

**MINUTES OF THE REGULAR MEETING OF THE  
PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE  
TUESDAY, FEBRUARY 19, 2008, 5:30-8:00 P.M.  
CROWNE PLAZA/LA HARBOR HOTEL  
601 S. PALOS VERDES STREET  
SAN PEDRO, CALIFORNIA**

**ATTENDEES**

Jayne Wilson, PCAC Co-Chair  
Joe Gatlin, Voting Member, Central San Pedro Neighborhood Council  
Peter Warren, Alternate for Richard Havenick, Coastal S.P. Neighborhood Council  
Pat Nave, Voting Member, Northwest San Pedro Neighborhood Council  
Dennis McCarbery, Voting Member, Wilmington Neighborhood Council  
Donna Ethington, Voting Member, Wilmington Neighborhood Council  
June Burlingame Smith, Voting Member, Point Fermin Resident's Association  
Andrew Mardesich, Voting Member, S.P. & Peninsula Homeowners Coalition  
Kathleen Woodfield, Alternate for Dr. John Miller, S.P.& Peninsula Homeowners Coalition  
Dr. John Miller, Voting Member, San Pedro & Peninsula Homeowners Coalition  
Lucy Mejia, Voting Member, Wilmington Citizen's Committee  
Chuck Hart, Voting Member, At-Large (S.P.)  
Frank Herrera, Voting Member, Wilmington Community Advisory Committee  
Eleanor Montano, Voting Member, Wilmington Community Advisory Committee  
Gary Kern, Voting Member, Wilmington Community Advisory Committee  
William Lyte, Voting Member, Harbor Association Commerce and Industry  
Donald Norton, Alternate for Anthony Misetich, Harbor Association Industry & Commerce  
James Cross, Voting Member, San Pedro Peninsula Chamber of Commerce  
David Beeman, Voting Member, ILWU Local #13  
Olivia Cueva Fernandez, Voting member, Education At Large  
Lanny Nelms, Voting Member, At-Large  
Andrew Fox, Voting Member, At-Large

**EXCUSED**

Cathy Beauregard, Voting Member, At-Large, S.P.  
Patrick Wilson, Voting Member, Wilmington Chamber of Commerce

**ABSENTEES**

Richard Havenick, Voting Member, Coastal San Pedro Neighborhood Council  
Joeann Valle, Voting Member, Harbor City Neighborhood Council  
Richard Pavlick, Voting Member, Crescent Area Resident's Association  
Noel Park, Voting Member, San Pedro & Peninsula Homeowners Coalition  
Anthony Misetich, Voting Member, Harbor Association Industry & Commerce  
Mark Waronek, Voting Member, Harbor City/Gateway Chamber  
Frank O'Brien, Voting Member, L.A. Harbor/Watts EDC

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**ABSENTEES CONTINUED**

Michelle Grubbs, Voting Member, Pacific Merchant Shipping Association  
Kenneth Melendez, Voting Member, Wilmington Commercial District  
Gary Young, Voting Member, Non-I.L.W.U.  
Linda Spink, Voting Member, Education At-Large

**PORT STAFF IN ATTENDANCE**

Thomas Russell, General Counsel  
David Mathewson, Director Planning and Research  
Kathryn McDermott, Deputy Executive Director, Business Development  
Dr. Ralph Appy, Director Environmental Management

- A. **CALL TO ORDER: 5:45PM**  
Jayme Wilson, the PCAC Co-Chair called the meeting to order.
- B. **OPENING STATEMENT - AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE (PCAC)**

AS PROVIDED BY THE BROWN ACT, PERSONS IN THE AUDIENCE MAY ADDRESS THE COMMITTEE IN CONNECTION WITH ANY AGENDA ITEM OR DURING THE PUBLIC COMMENT PERIODS. THE COMMITTEE, UNDER ITS RULES, SHALL NOT ADJOURN THE MEETING UNTIL ALL MEMBERS OF THE PUBLIC WISHING TO ADDRESS THE COMMITTEE HAVE HAD THE OPPORTUNITY TO DO SO. ANYONE DESIRING TO SPEAK MUST COMPLETE A SPEAKER CARD AND SUBMIT IT TO THE PCAC SECRETARY.

- C. **DETERMINATION OF A QUORUM BY ROLL CALL OF VOTING MEMBERS**  
Roll call was taken. There was a quorum of 19 members at roll call.
- D. **APPROVAL OF THE MINUTES OF THE JANUARY 15, 2008 PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE MEETING**

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**ON MOTION OF CHUCK HART, SECOND BY DONNNA ETHINGTON, IT WAS RESOLVED THAT THE MINUTES OF THE JANUARY 15, 2008 PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE MEETING BE APPROVED. Minutes approved: 19 Ayes, 0 Nays, and 0 Abstentions.**

**E. GENERAL PUBLIC COMMENTS (3 minutes per speaker)**

**Jayne Wilson, PCAC Co-Chair, opened the floor for public comments. No speaker cards were submitted.**

**F. REPORTS OF CO-CHAIRPERSON AND PORT OF LOS ANGELES STAFF**

**Co-Chair Wilson:**

- **Introduced Councilmember Tonia Reyes Uranga, from the Seventh District, City of Long Beach**
- **Announced that half of the PCAC members had responded to the letter that was sent out in January requesting Subcommittee participation. The responses have shown that there are more than six individuals interested in all the subcommittees except the Water Quality Subcommittee. The Steering Committee will readdress the issue of Chairs for the Port Master Plan/Quality of Life Subcommittee as well as the Traffic and the Light Aesthetics and Noise Subcommittees.**
- **Informed the committee that he, along with June Burlingame Smith and Pat Nave had a meeting scheduled with City Attorney, Tom Russell, to discuss By-Law language changes concerning the PCAC vote and quorum. This issue will be brought forward to the March PCAC meeting.**

**David Mathewson, Director of Planning and Research, reported:**

- **The Board of Harbor Commission meeting was scheduled for Thursday, February 21, 2008 at 6:00PM at Banning's Landing, in Wilmington. The staff response to the Wilmington Aesthetic Mitigation Proposals would be on the Board agenda.**
- **With regard to the removal of the billboards on North Gaffey Street, Clear Channel has removed four of their billboards. The**

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two that are remaining are owned by CVS. The Port is working on securing the permits for their removal. The billboard on Front Street next to the Bail Bonds is on jointly owned property (between LA and Long Beach). Currently, there are no plans to remove this billboard. The Port is focused on North Gaffey Street.

Donna Ethington questioned the intention of the Port with regard to the staff recommendation on three of the Aesthetic Mitigation Proposals that were identified as having insufficient details. Mr. Mathewson stated that Port staff would be working with the applicants to firm up the specifics on these proposals.

Pat Nave requested the status of under grounding the utilities along Gibson and Front Street. Dr. Appy stated that the overall goal of the Port was to try to under ground the utilities around the edge of the Port. These particular utilities will be incorporated into projects as they occur.

Kathleen Woodfield requested the status of the Air Quality Consultant contracts. Dr. Appy stated that he had met with Richard Havenick, Dr. Avol, and Mr. Howekamp to discuss the role of the Subcommittee for the basis of hiring consultants. Mr. Havenick asked Dr. Appy to provide some input, which he will do within the next couple of weeks.

**G. SPECIAL INFORMATIONAL PRESENTATION:**

- **MATES III Study (Multiple Air Toxics Exposure Study)**  
Jean Ospital, from the South Coast Air Quality Management District (SCAQMD) presented the MATES III Study results. The study is part of the SCAQMD Governing Board's 2003/2004 Environmental Justice Work plan. It focuses on the carcinogenic risk from exposure to air toxics. Elements of the study include a monitoring program (with 2 years of monitoring data), an updated emissions inventory of toxic air contaminants (an update of AQMD 2007 Emissions Inventory, from their 2007 Air Quality Management Plan), and a modeling effort to determine the levels of toxics throughout the air basin.

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The AQMD formed a technical advisory group representing academia, industry, government agencies, and environmental groups to advise and provide input on the study.

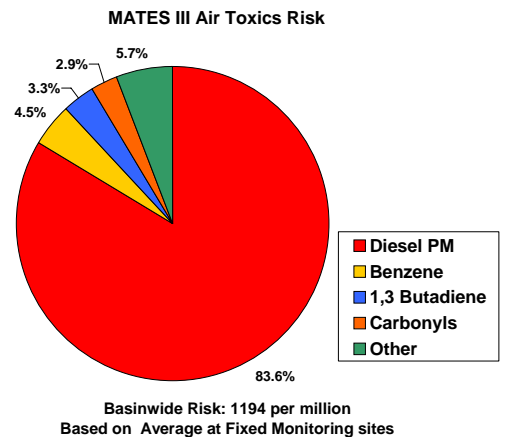
**Enhancements to the MATES III Study Over the MATES II Study:**

- Monitored more intensively taking 24 hour samples every three days rather than every six days.
- Monitored over a 2 year period rather than 1
- Added organic tracer analysis on PM<sub>2.5</sub> samples
- Added naphthalene, and polycyclic aromatic hydrocarbons (PAHs)
- Updated method to estimate diesel PM
- Latest 2007 AQMP inventory used
- Improved spatial allocation of truck emissions
- Updated modeling platform consistent with AQMD 2007 Air Quality Management Plan (AQMP)

**Results of the Monitoring:**

- General trend is down for toxics levels
- Estimated basin wide lifetime risk 1200 per million
- Mobile source toxics account for 94% of risk
- Diesel accounts for 84% of toxics risk
- Non-diesel risk lower by 50%

**Air Toxics Cancer Risk by Site**





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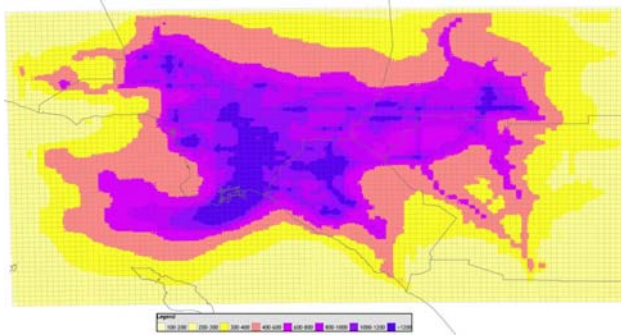
<b>Source Category</b>	<b>Percent Change</b>
<b>On-road</b>	<b>13% decrease</b>
<b>Off-road</b>	<b>1% increase</b>
<b>Point</b>	<b>65% decrease</b>
<b>Area</b>	<b>43% decrease</b>

**MATES III Modeling**

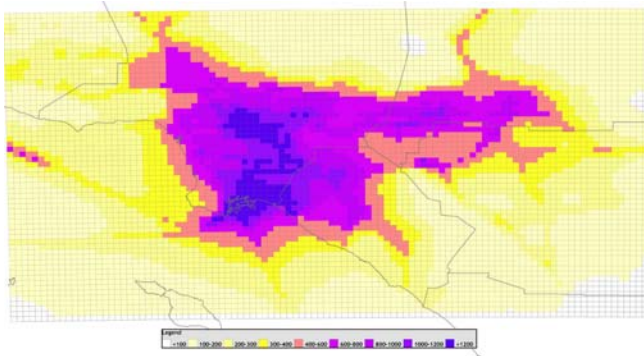
- **Updated emissions and modeling**
  - **CAMx - consistent with AQMP**
  - **AQMP inventory updated for toxics**
  - **Improved geographical assignment of diesel vehicle miles – Caltrans/SCAG model**
  - **Updated meteorology for 2005 consistent with AQMP**
  - **EMFAC2007 vs. EMFAC7G**
  - **Larger modeling domain**
- **Grid cell with highest risk at the ports**
- **Area of increased risk near Central L.A.**
- **Estimated risks consistent with monitoring data**

**MATES II Model Estimated Risk**

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**MATES III Model Estimated Risk**



**Modeled Risk Comparison**

- **Population weighted risk: 810/million which was about 17% below MATES II**

**Non-Cancer Assessment**

- **Compared annual averages to OEHHA chronic Reference Exposure Levels (CRELs)**
  - **Formaldehyde was above the chronic reference exposure level at all the monitoring sites**
  - **OEHHA is currently revising its methodology to calculate these reference exposure levels which will be presented to their scientific review panel this month. They are proposing to raise the reference exposure level formaldehyde. If that is approved all the site will be “safe”**

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- **Manganese is a trace metal which is currently well below the reference exposure level (CREL) of 200 ng/m<sup>3</sup>. If OEHHA lowers the CREL to 30 ng/m<sup>3</sup>, then 3 sites that will be above that reference level**

**We are making progress in reducing levels of air toxics but the risks are still high, and unacceptable for involuntary exposure to air toxics. Diesel exhaust is the major contributor to air toxics risk. The Highest levels of risk associated with diesel emissions, are near the ports and transportation corridors. Findings point to the importance of reducing diesel emissions as aggressively as possible.**

**The MATES III Study report was released for public review in early January. Public comments are due by April 4, 2008. Send comments to Dr. Jean Ospital, AQMD Health Effects Officer at [jospital@aqmd.gov](mailto:jospital@aqmd.gov).**

**The Draft report and technical appendices are available on the AQMD website. Public outreach meetings will be held between February and March 2008. A schedule of these meetings will be posted on the SCAQMD website.**

**The basics of the final report will be used to support an update of the Districts Toxic Air Control Plan, this summer.**

**The PCAC Committee requested clarification on:**

- **Mortality rates for Cancer risks vs. Non-Cancer risks**
- **Non cancer impacts (heart attacks, strokes, chronic obstructive pulmonary disease (COPD)...) are 10 times as large as cancer effects**
- **An acceptable level of risk (1 in a Million versus 10 in a Million)**
- **Increased monitoring sites and their locations**
- **Data available for public review on the AQMD Website**
- **Request to have additional monitoring sites installed in San Pedro and Wilmington**
- **Budget for monitoring sites (Significantly higher than the original \$3 Million)**
- **Emissions from mobile sources (mostly from diesel (94%))**
- **Criteria associated with feasibility and non-feasibility**

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- The 70 Year lifetime exposure used as a yardstick to compare emissions of toxics

**PUBLIC COMMENT:**

Co-Chair Wilson opened the floor for public comment. The following individuals address the committee:

Richard Havenick requested clarification on the highest recorded cell of 2900, as a result of the modeling component. (Mr. Ospital's response: The emissions from the MATES II and the MATES III were proportioned a bit differently based on our inventory. The computer model that estimates the dispersion handles them differently. In addition, the meteorology for the two years was different. The two studies were consistent, in that, they both show the highest risks from the modeling occurred within the Port areas. It also showed that the higher risks were near diesel emissions and transportation corridors. The risk didn't seem to hug as clearly freeways, because in MATES III, the diesel truck traffic was allocated more toward their actual routes rather than where the bulk of the vehicles go.

Mr. Havenick commented on ships being one of the predominant contributors and that they heavily affect Point Fermin. (Mr. Ospital directed the committee to the AQMD website for data on specific

source categories.)

Mr. Dean Pentcheff inquired as to how well the model estimates of the health affects match up with epidemiological data from the area. (Mr. Ospital stated that the AQMD did not do epidemiological types of studies.)

Tom Politeo asked if the report provided the necessary information to be able to compare the different dispersion modeling for diesel particulate, as compared to the prior report? (Mr. Ospital responded that there is some discussion of the differences in the modeling approach and what that might do to the estimates. We have not taken the old model and run it.)

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**Tom Politeo: Does the report take into consideration different dispersion distances for different size particulate matter? (Mr. Ospital: The model has a component to look at the dispersion of particles as well as a reactivity component. The diesel particulate is the toxic air contaminant for diesel exhaust, and all its particulates are small, almost all below 1 micro meter in diameter and so they will disperse as small particles. .1 microns have not been looked at separately.) Mr. Politeo asked if the raw data produced from the model showing different risk values for the different criteria pollutants by grid would be available. (Right now all that information is in draft form. Once the study is finalized that information will be available.) Mr. Politeo: Will it be possible to run the newer data through the older model and visa versus. (Mr. Ospital: AQMD is using the monitoring data to look at trends over time as best we can and updating the model to give the best estimate possible. Comparing old methodology may not be as good. It might be possible to pump that same data from MATES II through the new model, but it would be very resource intensive, in that the model handles meteorology differently and the modules would have to be redone to fit in the requirements of the old model.)**

**David Wright asked about the period of time in which the two studies were run. Did the model take into account fuel specification**

**changes, specifically the diesel fuel specifications? (Mr. Ospital: I believe they do take into account the fuels as well as the mix of the fleet.) Do you have the ability to take the MATES III model that you have today and change parameters to remodel it with some of the changes that have been proposed with the Clean Air Action Plan and the fuel regulations that CARB has been implementing? (Mr. Ospital: That will come up with the update of the air toxics control plan, in terms of the estimates of proposed emission reductions on the ambient levels and the risks. Yes, the model will take the emission inputs.)**

**Arthur Hernandez, representing Wilmington property owners, shared his concern about the environmental impacts on Wilmington, from the diesel trains.**

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**ADDITIONAL QUESTIONS FROM THE COMMITTEE:**

Pat Nave asked is there was a good data source to look at other kinds of health impacts such as respiratory ailments? (Mr. Ospital: The Air Resources Board has done a couple of studies looking at those types of impacts (cardiovascular/heart disease related mortality, and respiratory symptoms that increase asthma. Those are available on their website. One looks specifically at the emissions from the Ports and the other looks at emissions from goods movement.

Peter Warren urged the agencies and the Port to complete and release the emission inventories in a timelier manner. He also requested that the real time data from the daily air monitoring program be made available on line. (Mr. Ospital: The AQMD lab is looking into getting the data on the web.)

Dr. John Miller asked for clarification with regard to health effects beyond cancer and the impact being roughly ten times as much as cancer estimates alone. (Mr. Ospital: Looking at the total mortality, the annual cancer mortality would be about 1/10 of the total of the mortality that is attributable to particulates.)

**H. ACTION ITEMS:**

**1. EIR Aesthetic Mitigation Subcommittee**

At the December 18, 2007 PCAC meeting, On Motion of Pat Nave, Second by June Burlingame Smith, it was resolved with a vote of 9 Ayes, 3 Nays, and 4 Abstention, that the original motion proposed by the EIR Aesthetic Mitigation Subcommittee be amended to read as follows:

**MOTION:**

The EIR/Aesthetic Mitigation Subcommittee recommends that the Port provide clear written information on impacts, mitigated impacts and impacts which cannot be mitigated, in all environmental documents.

At the January 7, 2008 Steering Committee meeting, the Committee amended the motion to read as follows:

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**REVISED MOTION:**

The EIR/Aesthetic Mitigation Subcommittee recommends that the Port provide *a clear documented summary written information* on impacts, mitigated impacts and impacts which cannot be mitigated, in all environmental documents.

Dr. Miller stated that the motion was clear and straight forward. They should take the vote.

Gary Kern called for the question. Hearing no objections, the vote was taken, and the motion carried with 20 Ayes, 0 Nays and 1 Abstention.

**I. SUBCOMMITTEE REPORTS**

**1. Port Master Plan Subcommittee – No Report**

**2. Air Quality Subcommittee:**

Richard Havenick reported that the committee had received an update on the TraPac EIR, and the appeal to the City.

We've resolved some issues with regard to the term baseline, specifically, as it pertains to the Health Risk Assessment.

Baseline is not used as a goal/target, but rather an established level or starting point. The subcommittee also discussed the possibility for potential changes to the subcommittee; expanding subcommittee participation, and possible changes in schedule following some discussion between the consultants, the Port and the Chair.

**3. San Pedro Coordinated Plan Subcommittee**

June Burlingame Smith reported that the Subcommittee discussed the proposed parking structures at the existing Cruise Terminal parking lot. Questions were raised why the parking structures were not going under the bridge, as recommended years ago. Concern was raised that the parking structure would obscure the view of the

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bridge. We were told there would be sight corridors.

We discussed the issue of the paseo at the Ports O' Call, and clarified some confusion for the Council office that the promenade not the paseo would be going on the outside of the businesses so that there would be both a promenade along the water and the paseo on the outside of Ports O' call.

Clarification was made with regard to the enhancements at Warehouse I. What was referred to as a pier will actually be a deck or a view point, similar to the cruise ship walkway.

As for the Cabrillo Marina Phase II design, there has been no update. We are told there will be an update at our March meeting.

**4. Water Quality Subcommittee**

Donna Ethington reported that the committee was working on resolving the trash accumulation in the Consolidated Slip and looking for available technologies to reduce the trash flow, eventually stopping it at its source. The next meeting will be held on Wednesday, February 20, 2008, at 5:00PM at the POLA Charter High School.

**5. EIR/Aesthetic Mitigation Subcommittee**

John Miller reported that, at the request of Senator Boxer, he testified before the U.S. Senate Environmental and Public Works Committee, in Washington, in support of her Bill S1499. The Bill would direct the EPA to mandate the use of low sulfur fuel in ships near our coasts (1000ppms by 2010 with an interim standard of 2000ppms as soon as it is practicle. As part of the testimony, the "Health Effects of Diesel Exhaust Air Pollution" document that had been generated by the Air Quality Subcommittee in 2003 was submitted. A document that came from this committee is now a part of the record of the U.S. Senate. In addition, the Port of LA and Long Beach are on record as supporting this document, as well as the two cities. The PCAC should be proud of this contribution.

Dr. Appy stated that the Port has been supportive of CEQA and other

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means of reaching a broader resolution on this issue. To control international shipping at one port is much more difficult than doing it on a national basis, best international basis. The IMO is very slow. We certainly support it. It creates the vehicle by which we can market those fuels and make them readily available on a much broader base.

**6. Wilmington Waterfront Development Subcommittee – No Report**

**J. GENERAL PUBLIC COMMENT (3 MINUTES PER SPEAKER)**

Co-Chair Wilson, opened the floor for public comments.  
No speaker cards were submitted.

**K. AGENDA ITEMS FOR THE TUESDAY, MARCH 18, 2008, PCAC MEETING**

- LA County Sanitation Department, Creating a New Discharge Tunnel to the Ocean

**L. ADJOURNMENT:**

**THERE BEING NO FURTHER BUSINESS, AT APPROXIMATELY 7:20PM THE TUESDAY, FEBRUARY 19, 2008 MEETING OF THE PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE WAS ADJOURNED.**

**Signature on File**

\_\_\_\_\_  
Jayme Wilson, Co-Chair

Port of Los Angeles Community Advisory Committee

**Signature on File**

\_\_\_\_\_  
Debra Babcock-Doherty, PCAC Executive Assistant