

# NORTHWEST SAN PEDRO

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Certified Neighborhood Council  
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December 11, 2017

California Department of Transportation (Caltrans)  
Division of Rail and Mass Transportation  
2018 California State Rail Plan  
Rail Planning Branch  
1120 N Street, MS 74  
Sacramento, CA 95814

The **Northwest San Pedro Neighborhood Council** applauds Governor Jerry Brown, California city mayors and the multitude of Federal, State and City departments working together to bring California to the technological forefront for transporting people and products under the California Transportation Plan 2040, of which the 2018 Rail Plan is just one element.

We, the members of the Northwest San Pedro Neighborhood Council, represent stakeholders in the 15th Council District; one of seven NC districts represented by Los Angeles Councilmember Joe Buscaino. Council District 15 includes the Port of Los Angeles within its boundaries; as such, communities like Northwest San Pedro surround, and are adjacent to, the most productive port complex in the nation as well as the major transportation corridors that emanate from the ports. Many of our stakeholders benefit directly from the movement of goods at the ports, but our communities are also challenged by the expansion of the infrastructure and increased hours in which goods and freight are transported in and out of the area. In the case of the stakeholders of Northwest San Pedro - many live, work and play in neighborhoods directly within eyesight and earshot of short lines discussed in the Rail Plan. Short line commodities include building materials, agricultural products, supplies and fertilizers, chemicals, petrochemicals, petroleum products and LPGs.

That said, the growth of Intermodal Terminal Capacity needs (lifts) in Southern California is projected to double from 6,600,000 to 12,260,000 lifts – a full 11M more than any other region of California and as such, the Freight System elements of the 2018 Rail Plan can potentially impact the residents of Council District 15 more significantly than many other communities in California. Therefore, the **NWSPNC** requests the California State Rail Plan be revised as follows:

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1. Define the plan to advocate that the California Environmental Protection Agency adopt the following locomotive engine transition plan:
  - a) Accelerate implementation of zero or near zero emission locomotive requirements, as petitioned by the California Air Resources Board;
  - b) Accelerate the replacement of Tier 3 and earlier locomotive engines with Tier 4 or better engines by 2025.

Error Correction on Page 91:

2. Section 2.1.6 Safety and Security - Under state rail safety regulators: Change “California Emergency Management Agency (Cal EMA)” to **California Office of Emergency Services (Cal OES)**

Regarding Public Safety Policies for the Transport and Storage of Hazardous Materials:

The **NWSPNC** recommends that the unified & collaborative approach being used in all other areas of the 2040 Mobility Plan be used to create customized (and actionable) emergency response / contingency plans for communities potentially impacted by spills or emergency situations associated with hazardous material pipeline and rail transport:

3. Require that state rail safety regulatory agencies (Caltrans Division of Rail and Mass Transportation - DRMT, Pipeline and Hazardous Materials Safety Administration – PHMSA, California Office of Emergency Services – Cal OES) coordinate with Cal EPA and federal regulatory agencies to develop risk management program guidance for the Pipeline and Rail Transport of Hazardous Materials, similar to the EPA’s “Risk Management Program Guidance for Offsite Consequence Analysis.” This guidance should be used by each region’s Certified Unified Program Agencies - CUPA to evaluate emergency management response plans.
4. Under the Cal OES Standardized Emergency Management System (SEMS) three-tiered Maintenance System – (consisting of an Advisory Board, Technical Group and MARACs) – create an additional Mutual Aid Regional Advisory Committee that focuses specifically on pipeline and rail transport of hazardous materials. Each region could invite the participation of local agencies and operators associated with hazardous material transport, to assist in developing customized (and actionable) Emergency Response / Consolidated Contingency Plans. (Example: In Los Angeles the LA County Health Hazardous Materials Division - HHMD currently collaborates with a local task force called the “Wilmington Environmental Justice Task Force.” The Wilmington Task Force is comprised of State and City agencies including the Office of the LA City Attorney, LA City CUPA, the Port of Los Angeles, California Department of Toxic Substances Control - DTSC, and others. Depending on the city, area or region the combination of agencies tapped for this MARAC could vary).
5. The **NWSPNC** requests emergency plans be made available to the public.

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Regarding Dedicated Freight Fund Sources:

6. All federally funded programs must establish rigorous (measurable and sustainable) environmental criteria prior to allocation of funding. Attention should be taken to prioritize zero-emissions projects and projects that mitigate both local regional and localized environmental impacts.

Regarding Community Impact Reduction and Mitigations:

7. Ensure a safe separation distance of at least 1,000 feet, as recommended by the NRDC, between any new freight projects and sensitive sites such as housing, medical facilities, schools and daycare facilities, whenever possible.

8. Ensure that community impact reduction projects are eligible uses of federal freight funding - including mitigation for noise, air pollution (examples: window and door improvements, indoor air filters, vegetative screens & sound barriers) and other community and quality of life impacts.

9. Minimize impacts to natural resources, wildlife, water quality and land.

We look forward to your response.

Sincerely,



Ray Regalado, President

On behalf of the Northwest San Pedro Neighborhood Council

*cc: Assemblymember Patrick O'Donnell; Calif State Transportation Agency; Calif. Transportation Commission; CalTrans (Division of Rail & Mass Transportation); CAL OES; US Dept of Transportation; Thomas Gazsi, Port of Los Angeles; US Rep. Nanette Barragan; US Rep. Ted Lieu; US Senator Kamala Harris; LA County Supervisor Janice Hahn; Mayor Eric Garcetti; Councilmember Joe Buscaino; Central San Pedro Neighborhood Council; Coastal San Pedro Neighborhood Council; Wilmington Neighborhood Council; Harbor City Neighborhood Council; Melissa Lin Perrella, Senior Attorney, NRDC.*