

The Coastal Current

Issues and Information
From The Coastal San Pedro
Neighborhood Council

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John Stinson

Los Angeles Port Community Advisory Committee's role in limbo

Port continues to study groups' make up and function. Citizen input is urged.

by June Burlingame Smith

The New Year brings an opportunity and challenge to Harbor Area residents: the reorganization of the Los Angeles Port Community Advisory Committee, better known as PCAC.

PCAC was formed as a direct result of the China Shipping legal dispute between local citizens and the Port of Los Angeles. The judgment against the Port gave \$50 million in mitigation moneys to Wilmington and San Pedro because the Port violated mandated environmental impact processes. The judgment also mandated that the Port establish a citizens' advisory committee to oversee the expenditure of those funds and to look at past environmental reports that may also need further mitigation by the Port. And so, PCAC was established as a standing committee of the Board of Harbor Commissioners (BOHC) and started operations in January 2001.

Its membership included not only homeowners' groups, but also the incipient Neighborhood Councils that were being formed at the same time, labor, business and industry. For almost six years, its 35 members have met on a monthly basis to reject, modify, or accept the 65 plus recommendations from its sub-committees. In turn, these recommendations have been given to the BOHC for consideration with almost all of them being acted upon or waiting staff reports.

For the past year and a half, for reasons not fully explained, the new BOHC has chosen not to honor the by-laws they established for PCAC. The Board has not appointed a commissioner to act as co-chair of PCAC, has not approved the appointment of new members to replace those who have left the Committee, has not put forward PCAC motions in an established place on its agenda nor has it approved new chairs of sub-committees when former chairs have resigned. In other words, PCAC has been left in limbo for eighteen months without rational explanation. However, an "independent" consultant was engaged from the University of Southern California to review the makeup and functions of PCAC and his report was finished this fall.

In December, Dr. Geraldine Knatz, the Executive Director of the Port of Los Angeles (POLA) submitted a proposed change in both the function and the makeup of PCAC to the Board of Harbor Commissioners. She suggested that membership be limited to fifteen, including one representative from each of the five local Neighborhood Councils, and that subcommittees be formed on an ad hoc basis. She also suggested limiting the terms of the chairs to one year.

Citizens will have a very short time to react to her draft suggestions. Since many people are unaware of the timeline for giving input, much less the implications of the suggested changes, they may miss the chance to voice their opinions or give their expertise to the Commission as it seeks to change the entire form and function of the Port advisory committee.

PCAC in limbo/8

**"You will only be heard
if you speak up"**

Is this the future look of San Pedro? As the headlong dash to build high density town homes and condominiums continues in our town, time has come to put your two cents in with what you want to see developed. Find more articles and info on planning and current development starting on page 3.

Clean Air Action Plan Released

Implementation now is key to success.

by Richard Havenick

The final release of the Port of Long Beach/Los Angeles Clean Air Action Plan (CAAP) last November includes essential measures which have the potential to reduce the harmful decline in air quality for CSPNC stakeholders. Implementation of the Plan, which includes actions previously requested by the Port Community Advisory Committee/Air Quality Subcommittee, will demonstrate the Ports' commitment to clean air and Public health. The CSPNC and the PCAC/Air Quality Subcommittee evaluated the Plan and submitted recommendations to the Ports with the expectation that the Ports will implement the Plan as stated to uphold their responsibilities to the Community.

Most significant to Coastal San Pedro is the CAAP measure to require Low Sulfur Fuel (.2% sulfur content) in ships as they power in and out San Pedro Bay, which could reduce Port pollution by 35% and greatly improve the air in our neighborhood. The Plan's final release states the Ports will evaluate tariff changes as required for the LSF program with planned adoption by 3rd quarter 2007 as necessary.

Still to unfold is the Ports' statement, "Tariff language would need to be approved by City Attorney, the Ports' Executive Directors, and the Ports' Board of Harbor Commissioners."

We hope that the .2% LSF plan, the single most effective measure possible to reduce Port pollution, is implemented fully without modification and with full compliance. Supporters of the former No Net Increase Plan will be glad to see the CAAP statement, "When fully implemented, the CAAP is estimated to reduce emissions below 2001 levels of emissions before 2010 for NOx (nitrogen oxide) and DPM (diesel particulate matter)."

Recommendations submitted both by the CSPNC and the Air Quality Subcommittee requested the Ports determine the current health risk resulting from Port operations and to implement measures necessary to reduce the risk to an acceptable limit (note that risk in CSPNC as of 1999 was 300 times the allowable standard). The Ports responded with, "All of the measures are designed to achieve the maximum possible emissions reduction. The Ports have started to define San Pedro Bay-wide health risk standards (with Regulatory agencies). The CAAP contains a milestone for the Ports to develop a San Pedro Bay wide health risk standard with cumulative health risk goals by Spring 2007."

The Community also requested that the Plan include a long term commitment to air quality, to which the

Clean Air/8

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