



**Northwest San Pedro Neighborhood Council (NWSPNC)
Port/Environment and Sustainability Committee Meeting Agenda
Tuesday, February 20, 2024, 6:30 p.m.**

**Room 452
638 S. Beacon Street
San Pedro, CA 90731**

PUBLIC INPUT AT NEIGHBORHOOD COUNCIL MEETINGS: The public, when prompted by the presiding officer, may address the Committee on any agenda item before the Committee takes action on an item. Comments from the public on agenda items will be heard only (no discussion) when the respective item is being considered.

Comments from the public on non-agenda items that are within the Committee's jurisdiction will be heard during the General Public Comment period. **Any member of the public who wishes to address the Committee must raise their hand to be recognized.** Any items not addressed will be carried over to the next meeting.

*** Any item on this agenda could result in motions and/or actions ***

1. Welcome and Call to Order – Roll Call.

General Public Comments on Non-Agenda Items

2. Comments and Suggestions from Stakeholders and Committee members

3. Update from Joint Environment & Sustainability Committee Meeting with Coastal & Central

4. Update from the Port, Neighborhood Council and Chamber President's Meeting

5. Updates on legislation or meetings with government officials and departments

6. Motions – Any of the following items could result in motions and/or actions.

- 1) Letter requesting a 90 day extension for public comment on all Port related items. (Gwen)
- 2) Central SP NC Port Committee letter regarding open space and clean water in the Harbor area.
- 3) Comment Letter on Berth 44 NOP released Jan 11 virtual meeting Jan 25 at 4 pm; comments due Feb 21, if necessary..
- 4) Comment Letter regarding City Hall transition to 100% Zero Waste event materials and promotional items distributed by the City of Los Angeles departments. Transition from plastic promotional items, event utensils to items made of sustainable materials.
- 5) Vote on PE&S Committee use of pop-up tent for Peck Park Community Center Egg Hunt at noon to 2 pm on March 20, 2024. Committee members are encouraged to attend to discuss environmental topics.

7. Discussion of Priorities and Projects

- 1) February 5th meeting of the Central Port Committee report out.
- 2) Ad Hoc Committee progress report.
- 3) Dates for tour of SA Recycling.

- 4) POLA Cruise Terminal RFP will come out this quarter;
- 5) PAIP - Sergio Carillo reported at Stakeholder Meeting with a summary of how funds have been spent, unspent but allocated, reviewed unfunded priorities from last round, and gathered new priorities.

8. Membership

9. Adjournment

Next meeting: Tuesday, March 18, 2024, at 6:30 p.m.

www.nwsanpedro.org | board@nwsanpedro.org | (310) 918-8650

638 S. Beacon Street, Box 688, San Pedro, CA 90731

Please note that under the Brown Act, the Board is prohibited from acting on a matter brought to its attention during the General Public Comment on Non-Agenda Items period; however, an issue(s) raised during this comment period may become the subject(s) of a future Board meeting(s). Comments are limited to two (2) minutes per speaker unless adjusted by the presiding officer of the Board.

THE AMERICANS WITH DISABILITIES ACT (ADA) - As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate based on disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assisted listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least three (3) business days (72 hours) prior to the meeting by contacting the Northwest San Pedro Neighborhood Council at 310-918-8650.

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NOTICE TO PAID REPRESENTATIVES - If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at <https://ethics.lacity.org/lobbying/>. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

PUBLIC ACCESS OF RECORDS – In compliance with government code section 54957.5, non-exempt writings that are distributed to all or a majority of the Board members in advance of a meeting may be viewed at 1840 S Gaffey St, San Pedro, CA 90731, at our website: <https://www.nwsanpedro.org/>, or at a scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the Northwest San Pedro Neighborhood Council at 310-918-8650.

RECONSIDERATION AND GRIEVANCE PROCESS: For information on the Northwest San Pedro Neighborhood Council's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NWSPNC Bylaws. The Bylaws are available at our Board meetings and our website <https://www.nwsanpedro.org/board-bylaws>.

SERVICIOS DE TRADUCCION - Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte a Secretary, al 310-918-8650 o por correo electrónico board@nwsanpedro.org para avisar al Concejo Vecinal.

The NWSPNC strongly supports the motion to study establishing quiet zones for railroad hornnoise in Los Angeles.

In the absence of quiet zones, train engines are required to sound their horns in a series of two longs, one short, and another long as they approach a road crossing. Railroad horns sound at 137 decibels, a measurement of sound pressure, which falls between the “pain threshold” and “jet engine at 50 meters” on the decibel scale.

Under State law, trains are not required to blow their horn if a “quiet zone” has been established, and in fact, more than 50 quiet zones have been established in California. Just one of these however, is in Los Angeles County. It is in Glendale. In general, a quiet zone can be established if certain types of crossing protection is constructed that provides the crossing safety addressed by horns.

Over the years, rail horn noise has increased in the One Five as Port commerce has increased, especially as around-the-clock terminal operations and on-dock rail has become more and more common. In fact, in the past two years, all four local Neighborhood Councils have adopted resolutions relating to this issue, asking for quiet zones to be established. These noise issues are especially acute in the Wilmington area of the One Five.

In many ways, rail horn noise is in the purview of the City already, since all the crossings and rail lines south of Sepulveda Boulevard within the City are owned by the Port of Los Angeles and many were constructed by the Port. Yet, the Port chose to construct the crossings without the protection that would permit adopting a quiet zone. Disruption to our daily lives is an unintended [but foreseeable] consequence of past City decisions.

We applaud the City Council in addressing this issue. We lament that it has taken this long, and lament that delay has in fact cost the City significant grant funds that have been available for creating such zones.

We remain available to assist in obtaining action to establish quiet zones, especially in the Harbor area.

NOTE TO FILER OF THIS CIS: Submit the first 3 paragraphs as the CIS and then attach the entire document.

Honorable Board of Harbor Commissioners
Honorable Gene Seroka
Executive Director
City of Los Angeles Harbor Department

Ladies and Gentlemen,

We are requesting that you adopt a policy of providing a 90-day comment period for all draft EIR's. Currently, Port staff typically allow a 30-day comment period, provided for in CEQA as a minimum comment period.

Usually, the four local Neighborhood Councils are interested in commenting on DEIR's. They all feel concerned for the health and safety of their constituents, especially on matters of air quality and traffic congestion.

Here's what Neighborhood Councils need in order to comment. [1] A period of time to read and understand the DEIR, these are usually more than 200 pages. More than one person needs to be involved in reviewing the document. [2] DEIR's are then considered by a committee, usually a Port committee, and formal comments are started to be drafted. Sometimes a second meeting to approve comments is needed. On average, the first committee will meet about 45 days after the DEIR is published. [3] Upon committee approval, the proposed comment later response will be forwarded to the full Neighborhood Council for consideration. Councils meet once a month. Notice is required, and occasionally they do not meet, such as during the Christmas season. Almost always, without extrinsic delays, if everything moves smoothly the process is about 70-80 days.

Three of the Neighborhood Councils have adopted a policy authorizing their President to request a 90-day comment period. Sometimes the Port grants an extension, but invariably does so late in the comment period, making it difficult for us to complete the process in an organized, timely fashion.

The basis for Neighborhood Council participation is statutory. It is Section 907 of the Charter:

Sec. 907. Early Warning System.

The Regulations shall establish procedures for receiving input from neighborhood councils prior to decisions by the City Council, City Council Committees and boards and commissions. The procedures shall include, but need not be limited to, notice to neighborhood councils as soon as practical, and a reasonable opportunity to provide input before decisions are made. Notices to be provided include matters to be considered by the City Council, City Council Committees, and City boards or commissions. [Underlining added]"

The reason given for imposing the 20-day response time, usually, is that the Department cannot afford any delay in the underlying project. We heard that reason, for example, in the cases of the Phillips 66 wharf project DEIR, in the Gibson Blvd. truck/trailer project DEIR, and the Ecocem project DEIR. This is in spite of the unpredictable long lead times of the drafting of the documents themselves, and the fact that each of them revealed construction times commencing a year or more in the future and extending as far out as five years.

The Neighborhood Councils recognize that the City has a legitimate interest in timely processing of its required environmental work, and in fact that is why the statute uses the phrase "reasonable opportunity". However, rather than recognize our time needs, the Port provides the 30-day statutory minimum found in CEQA and seems to apply it as a cudgel, a tactic to exclude comment rather than encourage it.

We appreciate the opportunity to comment on Port projects and remain willing to work with your staff as necessary.

Thank you for your attention to this matter.

Sincerely,