



agenda

COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

locally listening & leading ...



CSPNC Environment & Sustainability Committee Meeting

Agenda

September 7, 2019 4PM

Angel's Gate Building G

Participation is open to all Stakeholders of the Coastal San Pedro Neighborhood Council.

Note: Anything on this agenda could result in a motion.

Agenda

- 1) Call to Order 4:00 PM
- 2) Public Comment on non-agenda items
- 3) Discussion of recommendations regarding Community Impact Statement #16-0243 to define 100% renewable energy type by 2030.
- 4) Discussion of risks associated with Rancho Liquid Gas storage facility as related to Wilmington blind thrust fault and of Rancho Palos Verdes support of efforts to relocate the facility.
- 5) Discussion of ocean going ship fuels, transition to International Maritime Organization .50% standard for 2020, and Tier III ships.
- 6) Adjournment

For more information, please call 310.918.8650; write to CSPNC, 1840 S. Gaffey Street, Box 34, San Pedro, CA 90731; or visit the Coastal San Pedro Neighborhood Council website at www.cspnc.org.

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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 the CSPNC Secretary, al 310-918-8650 por correo electrónico board@cspnc.org para avisar al Concejo Vecinal.

Community Impact Statement in support of a 100% clean, renewable energy transition for LA by 2030

In 2017, the Los Angeles City Council passed a motion (Council File 16-0243) pointing out that fossil fuels pose a risk to our climate, recognizing the advantages of renewable energy, and initiating a 100% Renewable Energy Study.

The aim of the study is to determine what investments should be made to achieve a 100% renewable energy portfolio for the Los Angeles Department of Water and Power (LADWP), but it does not currently include any proposals for achieving 100% renewable energy by 2030, and it also allows for the continued combustion of methane, biomass, and biogas and the use of nuclear energy and renewable energy credits.

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

The _____ Neighborhood Council resolves to call on Los Angeles Mayor Eric Garcetti, the Los Angeles City Council, and the Los Angeles Department of Water and Power (LADWP) to study a 100% real, clean energy by 2030 scenario that excludes methane, biomass, biogas, nuclear energy, and unbundled renewable energy credits.

The _____ Neighborhood Council resolves to submit a community impact statement to Council File 16-0243 and to communicate support to our City Council member expressing support for this position.

The _____ Neighborhood Council resolves to submit a community impact statement to LADWP to communicate support for this position.

Your Community Impact Statement has been successfully submitted to City Council and Committees.

If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at NCsupport@lacity.org.

This is an automated response, please do not reply to this email.

Contact Information

Neighborhood Council: Coastal San Pedro Neighborhood Council

Name: Anna Erneholm

Phone Number:

Email: annaerneholm@yahoo.com

The Board approved this CIS by a vote of: Yea(11) Nay(0) Abstain(0) Ineligible(0) Recusal(0)

Date of NC Board Action: 10/15/2018

Type of NC Board Action: For

Impact Information

Date: 06/30/2019

Update to a Previous Input: No

Directed To: City Council and Committees

Council File Number: 16-0243

Agenda Date:

Item Number:

Summary: Whereas, the Coastal San Pedro Neighborhood Council recognizes that the State of California is ahead of schedule to achieve at least 33% of electrical power from zero emission sources by 2020 with the goal of 100% zero emission sources by 2045 and, that the Los Angeles Department of Water and Power is accomplishing the conversion to zero emission power sources at a rate significantly faster than the State. Whereas, natural gas remains a significantly large source of power for both the State and DWP and the production, storage, and transportation of natural gas releases methane in sufficient quantity to contribute significantly to greenhouse gas and climate change. Be it resolved, the Coastal San Pedro Neighborhood Council (CSPNC) requests the Department of Water and Power plan to achieve 100% zero emission electrical power conversion by the year 2035.

Los Angeles Times, California, B1, 9/01/19

Quake fault thought dormant is not

If it ruptures, the coastal Wilmington blind-thrust would devastate, report says.

BY DEBORAH NETBURN

Scientists citing new research say an earthquake fault along the Los Angeles coast, previously believed to be dormant, is active and could cause a destructive magnitude 6.4 earthquake if it ruptured.

And if it linked with other faults, it could trigger an earthquake in the magnitude 7 range, according to a team of researchers from Harvard, USC and the U.S. Geological Survey.

The fault, known as the Wilmington blind-thrust fault, stretches for about 12.5 miles, running northwest from Huntington Beach, directly beneath the Los Angeles and Long Beach harbors, past the east side of the Palos Verdes Peninsula and out toward Santa Monica Bay.

Researchers have known for decades that the fault existed, but it was long thought to be dormant and therefore of no concern for the residents of Los Angeles.

However, a new report, led by Franklin Wolfe, a doctoral student in the structural modeling and earth resources group at Harvard, has found that the Wilmington blind-thrust fault is in fact alive and kicking and could affect the overlying ports of Los Angeles and Long Beach.

“It doesn’t rupture frequently, but it’s like a sleeping giant beneath the harbor,” Wolfe said. “Just because it’s slow doesn’t mean it’s not dangerous.”

A blind-thrust fault is so named because the fault itself doesn’t reach the surface of the earth. There are no hills, cracks or breaks to indicate its existence.

Scientists knew the Wilmington fault was there because it sits below the Wilmington Oil Field and data collected by the oil industry revealed folding in deep layers of rock that indicated the existence of a fault. However, the telltale folding of the rock did not appear to extend to more shallow layers of earth. Therefore, the data suggested that the fault had gone dormant at least 2 million years ago.

Then, about 10 years ago, a scientist at the USGS who was studying the architecture of groundwater reservoirs discovered that, in fact, there appeared to be some folding in the rock in more shallow layers than the oil industry researchers would have looked at.

Further research revealed that he was right. The folding in both the deep rock and the very shallow rock appeared to be caused by the same fault. That meant the Wilmington fault was still active.

Wolfe said the fault is very slow moving and could be expected to rupture sometime in the next 3,000 to 5,000 years.

“It makes you wonder how many other faults are in California that are not detected and slow moving,” Wolfe said. “The San Andreas fault is the most noteworthy, but many other faults in California are capable of generating damage.”

The Wilmington fault runs near another notorious fault, the Newport-Inglewood. That fault unleashed the 1933 Long Beach earthquake, which killed 120 people and prompted some of the state’s first seismic building regulations.

The Newport-Inglewood has long been considered one of Southern California’s top seismic danger zones because it runs under some of the region’s most densely populated areas, from the Westside of Los Angeles to the Orange County coast.

Research published [in 2017 found](#) that the fault may be capable of producing more frequent destructive temblors than previously suggested by scientists.



JERRY V. DUHOVIC, MAYOR

JOHN CRUIKSHANK, MAYOR PRO TEM

ERIC ALEGRIA, COUNCILMAN
SUSAN BROOKS, COUNCILWOMAN
KEN DYDA, COUNCILMAN

August 20, 2019

Via Email

The Honorable Nanette Barragán
1030 Longworth House Office Building
Washington, DC 20515

SUBJECT: Support for Relocating Liquid Bulk Storage Tanks near the Public

Dear Rep. Barragán:

The City of Rancho Palos Verdes supports efforts to relocate liquid bulk storage tanks near homes and populated areas in the Harbor Area, including the Rancho LPG facility, which stores 25 million gallons of butane less than a mile from the City's Eastview neighborhood.

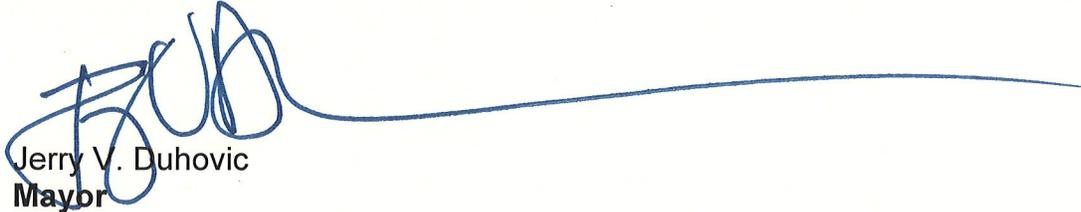
Our City's concerns with the potential hazards that come with storing high volumes of combustible fuels near the public and a fault zone are well-documented, and they were only strengthened by the recent magnitude 7.1 and 6.4 earthquakes in Ridgecrest that rattled the Southland.

In addition to longstanding concerns with Rancho LPG, we are troubled by the Navy's proposal to reactivate and significantly increase fueling operations at the nearby Defense Fuel Support Point San Pedro.

It is clear that these types of facilities do not belong so close to communities, and that local residents are subjected to significant exposure to potential hazards due to their concentration in the Harbor Area.

We also recognize the challenges posed by jurisdictional limits in addressing these concerns. That is why our City applauds your efforts to make relocation possible, and it is our hope that this strategy gains momentum for the benefit of all our communities.

Sincerely,



Jerry V. Duhovic
Mayor

cc: Ted Lieu, U.S. Representative, 33rd Congressional District
Dianne Feinstein, U.S. Senator, California
Kamala Harris, U.S. Senator, California
Steven Bradford, Senator, 35th State Senate District
Ben Allen, Senator, 26th State Senate District
Patrick O'Donnell, Assembly Member, 70th Assembly District
Al Muratsuchi, Assembly Member, 66th Assembly District
Janice Hahn, L.A. County Supervisor, 4th District
Joe Buscaino, L.A. City Councilmember, 15th District
Rancho Palos Verdes City Council
Doug Willmore, City Manager
Gabriella Yap, Deputy City Manager
San Pedro Peninsula Homeowners United

Agenda Item #5, Tier III Ships Rule Discussion

- Los Angeles County/South Coast Air Basin remains a Federal Non-Attainment Area for Criteria Air Pollutants.
- The San Pedro Bay Ports are the single largest source of air pollution in the South Coast Air Basin.
- Ships are the largest source of the most harmful air pollutants from port operations at approximately 50% of the total.
- Maritime industry growth is expected to continue.
- Regulatory or other action may be determined necessary to reduce air pollution, which could result in San Pedro Bay Ports being put at a competitive disadvantage.
- More efficient and less polluting ships, as required by the International Maritime Organization Tier III standard, are operating worldwide though not serving California, including a total of 122 Liquid Natural Gas, Tier III compliant ships with 130 more on order and soon to enter service.
- Our regional regulators and Port management currently plan to offer incentives to bring the cleaner ships to California ports.
- Previous attempts to incentivize cleaner burning ship fuel were unsuccessful, eventually resulting in the Year 2008 California Air Resources Board Low Sulfur Fuel Rule, which was subsequently adopted by the Environmental Protection Agency and led to the North American Emission Control Area.

Agenda Item #5, Tier III Ships Rule Discussion

- The existing CARB Rule applicable to Ships' Auxiliary engines will reduce Port air pollution by as much as 20% at full implementation.
- A CARB rule requiring Tier III ships in California waters would further reduce Port air pollution by as much as 20% at full implementation.
- Our Air Quality Management District Board members and local representatives County Supervisor 4th District Janice Hahn and Council District 15 Councilman Joe Buscaino could champion the effort to compel the CARB to immediately implement a plan for application of the Tier III Rule in California waters to include coordination with the EPA for application in the North American ECA and ensure equal competition among California and North American ports.