

**MINUTES OF THE REGULAR MEETING OF THE
PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
TUESDAY, MAY 20, 2008, 5:30-8:00 P.M.
BANNING'S LANDING
100 EAST WATER STREET
WILMINGTON, CALIFORNIA 90744**

ATTENDEES

Jayme Wilson, PCAC Co-Chair
Carrie Scoville, Alternate for Joe Gatlin, Central San Pedro Neighborhood Council
Richard Havenick, Alternate for Peter Warren, Coastal S.P. Neighborhood Council
Philip Nicolay, Alternate for Pat Nave, Northwest San Pedro Neighborhood Council
Arthur Hernandez, Alternate for Dennis McCarbery, Wilmington Neighborhood Council
Donna Ethington, Voting Member, Wilmington Neighborhood Council
June Burlingame Smith, Voting Member, Point Fermin Resident's Association
Janet Gunter, Alternate for Noel Park, S.P. & Peninsula Homeowners Coalition
Kathleen Woodfield, Alternate, Andrew Mardesich, S.P. & Peninsula Homeowners Coalition
Dr. John Miller, Voting Member, S.P. & Peninsula Homeowners Coalition
Lucy Mejia, Voting Member, Wilmington Citizen's Committee
Cathy Beauregard, Voting Member, At-Large, S.P.
Chuck Hart, Voting Member, At-Large (S.P.)
Frank Herrera, Voting Member, Wilmington Community Advisory Committee
Gary Kern, Voting Member, Wilmington Community Advisory Committee
William Lyte, Voting Member, Harbor Association Industry & Commerce
Donald Norton, Alternate for Anthony Misetich, Harbor Association Industry & Commerce
David Beeman, Voting Member, ILWU Local #13
Andrew Fox, Voting Member, At-Large

ABSENTEES

Joe Gatlin, Voting Member, Central San Pedro Neighborhood Council
Peter Warren, Voting Member, Coastal S.P. Neighborhood Council
Joanne Valle, Voting Member, Harbor City Neighborhood Council
Pat Nave, Voting Member, Northwest San Pedro Neighborhood Council
Dennis McCarbery, Voting Member, Wilmington Neighborhood Council
Richard Pavlick, Voting Member, Crescent Area Resident's Association
Noel Park, Voting Member, S.P. & Peninsula Homeowners Coalition
Andrew Mardesich, Voting Member, S.P. & Peninsula Homeowners Coalition
Eleanor Montano, Voting Member, Wilmington Community Advisory Committee
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
James Cross, Voting Member, San Pedro Peninsula Chamber of Commerce
Michelle Grubbs, Voting Member, Pacific Merchant Shipping Association
Patrick Wilson, Voting Member, Wilmington Chamber of Commerce
Kenneth Melendez, Voting Member, Wilmington Commercial District
Gary Young, Voting Member, Non-I.L.W.U.
Linda Spink, Voting Member, Education At-Large

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Olivia Cueva Fernandez, Voting Member, Education At Large

EXCUSED

Lanny Nelms, Voting Member, At-Large

PORT STAFF IN ATTENDANCE

Thomas Russell, General Counsel

David Mathewson, Director Planning and Research

Kathryn McDermott, Deputy Executive Director, Business Development

- 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 18 members at roll call.
- D. **THERE WERE NO PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE MEETING MINUTES AVAILABLE FOR APPROVAL.**
- E. **GENERAL PUBLIC COMMENTS (3 minutes per speaker)**

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Jayme Wilson, PCAC Co-Chair, opened the floor for public comments. The following individuals addressed the committee.

Arthur Hernandez, a Wilmington resident and PCAC member, submitted a memorandum on the environmental impacts of the Watson Yard.

Carrie Scoville requested that this issue be referred to the Light, Aesthetics and Noise Subcommittee.

Andrew Fox stated that Pacific Harbor Lines has been running its operation entirely with low emissions Tier 2 and Tier 3 diesels. These were all acquired in collaboration with the Port of Los Angeles and the Port of Long Beach, as well as the South Coast Air Quality Management District – Carl Moyer funds. Pacific Harbor Lines is the only railroad in the country that has converted entirely to Tier 2 and Tier 3 diesels.

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

David Mathewson, Director of Planning and Research, reported:

- There are no responses to PCAC motions going to the Board at the June 5, 2008 meeting. Port staff is working to get the outstanding PCAC motions to the Board as soon as possible.
- On June 5, 2008, at 6:00PM, at Banning's Landing, there will be a public scoping meeting for the China Shipping Environmental document. The written comment period closes on June 30, 2008.
- On Saturday, June 7, 2008, from 10:00AM to 4:00PM, there is the second annual tour of the San Pedro and Wilmington Historical sights.
- On Wednesday, May 28, 2008, there is a San Pedro Bay Port Technology Conference at the Double Tree Hotel, from 8:30AM to 1:00PM. The conference is being co-sponsored by the San Pedro Chamber of Commerce and the Wilmington Chamber of Commerce.

Kathleen Woodfield inquired as to why the Coastal Permit discussion for the TraPac terminal redevelopment / EIR was removed from the May 15, 2008 Board of Harbor Commission Meeting agenda. Mr. Mathewson stated that there were some internal administrative issues that needed to be resolved. It will be noticed again when it is ready to go back to the Board.

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Jayme Wilson reported that:

- When Deb Babcock- Doherty returns to work in June, she will begin to work with the Chairs of the Port Master Plan/Quality of Life, Light, Aesthetic and Noise, and Traffic Subcommittees to get those meeting scheduled.
- Elections will be held for the PCAC Chair and Parliamentarian at the June 17, 2008 PCAC meeting. If you are interested in being nominated, please e-mail Ms. Babcock-Doherty.

G. SPECIAL INFORMATIONAL PRESENTATION:

**San Pedro Waterfront – Michael Christensen, Port of Los Angeles
Deputy Executive Director of Development**

Mr. Christensen gave a PowerPoint presentation on the status of the San Pedro Waterfront project. Construction is presently moving forward for the following enhancement projects that were previously authorized through various actions, including a Mitigated Negative Declaration.

- The completed cruise ship promenade
- The Harbor Boulevard Parkway portion of the Promenade
- The Gateway Water Feature – Anticipate full operation 1st of June
- The Downtown Plaza portion of the waterfront between the permanent Harvard Boulevard and the new watercuts (subsequent to approval) - due for completion by the end of 2008
- The 22nd Street/Sampson Way Parking and Park, due for completion in December 2008
- The construction contract for the 18 acre 22nd Street Landing Park was approved by the Board, May 15, 2008. Construction should begin shortly, and should be completed around November 2009
- The Cabrillo Beach enhancement project is going well. Construction should begin November, with completion in June 2009. (Includes the improvement to walkways, circulation of traffic, connection to the Cabrillo Marina Aquarium, and sand replacement on the inner beach.)
- The Cabrillo Way Marina project, anticipate putting out to bid in June, with a completion date of October 2010.

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Not included in this EIR is the City Dock One project. The Port is looking for input.

1. The proposed project

Elements that are moving forward:

- **Completion of the Promenade, which would connect all the other pieces that have been constructed under the various enhancement and gateway projects from the bridge to Cabrillo Beach.**
- **Construction of three new harbors (north harbor, downtown harbor and the 7th Street harbor).**
- **New fireboat museum for the Ralph J. Scott**
- **A level of development at Ports O' Call that would equate to about 375,000 sq. ft. (300,000 sq. ft. of commercial development and 75,000 sq. ft. conference center.)**
- **Four cruise berths, 2 at the new outer harbor cruise terminal and 2 at the existing inner harbor terminal. In the outer harbor, there will be 2 new buildings one for each berth (leeds/certified gold buildings, with available promenade access along the building and on the roof.)**
- **The parking is situated at the inner harbor cruise terminal with elevated parking structures (2 story – 3 level parking/4000 spaces on a foot print of a little less than 11 acres) Transportation between the parking areas and the outer harbor cruise terminal will be provided by a fleet (50) of CNG buses, with 150 round trips between the outer harbor cruise terminal and the parking structure on a peak cruise ship day (defined as a day with 2 large cruise ships are in the outer harbor.)**
- **Red Car extensions to Cabrillo Beach, the Outer Harbor Cruise Terminal, and to the City Dock One area. Under this document the Red Car will not be extended to Downtown San Pedro, Wilmington, or North Gaffey Street.**
- **A new Red Car Maintenance Facility along the bluff/13th street level/east of Harbor Boulevard**
- **Sampson Way area overflow parking turns into green space. A fisherman's park at the point of the developed area at the Port's O Call, increasing the open space from 18 acres to 27 acres.**

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- **De-industrialization of the west side**
 - **Removing Westways Bulk Facility. No plans for redevelopment within this document.**
 - **Jankovich / Marine Fuel Facility will move from its present location to a new facility across the channel in the area of Berth 240 (the area that is presently occupied by South West Marine)**
 - **Warehouses: Warehouse 6 will be removed and replaced with buildings as part of Cabrillo Marina Phase II. Presently the plan is to leave Warehouses 9 and 10 in place. We welcome input on adaptive reuse ideas.**
 -
- **Series of 6 Alternatives:**
 - **Alternative 1 Analyzes:**
 - **Downsizing the outer harbor cruise terminal to a single berth. Two berths in the inner harbor and one in the outer harbor, with the possibility of a third berth on the main channel.**
 - **A new cruise terminal building in the inner harbor.**
 - **Construction of the Red Car Museum and Maintenance Facility, down at warehouse 1, at the end of City Dock One.**
 - **One way south bound traffic at 7th St. and Harbor/Sampson Way, prohibiting north bound traffic. By-pass from Crescent to Sampson, to reduce the traffic on the top of the bluff, and keep it down on the bottom.**
 - **Alternative 2 Analyzes:**
 - **A four berth cruise terminal, splitting the parking structures between inner and outer harbor. The outer harbor parking structure is a 1500 space structure, one story, two levels, with a green roofed park on the top. The inner harbor structure is a 2900 space, two story, three level building.**
 - **Salt Marsh improvements, moving the promenade from the beach side to the back side of the marsh.**

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- **Alternative 3 Analyzes:**
 - A three berth cruise terminal, one in the outer harbor, two in the inner harbor, with limited berthing capacity. All parking is located in the inner harbor with a 3500 space structure.
 - Red Car operation is based in a museum with a maintenance facility under the bluff.
 - Downsize the Ports O' Call development from 300,000 sq. ft. to 150,000 sq. ft. with a 37,500 sq. ft. conference center rather than a 75,000 sq. ft. conference center.
- **Alternative 4 Analyzes:**
 - No outer harbor cruise terminal, eliminating the north harbor cut, allowing capacity for three cruise ships berthed at the inner harbor.
 - Open space, 6 acre park at Kaiser Point outer harbor
 - 3700 spaces, three level parking structure, in the inner harbor
 - Red Car operations centered under bluff at 13th St.
 - The same level of development at Ports O' Call
- **Alternative 5, the No Federal Action Alternative, is what could be done without any federal permits. (No construction in the water, nothing that would require involvement from the Army Corp. Of Engineers, or any other federal agency.**
- **Alternative 6, the No Project Alternative, which established the baseline and tells us what happens if we don't move forward with a project. This would eliminate the entitlement of adaptive reuse for warehouses 9 and 10, leaving them vacant. Three cruise berths in the inner harbor would remain operational, and would be CAAP compliant at the time of the lease renewal. The Ralph J. Scott would stay where it is next to the dock. The Jankovich facility would stay. Westways would still be demolished, with a separate action. There would be no extensions on the Red Car.**

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Next Step:

We've gone through the NOP/NOI scoping meeting. The draft EIR/EIS is tentatively expected to be released by the end of June. There will be a 60 day review period for the DEIR/DEIS. A public scoping meeting will be scheduled shortly thereafter. The document is approximately 3000 pages. It will be posted on the Port's website. A final document will be presented to the Board for consideration (late 2008), after the receipt of all comments and amendments.

Some environmental impacts have yet to be totally determined. The following are presently documented:

Aesthetics

There are aesthetic impacts on the inner harbor parking structures

Air Quality

We are showing a significant impact on air quality, relative to the Cabrillo Marinas, but not to anything beyond the marinas. There are some potentially significant AQ impacts relative to recreational parks.

Noise

There will be noise impacts during construction.

Socioeconomic

There are significant socioeconomic impacts, but most are on the positive side.

Transportation

Significant impacts to traffic, particularly at intersections, 7th and Harbor, 5th and Harbor, and Harbor/Swinford. Levels of service at full build out at year 2037 will be in the F range during the peak periods.

COMMITTEE QUESTIONS AND CONCERNS

- Current uses of Warehouses 6, 9, and 10?
Staff Response: They are currently being used for storage and movement of cotton.**
- Will the cotton operations be relocated given the adaptive use of the warehouses?**

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Staff Response: Yes, cotton is a good business for the Port.

- How can the Port deny an aesthetic impact of the outer harbor cruise terminal when the cruise ships function as huge floating buildings, especially after the community opposed a 3 to 4 story boat storage building by the marina?

Staff Response: The aesthetic impact finding was largely due to what has been berthed at that location, the bulk tankers and various other vessels. The document will have a more in-depth discussion of the issue.

- How often is the berth being used that is currently setting the mark for the aesthetic impacts?

Staff Response: Mr. Christensen stated that he recalls the usage to be about 3 to 5 times a year.

- So you are comparing something that is present five times a year to something that will be present on a daily basis. It seems that an aesthetic impact should include how often you see something. There is a different impact from something that is seen on a regular basis versus something that is seen on an occasional basis.
- In the removal of Westways, does the Harbor Department pay for the cleanup or does the company pay?

Staff Response: The Harbor Department has negotiated the clean up into the termination deal with Westways. The Harbor Department will take the responsibility for the clean-up, working closely with the Department of Toxic Substance Control (DTSC). The demolition and removal of Westways is being done under this EIR. The clean up phase is independent of the removal phase and was included in the termination agreement with Westways. The clean up goes under the clean up and abatement order from DTSC.

- The planting of new trees and landscaping in the park will utilize native, low water plants.
- Cabrillo Beach Clean Up

Staff Response: The sand replacement project at Cabrillo Beach is moving forward, however, there is a slight hold up with getting a permit to remove and replace sand at the waters edge. Summer activities should not be interrupted.

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With regard to impacts on air quality, is there a significant impact on air quality even after mitigation.

Staff Response: Mr. Christensen explained that the 10 in a million isopleth will likely go through, however they were still finishing some analysis. The Port is being cautious, in that they are applying residential factors to the marina and addressing the marina as a residence.

- On the socioeconomic issues, have you looked at the number of employment benefits, construction jobs that would be created, and the revenues that would benefit the community? What would be the additional economic benefit to having an additional cruise ship come in?

Staff Response: Dave Mathewson stated that they would be looking at the economic impacts of direct, indirect and induced jobs. He referred the committee to the Port website where they could review an economic benefits study that had been done for the cruise industry.

- The Red Car

Staff Response: The Red Car connectivity in operations under this document are going to change a little bit. The Red Car is presently a high platform vehicle. When Westways is removed, that line will be disconnected, and the extension of the Red Car as proposed will be adjusted and equipment changed. The proposed project changes the Red Car from a high platform boarding system to a ground level boarding system.

- The idea of finding no aesthetic impacts is ludicrous when comparing tanker ships to cruise ships. The cruise ships are far greater in size. They will also be a permanent fixture rather than something that would be there periodically. Public recreational use is not a cruise terminal. Then there is the issue of taking away view sheds. The CEQA document explains what we are entitled to. We are entitled to mitigation for loss of view sheds, and for any other interference with features that have great merit to the community.
- Some community members feel that the ships are aesthetic enhancements.

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- Concerns that need to be addressed are the lost benefits to Downtown San Pedro by not having a cruise terminal close in proximity (The foot traffic, the potential retail, the growth of tourism).
- A presentation was given to the Central San Pedro Neighborhood Council. Loss of benefits to downtown by moving the cruise ship away was discussed. Other issues included the lack of an extension for the Red Car, and the lack of linkages that would draw people into the downtown area. The Port was commended for buying out Westways, and it was suggested that they also buy out the Boy Scout Camp to make it a public access facility.
- Aesthetics is in the eye of the beholder. The cruise ships are beautiful to some of us. It would be interesting to find out just how many people in the community actually enjoy some of these things in the harbor.

H. INFORMATIONAL ITEM:

1. **The Air Quality Subcommittee adopted this motion on May 7, 2008. The motion was moved by Kathleen Woodfield, Second by Jody James. The vote was taken and Ayes were unanimous in favor of the Motion.**

MOTION:

The Air Quality Subcommittee recommends that the PCAC advise the Board of Harbor Commissioners to assign the Chair of the Air Quality Subcommittee as the PCAC Representative to the CAAP Stakeholder group.

Kathleen Woodfield introduced the motion, and explained that there was a Clean Air Action Plan Stakeholder Group created by the Mayor, and that there was no PCAC representation in the group. The Air Quality Subcommittee feels that this is a gross oversight and that it is very important for the PCAC to have a voice on that committee. We as an organization should advocate for ourselves and make sure that we are included in these types of groups.

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2. The San Pedro Coordinated Plan Subcommittee adopted this motion on May 14, 2008. The motion was moved by Richard Pavlick, Second by Kathleen Woodfield. The vote was taken and Ayes were unanimous in favor of the Motion.

MOTION:

The Coordinated Plan Subcommittee recommends that the PCAC request the Board of Harbor Commissioners to authorize 90 days for comment from the day the San Pedro Waterfront EIR/EIS is submitted.

June Burlingame Smith explained that the community had been waiting a long time for this Draft EIR, and that if it was to be released at the end of June/beginning of July that many people would be away for summer vacation. With the extent of the project and the size of the document, the committee is requesting a 90 day comment period to thoroughly vet this 3000 page document.

I. ACTION ITEMS

1. The San Pedro Coordinated Plan Subcommittee adopted this motion on March 12, 2008. The motion was moved by Richard Havenick, Second by Richard Pavlick, and carried with 5 Ayes, 0 Nays, and 0 Abstentions

MOTION:

The San Pedro Coordinated Plan Subcommittee (SPCP) moves that PCAC recommend to the Board of Harbor Commissioners that Port staff representatives attend the SPCP Subcommittee and all other PCAC Subcommittee meetings to address and discuss agenda items.

June Burlingame Smith introduced the motion and stated that there had been issues with regard to staff not showing up at subcommittee meetings or coming in very late. There is a need for communication between staff and subcommittee chairs when there is a meeting conflict.

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Jayme Wilson read the motion and called for the vote. The motion carried with 15 Ayes, 1 Nay, and 1 Abstention.

Jayme Wilson recused himself and left the room for the discussion and the vote on following action motion. June Burlingame Smith acted as chair in his stead.

2. The San Pedro Coordinated Plan Subcommittee adopted this motion on April 9, 2008. The motion was moved by Richard Havenick, Second by Richard Pavlick, and carried with 4 Ayes, 0 Nays, and 1 Abstention.

MOTION:

The San Pedro Coordinated Plan Subcommittee (SPCP) moves that PCAC recommends that the BHC direct Port staff to implement the original Ports O' Call enhancement project.

Richard Havenick stated that PCAC had spent years and thousands of hours discussing the project with Port staff. The request is to move forward on the plan that had been approved by the Board of Harbor Commissioners in October 2006.

Ms. Burlingame Smith explained that the Board of Harbor Commissioners approved a package of five enhancement projects in October 2006. Four of those projects are moving forward. The Ports O' Call enhancements are not.

Mr. Christensen clarified that the enhancements were those projects that were entitled through the Mitigated Negative Declaration (MND). The projects in the MND are moving forward with one exception, the Paseo.

Mr. Mathewson clarified that the Port could not presently identify anything at Ports O' Call because they were going out to solicit interest on what type of development could occur there. The Port does not have the expertise in commercial real estate development, thus we are soliciting interest from developers who specialize in

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commercial waterfront development that are visitor serving.

Further discussion followed. The following members requested further input: Gary Kern, David Beeman, Philip Nicolay.

The following members spoke in favor of the motion: Dr. John Miller, Janet Gunter, Richard Havenick, Chuck Hart and Arthur Hernandez

Ms. Bulingame Smith called for a vote. The motion carried with 12 Ayes, 4 Nays, and 1 Abstention.

Mr. Wilson returned to the room and resumed his position as Chair.

**3. PCAC By-laws (Potential Amendments)
ARTICLE V - QUORUM, VOTING, PARLIAMENTARIAN AUTHORITY**

Section 501. Quorum

~~A minimum of fifty percent (50%) of the current number of voting members of the Committee shall constitute a quorum for purposes of conducting the business of the Committee at regular or special meetings.~~ ***A majority of members shall constitute a quorum and who must be present for business to be legally conducted. The quorum refers to the number of such members present, not to the number actually voting on a particular question.***

This section would apply to all subcommittees as well as the full PCAC.

The issue was raised that the subcommittees may not be mature enough under this new structure to be able to conduct business under this confinement. However, for the whole committee it is great.

The secretary will distribute the list of subcommittee members and chair assignments to all PCAC members to verify that they are in-fact able to attend the committee meetings that they volunteered for.

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This action requires a 2/3 vote (12) in order to pass. Mr. Wilson called for the vote. The revision carried with 16 Ayes, 1 Nay, and 0 Abstentions.

The new version of Section 501 in the PCAC By-laws reads as follows:

Section 501. Quorum

A majority of members shall constitute a quorum and who must be present for business to be legally conducted. The quorum refers to the number of such members present, not to the number actually voting on a particular question.

**4. PCAC By-laws (Potential Amendments)
ARTICLE V - QUORUM, VOTING, PARLIAMENTARIAN AUTHORITY**

Section 502. Voting

~~All Committee actions, unless otherwise stated in these by laws, shall be by majority vote of the members present at a regular or special meeting at which a quorum is present.~~ ***Motions, propositions and resolutions must be adopted by a majority vote of members present and voting in a properly called meeting where a quorum has been declared.*** The Board member Co-Chair shall ~~abstain not from voting~~ ***abstain*** on any recommendations or other actions taken by the Committee, ***EXCEPT to break a tie.*** Alternates shall not vote when their designated voting member is present at the meeting. No proxy votes shall be allowed. From time to time issues may be presented to the Committee for discussion or action by the Committee in which a voting member may have a conflict of interest as defined under State of California and local law. Should a conflict arise, the affected member is prohibited by law from participating in the discussion or in any decision of the Committee on the issue. The City Attorney will review conflict issues on a case by case basis and shall advise the affected member and Committee.

Prior to the meeting, Attorney Russell suggested some simplified

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language for this particular by-law. The language reads as follows:

Ms. Burlingame Smith moved that the following substitute motion be entered into the record. Second by Richard Havenick.

SUBSTITUTE MOTION:

All Committee actions, unless otherwise stated in these by-laws, shall be by majority vote of the members present and voting in a properly called meeting where a quorum is present.

Ms. Burlingame Smith explained the language change, stating that it does not alter the intent of the By-law amendment. For the record, this amendment will enable members of the body to truly abstain from a vote without having the vote count as a no vote.

There was further discussion.

Mr. Wilson called for a vote on the Substitute motion above, which only needs a simple majority vote. The substitute motion carried with 17 Ayes, 0 Nays and 1 Abstention.

Mr. Wilson called for the vote on the full motion. The motion requires a 2/3 vote (12). The motion carried with 17 Ayes, 0 Nays and 1 Abstention.

The new version of Section 502 Voting in the PCAC By-laws reads as follows:

Section 502. Voting

All Committee actions, unless otherwise stated in these by-laws, shall be by majority vote of the members present and voting in a properly called meeting where a quorum is present. The Board member Co-Chair shall *abstain from voting* on any recommendations or other actions taken by the Committee, *EXCEPT to break a tie*. Alternates shall not vote when their designated voting member is present at the meeting. No proxy

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votes shall be allowed. From time to time issues may be presented to the Committee for discussion or action by the Committee in which a voting member may have a conflict of interest as defined

under State of California and local law. Should a conflict arise, the affected member is prohibited by law from participating in the discussion or in any decision of the Committee on the issue. The City Attorney will review conflict issues on a case by case basis and shall advise the affected member and Committee.

J. REPORTS FROM SUBCOMMITTEES (2 minutes each)

- 1. Port Master Plan/Quality of Life – No Report**
- 2. Air Quality Subcommittee - Richard Havenick reported that the Health Risk Assessment was coming sometime in the second/third quarter. The committee also received the low sulfur fuel availability study.**
- 3. San Pedro Coordinated Plan - June Smith reported that Mr. Mathewson, Mr. Christensen and Ms. Green Rebstock gave a presentation on the waterfront EIR. Many of the same concerns and issues discussed tonight were topics of discussion at our meeting. We are anxiously waiting to see the document.**
- 4. Water Quality – No Report**
- 5. EIRs/Aesthetic Mitigation – Dr. Miller reported that the committee was working on comments on the Re-Circulated China Shipping DEIR. The committee had a discussion on the Plains All American Pipeline SEIS/SEIR. PAAP will use low sulfur fuel in the main and auxiliary engines. They will amp all vessels at berth. They are also planning on participating in an expanded vessel speed reduction program. The next meeting is scheduled for May 22, 2008 at 4:00PM at Banning's Landing**
- 6. Wilmington Waterfront Development – No Report**

K. GENERAL PUBLIC COMMENT (3 MINUTES PER SPEAKER)

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

**MINUTES OF THE REGULAR MEETING OF THE
PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
TUESDAY, MAY 20, 2008, 5:30-8:00 P.M.
BANNING'S LANDING
100 EAST WATER STREET
WILMINGTON, CALIFORNIA 90744**

- L. **AGENDA ITEMS FOR THE TUESDAY, JUNE 17, 2008, PCAC MEETING,
TO BE HELD AT THE CROWNE PLAZA/LA HARBOR HOTEL**
There were no items identified at this time.

- M. **ADJOURNMENT:**
THERE BEING NO FURTHER BUSINESS, AT APPROXIMATELY 8:00PM
THE TUESDAY, MAY 20, 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