

Resolution recommending percent targets and incentives for electric equipment and trucks in the Ports’ Clean Air Action Plan, 2/18/20

Whereas, as part of the Clean Air Action Plan’s quarterly stakeholder advisory meetings, the community is asked to provide input to the Clean Air Action Plan (CAAP);

Whereas, the Mayors of Long Beach and Los Angeles have declared their cities have a goal of zero-emission (ZE) for the goods movement industry in and around the twin ports by 2030 for all yard and other equipment, and 2035 for drayage trucks;

Whereas, the CAAP lacks specific targets and deadlines to achieve the promise of 100% zero emissions for yard and other goods movement equipment by 2030, and ZE drayage trucks serving the ports by 2035;

And finally whereas, the Coastal San Pedro Neighborhood Council fears and asserts that without specific ZE or all-electric targets, THE RELIANCE ON FOSSIL FUELS WILL, resulting in the failure to achieve the two mayors’ 2035 ZE promise to the community by 2030 and 2035.

Therefore be it resolved, the Coastal San Pedro Neighborhood Council demands that Port staff produce and the Harbor Commissioners approve revisions to the Clean Air Action Plan to include specific percentage targets for electric equipment and trucks at both of the twin harbors in three-year or smaller increments between now and the target years of 2030 and 2035, culminating in the ultimate goal of 100% in 2030 for equipment and 2035 for trucks;

And further resolved, that all incentives by the twin ports, including truck rates and other incentives, be limited to zero-emission equipment and trucks.

MOTION TO SUPPORT ASSEMBLY BILL 2103 DOMINGUEZ CHANNEL WATERSHED/CATALINA ISLAND, 5/18/20

Resolved, the Coastal San Pedro Neighborhood Council urges the City Council (CF20-002-S26) to support Assembly Bill 2103, which would add the Dominguez Channel watershed and Santa Catalina Island to the territory of the “San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy” in the Natural Resources Agency, and to update the “San Gabriel and Lower Los Angeles Parkway and Open Space Plan” to include the priorities for conservation and enhanced public use within the Dominguez Channel watershed and Santa Catalina Island.

MOTION RECOMMENDING PRESERVATION OF BUDGET ITEMS ASSOCIATED WITH ENVIRONMENTAL ISSUES, 7/20/20

Whereas Los Angeles County residents living in areas with higher levels of poverty and people of color suffer from Coronavirus infection rates and deaths at significantly greater numbers than white residents and residents in the wealthier parts of the County. *Whereas* the most economically disadvantaged areas of Los Angeles and areas with greater racial diversity are the areas suffering the greatest environmental injustices and are located in closest proximity to industrial areas, oil processing operations, and freight transportation.

Whereas such areas of environmental injustice suffer higher per capita rates of asthma, cardio-pulmonary disease, cancer, and other medical conditions known to increase Coronavirus infection rates and morbidity.

Therefore be it resolved, the Coastal San Pedro Neighborhood Council recommends that our Councilman Joe Buscaino and Mayor Eric Garcetti work to compel the City of Los Angeles to preserve all budget allocations associated with City Agencies directly engaged in environmental issues (including Urban Forestry, Parks and

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Recreation, Transportation, and the Environmental departments of the Harbor Departments). (*Reference the Council File/Community Impact Statement 20-0692.*)

Further be it resolved, the Coastal San Pedro Neighborhood Council recommends that our Supervisor Janice Hahn work to compel the County of Los Angeles to preserve all budget allocations associated with County offices directly engaged in environmental issues.

References:

1. Los Angeles County Department of Public Health established on May 22, 2020 that “African Americans, Native Hawaiian/Pacific Islanders, and people living in communities with high levels of poverty continue to have the highest rate of death per 100,000 people for COVID-19 when compared to other groups,” at the following rates:

Blacks twice as likely; Latinos 75% greater; and, Native Hawaiian/Pacific Islander 12 times greater; residents in areas with higher rates of poverty were nearly four times as likely to die of Coronavirus than those living in areas with very low poverty levels.

References: <https://www.latimes.com/california/story/2020-05-29/whites-far-less-likely-to-die-from-the-coronavirus-than-non-whites-in-la-county>;

<http://publichealth.lacounty.gov/phcommon/public/media/mediapubdetail.cfm?unit=media&ou=ph&prog=media&cur=cur &prid=2393&row=25&start=1>

2. Los Angeles County Department of Public Health Director Barbara Ferrer provided the following updated statistics as reported in the July 11, 2020 Los Angeles Times for every 100,000 residents per the listed category:

Latino residents, 700 per 100,000; Black residents, 400; and white residents, 300.

In areas of higher levels of poverty, more than 1,800 are infected for every 100,000 residents and in wealthier areas, about 600 are infected per 100,000.

For deaths, Latino and Black residents are roughly twice as likely to die from the virus than white residents.

Resolution supporting AB345 regarding environmental justice and setbacks for oil and gas extraction facilities, 8/17/20

Whereas Assembly Bill 345 (Al Muratsuchi, CA Assembly 66th District) would require

1. the Secretary of the Natural Resources Agency to create an environmental justice program within the agency to identify and address any gaps in existing programs, policies, or activities that may impede the achievement of environmental justice; and,
2. the department to, on or before July 1, 2022, adopt regulations to protect public health and safety near oil and gas extraction facilities. The bill would require those regulations to include safety requirements and the establishment of a minimum setback distance between oil and gas activities and sensitive receptors such as schools, childcare facilities, playgrounds, residences, hospitals, and health clinics based on health, scientific, and other data, and would require the department to consider a setback distance of 2,500 feet at schools, playgrounds, and public facilities where children are present, and a range of other protective measures, including, but not limited to, enhanced monitoring and maintenance requirements. Because a violation of these regulations would be a crime, the bill would impose a state-mandated local program. The bill would require the department to comply with certain consultation and public participation requirements before adopting the regulations, as provided.

Whereas AB345 passed the California State Senate on January 23, 2020 and was referred to the Senate for reconsideration on referral to the Senate Natural Resources and Water Committee on August 5, 2020, failed on a

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vote of five Noes and four Ayes). Whereas the coalition supporting AB345 will continue to encourage establishment of setback and other health and safety protections around oil and gas extraction activities.

Whereas the Coastal San Pedro Neighborhood Council previously supported a 2,500 foot setback between oil and gas activities and sensitive receptors and supports Environmental Justice.

Therefore be it resolved, the Coastal San Pedro Neighborhood Council supports the adoption of implementation of the measures defined in AB345 in the state and the implementation of AB345 measures in the City and County of Los Angeles.

Reference https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB345

Council file: 20-0002-S120.

MOTION REGARDING USE OF RENEWABLE FUELS BY LOS ANGELES DEPARTMENT OF WATER AND POWER, 12/16/19

Whereas the Coastal San Pedro Neighborhood Council filed Motions supporting Los Angeles Department of Water and Power's transition to 100% Renewable Fuels and that the Renewable Energy Study (currently in work) establish the goal of 100% Renewable Energy by 2030 (reference Council File 16-0243).

Therefore, be it resolved, the Coastal San Pedro Neighborhood Council requests the City of Los Angeles and the Los Angeles Department of Water and Power ensure that agreements, amendments, and or contracts with any power generation plants include the requirement to operate on 100% Renewable fuels (reference Council File 13-0340).

MOTION REGARDING COUNCIL FILE 16-1243 ON RENEWABLE ENERGY USAGE BY LOS ANGELES DEPARTMENT OF WATER AND POWER, 9/16/19

Whereas the Los Angeles City Council passed the motion/Council File 16-0243 stating that fossil fuels pose a risk to our climate, recognizing the advantages of renewable energy, and initiating a 100% Renewable Energy Study to determine the investments necessary to achieve a 100% renewable energy portfolio for the Los Angeles Department of Water and Power (LADWP).

Whereas the Study initiated by CF 16-0243 does not define a time-frame or year-certain goal for 100% renewable energy and allows for the continued combustion of methane, biomass, and biogas and the use of nuclear energy and renewable energy credits.

Whereas the proposals created through the 100% Renewable Energy Study should include participation and dialogue with the public so that community input can help guide the city's transition to 100% Renewable Energy.

Therefore be it resolved the Coastal San Pedro Neighborhood Council requests that the Los Angeles Mayor and City Council and the Los Angeles Department of Water and Power (LADWP) ensure the Renewable Energy Study (1) establishes the goal of 100% Renewable Energy by 2030, (2) excludes any use of methane, biomass, biogas, nuclear energy, and unbundled renewable energy credits, and (3) includes a series of public meetings to communicate the progress of the Study and to gain public input.

Further be it resolved, the Coastal San Pedro Neighborhood Council shall submit a community impact statement applicable to CF 16- 0243 stating the above resolution and to include submittal of the CIS to LADWP.

Motion to submit comments to the Port of Los Angeles on the “Draft 2018 Feasibility Assessment for Drayage Trucks,” 1/22/19

Resolved, the Coastal San Pedro Neighborhood Council shall submit the following letter to the Port of Los Angeles as a comment to the “Draft 2018 Feasibility Assessment for Drayage Trucks”

Port of Los Angeles
Chris Cannon, Director Environmental Management P. O. Box 151
San Pedro CA 90733-0151 caap@cleanairactionplan.org

Subject: Draft 2018 Feasibility Assessment for Drayage Trucks Comments Submittal To whom it may concern,

The policy and investment likely to result from the Ports’ Truck Feasibility Assessment will greatly influence policy decisions and investments throughout the US and even beyond by driving economies of scale, market dynamics, and advancing technological capability. I thank you greatly for requesting Comments and note that the current Draft Feasibility Assessment is based on static parameters which will drive planning limited to specific technologies and economics that may prove ill-advised as engineering advancements and changes in fuel and infrastructure costs and availability evolve.

The Study must provide evaluations of multiple scenarios for phased implementations of different fuel technologies, even simultaneously in varying mixes, and must not focus on limited implementation models, such as the current 11,000 Broadly Applicable Truck population.

The costs modeled in the Study must be considered variable due to evolving economic conditions and not limited to single scenario calculations such as the Total Cost of Ownership based on 12 years, fixed costs of fuels and batteries, hydrogen production, and electric utility rates.

The work of the Study must continue as an uninterrupted, on-going effort to update affected sections as technology advances and economic forecasts change. The Study must be considered a dynamic and living document with revisions to be issued with the quarterly Clean Air Action Plan updates, next planned for 1st Quarter 2019.

Please also consider the concern that, as trucks are the greatest contributor to Greenhouse Gas emissions at the Port of Los Angeles and a top contributor at Long Beach, the production, storage, and transfer of natural gas re-leases methane, a significant and long-lasting Greenhouse Gas. Any calculations of the benefit resulting from re-duction in tail pipe emissions from Natural Gas fuel technologies must be revised to include consideration of the increased methane release, estimated at between two and three percent of natural gas consumed.

Please consider the following four examples as potential efforts to broaden the evaluation to multiple Assessment scenarios as suggested above which could be performed through pro- forma spreadsheet software:

- 1) Model varying quantities of truck fuel technology platforms among the fleet of frequent and infrequent truck populations. Among the complete fleet of trucks, evaluation of discreet quantities by technology type provides broader perspective with different numeric outcomes through varying the quantities in each fuel-technology platform. Cost projections must be modeled based on the multiple fuel technology mix scenarios.
- 2) Provide varying time period projections for Total Cost of Ownership allowing for different financing and capital expense strategies and planning.

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3) Calculate cost outcomes based on multiple scenarios as the costs associated with each fuel technology and infrastructure is likely to vary and are subject to changes. For example, the electricity charge estimated for Department of Water and Power may be reduced substantially based on an Electric Vehicle rate, the cost of Natural Gas may rise substantially, and advancements in hydrogen production will drastically reduce the cost of fuel cell power.

4) Evaluation must be included of the potential impacts from a marginal container fee to fund California State Ports' leadership in the transition to cleaner technology, which may greatly affect Total Cost of Ownership through increased incentives and subsidies possible through a shipping fee implemented state-wide.

We request your consideration of and response to the above recommendations.