



**OPPOSITION GROUPS (PARTIAL LIST)**

Caltrans Tenants of the 710 Corridor  
Natural Resources Defense Council  
East Yard Communities for Environmental Justice  
Glassell Park Improvement Association  
Far North Glendale Homeowners Association  
Crescenta Valley Town Council  
La Canada Unified School District  
LA RED, El Sereno

**GREEN SCISSORS 2011 REPORT GROUPS**

Friends of the Earth  
Taxpayers for Common Sense  
The Heartland Institute  
Public Citizen

**LOS ANGELES  
NEIGHBORHOOD COUNCILS**

Arroyo Seco  
Eagle Rock  
El Sereno  
Glassell Park  
Highland Park  
Sunland - Tujunga

**CITIES**

City of Glendale  
City of Los Angeles  
City of La Canada Flintridge  
City of South Pasadena

**INJUNCTION PLAINTIFFS**

City of South Pasadena  
Sierra Club  
National Trust for Historic Preservation  
California Preservation Foundation  
Los Angeles Conservancy  
Pasadena Heritage  
South Pasadena Preservation Foundation  
South Pasadena Unified School District  
City of South Pasadena

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January 25, 2012

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

**Re: Southern California International Gateway (SCIG) Project  
Public Comment – Please include in the Final Environmental Impact Report**

Dear Mr. Cannon:

The No 710 Action Committee is a grassroots organization with members from the northeast area of Los Angeles. Our group is comprised of residents as well as business and health professionals who are committed to improve transportation modes across and within the County. We support projects that are environmentally responsible and financially prudent, projects that will have benefit for the entire region, not just one segment. Likewise, when a project is shown to have detrimental impacts on a particular neighborhood or public space, we recommend more practical solutions and acknowledge that every project affects our livelihood and well-being. Issues of health and safety must be at the forefront of all transportation decisions. This is the reason we must weigh in on the Southern California International Gateway.

On the surface, this project proposed by BNSF appears to be a simple expansion of rail yards in preparation for the anticipated increase in foreign imports, due to the re-opening of the Panama Canal in 2014. However, the building of this new yard does not get to the heart of the problem which lies at the Port complexes themselves. The Ports of Los Angeles and Long Beach over time have developed a system of goods transfer from ships that relies on the high use of trucks to move cargo to points outside the City. This system is inefficient, outdated, and a contributes greatly to the poor air quality in the nearby cities. The continued commitment to trucks and this method of goods movement is evidenced by the push from the Ports, BNSF, SCAG and Caltrans/Metro to build the

SCIG and to expand/extend the 710 Freeway. The SCIG project is a mere bandaid and will not greatly improve efficiency of goods movement. It will, however, continue to depend on the obsolete method of container movement by truck.

Although it has been stated that there is no room for an on-dock system within the existing stretch of land, the Ports **MUST** eliminate the practice of transfer by trucks to a nearby yard. This transfer process has been damaging to the communities surrounding the Ports. To increase efficiency and to remain competitive into the future, the Ports **MUST** completely overhaul the transfer at the docks and load directly from ship to rail. We **MUST** evolve into a 21<sup>st</sup> Century, zero emissions, on/off-dock system, with clean trucks playing a part in local deliveries. It is the right thing to do. It is the right time to do it.

In addition, the proposed SCIG site is located, **shockingly**, right next to two schools, a sports field, a community park, and homes. This is unacceptable. This community of children, seniors, and veterans deserves more consideration than this poorly chosen location. While the DEIR claims that truck traffic will actually be reduced and that trucks will be required to stay out of neighborhoods, it is anticipated that the noise level and particulate matter in this area will increase tremendously by the sheer redirection and backup of trucks at this location whether “clean” trucks or not. The friction of tires on pavement alone, releases particulate matter small enough to settle in the lungs of a small child. It won't be long before the area schools will need to install air filters as those in Wilmington have done to protect their students. But what about the outdoor play and public gathering areas? They cannot be protected.

The No 710 Action Committee strongly urges reconsideration of this highly controversial and backward moving project. We need Port facilities with modern infrastructure that can handle the increase in shipment containers without huge health impacts on the communities throughout the region.

Sincerely,

Members of the  
No 710 Action Committee  
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