say for the
3 record that we would like to incorporate their remarks.

4 Moving on to traffic. There's been quite a
5 bit of illusion already to traffic, four billion dollars

6 to upgrade 710 Freeway and 750 million dollars to
7 replace the Gerald Desmond Bridge. I want to speak
8 specifically about the Vincent Thomas Bridge because
9 it's only one aspect, but I think it's symbolic and the
10 Ports co-sponsor traffic study, the Port of Long Beach,
11 has determined the level of service on the Vincent
12 Thomas Bridge in the year 2010 will descend to level of
13 service E and a level of service F. And our
14 understanding of level of services E and F are that E is
15 quite unsatisfactory, poor, and F is gridlock. So in
16 seven years from today, this traffic study, which I'm
17 going to give you these excerpts for the record,
18 predicts levels of service E and F on the Vincent Thomas
19 Bridge. Well, it's a good 750 million dollars to
20 replace the Gerald Desmond Bridge. I assume it's
21 another 750 million to replace the Vincent Thomas Bridge
22 let alone where are you going to put it. So this is a
23 profound impact on our community, which the Port knows
24 it's coming. They don't want to talk about
25 it because -- well, never mind.

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1 And this is also a cumulative impact. The
2 issue of cumulative impact is really important here
3 because there are many other projects in cue behind this
4 project including but not limited to the first Phase II
5 project, which is currently under construction and will
6 begin to generate these diesel and toxic traffic impacts
7 shortly.

8 So this traffic is a cumulative impact. And
9 so all of this needs to be very carefully analyzed. It
10 isn't just what this terminal is going to do. It's what
11 they are all going to do. One thing they are going to
12 do is stop traffic on the bridge and they are going to
13 create huge diesel emissions. So we look to the study
14 of the cumulative impacts.

15 Mr. Garrett suggested what you would do for
16 alternatives. I don't think it is realistic to say
17 maybe you should not build Phase I since it is built.
18 But I would say in light of these traffic impacts that
19 the Port itself is forecasting and the lack of knowledge
20 of ways to mitigate the diesel impacts and the health
21 impacts, that we should seriously consider, seriously
22 consider not building Phase II and/or Phase III.

23 Phase III also includes the rerouting of
24 Harbor Boulevard around and behind Knoll Hill. And,
25 again, there are, among other things, I refer to this

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1 microclimate issue that is going to be right at the
2 doorstep of the neighbors. There are two schools. Bart
3 Hill School is some 1,800 feet away from China Shipping.
4 It is right at the front door of Harbor Occupational
5 Center. I think it needs to be carefully analyzed what
6 all impacts upon those schools will occur as a result of
7 this project.

8 I would also like to touch briefly on the
9 issue of aesthetics. Aesthetics has been treated in our

10 environmental impact reports by denying there is any
11 impact. And, you know, we challenge you to go out and
12 look across the harbor and the cranes and some ever how
13 many hundreds or thousands of acres of asphalt and
14 backland and containers and say there is no aesthetic
15 impact. Those impacts need to be mitigated.

16 We look to the Corps, as Janet said, to bring
17 whatever people are conversant and expert in the area of
18 aesthetic impacts, to study this issue in a real serious
19 manner. Likewise, light and glare, which has been
20 handled in the same way. They say there are a lot of
21 lights out there already. If there are some more, you
22 will never see them. That's basically what the first
23 EIR said, the lights will disappear in the background of
24 existing industrial lighting.

25 Well, you know, that really isn't so. I would

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1 challenge you to go out on the site and ask the Port to
2 turn off the lights and then turn them back on, then
3 determine for yourself if there is an impact of light
4 and glare. Light and glare is recognized as a serious
5 environmental impact. And it's never been addressed in
6 any constructive way here. It's not only bad, but there
7 is the impacts of energy use.

8 So if you stand here in San Pedro and gaze out
9 across the Port at the giant light installation, which
10 is left on all night every night and large parts of the
11 daytime, large parts of it -- there are massive energy

12 consumption issues out there. We look to have someone
13 expert in the area of electricity conservation to study
14 these issues and find ways to mitigate that down to turn
15 lights off if they are not needed and to use lower
16 levels of illumination depending on the level of
17 activity of the terminal and determine how much light it
18 needs to provide "security," quote, unquote.

19 When we get letters from Sacramento that say
20 "Flex your power across the globe" and hear it on
21 television and the Department of Water and Power how to
22 subsidize with new energy efficient refrigerators in
23 your house, maybe put some solar panels on your roof.
24 If you look at the lights late at night, we go "Right,
25 what's that about?"

25

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1 The impact on the rest of the waterfront is
2 clear from the presentation tonight. For example, the
3 Catalina terminal is going to have to be moved for Phase
4 II, Phase III or whatever it is. Where is that going to
5 go? We don't know. Is there going to have to be an EIR
6 for the moving of that terminal? I would assume so.
7 Where are we going to put it? What is going to be the
8 impact? We don't know where it's going. We want to
9 know what the impact of that is going to be on our
10 community.

11 And, finally, I'll just finish by saying -- I
12 want to say one other thing. There is an issue of
13 dividing up of the land use and the dividing up of the

14 community. We talked about that in the Port Community
15 Advisory Committee as we struggled with this NOP. Our
16 feeling is if all of this traffic goes onto Harbor
17 Boulevard -- you know, the original EIRs said there were
18 going to be 117,000 TEUs through this terminal. The
19 Port's latest forecast is one million, six hundred and
20 forty thousand a year. Where are those trucks going to
21 go? We don't know. But if they are on Harbor Boulevard
22 going at the doorstep of these neighborhoods. So if we
23 see huge impacts of more truck traffic on our streets,
24 we feel that that divides up our neighborhood every bit
25 as if somebody came and bulldozed down there.

26

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1 Finally, I want to end by saying I reach out
2 to you all as public employees that we need from the
3 highest duty of a public agency person, the Port of
4 Los Angeles, the U.S. Army Corps of Engineers is to
5 protect the health, safety and quality of life of the
6 citizens that it serves, and that overrides or takes
7 precedence over increasing the TEUs for the Port and ask
8 you to please take that seriously and to protect our
9 health and safety and the quality of our lives here.
10 Thank you very much.

11 MR. TOWERS: Colonel Guenther, staff and gentleman
12 from the Port of Los Angeles, my name is Joseph Towers.
13 I am the executive vice president of the Long Beach
14 Marina Boat Owners Association. We are the
15 representatives of pleasure craft owners and the largest

16 municipal Marina in the United States. And we are
17 located directly downwind from the Ports of Long Beach
18 and Los Angeles unfortunately. Our shoreline drive
19 marina consists of 1,800 vessels. And we have 300
20 living in those vessels. Every day at the shoreline
21 marina we have a particular rain of dark black particles
22 descending in our nice white boats. These boats have to
23 be washed down every day.

24 Now, up until September of the year 2002 our
25 members were quite willing to put up with this in the

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1 interest of forwarding and supporting interstate
2 commerce. In September of 2002 the EPA came out with
3 the document stating that this particular matter,
4 particularly diesel dust, was a carcinogen. And that
5 caused us to sit up and take notice. In fact, the ports
6 of Long Beach and Los Angeles have created what
7 environmentalists have happily called a diesel death
8 zone. And that diesel death zone is most prevalent
9 directly downwind of these ports. The winds are
10 always -- or mostly always from the southwest or the
11 west and those winds bring all this particulate stuff
12 right into our shoreline marina.

13 Now, I understand that this is a scoping
14 meeting. And I would like to offer some suggestions as
15 to the scope of what is to be considered. I know I
16 don't have to say this to the Corps of Engineers people
17 present. But Federal regulations 40 CFR 1502.15,

18 clearly stated and I quote, "Environmental Impact
19 Statement shall succinctly describe environment of the
20 area to be affected or created by the alternative under
21 consideration."

22 Our interest is in air quality and air toxics.
23 And we ask that in this scoping meeting particular
24 attention be given to describing the existing air
25 quality toxics that exist in the areas surrounding the

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1 Port of Los Angeles. Our experience in reviewing Port
2 generated Environmental Impact Statements has been
3 dismal. We have recently reviewed an Environmental
4 Impact Statement put out by the Port of Long Beach which
5 was a masterpiece of lies, deceit and misinformation.
6 In fact, so much so that the Port of Long Beach has had
7 to withdraw that Environmental Impact Statement. We
8 hope that you gentlemen from the Port of Los Angeles
9 will not engage in this type of deceit and this type of
10 chicanery. We will be very carefully monitoring what
11 you present and we will be very carefully considering.

12 Let me state for the record, the Long Beach
13 Marina Boat Owner's Association is not opposed to
14 interstate commerce. We are not opposed to creating
15 jobs, particularly in these times. We do support an
16 intelligent, responsible approach. And we support
17 mitigation measures which are of record and well-known
18 to the public. Right now Mayor Hahn has been trying to
19 get electrification. We support that. We think it is

20 important as a mitigation measure and we ask that in the
21 scoping meeting, in the scoping document mitigation
22 measures be given a very important and significant role.
23 There are a number of others. I won't waste your time
24 today trying to describe them. I think you know them
25 better than I do. Thank you very much.

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1 DR. ALLEN: Thank you.
2 MS. VILLANDEVA: Hello. We're so happy --
3 DR. ALLEN: Just a second. The next speaker will be
4 Kathleen Woodfield. And go ahead and state your name to
5 make sure.
6 MS. VILLANDEVA: Miriam Villandeva. Thank you.
7 We're so happy to be here and be able to see -- and I'm
8 so happy to hear my esteemed citizens of San Pedro. I
9 come from a perspective of walking around town with my
10 little one. And so I brought some pictures. This is an
11 example of what you have to walk by. There is not even
12 a sidewalk here. And this is where you would walk.
13 This is a typical -- typical place. And this is the
14 part of the phase that's already built and already done.
15 I'm thinking, well, when we walk from Taper School where
16 my husband is a teacher, we go to the point where all
17 that work is done. So let's say we want to go visit the
18 festival because it's very important to local history
19 and really connecting to, you know, the history and the
20 economy. And there is really no way to get there.
21 There is no way to walk that's safe. This is a few

22 blocks away.

23 I would like to say as mitigation we take into
24 consideration the whole route. This is a satellite
25 photo. And the route from the bridge we connect up

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1 Phase I, they are planning right now along Front because
2 I don't think we need to disconnect from the water more.
3 And it would be rounding Front Street. That would
4 really be a disaster. We need to think of something.
5 This is what we have right now. I mean, this is
6 literally what we have to walk on. And then we have
7 berms. And this is actually more space than this
8 picture. I don't know if you guys saw this picture.

9 And so I really see a corridor working that
10 way along to underneath that -- see that bridge? That
11 first bridge I see as being part of a walkway and
12 actually adding that second bridge for trucks, but that
13 first bridge actually being part of -- I guess that's 15
14 square feet from the street, like 10 or 15 square feet
15 of multiple use, biking, skating and, you know, being
16 able to walk to where we need to. The state park that's
17 underneath the freeway there, that could be a really
18 great, you know, central place. Thank you.

19 DR. ALLEN: Thank you.

20 MS. VILLANDEVA: Can I show one more picture?

21 DR. ALLEN: Go ahead.

22 MS. VILLANDEVA: This is a picture of the ground
23 view of the cranes. It's literally right there and it's

24 as big as the bridge. It's like, would they allow that
25 at the Golden Gate Bridge?

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1 DR. ALLEN: Thank you. Kathleen Woodfield. And
2 our next speaker will be Fred Underwood.

3 MS. WOODFIELD: Good evening. I ask, where is the
4 common sense? And then I remembered that this was
5 probably designed before 9-11. The place of this
6 terminal from a safety perspective is the wrong place.
7 They have backlands which there are going to be storage
8 containers under the bridge. So how many are they going
9 to stack over the bridge? They are going to have cranes
10 that are so close to the bridge that they have found out
11 that some new designs cannot even move because it will
12 actually hit the bridge.

13 I want to draw your attention to 15D which
14 says -- which is the question, substantially increase
15 hazards due to design feature, sharp curves or dangerous
16 intersections or incompatible uses. They are saying
17 less than significant impact.

18 I state to you, this is beyond a potentially
19 significant impact. This is a critical impact. Our
20 safety is going to be put at risk in a way no other
21 project has ever put us at risk. It is because this
22 terminal is located too close to the community, too
23 close to the bridge. It draws too much attention to
24 itself in terms of terrorism.

25 I'd also like to say that this project

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1 requires that the risk management report be opened up
2 and re-evaluated because -- and just the other night
3 Dr. Appy was saying that the reason all of these liquid
4 facilities, storage facilities are safe for various
5 reasons are shown in this magic plan.

6 Catalina terminals berm Phase III is going to
7 have to be moved, but nobody knows where it's going to
8 be moved to. So there is another potential unknown that
9 is not being addressed in this EIR. I'd also like to
10 have a meaningful explanation as to why when Vincent
11 Thomas Bridge the people on that project had to jump
12 through hoops because of migratory birds. And the
13 Coastal Commission plan stated a very specific
14 lighting -- turn off the lighting at certain times and
15 yet these cranes, which the lady before just mentioned,
16 are taller than the bridge, have no restrictions on them
17 whatsoever on their lighting. I would like a meaningful
18 explanation for that.

19 I also want to say in terms of location how
20 seriously dangerous this location is. I came off of
21 Knoll Hill and was almost hit by a truck even though we
22 both had the green light. He's taking a left. I'm
23 taking a right. I have the right of way. It doesn't
24 occur to him that I'm there. He thinks he just has free
25 movement, but, hey, there is Knoll Hill. There is

1 actually oncoming traffic. I would like to know how you
2 go about even considering mitigating for something like
3 causing a bridge to be in danger, causing an entire town
4 to have no evacuation ability in a disaster. How do you
5 go about mitigating that? I don't think you can.

6 And, therefore, I say this is the wrong place
7 for a shipping terminal. A shipping terminal does not
8 belong in this place. It's wrong. You need to look for
9 another industry to put here, not the shipping terminal.
10 Thank you.

11 DR. ALLEN: Thank you. Fred Underwood is the next
12 speaker, and then James Campeau.

13 MR. UNDERWOOD: First I would like to thank you, the
14 Corps the Engineers and the Port, to have an opportunity
15 to come here and speak on the different viewpoints.

16 I would like to know whether or not the EIS
17 and the EIR will contain detailed discussions regarding
18 the following. The long-term need justification for the
19 project and what happens if its growth demands that are
20 projected do not materialize.

21 Secondly, the evaluation of other Port sites
22 for this project and why this site was determined to be
23 the best location for this project.

24 Third, the placement of project improvement
25 on-site prior to consummation of the EIS/EIR process and

1 how does after the fact EIS/EIR protect and enhance the
2 quality of life of the affected people.

3 On the scoping handout issues, I would like to
4 see added discussion on the risk of developing a
5 contaminated site under the alternatives of that same
6 scoping document. I would like to see a thorough
7 evaluation of all potential sites and their ranking.
8 Thank you very much for an opportunity.

9 DR. ALLEN: James Campeau. State your name.

10 MR. CAMPEAU James Campo. I would like to thank
11 everybody for coming here tonight. I think that's
12 pretty important. Every Environmental Impact Report
13 I've read or impact study I've read is pretty much --
14 doesn't affect anything. It really doesn't mean
15 anything. So I think it's a joke. I think what isn't a
16 joke is the traffic that's really significant. The only
17 street I think worth exiting for people coming out of
18 town of San Pedro is Harbor Avenue. That's the
19 prettiest street. You have a nice, beautiful look at
20 the bridge. And I think it's about the classiest place
21 in San Pedro as far as having someone come to San Pedro
22 and looking at this town from an objective perspective.

23 I see trucks coming from -- coming westbound
24 from Vincent Thomas exiting onto Harbor Avenue. And
25 then where the lanes merge, there are braking trucks

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1 going sideways almost hitting each other. It's such a

2 traffic jam right now. And I think when you guys get to
3 full speed as far as operation, it's just -- you just
4 won't be able to move. And Gaffey is pretty much
5 impossible. So we're kind of stuck. We don't have a
6 place to -- Harbor used to be a good street to be able
7 to get to the other side of town because it moved.
8 That's being taken away from us. The point was
9 mentioned about the lights, of course.

10 And, you know, the Environmental Impact Report
11 will say, well, no significant impact on the
12 environment, but, what are you basing it on? Yes, there
13 are so many lights out there. So what are 200 more
14 lights? It won't make a difference, but it all becomes
15 a joke when you look at it that way. The air quality,
16 all these points everybody brought up are really
17 important. Nobody is being paid to come here tonight.

18 Do you guys live in San Pedro at all may I
19 ask? Oh, good. I think the bridge is about -- again,
20 I've said, someone mentioned San Francisco bridge is
21 pretty. People stop and look at bridges. Those are
22 things worth building. I think engineering-wise it's an
23 amazing thing, landfilling. I don't know anybody else
24 who could get away with it better than the Port of Los
25 Angeles or the Federal Government. Dumping dirt right

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1 into the open water. I thought the 400 acres at Pier
2 400 was going to take all the congestion away from us
3 that these cargos can be loaded onto rail and they were

4 going to go down the Alameda corridor and we were going
5 to be free of the diesel spewing trucks that cost \$2,500
6 that anybody could drive anyway. Looks like it's just
7 going forward.

8 The Catalina Terminal, if that's going to
9 move. Already the World Port Cruise Center is lost, the
10 big cruise line, that Celebrity Cruise, they won't go
11 over to Long Beach and I imagine this -- the, you know,
12 cruise ships will be gone, too. So it's pretty much an
13 industrial, what we're looking at, industrial cargo
14 terminal San Pedro. We were trying to have it kind of a
15 place where people, the community and tourists could
16 live with the Harbor here, but it doesn't look too good.

17 So I hope you will keep everybody's thoughts
18 here in mind when you go forward. Thank you for the
19 opportunity of speaking.

20 DR. ALLEN: Thank you. Right now we have two more
21 speakers. The first will be Eileen Ruth Webb. And the
22 person on deck is John, John Miller. And if anybody
23 else would like to speak, now is the time to fill out a
24 card in the back of the room and get it up here. But
25 right now if Eileen Webb could come to the podium.

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1 MS. WEBB: Good evening everybody. I thank you for
2 the opportunity to speak. My name is Eileen Webb. I'm
3 a San Pedro resident. The basic concerns regarding the
4 NOI, NOP, I think that new data should be used, current
5 time data given our current state of affairs post

6 September 11th environment. My major concern is
7 regarding the security in San Pedro, regarding the
8 location of the terminal underneath the Vincent Thomas
9 bridge to the north side taking up the 142 acres almost
10 up to the Los Angeles Harbor Division station. It is in
11 a focal point of traffic networking that is not
12 addressed in the environmental report suggested topics
13 where you have the conjunction of three roads that are
14 draining the traffic of the city which are Harbor going
15 into Front Street, Pacific Avenue and Gaffey Street
16 which comes together at channel and they access to the
17 Vincent Thomas Bridge and they access to the Harbor
18 Freeway.

19 It's sitting right on top of a police station
20 and two schools. If something were to happen with the
21 bridge and anything that happened at that facility,
22 San Pedro has no emergency service and it has no way to
23 take care of itself.

24 In the late '70s there was an explosion of the
25 fuel tank from the Harbor. And given the topographical

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1 configuration of the hill, there was a lot of structural
2 and glass damage throughout the city due to an open
3 blast from a tanker. I personally had the experience of
4 touching the sides of people's stoves that had glass
5 embedded and they are a mile away, two miles from the
6 site of the blast. Blue glass shot in their houses and
7 embedded in the porcelain steel. So things happen in

8 the Harbor that are an accident, but in a post September
9 11th world not every accident comes up as being
10 unplanned.

11 In the city of Long Beach when the Long Beach
12 Naval Station was closed, they had proposed to put in
13 Pier T, a co-terminal which it is now something else,
14 but that went away with an act of Congress to shut it
15 down for natural security reasons due to concerns about
16 weapons smuggling and unsupervised activities of a cop,
17 a company operated by the Chinese government in the
18 Port of Los Angeles. This was prior to September 11th.
19 I don't see any change in circumstance other than this
20 position to put that terminal there.

21 I have had the experience of having read a
22 Chinese military book that was published in this country
23 and it makes very clear the intent. And it was
24 published prior to September 11th. I suggest that
25 anybody who wants to read the book, I suggest you read

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1 it. Being in the military I think it's something. They
2 quote U.S. military planning and operations in
3 relationship to how they think and they think around us.
4 We don't think the way those people think. They have
5 benefits of observing us. We're innocent and naive and
6 trusting. I think it's not a matter of when. It's
7 going to happen. It's how bad it happens and when it
8 happens. It might not be in 5, 10, 15 years, but you
9 have construction plans for the next 12 years if this

10 project goes as scheduled. We can't predict tomorrow
11 what things are going to be in this area. To put
12 something in we have no ability to control is really --
13 I don't think it serves the natural trade interest if
14 the Harbor were shut down if something were to happen.
15 Because of that one strategic position, it would cripple
16 the Harbor, any ability to get in and out of the area,
17 any ability to utilize and ship things out of the
18 Harbor, which is the purpose of the Harbor itself as far
19 as why the Port is expanding services, the trading ships
20 getting goods out of the community. I'm concerned about
21 that and I think it's very counterproductive. And I
22 appreciate the opportunity to speak. And I hope that
23 these issues are thoroughly addressed. Thank you.

24 DR. ALLEN: Thank you. Dr. John Miller is our next
25 speaker and Soledad Garcia is the following speaker

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1 after Dr. Miller.

2 DR. MILLER: Good evening, Army Corps personnel,
3 board personnel. I thank you for this opportunity to
4 speak. I'm a member of the Board of Wilmington
5 Coalition for Clean Air. I'm a member of the Port
6 Advisory Committee. I'm a board member of the Coast of
7 San Pedro Council and chairman of the Safety and Health
8 Committee.

9 For the record I'm not against China Shipping,
10 but I do see the impacts. The true cumulative impacts
11 must be identified and mitigated. Also for the record,

12 I requested that the entire report produced by city
13 controller Laura Chick review of the leasing practices
14 of the Port of Los Angeles dated June 16th, 2003 be made
15 a part of the record on this EIR. It's 70 or so pages
16 of points to a culture of secrecy of doling out millions
17 of dollars of contracts in the Port, quoting from the
18 cover letter of the city controller, quote, "Though the
19 Port asserts it operates like a big business, it seems
20 to be more likely backroom than the boardroom." This
21 report should give any agency or individual with a
22 fiduciary responsibility relative to the project under
23 discussion tonight pause for serious concern.

24 Even though I feel we have an NOP document
25 that may result in a better EIR than we had last time, I

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1 have the same concerns about the air quality impacts to
2 the project as of last year. Therefore, I request that
3 my letter dated July 31, 2002, Mr. Allen of the U.S.
4 Army Corps of Engineers and its attachments be made a
5 part of the record on the NOP and EIR.

6 The project will unavoidably increase diesel
7 exhaust air pollution due to the large increase in ship,
8 trucks and crane traffic as well as container handling
9 at the facility. These increases will accompany the
10 volume that is projected for container throughput. This
11 increase in diesel exhaust air pollution due to
12 operation of the project will inevitably increase the
13 public health burden and risk imposed by levels of

14 diesel exhaust.

15 I cite an article from the Journal of American
16 Medical Association March 6th, 2002, Lung cancer,
17 cardiopulmonary mortality and long-term exposure to fine
18 particulate air pollution. In a nutshell, fine
19 particulate air pollution was associated with
20 approximately a four percent, six percent, eight percent
21 increased risk of all cause, cardiopulmonary and lung
22 cancer mortality respectively.

23 I also cite a study published in the American
24 Journal of Public Health basically entitled,
25 "Occupational Exposure to Diesel Exhaust and Lung

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1 Cancer" whereby the workers exposed had one and a half
2 times risk for lung cancer than just smoking. But there
3 are other important non-cancer health effects that
4 should be studied, including Chronic obstructive
5 cardiopulmonary disease, fatal acute exacerbations as a
6 result of cardiopulmonary disease, chronic bronchitis,
7 exacerbations of existing asthma, development of asthma
8 in children involved in active sports, diminished lung
9 growth in children, respiratory deaths in neonates,
10 intrauterine growth retardation, elevated incidence of
11 low birth weight infants, increased hospital emergency
12 room visits, sudden infant death syndrome, spontaneous
13 miscarriage and spikes in daily mortality among the
14 elderly.

15 I also cite a paper published in circulation

16 entitled "Increased Particulate Air Pollution Triggering
17 Myocardial Infarction," that is heart attacks. And
18 basically to summarize that, the risk of heart attack
19 onset increased in association with elevation and
20 concentrations of fine particles in a previous two hour
21 period and also in previous 24 hours. That increase was
22 1.5 and 1.7 respectively. And I will assert that this
23 project operating in conjunction cumulative with other
24 projects in the Port will cause these transient spikes
25 in particulate air pollution and lead to this excess of

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1 cardiovascular mortality.

2 The Port and its ship-related -- it's shipping
3 related activities, including ships, trucks, trains and
4 cargo handling equipment in their entirety, in their
5 impacts off the Port property have been identified as
6 the single largest source of unregulated and unmitigated
7 air pollution in the South Coast Air Basin. I request
8 that the entire study Mates II of the South Coast Air
9 Quality Management study be made a part of the record in
10 this matter.

11 I also cite a document produced by the
12 American Lung Association updated March 5th, 2001
13 entitled "Selected Key Studies in Particulate Matter in
14 Health, 1997 to 2001" be made a part of the record.

15 Basically, in the linear relationship the
16 higher levels of particulate air pollution you have in
17 the air, the higher levels of daily deaths you see. Now

18 association does not prove of causation, but it
19 certainly suggests.

20 I have a concern about local and national
21 security issues. The worse thing that could happen at
22 this facility would be for a clandestine nuclear weapon
23 to be shipped in and explode at a facility from a
24 national security standpoint. What we have here already
25 is like 45 percent container volume for the whole

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1 country comes through the two ports. It seems from a
2 strategic standpoint it would be strategically
3 advantageous to disperse the cargo up and down the Port,
4 up and down the coast so if any one Port were totally
5 destroyed, we wouldn't lose that major capability.

6 But I have one suggestion for a positive
7 mitigation step. Riding on diesel school buses for
8 children has been identified as a source of high level
9 exposure to diesel exhaust, and this high level of
10 exposure is to a population that is a so-called
11 sensitive population, the children. Given that many of
12 the diesel exhaust impacts to be produced by the project
13 under discussion is really unavoidable, let's spend
14 mitigation money to replace diesel powered school buses
15 in the entire basin with cleaner buses running on CNG or
16 LNG. Thank you for your attention to my remarks.

17 DR. ALLEN: Thank you. Our next speaker will be
18 Elaine Dugan, but now is Solidad Garcia.

19 MR. GARCIA: Good evening gentlemen. And thank you

20 for the opportunity and that we be allowed to give some
21 of our input. I'll be brief, but it's basically a cry.
22 It's a cry as members of this community and also as a
23 member of the Board of the Coastal Council. Please
24 mitigate the impact of the noise and noise pollution,
25 regulate our trucks and other transportation that

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1 negatively impacts the road and our safety. Monitor
2 ships wastes, disposal onto our Port waters. Ensure the
3 protection of the communities, provide Port communities
4 with the commitment and an agreement that the Corps of
5 Engineers, the Los Angeles Port of Environment and
6 Engineering will have an ongoing and enforceable health
7 report and traffic safety. And, please, if possible,
8 undo all of this before the final stage of the
9 construction. Thank you for allowing us the opportunity
10 to convey our concerns.

11 MS. DUGAN: Elaine Dugan. Following her will be
12 Daniel Zufferey.

13 MS. DUGAN: I thank you for this opportunity. And I
14 hadn't intended to speak tonight, but I have been a
15 resident of San Pedro for 30 years and I live right on
16 Second Street between Mesa and Pacific. I have a duplex
17 and am retired from teaching. I thought this would be a
18 time in my life to feel safe and secure. For this
19 reason tonight I do not feel safe. The health issue is
20 a primary concern.

21 This morning the gentleman from Long Beach

22 I left, but I have to clean the coal dust, or whatever,
23 that black dust that is off of my windowsills. I'm not
24 just talking about cleaning this off once in a while. I
25 have to do this all the time.

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1 I belong to the Chamber of Commerce Auxiliary
2 and the ladies on the board say they have to do this,
3 too, and they live higher on the hill. Some of them
4 have cancer. She used to live closer to the Port. She
5 lives on 25th further up than me -- I'm sorry, 22nd.
6 She and her husband both have cancer. They have to go
7 up to UCLA every day and drive up there to get their
8 chemotherapy. That's what's keeping them alive. This
9 is not what we want for San Pedro. We want to have the
10 safety and the security and piece of mind.

11 When I moved to this community I loved it. I
12 came from Westwood. I went to UCLA and taught in Palos
13 Verdes. I loved this community. We had our waterfront
14 and walkways. Please consider everything that's been
15 said here tonight because it's so very, very true.

16 The big rigs come down 22nd between Mesa and
17 Pacific you could only fit like one truck. So it's
18 taking all of that traffic area. And they don't go
19 slowly. And they did have a speech out there. Nothing
20 was done. We got one sign that says "Not a Through
21 Street" to the Port which we all knew. So we're being
22 ignored in that area, too, but thank you so much for
23 being here and thinking about us and we hope caring

24 about us. We know that remains to be seen. We hope
25 that we're getting through to you tonight. I'm glad to

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1 be here and be able to be here. Thank you to everybody
2 else.

3 Noel and some people I know, Dr. Miller and
4 Janice -- Janet Guenther, they fought and fought and
5 fought for this. We've just been trying to make this
6 point for so long. And I hope your ears are open like I
7 say at school. Thanks.

8 DR. ALLEN: Daniel Zufferey is our next speaker.
9 And on deck is Sheila Burke.

10 MR. ZUFFEREY: Good evening. My name is Daniel
11 Zufferey. I live in San Pedro. I bought a nice house
12 there. Air quality was nice and good. Today it is so
13 bad. Today it's so bad. The air quality when I go out
14 on my balcony in the morning I smell diesel fuel,
15 refinery fuel. It's horrible. You can't even look at
16 the trees outside. Before the leaves, they were nice
17 and green. Now it's just beginning of July. The trees
18 are already gray. No leaves are alive. The apricots on
19 my tree, garden, nothing this year, just brown dust on
20 it. It comes from those diesel fuels. They are bad for
21 you. They kill you. It's so easy today, we have the
22 technology to change those engines, throw away all this
23 old garbage, spend money on good engines. It would be
24 much easier than breathing it in our lungs. Trust me,
25 diesel fuels are bad for you. I wanted to live a long

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1 life, a happy life. Like I told you before, in
2 San Pedro was nice. And now it's turning into gray
3 trees and nothing is going there. We need to do
4 something about it. It's so easy to check those
5 engines, old engines throw away, put in new ones. It
6 gives work also. Thank you.

7 DR. ALLEN: Thank you. Sheila Burke is our next
8 speaker. On deck is Ben James.

9 MS. BURKE: Yeah, my name is Sheila Burke and I've
10 just moved to San Pedro recently. I went to a meeting
11 recently about the beautification of the
12 San Pedro project. I came down here at 8:00, 9:00,
13 10:00 in the morning. And you can't even get on the
14 freeway. It's a place that tourists would probably come
15 down and say, "You know what. I'll turn around and come
16 home again." I'm wondering, it seems like this project
17 is getting so close to the other one that it's going to
18 be a definite conflict when they try to build the
19 walkway and all that nice stuff and plan to go build
20 right nextdoor to us.

21 Plus, I was wondering if it couldn't be
22 regulated more so that the trucks split up more through
23 the day and into the night rather than have them all
24 come through in the daytime when nobody can do anything.
25 We have regular people that do normal things in the day

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1 in San Pedro. And we're inundated, especially on Harbor
2 Boulevard up and down around Pacific.

3 I live on 14th and I have container trucks
4 parked there on 14th Street right after the sweeper that
5 goes by. To me I didn't even think nobody comes and
6 does anything about it. So they just sit there, I
7 guess, waiting for the next day of when they are
8 supposed to deliver. As you're mentioning earlier, call
9 that stuff we see on the kids' toys, on the cars or
10 windows going straight into our bodies too. We're
11 bringing children up in this area. It just doesn't seem
12 like with all this new development, it's not good when
13 it's getting that close to the housing district. Thank
14 you.

15 DR. ALLEN: Thank you. Our next speaker is Ben
16 James. On deck is Michael Nizetich.

17 MR. JAMES: Good evening. I'm Ben James. And I'll
18 take this opportunity to address a couple of things.

19 First of all, I want to say I really respect
20 all the speakers I heard this evening. So I don't want
21 to repeat myself about the particulars that I talked
22 about.

23 I wanted to say the gentleman that gave the
24 impression that he was pretty well convinced you're
25 going to do what you want to do, I'm a pessimist. Let's

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1 not let this Environmental Impact Statement be a front
2 to get on with the project.

3 THE AUDIENCE: I can't hear you. Can you use the
4 mi ke?

5 MR. JAMES: I'm sorry. I'll get closer.

6 What I would request is that you don't dredge
7 out old that's been in inundated and not accurate from
8 the past. Let's collect new data and really get a
9 handle on what has happened to the environment right
10 now. As a matter of fact, I think we ought to take a
11 look at the situation and not move forward with stage
12 two and stage three, and so forth, until we get our act
13 cleaned up now.

14 Where does this stop? Where does stage four,
15 five, six, seven, eight, nine, ten? Where does it stop?
16 What does the Environmental Impact Statement do? It
17 needs to be spelled out in the Environmental Impact
18 Statement.

19 Now, look at the lighting situation that was
20 talked about. Several years ago many of us participated
21 in a contributory drive and other things to light the
22 Vincent Thomas Bridge. Well, we were told we can't
23 light the bridge because of endangering bird species.
24 It might do something to them. What a joke. Take a
25 look at the situation down there with respect to the

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1 lighting situation.

2 Has anybody looked at the map of Los Angeles
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3 lately? The map of Los Angeles has this long little
4 sliver of land that goes all the way down here to the
5 Port.

6 We hear a lot of talk about put a bomb in the
7 container can blow up the bridge and kill a lot of
8 people. Think about the oil refineries, the simple
9 explosions that could happen nearby. What a target.
10 You know, we better take care of what's here. And I
11 just ask you to really take this seriously and put
12 environment and people's concerns ahead of business
13 interests once and for all here. Thanks very much.

14 DR. ALLEN: And our last speaker right now is
15 Jacqueline Scott.

16 MS. SCOTT: First of all, I would like to say that
17 I'm basically for the China Shipping project, I and II
18 phases. Phase III, I'm not too familiar with that one.
19 But I'm not really here to talk about the diesel
20 emissions because that's been stated. As you can hear,
21 it's been stated a lot. I want to talk about traffic.
22 That's what I feel is important. I hope that when you
23 guys look at this China Shipping project that I hope
24 that every effort is made to keep all trucks off of
25 Gaffey, especially North Gaffey. I don't see any

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1 traffic that's going to be trucks are going to be on
2 Pacific Avenue or even south of Harbor Boulevard from
3 the bridge. There is no reason for any traffic of these
4 container trucks to be down there. I know volumes are

5 going to increase. You have an opportunity to design
6 the ingress/egress for the truck terminals that are
7 going to accommodate the trucks.

8 I also need to speak for Wilmington. I need
9 to see the truck traffic stay out of the neighborhoods
10 of Wilmington also. You have a stretch of boulevard
11 that you could maybe accommodate truck traffic. There
12 is no reason to go under the freeway onto Gaffey making
13 U-turns around Taper School. I just hope you guys make
14 every effort to keep the truck traffic out of San Pedro
15 and the neighborhood of Wilmington. Thank you.

16 DR. ALLEN: Jacqueline Scott.

17 MS. SCOTT: Good evening ladies and gentlemen. I
18 was not going to put anything up.

19 THE AUDIENCE: We can't hear.

20 MS. SCOTT: I do compare it to smoking a cigarette.
21 Why does it have to be diesel? Because it's cheaper and
22 it has more power, but it's not necessary. So if you're
23 going to keep the diesel trucks, if you please, go
24 somewhere else. Don't put them in San Pedro. Don't you
25 agree with me? Do you want to smoke?

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1 So gentlemen, the thing that worries me the
2 most, every time I go to one of the meetings, I get the
3 definite feeling that the board already made up their
4 minds. I hope I'm wrong. Thank you.

5 LIEUTENANT GUENTHER: Thank you. That was our last
6 speaker. On behalf of the U.S. Army Corps of Engineers

7 and the Port of Los Angeles, we would like to thank you
8 for attending this public scoping meeting for the Draft
9 EIS/EIR for the China Shipping project.

10 We want to reiterate, the purpose of this
11 meeting was to solicit input from you regarding the
12 environmental impact that should be analyze and
13 emphasized in the draft EIS/EIR for the China Shipping
14 project and input a range of alternatives that should be
15 considered in this environmental document. We
16 appreciate all the documents you've given us tonight.
17 We would also like to remind you that once the draft
18 EIS/EIR is circulated for comments, you will be given
19 another opportunity to provide specific input on the
20 analysis in the comment period, the alternatives that
21 were considered and all the issues that you brought up
22 tonight.

23 At the future hearing you will also be allowed
24 to provide comments to the U.S. Army Corps of Engineers
25 whether we should issue this permit, issue this permit

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1 with special conditions or deny the requested permit for
2 the China Shipping project.

3 Once again, thank you for attending the
4 scoping meeting. Goodnight.

5 (Whereupon the proceeding adjourned
6 at 8:27 o'clock p.m.)

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1 STATE OF CALIFORNIA)
2 COUNTY OF RIVERSIDE) ss.
3

4 I, LISA ANN VARGAS, certified shorthand reporter,
5 License No. 12049, do hereby certify:

6 That the proceedings contained herein were taken
7 before me at the time and place herein set forth and was
8 taken by me in shorthand and thereafter transcribed into
9 typewriting by me, and I hereby certify that the said
10 proceedings are a full, true and correct transcript of
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11 my shorthand notes so taken.

12 I further certify that I am not interested in the
13 event of the action.

14

15 WITNESS my hand this 25th day of July 2003.

16

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18 LISA ANN VARGAS, CSR NO. 12049

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