

MINUTES OF A SPECIAL MEETING OF THE INTERMODAL CONTAINER TRANSFER FACILITY JOINT POWERS AUTHORITY GOVERNING BOARD HELD IN THE SOCIAL HALL AT SILVERADO PARK, 1535 WEST 31ST STREET, LONG BEACH, CALIFORNIA, ON TUESDAY, APRIL 22, 2008, AT 6:00 P.M.

Board Members present:

S. David Freeman, Port of Los Angeles
Geraldine Knatz, Port of Los Angeles
Nick Sramek, Port of Long Beach
Richard D. Steinke, Port of Long Beach

Board Members absent:

None

Also present:

Mike Christensen, Port of Los Angeles
Doug Thiessen, Port of Long Beach
Sam Joublat, Executive Director
Thomas A. Russell, General Counsel

CHAIRPERSON FREEMAN PRESIDED.

APPROVAL OF MINUTES

Board member Steinke moved, seconded by Board member Knatz and unanimously carried, the minutes of the special meeting of February 15, 2008, were approved.

There were no comments made about the minutes of the special meeting of February 15, 2008 prior to their approval.

PUBLIC INVITED TO ADDRESS BOARD

Mr. Jesse Marquez, Executive Director of the Coalition for Safe Environment, spoke regarding alternative transportation, such as Maglev Electric.

Mr. Marquez shared that he had been contacted by alternative energy transportation companies that encouraged him and all other residents interested in seeing this type of technology implemented, to ask the board to issue a request for quotations, so that these companies could participate in future meetings.

Chairperson Freeman informed Mr. Marquez that at the previous meeting the

board approved a contract for twenty five all-electric vehicles, including five that are able to move thirty ton containers. These vehicles will be able to shuttle containers to and from the ICTF and similar facilities without pollution. This includes noise pollution. The trucks will be so quiet that noise makers will probably have to be installed for safety reasons. He said that board sees no reason to solicit quotations from alternative energy transportation companies since the board is taking the initiative to find its own solution.

Mr. Marquez told the board that he appreciated their effort and that he understood the problem of the trucks being too quiet. He shared that he was accidentally stepping on his new pet Chihuahua until he attached a bell to its collar, so he could relate to the need for noise makers on the trucks.

NEW BUSINESS

1. EXPLANATION OF 2007-2008 BUDGET LINE ITEM FOR LEGAL AND CONSULTING SERVICES – RECEIVED AND FILED.

Communication from Sam A. Joumbat, Executive Director, dated April 15, 2008, recommending the Governing Board receive and file the 2007-2008 Budget line item of \$500,000 for legal and consulting services, was presented to the Governing Board.

Mr. Joumbat stated that it is anticipated that the JPA expenses associated with the Union Pacific application to modernize the ICTF would exceed the \$500,000, and that staff would come back to the Board at a later date for additional appropriation.

Mr. Joumbat explained that the budget line in question includes several categories of expenditures. The first is initial project management, anticipated to cost \$150,000. The second is outside legal counsel, which was estimated to cost another \$150,000. However, Mr. Joumbat said that he would be surprised if it costs that much. He explained that the estimated \$500,000 is to cover the initial part of the expense.

An unidentified speaker asked whether or not there are copies of the budget available to the public. Mr. Joumbat answered affirmatively, saying that they are available on the web site.

Chairperson Freeman and Board member Knatz came to the conclusion that no further action is required since the 2007-2008 budget was approved at the previous meeting.

Vice-Chairperson Sramek moved, seconded by Board member Steinke, that the Governing Board receive and file the 2007-2008 Budget line item of \$500,000 for legal and consulting services. Carried by the following vote:

AYES: Members:Steinke,Knatz,Sramek,Freeman
NOES: None
ABSENT: None

2. OBLIGATION IN CASE OF DEFAULT ON THE INTERMODAL CONTAINER

TRANSFER FACILITY JOINT POWER AUTHORITY 1999A BOND SERIES –
RECEIVED AND FILED.

Communication from Sam A. Joumbat, Executive Director, dated April 15, 2008, recommending the Governing Board receive and file the communication regarding clarification as to any specific obligation of the JPA, the Port of Los Angeles, or the Port of Long Beach in case of a default on the ICTF JPA 1999A bond series, was presented to the Governing Board.

Mr. Joumbat assured the board that their speculations at the previous meeting were correct; that the board, the JPA and the Ports would have no obligations if Union Pacific defaulted on their bond. Chairperson Freeman also asked Mr. Joumbat to reassure the board and the public that the discussion of obligations did not indicate an imminent financial concern. Mr. Joumbat responded saying that there is no financial concern and that UP has been paying, on time, principal and interest on this bond.

Mr. Marquez inquired whether or not the public would incur any loss if there was a major disaster that would interrupt revenue. Mr. Joumbat assured Mr. Marquez and the board that such an interruption in revenue would be a loss for the bondholder (Union Pacific) and not the public.

Vice-Chairperson Sramek moved, seconded by Board member Knatz, that the Governing Board receive and file the communication regarding clarification as to any specific obligation of the JPA, the Port of Los Angeles, or the Port of Long Beach in case of a default on the ICTF JPA 1999A bond series. Carried by the following vote:

AYES:	Members:Steinke,Knatz,Sramek,Freeman
NOES:	None
ABSENT:	None

Chairperson Freeman explained that Union Pacific would be given the opportunity to give their presentation before public comment so that the speakers would have the benefit of knowing what UP had to say before they spoke. Mr. Joumbat made one more comment before the board went on to hear the UP presentation. Mr. Joumbat shared that the JPA and the South Coast Air Quality Management District have been working on a Memorandum of Understanding, with the intent of speeding up the process, but not to give implicit approval to start the EIR. Chairperson Freeman said that was fine and asked Union Pacific to commence their presentation.

**3. UNION PACIFIC RAILROAD PRESENTATION ON PROPOSED
MODERNIZATION PROJECT.**

Mr. Scott Moore, Vice President Public Affairs & Corporate Relations of Union Pacific Railroad, and Mr. Barry Michaels, Assistant Vice President Premium Operations of Union Pacific Railroad, gave a presentation on the Union Pacific Railroad Modernization Project.

Mr. Scott Moore was the first speaker from Union Pacific. He first explained that Union Pacific is committed to a “greener tomorrow.” He said that UP wants to work with the board to find a way to grow the port in a green way that will make things better for everyone. He then explained a few things about the ICTF facility. It is a near dock intermodal transfer facility located where Sepulveda Boulevard meets Willow Street. The intermodal system allows containers to be transported more efficiently than is possible using primarily trucks. The facility opened in 1986 and UP realizes that it needs to be modernized in order to move more containers more efficiently and to decrease its impact on the community.

Mr. Moore introduced Barry Michaels, who would be speaking about the modernization project, Lannie Smith, who would be available after the meeting to answer environmental questions, Gary Leudeberg and Herman Madden who will eventually give a presentation on the effects of the project on traffic and Andy Perez, the community director of port affairs who would also be available to answer questions. He stressed that UP is available to address all questions.

Mr. Moore went on to say that the project has been entirely financed by UP. He then detailed the large amount of containers that are handled by ICTF and the extent of Union Pacific Railroad’s business in California and particularly the Los Angeles Basin. Mr. Moore asserted that UP’s is committed to the use of on-dock rail; however they expect to reach on-dock rail capacity by 2012 or 2013. He then asserted that the next best alternative is near-dock rail, like the ICTF. He said that the first plan presented to the board only addressed expansion, which the board deemed “not good enough.” UP then redesigned the project to also modernize the facility with the use of new technology, which would reduce the impact on the community. He concluded by introducing the next speaker, Barry Michaels.

Mr. Michaels began his presentation explaining that UP has spent a lot of time and money researching technology that could be implemented at ICTF. He also stressed that in addition to increasing capacity; UP is committed to decreasing its impact on the community. The first piece of technology that UP intends to implement at the ICTF to achieve this goal is the wide span Gantry crane. This self-regenerating, zero-emissions piece of equipment would replace the current diesel cranes that have high emissions. The use of this technology would reduce NOx emissions by 98 percent and the diesel particulate emissions by 100 percent. Mr. Michaels asserted that these cranes would be substantial investment in the facility. The next improvement that he detailed was the construction of a new entrance gate off of Alameda that would feature optical character recognition technology. The optical character recognition would increase the speed at which trucks could enter the facility and the former entrance would be converted into an exit to help improve the flow of traffic through the facility. Mr. Michaels explained that UP currently uses the same optical character recognition system at nine other facilities, and they have proven to reduce the processing time at the gate to 30 seconds to 2 minutes, down from 3 to 6 minutes. Based on these figures, the installation of the modernized gate would create a 96 percent reduction in PM emissions. The third type of technology that UP plans to implement is ultra-low-emission, Genset locomotives. UP currently operates about 100 throughout the United

States and 60 in the Los Angeles basin and they have plans to add more, resulting in a 79 percent decrease in NOx emissions and 80 percent reduction in PM emissions.

Mr. Michaels asserted that together these technologies would create a 74 percent reduction in DPM compared to the base year of 2005. He also broke down how many tons of particulate matter are created by each aspect of the facility currently and how many tons would be created by the modernized facility. Chairperson Freeman interjected that the numbers that he is presenting does not include the truck trips from the dock to the facility, which would double the projected numbers. Mr. Michaels confirmed this and said that they have also not taken into consideration the effects of CAAP implementation or the power program for the trucks, which would only further decrease the community impact. He continued to explain that new light masts would be installed with a maximum of 60 feet, to replace the 80-foot masts that are there currently. These would reduce the glare into the surrounding community. He also explained that the new cranes would greatly decrease the need for hostling tractors. As stated in their application, UP plans to retain only two at the ICTF, both of which would utilize some sort of alternative energy. The elimination of these tractors would result in a 100 percent reduction in both NOx and PM emissions. Mr. Michaels concluded by saying that he believes UP has demonstrated their commitment to a greener tomorrow by proposing all of these improvements that would reduce noise, traffic and glare from the lights.

Mr. Moore spoke again to conclude UP's presentation. He explained that the purpose of their presentation is to keep the community informed of what UP is doing and how it will impact members of the community. They believe the next step is to start the EIR process with Environmental Impact Report scoping meetings. And lastly he said that the perception that it is impossible to get in touch with someone at UP is not true, that Andy Perez is available to address any question from the community.

Chairperson Freeman then expressed confusion as to why UP still refuses to make a commitment to implement all electric trucks if they are available. Mr. Moore responded saying that UP is not in the trucking business but will enforce any policy agreed upon by both ports. He also asserted that they would not make such a commitment until they see how it could be practically achieved. Chairperson Freeman continued to press Mr. Moore explaining that by adding the clause "if available" that UP would not be making a commitment to implement an impractical plan. Finally Mr. Moore indicated that UP would not be able to make a commitment to use electric trucks at this time. Then Chairperson Freeman opened up the floor for public comment.

The following individuals spoke regarding the Union Pacific Railroad Intermodal Container Transfer Facility Modernization Project:

Mr. Dan Hoffman, Executive Director of the Long Beach Chamber of Commerce
Mr. Joe Gatlin, Resident of San Pedro
Mr. John Taeleifi, President of the West Long Beach Association
Mr. David Pettit, NRDC
Ms. Kathleen Woodfield, San Pedro Peninsula Homeowners Coalition

Mr. John Cross
Ms. Elizabeth Warren, Executive Director of Future Ports
Ms. Evelyn Knight, Member of the Westside Neighborhood Association
Ms. Joan Greenwood, Resident of Long Beach Wrigley Area and member of the Sustainable City Commission for the City of Long Beach
Mr. Ray Grabinski, former Long Beach Councilmember
Ms. Andrea Hricko
Ms. Suzanne Arnold, School Nurse from Hudson
Ms. Allie McDonald, American Lung Association of California
Mr. Peter Gonzaga, Resident of the West Side Long Beach
Mr. Larry Keller, President of the International Business Association of the Long Beach Chamber of Commerce
Mr. Jesse Marquez, Executive Director of the Coalition for Safe Environment

Mr. Dan Hoffman was the first speaker. As a long time resident of the area, he wanted to express support for the project because he believes that the end result will be a cleaner environment, especially if they use electric trucks. He also said that he believes the project will help keep our ports competitive and allow for growth beneficial to our industry. He said he sees it as a win-win situation. Chairperson Freeman thanked him for his comments.

Mr. Joe Gatlin was the next speaker. As a long time and active resident of San Pedro he expressed appreciation for the board's effort to do something positive for the environment and a desire to have them speak at the next San Pedro Neighborhood council at their next meeting.

Then president of the West Long Beach Neighborhood Association, John Taeliifi spoke. He asserted that the proposed modernization project only benefits Union Pacific by allowing the ICTF facility to accommodate more volume. He said that the elimination of the current facility and the relocation of such activities to an on-dock location is the only way to create a better environment for the community. Then he went on to say that he believes that ports should be providing mitigation in the form of health care assistance for the people who are suffering from the effects of pollution that the ICTF currently creates. He also requested that another similar meeting be held in the next three months, so that the neighborhood association would have time to research the project and be better prepared to speak. He concluded by thanking the board for the opportunity to speak. Chairperson Freeman thanked Mr. Taeliifi for his comments and explained that moving the facility to an on dock location is not feasible.

David Pettit from NRDC was the next speaker. He expressed a desire for the proposal to include a plan for the incorporation of electric power from clean renewable sources as it becomes available. Also, he asserted that the railroad needs to acknowledge the facility's impact on the community. He suggested that this be achieved through a trade-back project that would provide some kind of community benefits package as a way to mitigate the impacts of the ICTF.

Then Kathleen Woodfield spoke on behalf of the San Pedro Homeowners

Coalition. She expressed a concern with the math that was presented by UP, especially since it does not include truck trips, which are expected to double. She also expressed concern over the use of terms like improvement and modernization because she believes that the term expansion would be much more accurate. She liked the idea of the cranes and supported the use of electric rail and trucks. However, she suggested that proposed improvements would not be located in the areas of the facility that were closest to the community and that the board and UP should consider doing things to benefit the community directly, for example enforcing the land-use guideline requiring 1500-foot buffer around all rail facilities. She concluded by pointing out that there are several schools located in the area and impacts of the facility on those children should not be ignored.

Mr. John Cross was the next speaker. He first commended both ports for their efforts to clean up the environment and for hosting public meetings pertaining to the ICTF project. He suggested that if the meeting was held at 7:00pm they would have a better turnout. He said that the neighborhood around the rail yard is not a good neighborhood and that UP has not followed through with the promises it has been making since the rail yard was opened. He then presented a petition with over 500 signatures of teachers working at the near by schools and residents within the zip code 90810, all of whom oppose the project. He suggested that the Joint Powers Commission take over the rail yard in the ports and use the harbor line to haul containers to inland ports. He asserted that the proposed Alameda entrance off the SR 47 freeway is a necessity because otherwise the trucks would still be servicing the facility via the Terminal Island freeway which runs right next to Cabrillo High School, Hudson K-3 and Bethune. He concluded by emphasizing that he is totally opposed the project and the large number of signatures he compiled in relatively few days, displays that he is not the only one with that opinion.

Then Elizabeth Warren from Future Ports spoke. First she expressed support for the project and urged the board to move forward with the development of an EIR. She explained that Future Ports advocates green growth (a balance between port expansion and protecting our environment). She said that they view the ICTF modernization project as a perfect example of this balance. They view the use of ultra-low-emission locomotives, Genset switchers and the relocations of the entrance and exit as positive improvements. She said that doing nothing is not an option and concluded by expressing support for moving forward with the project.

West Long Beach resident, Evelyn Knight, spoke next. She said that she strongly opposes the project until there is some assurance that the increased capacity would not result in increased pollution.

Chairperson Freeman then asked Union Pacific to be prepared in the near future to estimate the number of trucks currently needed to service their facility and the number of trucks they expect to need in 2012, when the project is completed.

Then Joan Greenwood of the Sustainable City Commission for the City of Long Beach spoke. She began by applauding UP for their efforts in modernizing their facility.

She then went on to question why they are not considering the maglev system more seriously. She said that based on her 38 years of experience as an analytical chemist, certified in environmental management, she sees the maglev system as “the wave of the future.” She went on to question the efficiency of using electric trucks, pointing out that the White test in the City of Long Beach showed that 70 percent of the particulates were from the rubber tires. She concluded by questioning why 2005 was chosen as the benchmark year for emission reduction measurements, when 2001 was supposed to be the year after which there would be no net pollution. Chairperson Freeman pointed out that the 2001 benchmark was set by the prior administration. Ms. Greenwood then responded that what really concerns her is that consultants working for the ports have reported that the ports are going to spin the numbers so that they are more community friendly. She warned that spinning the numbers would not work on the community of West Long Beach.

Ray Grabinski, who has worked in the area for a total of thirty four years, was the next to speak. He suggested a flat-car line to transport containers to the fully automated Hobart Yard, totally by passing the ICTF and eliminating the presence of trucks in West Long Beach. He said that he views the expansion project as more false promises, like those made by UP when the ICTF was first constructed. He pointed out that not only are the children at the near by schools suffering, but also the veterans that utilize the nearby facility for homeless vets have been negatively impacted by the ICTF. In conclusion, he expressed appreciation for the commissioners hosting a meeting in the community and said that the people in the community need to be better represented.

Ms. Andrea Hircko was the next speaker. Before she started her comments she pointed out that the board was only giving the speakers 2 minutes and 29 seconds. Mr. Joumblat explained that the speakers are given a warning after 2 minutes and 30 seconds but are allowed to continue for another 30 seconds. Ms. Hircko then pointed out that there was a study done that found the ICTF to be the second highest polluting facility of its kind. She questioned why there was not representation from the Port of Los Angeles at the meeting where these results were first presented, especially when there was representation from the Port of Long Beach present. She urged the Port of Los Angeles to be more attentive to the health-risk assessment, suggesting that both ports be briefed on the health risks considering the ICTF was found to have among the highest risks of any rail yard. She cited another study that found the areas around the 710 freeway and the ICTF facility as the most highly polluted areas in Long Beach. She said that there was no representation from either port for the presentation of these results. She also said she believes that a lot of false promises are being made. Back in 1982, the ports signed a document that said there would be no increase in pollution from this rail yard. She asserted that less time should be spent promoting the ICTF modernization and more time should be spent on figuring out how to incorporate on-dock rail. She concluded by again, urging the ports to attend meetings where pollution monitoring data is being presented.

Chairperson Freeman responded to some of Ms. Hircko’s comments. He said that he agrees that the data about the existing conditions is highly relevant, however he believes that his staff’s time is better spent coming up with solutions to the problems,

rather than attending a bunch of meetings about the current conditions. He asserted that his staff has come up with many positive solutions and asked Ms. Hircko to judge the JPA and the Ports based on the results, instead of how many meetings they attend.

Ms. Hircko responded saying that she applauds the efforts that the ports have made to clean up the environment, but said that she does not believe that the same attention has been given to finding a location for more on-dock rail.

Chairperson Freeman responded again saying that Ms. Hircko is obviously not aware of what has been going on since 2005. He assured her that Board member Knatz and her staff have spent ample time on trying to find ways to incorporate more on-dock rail.

Ms. Hircko then argued that the ICTF expansion would decrease the use and need for on-dock rail. Chairperson Freeman assured her again that Ports are and will continue to include as much on-dock rail as possible. Ms. Hircko concluded by thanking the board and suggesting that a task force be created, to include the AQMD, in order to find more on-dock solutions. Finally, Vice-Chairperson Sramek asked if Ms. Hircko would provide their staff with copies of the report detailing the findings of the most recent study that she cited.

Susan Arnold, a nurse from Hudson School, was the next to speak. She cited a study that found diesel and toxic air contaminants in the South Coast Air Basin caused 1300 premature deaths in 2000. In 2005 the total estimated emissions in the South Coast Air Basin were 7,750 tons a year, 24 tons of which come from the ICTF. Among the 18 rail yards in the California UP system, ICTF is one of the worst. She reported many of her students have serious problems with asthma. She explained that the medication they have does not cure their asthma, it only reduces the symptoms. She concluded by saying that she understands UP wants to be a good neighbor to her school and the school district, but what the kids really need, is clean air.

The next speaker was Allie McDonald from the American Lung Association. She simply stated that the American Lung Association has serious concerns about the impact of the existing operations of the ICTF facility. She asked that the board to review the health-risk-assessment data before taking further action and to look into immediate improvements that could be made not to alleviate the public health crisis.

Chairperson Freeman explained that they do not have the authority to go down to the ICTF facility and demand that they clean up the operation. That this has to be done through the application and EIR processes. He said that the one way that they could improve conditions immediately is through the implementation of electric trucks. He explained that these trucks were developed by the Port of Los Angeles and the South Coast Air Quality District on their own initiative and they are expected to be available commercially within 12 months. He assured Ms. McDonald and the audience that the board is very serious about the health impacts, which is one reason they started to develop such truck technology. Vice-Chairperson Sramek went further to say that he would appreciate some efforts on behalf of UP to clean up their operations now, before

the modernization project, as a sign of good faith to the board and the community.

West Long Beach resident Peter Gonzaga was the next speaker. He said that his niece who currently attends Hudson can attest to the negative impacts of the pollution that she breathes. His main point however, was that in addition to air pollution, the board needs to consider noise pollution. He asserted that light sleepers often are unable to get a good night's sleep due to noise from the facility and the trucks that service it.

Next Larry Keller of the International Business Association of the Long Beach Chamber of Commerce spoke in favor of the expansion project. He said that the justifications for its construction still apply, that the facility still limits the number of 20 mile truck trips that containers have to make if they do not go through ICTF. He said that he believes that the old technology installed in the 1980's is due for replacement and that the proposed improvements will help reduce carbon emissions and improve the flow of traffic. He said that until an alternative location for such a facility is available, it is important to improve the current facility, concluding that the 1980's technology is no longer adequate.

Chairperson Freeman asked Mr. Keller for his opinion as to why UP was not embracing the idea of electric trucks. He said that he cannot speak for a private business, however he believes that if the technology works, then he believes people will embrace it.

Jesse Marquez was the next speaker. He explained that ten years ago, very few people were aware of what was going on at the ports and facilities like the ICTF, but now that they have experienced negative effects from these enterprises, they are getting more involved. He argued that the Ports need to look further into the future and make more effective change. He recommended the creation 50 year plans, in addition to the 20- year plans made now. He said that his response to the argument that there is no space for on-dock rail is that the Ports should find the space. He also said that the JPA needs to follow the California Air Resources Board land-use policy that prohibits rail-yard facilities within 500 feet of communities and residents. He argued that diverting the traffic to Alameda would only transfer the pollution to Wilmington residents and schools. He said that he supports electric trucks, but believes a maglev system and electric trains are a better solution, asserting that these companies have offered to do 100 percent of their own financing. To address the public health problems, he requested that a community health trust fund be set up to provide funding for community programs, hospitals and mitigation studies.

Chairperson Freeman suggested that it would probably be beneficial to host a meeting with interested community members, at which the Ports can present some of the technology and plans they have been developing to clean up the environment. The example he cited was the electric truck and maglev system research that has been going on at the Port of Los Angeles. Board member Knatz informed Chairperson Freeman that such a workshop is already planned and she assured him that it would be put on the schedule.

Tony Riviera was the next speaker. He was there to speak on behalf of Westrack and as an individual. He said that Westrack and the business sector are concerned both with increased traffic and contamination. He said that he believes that the current commanders at the Ports are more attentive to the public and therefore they should all be able to come to a mutual understanding. He asserted that rail technology is one area that lags behind others. He asserted that penalties need to be included in the proposal to ensure that UP fulfills its promises. He said that right now the community does not trust UP and does not believe that it is attentive to their concerns. He explained that he called UP as a test during the previous week and had not heard back from. And finally, he asserted that UP needs to work to earn the trust of its neighbors.

Maria Garagarza was the next speaker. She explained that she was there because eight different members of her family suffer from asthma including herself and her daughter. She also presented signatures that she had collected of nurses and teachers who oppose this project. She explained that her daughter gets as many as four asthma attacks today. She asked, for the sake of the children in the area, that the board not approve the project.

Leticia Velasquez was the last speaker. She told the board that she was unable to sell her house and that her children attend a school outside of Long Beach, all because of the rail yard. She concluded by emphasizing that she is strongly opposed to the expansion of the rail yard.

Chairperson Freeman responded by explaining that the proposed project is a combination of expansion and emission reduction, which would increase volume, but also decrease the footprint of the facility. She responded by saying that they should be cleaning up the rail yard first, before they even think of expanding it.

Chairperson Freeman then gave Union Pacific's representative Mr. Moore a chance to respond to some of the comments. Mr. Moore offered to the audience that UP staff would be available to answer questions after the meeting. He asserted that they are going to decrease emissions. He pointed out that just within the past 12 months; they have put in ten new locomotives that have decreased emissions by about 3 tons. Then he invited Mr. Michaels to address the comments about on-dock and off-dock rail.

Mr. Michaels explained that UP started with on-dock rail and they have done nothing but promote on-dock rail with the Port of Long Beach and Los Angeles. He asserted that if all of the business could be transferred to on-dock rail, UP would be satisfied because they do not make any more money at ICTF than they do with on-dock rail. He assured the audience that they are assessing any new technology, such as the maglev system for its feasibility and are willing to invest in new technologies once a practical solution for taking the conveyance off the unit is developed. He concluded by stating UP is not responsible for the trucks. He likened their relationship to truckers to the relationship between a shopping mall owner and a patron, the shopping mall owner is not going to discriminate against the patron if they do not park a certain type of vehicle at the mall.

Then Chairperson Freeman invited the board members to make any final remarks. Board member Steinke thanked the community members for their comments and assured them that the JPA would take their opinions to heart as they decide where to go with the project. Vice-Chairperson Sramek also thanked the public for attending the meeting and said that they are committed to doing what is right for the community. Chairperson Freeman concluded by assuring the audience that they will move forward as feasible and that this will not be the last opportunity for the community to comment. He explained that they are currently working with the South Coast Air Quality District to review the project through the EIR process and invited the public to continue to stay involved. He thanked everyone for attending and adjourned the meeting.

OTHER BUSINESS

There was no other business discussed.

ADJOURNMENT

At 8:10 p.m., the meeting was adjourned sine die.