



# *Wilmington Neighborhood Council*

544 N. Avalon Boulevard, Suite 103 • Wilmington, California 90744 • (310) 522-2013

## NOTICE OF MEETING

April 25, 2007 @ 6:00 P.M  
Wilmington Senior Center  
1371 Eubank Street  
Wilmington, California

All stakeholders including residents, property and business owners, people who work in Wilmington, members of non-profit, educational, church and service organization, representatives of local labor unions and participants at local parks and museums are encouraged to participate in the Wilmington Neighborhood Council (WNC). The WNC and you can make a difference in the delivery of City services to our community.

Comment from the public on non-agenda items within the jurisdiction of the WNC will be heard during the Public Comment period. Public Comment is limited to three (3) minutes per speaker unless waived by the presiding officer of the WNC.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services and activities. Language translation, sign language interpreters, assistive listening devices or other auxiliary aids and/or services may be provided upon request. Please make your request at least three (3) business days prior to the meeting if services are required. Contact the Department of Neighborhood Empowerment at (310) 732-4525.

**SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR A LA OFICINA 3 DIAS DE TRABAJO (72 HORAS) ANTES DEL EVENTO. SI NECESITA ASISTENCIA CON ESTA NOTIFICACION, POR FAVOR LLAME A NUESTRA OFICINA AL (213) 485-1360**

## **AGENDA**

1. Call to Order / Pledge of Allegiance / Roll Call of Governing Board Members
2. Los Angeles Police Department-Senior Lead Officer Ron Johnson  
**(5 Minutes)**
3. Public Comment on Non-Agenda Items-Please fill out Speaker Card  
**(3 Minutes per comment)**
4. Government Representatives Reports – Federal/State/County/City  
**(10 Minutes)**
5. Alameda Corridor Transportation Authority Report – Dan Davis  
**(5 Minutes)**
6. Approval of March Meeting Minutes.
7. Presentations
  - Banning Village - Dick Pawlowski **(15 Minutes)**
  - Race Way Park – Willie Robinson **(5 Minutes)**
  - Warren E&P Update – Tom Dahlgren **(5 Minutes)**

8. Action Items

- A. PCAC Item for May: Materials attached.
- B. COPSS Board: Appointment of WNC Representative.
- C. Banning High School Football Team Request: Funding for practice equipment.
- D. BHS Freshman Academy request for support: *The WNC Executive Board recommends to the WNC Governing Board that the WNC supply items to the 9<sup>th</sup> Grade Picnic in the amount of \$250.00.*
- E. Reallocation of \$37,400.00: *The WNC Executive Board recommends to the WNC Governing Board that the \$37,400.00 of unspent funds from prior years' budgets be reallocated to the 2007-07 Budget.*
- F. WNC Trademark Registration: *The WNC Executive Board recommends to the WNC Governing Board that the WNC file the necessary documentation and funding to register the WNC Logo as a protected trademark.*
- G. POLA Mitigation Fund Projects: *The WNC Executive Board recommends to the WNC Governing Board that a "Special Meeting" of the WNC Governing Board be held on May 9, 2007, at 12:00 p.m. to consider support letters for all Wilmington Projects submitted for Mitigation Funds.*
- H. Galaxy Wilmington Day: *The WNC Executive Board recommends to the WNC Governing Board that the WNC support "Wilmington Day" at the \$500.00 sponsorship level as a Community Outreach Project.*

9. Information Items

- Refreshment Schedule for 2007 Meetings
- Ad Hoc Committee Report/Mitigation Projects – Gary Kern
- Bi Monthly Community Clean-ups.

10. Report from D.O.N.E. – Rosa Arcadia

**RECESS – 10 MINUTES**

11. Report of Officers

- Chair
- Co-Chair
- Secretary
- Treasurer

12. Reports by Standing Committees

- By Laws Committee
- Executive Board
- Finance Committee
- Gateway & Beautification Committee
- Land Use & Planning Committee
- Public Works Committee

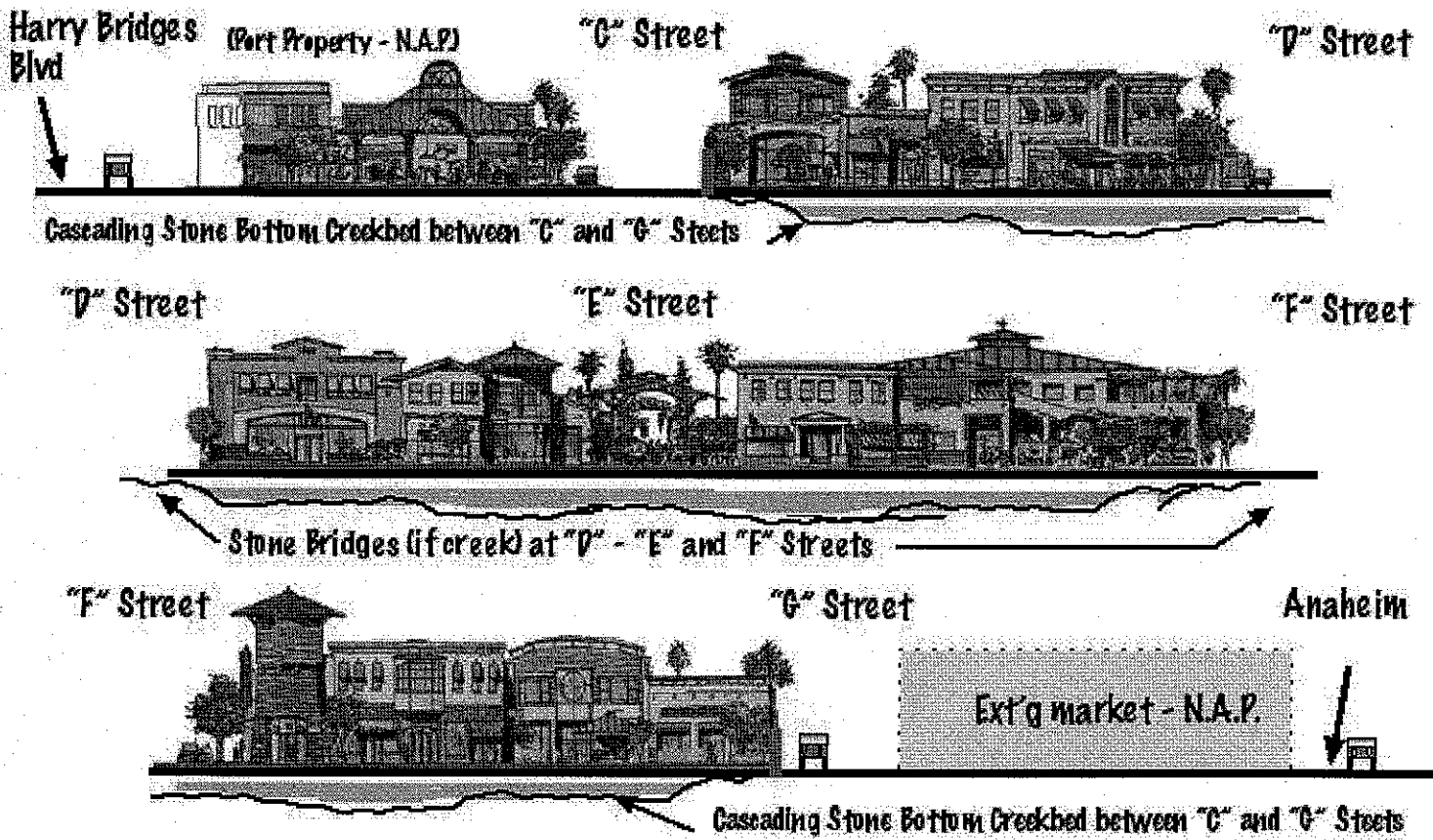
WNC Governing Board Meeting

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- Publicity & Communications Committee
- Transportation Committee
- PCAC Representatives Report.

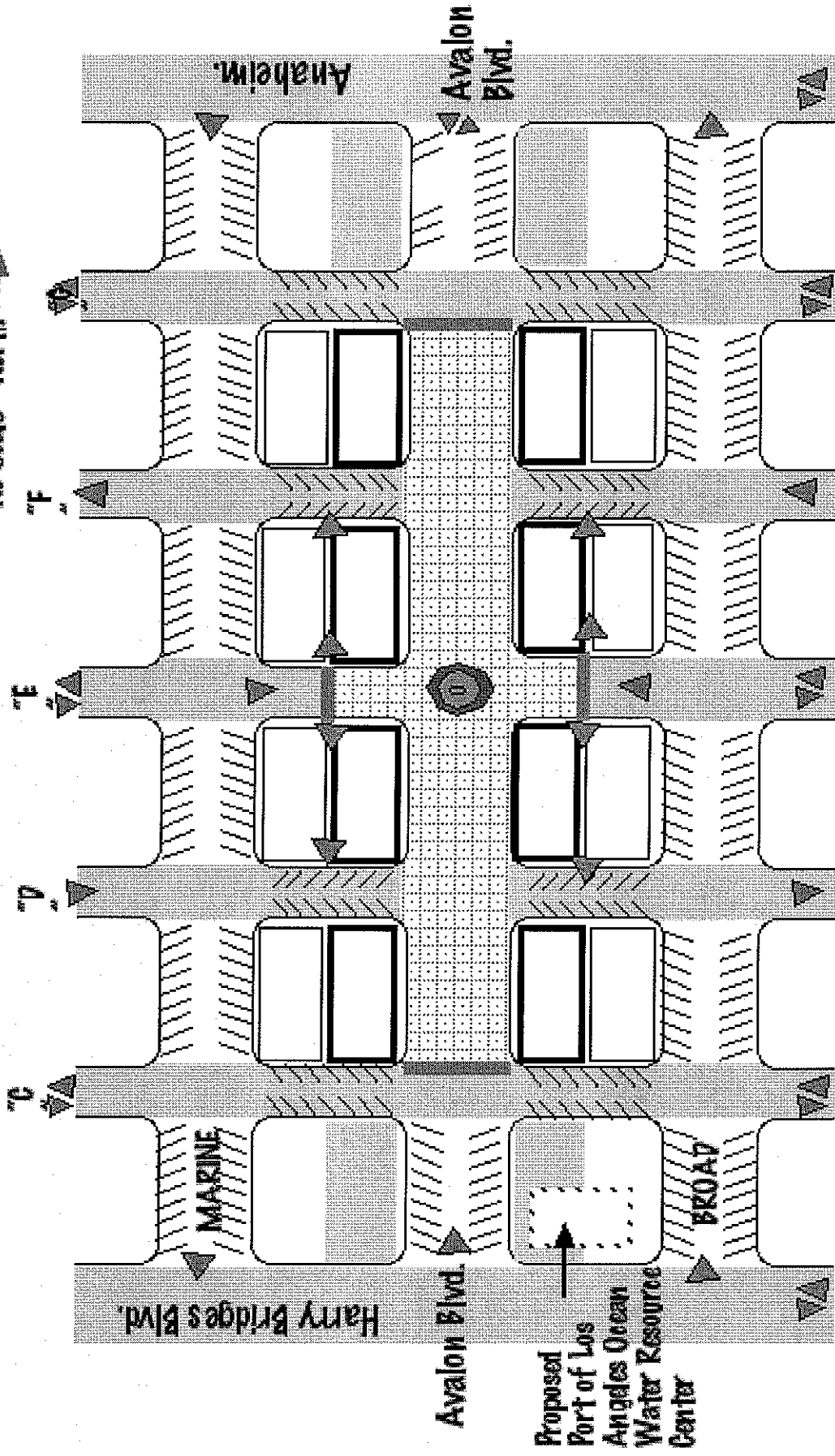
13. Unfinished Business
14. New Business
15. Reports from Members at Large
16. Reports from Caucus Groups
17. Announcements Board Members
18. Adjourn



**Banning Village - Proposed Concept Elevations - no scale -**

Indicates Entrance  
Signage →

No Scale - North →



## Proposed BANNING VILLAGE & MARINER'S PROMENADE

Avalon Blvd Redevelopment - Wilmington - Traffic Flow and Parking Study #1 - indicates traffic flow  
 (will be same traffic flow for proposed alternatives Mariner's Village and Banning Creek) indicates street closure

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## Jack Babbitt

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**From:** Donna Ethington [bayprosvs@earthlink.net]  
**Sent:** Wednesday, April 11, 2007 10:55 AM  
**To:** Jack Babbitt  
**Subject:** WNC agenda item

Hi Jack,

Warren E&P confirmed that Thomas Dahlgren will be giving a power point presentation. I will email Marcus.

Donna

**Action Item for  
April 17, 2007  
PCAC Meeting**

Item #

EIR/Aesthetic Mitigation Subcommittee

**MOTION:**

Whereas throughput assumptions used in POLA environmental documents are often exceeded, resulting in increased unmitigated impacts on the communities of San Pedro and Wilmington,

The PCAC recommends to the Board of Harbor Commissioners that the Board directs Port staff to submit a quarterly report to the Board of Harbor Commissioners for shipping terminal projects and other projects whose EIRs involve assumptions or projections of container throughput or numbers of ship calls. The report should detail variances between the actual operational characteristics of these projects versus the operational assumptions that were made in the projects' EIR. The report should include actual TEU throughput and actual ship call numbers versus the projections from EIRs.

The EIR/Aesthetic Mitigation Subcommittee adopted the motion January 25, 2007. The motion was moved by Janet Gunter, second by Chuck Hart, and adopted with 5 Ayes, 0 Nays, and 1 Abstention.

**Informational Item  
For April 17, 2007  
PCAC Meeting**

Item #

Air Quality Subcommittee

**MOTION:**

The PCAC recommends that the Board of Harbor Commissioners recommend to the Mayor and to the City Council to support the Port Investment Bill SB974.

Motion moved by: Janet Gunter

Second by: Jody James

Motion carried with 5 Ayes, 0 Nays and 0 Abstentions

BILL NUMBER: SB 974      AMENDED  
BILL TEXT

AMENDED IN SENATE   APRIL 9, 2007

INTRODUCED BY    Senator Lowenthal  
                  (Principal coauthor: Assembly Member De La Torre)  
                  (Coauthors: Assembly Members Carter and Karnette)

FEBRUARY 23, 2007

Amendment to add Article 10 (commencing with Section 63049.70) to Chapter 2 of Division 1 of Title 6.7 of the Government Code, to amend and renumber Section 1760 of, to add a heading to Chapter 1 (commencing with Section 1720) of, and to add Chapter 2 (commencing with Section 1740) to, Part 2 of Division 6 of, the Harbors and Navigation Code, relating to ports, and making an appropriation therefore.

LEGISLATIVE COUNSEL'S DIGEST

SB 974, as amended, Lowenthal. Ports: congestion relief: environmental mitigation: regulatory fee.

(1) Existing law regulates the operation of ports and harbors.

This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU).

The bill would require the Ports of Los Angeles and Long Beach to transmit 1/2 of the funds derived from imposition of the fee to the Southern California Port Congestion Relief Trust Fund, which the bill would establish in the State Treasury, and 1/2 to the Southern California Port Mitigation Relief Trust Fund, which the bill would establish in the State Treasury. The bill would require the Port of Oakland to transmit 1/2 of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund, which the bill would establish in the State Treasury, and 1/2 to the Northern California Port Mitigation Relief Trust Fund, which the bill would establish in the State Treasury.

The bill would require the moneys transmitted to the Southern California Port Congestion Relief Trust Fund and the Northern California Port Congestion Relief Trust Fund to be available, upon appropriation, for expenditure by the California Transportation Commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from those ports, and funding the administrative costs of this program. The bill would prohibit moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the General Fund. The bill would prohibit the commission from using the funds to construct, maintain, or improve highways, with certain exceptions.

The bill would require the moneys transmitted to the Southern California Port Mitigation Relief Trust Fund and the Northern California Port Mitigation Relief Trust Fund to be available, upon appropriation, for expenditure by the State Air Resources Board to

develop a list of projects to mitigate environmental pollution caused by the movement of cargo to and from those ports, and for the administration of this program. The bill would prohibit moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

The bill would establish a state-mandated local program by imposing these additional duties upon the ports.

(2) Existing law sets forth the duties of the Infrastructure and Economic Development Bank and its board of directors generally in performing various financing transactions, including the issuance of bonds.

This bill would authorize the bank to enter into financing agreements with participating parties to finance or refinance Southern California and Northern California port congestion relief projects and Southern California and Northern California port mitigation relief projects. The bank would be authorized to issue revenue bonds. User fees on container ships from the Southern and Northern California Port Congestion Relief Trust Funds and the Southern and Northern California Mitigation Relief Trust Funds would be continuously appropriated to the bank to secure any revenue bonds.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: yes. Fiscal committee: yes. State-mandated local program: yes.

## Article 1. General Provisions

1740. The Legislature hereby finds and declares all of the following:

(a) There is a need to mitigate the enormous burden imposed on the highway transportation system serving the Ports of Los Angeles, Long Beach, and Oakland by the overland movement of cargo shipped from and to those ports.

(b) The operation of the ports causes environmental pollution that requires mitigation.

(c) The improvement of goods movement infrastructure would benefit the owners of container cargo moving through the ports by allowing the owners of the cargo to move container cargo more efficiently and to move more cargo through those ports.

(d) The reduction of goods movement pollution would benefit the owners of container cargo moving through the ports by meeting federal air quality standards, which will allow for continued federal funding of goods movement infrastructure projects.

(e) Accordingly, it is the intent of the Legislature to alleviate these burdens by imposing a fee on shipping containers processed through those ports and using the funds derived from that fee to do both of the following:

(1) Improve the rail system that serves as an alternative to shipping on the highway by commercial vehicle, including, but not limited to, the ondock rail facilities at those ports.

(2) Mitigate the environmental pollution caused by port operations.

1741. (a) There is hereby established in the State Treasury the Southern California Port Congestion Relief Trust Fund.

(b) *There is hereby established in the State Treasury the Southern California Port Mitigation Relief Trust Fund.*

(c) *There is hereby established in the State Treasury the Northern California Port Congestion Relief Trust Fund.*

(d) There is hereby established in the State Treasury the Northern California Port Mitigation Relief Trust Fund.

1743. For purposes of this chapter, the following definitions apply:

(a) "Board" means the State Air Resources Board.

(b) "Commission" means the California Transportation Commission.

(c) "Northern California Congestion Fund" means the Northern California Port Congestion Relief Trust Fund.

(d) "Northern California Mitigation Fund" means the Northern California Port Mitigation Relief Trust Fund.

(e) "Port" means the Port of Los Angeles, Port of Long Beach, or Port of Oakland, as appropriate.

(f) "Southern California Congestion Fund" means the Southern California Port Congestion Relief Trust Fund.

(g) "Southern California Mitigation Fund" means the Southern California Port Mitigation Relief Trust Fund.

## Article 2. User Fee

1745. (a) Beginning January 1, 2008, the Port of Los Angeles shall develop a process for notifying the owner of, and collecting a user fee from the owner of, container cargo moving through the port.

(b) No later than June 1, 2008, the port shall notify the owner of cargo moving through the port that it will be assessed a user fee not to exceed thirty dollars (\$30) per twenty-foot equivalent unit (TEU). The notice shall include, but not be limited to, the process for payment of the user fee, the frequency for payment of the user fee, and that the user fee is being assessed to improve the goods movement infrastructure serving the port, to reduce pollution from all forms of equipment, vehicles, locomotives, and ships that operate at the port and bring containers to and from the port.

(c) Beginning January 1, 2009, the port shall assess a user fee on the owner of container cargo moving through the port not to exceed thirty dollars (\$30) per TEU. The port shall collect the fee at least twice a year.

(1) The port shall remit one-half of the user fee to the Southern California Congestion Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from the Port of Los Angeles, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(2) The port shall remit one-half of the user fee to the Southern California Mitigation Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the board to mitigate environmental pollution caused by the movement of cargo to and from the Port of Los Angeles by commercial motor vehicles, oceangoing

vessels, and rail, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(d) The port may contract with PierPass for the collection of the user fee authorized pursuant to this section.

1746. (a) Beginning January 1, 2008, the Port of Long Beach shall develop a process for notifying the owner of, and collecting a user fee from the owner of, container cargo moving through the port.

(b) No later than June 1, 2008, the port shall notify the owner of cargo moving through the port that it will be assessed a user fee not to exceed thirty dollars (\$30) per twenty-foot equivalent unit (TEU). The notice shall include, but not be limited to, the process for payment of the user fee, the frequency for payment of the user fee, and that the user fee is being assessed to improve the goods movement infrastructure serving the port, to reduce pollution from all forms of equipment, vehicles, locomotives, and ships that operate at the port and bring containers to and from the port.

(c) Beginning January 1, 2009, the port shall assess a user fee on the owner of container cargo moving through the port not to exceed thirty dollars (\$30) per TEU. The port shall collect the fee at least twice a year.

(1) The port shall remit one-half of the user fee to the Southern California Congestion Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from the Port of and Long Beach, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(2) The port shall remit one-half of the user fee to the Southern California Mitigation Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the board to mitigate environmental pollution caused by the movement of cargo to and from the Port of Long Beach by commercial motor vehicles, oceangoing vessels, and rail, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(d) The port may contract with PierPass for the collection of the user fee authorized pursuant to this section.

1747. (a) Beginning January 1, 2008, the Port of Oakland shall develop a process for notifying the owner of, and collecting a user fee from the owner of, container cargo moving through the port.

(b) No later than June 1, 2008, the port shall notify the owner of cargo moving through the port that it will be assessed a user fee not to exceed thirty dollars (\$30) per twenty-foot equivalent unit (TEU). The notice shall include, but not be limited to, the process for payment of the user fee, the frequency for payment of the user fee, and that the user fee is being assessed to improve the goods movement infrastructure serving the port, to reduce pollution from all forms of equipment, vehicles, locomotives, and ships that operate at the port and bring containers to and from the port.

(c) Beginning January 1, 2009, the port shall assess a user fee on the owner of container cargo moving through the port not to exceed thirty dollars (\$30) per TEU. The port shall collect the fee at least twice a year.

(1) The port shall remit one-half of the user fee to the Northern California Congestion Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from the Port of Oakland and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(2) The port shall remit one-half of the user fee to the Northern California Mitigation Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the board to mitigate environmental pollution caused by the movement of cargo to and from the port by commercial motor vehicles, oceangoing vessels, and rail, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(d) The port may contract with PierPass for the collection of the user fee authorized pursuant to this section.

### Article 3. Congestion Relief and Mitigation Relief Projects

1750. (a) Beginning January 1, 2008, the commission shall develop a list of projects that would improve the overall efficiency of container cargo movement to and from the Ports of Los Angeles and Long Beach by improving the rail system and container transportation systems that transport container cargo from and to those ports and the ondock rail facilities at those ports. In the process for selecting projects, the commission shall consult with the transportation commissions for the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the Port of Los Angeles, the City of Los Angeles, the Port of Long Beach, the City of Long Beach, and the Southern California Association of Governments. The commission shall hold public hearings to seek further input on developing these projects, with at least one hearing at or near the Port of Los Angeles and the Port of Long Beach .

(b) No later than September 1, 2008, the commission, at a public hearing, shall finalize a list of projects that would improve the overall efficiency of container cargo movement to and from the Ports of Los Angeles and Long Beach by improving the rail system and container transportation systems that transport container cargo from and to those ports and the ondock rail facilities at those ports. This will be the final list, of infrastructure projects at the Ports of Los Angeles and Long Beach, eligible to be funded by the user fee authorized pursuant to this chapter.

(c) Projects eligible to be on the final list shall not be used to construct, maintain, or improve highways, unless the highway or road improvement is part of a rail grade separation, or the highway improvement is done to separate container cargo from motor vehicle traffic by creating on-ramps or off-ramps for port container truck traffic.

(d) In awarding funds pursuant to this section, the commission shall give priority to those projects that have been designed to measurably reduce air pollution and environmental impacts to local communities, and to assist in attaining state and federal

air quality goals and enhance environmental performance, while addressing the overall efficiency of container cargo movement.

(e) On January 1, 2009, and annually thereafter, the Ports of Long Beach and Los Angeles shall report to the commission on the implementation of the Final 2006 San Pedro Bay Clean Air Action Plan. Each port shall report to the commission on whether the emission reduction goals for the source specific categories have been achieved as follows:

- (1) Heavy-duty vehicles by 2011.
- (2) Cargo handling equipment, 2010, 2012, and 2014.
- (3) Harbor craft, 2008 and 2011.
- (4) Locomotives, 2008, 2011, and 2014.

If any of the source specific emission reduction goals have not been met, the commission shall not award funding to any project, and the commission shall not fund any further projects until the source specific emission reduction goals are achieved, other than projects that have been awarded funding prior to this finding.

(f) For all construction projects funded pursuant to this section, a contractor shall ensure that all mobile nonroad equipment used on the project will be equipped with a California Air Resources Board (CARB) verified diesel particulate filter that obtains at least an 85-percent reduction in emissions, unless any of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists:

- (1) A piece of specialized equipment is unavailable in a controlled form within the state, including through a leasing arrangement.
- (2) A contractor has applied for incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application is not yet approved, or the application has been approved, but funds are not yet available.
- (3) A contractor has ordered a control device for a piece of equipment planned for use on the project, or has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer, and the contractor has attempted to lease controlled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.

(g) Projects eligible to be considered by the commission include, but are not limited to, all of the following:

- (1) A project to separate at-grade crossings to reduce conflicts between trains and motor vehicles in Los Angeles, Orange, Riverside, and San Bernardino Counties, also known as the Alameda Corridor East Project.
- (2) A project to improve rail capacity by adding additional tracks to existing rail lines in Los Angeles, Orange, Riverside, and San Bernardino Counties.
- (3) A project to separate at-grade rail crossings in San Bernardino County, also known as the Colton crossing.

(4) A project to improve ondock rail infrastructure at the Ports of Los Angeles and Long Beach.

(h) In determining which projects to select, the commission shall also take into account the entire rail and trade corridor servicing the Ports of Los Angeles and Long Beach.

(i) The commission shall only use the funds received from the Southern California Congestion Fund to fund projects

authorized pursuant to this section.

(j) Once the projects on the final list are completed and fully funded, the commission shall notify the Ports of Los Angeles and Long Beach that the infrastructure projects are completed and to no longer collect the one-half of the user fee for infrastructure projects. The commission may also make a finding that a project on the final list has either been funded by another source or is no longer worthy of funding.

1751. (a) Beginning January 1, 2008, the commission shall develop a list of projects that would improve the overall efficiency of container cargo movement to and from the Port of Oakland by improving the rail and container transportation systems that transport container cargo from and to that port and the ondock rail facilities at that port. In the process for selecting projects, the commission shall consult with the transportation commissions for the Counties of Alameda and Contra Costa, the Port of Oakland, the City of Oakland, and the Bay Area Association of Governments. The commission shall hold public hearings to seek further input on developing these projects, including at least one hearing in the City of Oakland.

(b) No later than September 1, 2008, the commission, at a public hearing, shall finalize a list of projects that would improve the overall efficiency of container cargo movement to and from the Port of Oakland by improving the rail and container transportation systems that transport container cargo from and to that port and the ondock rail facilities at that port. This will be the final list, of infrastructure projects at the Port of Oakland, eligible to be funded by the user fee authorized pursuant to this chapter.

(c) Projects eligible to be on the final list shall not be used to construct, maintain, or improve highways, unless the highway or road improvement is part of a rail grade separation, or the highway improvement is done to separate container cargo from motor vehicle traffic by creating on-ramps or off-ramps for port container truck traffic.

(d) In awarding funds pursuant to this section, the commission shall give priority to those projects that have been designed to measurably reduce air pollution and environmental impacts to local communities, and to assist in attaining state and federal air quality goals and enhance environmental performance, while addressing the overall efficiency of container cargo movement.

(e) For all construction projects funded pursuant to this section, a contractor shall ensure that all mobile nonroad equipment used on the project will be equipped with a California Air Resources Board (CARB) verified diesel particulate filter that obtains at least an 85 percent reduction in emissions, unless any of the following circumstances exists, and the contractor is able to provide proof that any of these circumstances exists:

(1) A piece of specialized equipment is unavailable in a controlled form within the state, including through a leasing arrangement.

(2) A contractor has applied for incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application is not yet approved, or the application has been approved, but funds are not yet available.

(3) A contractor has ordered a control device for a piece of equipment planned for use on the project, or has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer, and

the contractor has attempted to lease controlled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.

(f) Projects eligible to be considered by the commission include, but are not limited to, projects to separate at-grade crossings to reduce conflicts between trains and motor vehicles and ondock rail improvements at the Port of Oakland.

(g) In determining which projects to select, the commission shall also take into account the entire rail and trade corridor servicing the Port of Oakland.

(h) The commission shall only use the funds received from the Northern California Congestion Fund to fund projects authorized pursuant to this section.

(i) Once the projects on the final list are completed and fully funded, the commission shall notify the Port of Oakland, that the infrastructure projects are completed and to no longer collect the one-half of the user fee for infrastructure projects. The commission may also make a finding that a project on the final list has either been funded by another source or is no longer worthy of funding.

1752. (a) Beginning January 1, 2008, the board shall develop a list of projects that reduce air pollution caused by the movement of container cargo to and from the Ports of Los Angeles and Long Beach. The projects on the list shall be consistent with the Emission Reduction Plan (ERP) adopted April 2006, and shall be designed to reduce air pollution at those ports in order to reach federal air quality attainment standards and to meet the ERP's goals for 2010, 2015, and 2020, as well as the goals for the Air Quality Management Plan prepared by the South Coast Air Quality Management District, and the San Pedro Bay Clean Air Action Plan. In developing the list, the board shall consult with the South Coast Air Quality Management District, the Gateway Council of Governments, and the Ports of Los Angeles and Long Beach. *The board shall hold public hearings before developing the list of projects, with at least one hearing being held at or near the Ports of Los Angeles and Long Beach.*

(b) The board shall work with the South Coast Air Quality Management District, the Port of Los Angeles, and the Port of Long Beach in order to ensure that projects within the Air Quality Management Plan prepared by the South Coast Air Quality Management District and within the San Pedro Bay Clean Air Action Plan are completed or implemented. The board may provide funding to the district in order to implement the Air Quality Management Plan prepared by the district, and to the ports in order to implement the San Pedro Bay Clean Air Action Plan.

(c) No later than September 1, 2008, the board, at a public hearing, shall finalize a list of projects that meet the ERP's goals for 2010, 2015, and 2020, in order to meet federal air quality attainment standards.

(d) The board may determine, at a public hearing, that the emission reduction goals for 2020 have been met or exceeded and that federal air quality standards have been met in the South Coast Air Basin, *including full implementation of the Air Quality Management Plan prepared by the South Coast Air Quality Management District.* Once the determination is made, and ensuring that all approved projects have been funded, the board shall notify the Port of Los Angeles of this determination, and the Port of Los Angeles shall no longer collect the one-half of the user fee for air quality projects meant to reach these goals and federal air quality attainment standards.

(e) The board may determine, at a public hearing, that the emission reduction goals for 2020 have been met or exceeded and that federal air quality standards have been met in the South Coast Air Basin, *including full implementation of the Air Quality Management Plan prepared by the South Coast Air Quality Management District*. Once the determination is made, and ensuring that all approved projects have been funded, the board shall notify the Port of Long Beach of this determination, and the Port of Long Beach shall no longer collect the one-half of the user fee for air quality projects meant to reach these goals and federal air quality attainment standards.

(f) The board shall only use the funds received from the Southern California Mitigation Fund to fund projects authorized pursuant to this section.

1753. (a) Beginning January 1, 2008, the board shall develop a list of projects that reduce air pollution caused by the movement of container cargo to and from the Port of Oakland. The projects on the list shall be consistent with the Emission Reduction Plan (ERP) adopted April 2006, and shall be designed to reduce air pollution at the port in order to reach federal air quality attainment standards and to meet the ERP's goals for 2010, 2015, and 2020. In developing the list, the board shall consult with the Bay Area Air Quality Management District and the Port of Oakland.

(b) If the Bay Area Air Quality Management District and the Port of Oakland develop a plan to reduce emissions from the Port of Oakland, then the board shall work with the district and the port in order to ensure that projects within the plan are completed or implemented. The board may provide funding to the district or the port in order to achieve the goals of the plan.

(c) No later than September 1, 2008, the board, at a public hearing, shall finalize a list of projects that meet the ERP's goals for 2010, 2015, and 2020, in order to meet federal air quality attainment standards.

(d) The board may determine, at a public hearing, that the emission reduction goals for 2020 have been met or exceeded and that federal air quality standards have been met within the Bay Area Air Quality Management District, and once the determination is made, and ensuring that all approved projects have been funded, the board shall notify the Port of Oakland of this determination, and the Port of Oakland shall no longer collect the one-half of the user fee for air quality projects meant to reach these goals and federal air quality attainment standards.

(e) The board shall only use the funds received from the Northern California Mitigation Fund to fund projects authorized pursuant to this section.

SEC. 4. Section 1760 of the Harbors and Navigation Code is amended and renumbered to read:

1730. (a) For purposes of this section, "council" means the California Marine and Intermodal Transportation System Advisory Council, a regional subunit of the Marine Transportation System National Advisory Council chartered by the federal Secretary of Transportation under the Federal Advisory Council Act (P.L. 92-463).

(b) The council is requested to do all of the following:

(1) Meet, hold public hearings, and compile data on issues that include, but need not be limited to, all of the following:

(A) The projected growth of each maritime port in the state.

(B) The costs and benefits of developing a coordinated state program to obtain federal funding for maritime port growth, security,

and congestion relief.

(C) Impacts of maritime port growth on the state's transportation system.

(D) Air pollution caused by movement of goods through the state's maritime ports, and proposed methods of mitigating or alleviating that pollution.

(E) Maritime port security, including, but not limited to, training, readiness, certification of port personnel, exercise planning and conduct, and critical marine transportation system infrastructure protection.

(F) A statewide plan for continuing operation of maritime ports in cooperation with the United States Coast Guard, the federal Department of Homeland Security, the Office of Emergency Services, the state Office of Homeland Security, and the California National Guard, consistent with the state's emergency management system and the national emergency management system, in the event of a major incident or disruption of port operations in one or more of the state's maritime ports.

(G) State marine transportation policy, legislation, and planning; regional infrastructure project funding; competitiveness; environmental impacts; port safety and security; and any other matters affecting the marine transportation system of the United States within, or affecting, the state.

(2) Identify all state agencies that are involved with the development, planning, or coordination of maritime ports in the state.

(3) Identify other states that have a statewide port master plan and determine whether that plan has assisted those states in improving their maritime ports.

(4) Compile all information obtained pursuant to paragraphs (1) to (3), inclusive, and submit its findings in a report to the Legislature not later than January 1, 2006. The report should include, but need not be limited to, recommendations on methods to better manage the growth of maritime ports and address the environmental impacts of moving goods through those ports.

(c) The activities of the council pursuant to this section shall not be funded with appropriations from the General Fund.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

## COPSS REPRESENTATIVE APPOINTMENT

**BANNING HIGH SCHOOL FOOTBALL TEAM REQUEST FOR PRACTICE  
EQUIPMENT.**

February 21, 2007

1527 Lakme Ave  
Wilmington, CA 90744  
310-847-3700 ex 1457

[Address]

Dear [Name]:

I am writing to you on behalf of the Freshman Academy at Banning High School. Ninth grade is a crucial year in the lives of Los Angeles students. Ninth grade is the year that many students dropout and never realize academic success. As a way to curb this pandemic, Banning has adopted small learning communities, where students can personalize with and receive more support from their teachers. The ninth graders at Banning, in a sense, have their own school within a school. We want to create an identity for them inside of Banning, so that they will graduate and become successful members of the work force. To help make this a reality, our academy is trying to focus on ways to bring stakeholders together. Students, parents, family members, teachers, and community members all have a stake in the lives and education of our youth, but finding ways to bring all factions together can be rather difficult. As a way to accomplish this task, we have decided to have our first Annual Freshmen Academy Family Picnic. We want to get our students excited about school and show them that there are many people who care about their success; people like you. We want this event to be fun and rewarding for all stakeholders and we feel it is an excellent opportunity for your company/organization to show that they care and want to make a difference in the community of Wilmington.

This event is scheduled to take place May 19, 2007 at Banning High School from 11am-3pm. We plan to feed all of our freshmen and their family members and invite them to participate in games and team building activities. We want to encourage conversations and interactions between students, families, teachers, and community members. We are also going to use this opportunity to give away awards to those students who exhibit stellar leadership, citizenship, and academic abilities. We are extending an invitation to community leaders, businesses, and organization who offer services to teens and their families. By bringing all of these people together, we hope to show the class of 2010, that we care about their success.

We feel that this groundbreaking event is an excellent opportunity to show your support to the community by helping us fund this event. We have the man power, but the dollars are unfortunately not there. The money would be use specifically for this event on items like:

Hamburgers  
Hamburger buns  
Condiments  
Drinks  
Chips  
Plates  
Napkins  
Ties for the 3-legged race

Balloons for a toss  
Eggs for a toss  
Printing of Awards  
Award Prizes  
Renting of tables and chairs  
Renting of Audio Visual Equipment  
DJ

We would appreciate any help your company /organization can provide. As a way to thank you for your support, we would be happy to name your company/organization as a sponsor for the picnic and create an award with your name for our students. We would also like to extend an invitation to participate in our picnic to meet our students and their families. I thank you for your time and I look forward to meeting you to further discuss ways in which you can sponsor the Ninth Grade Academy Family Picnic. For reference, Banning's tax ID number is 956000218.

Sincerely,

Nicole Gant

## MOTION

**Create a roll over account for \$37,400.00. Expenditures from this account will be approved by board motions.**

Hello Wilmington Neighborhood Council Executive Committee,

I have some more information in regards to the cost to copyright the logo for the WNC from Phil Lam from the City Attorney's Office.

The online filing fee is \$325 per category of services or goods claimed. I do not anticipate Wilmington NC needs to file for more than 1 category. Even if money is an issue, additional categories may be filed later (but the applicant just won't enjoy the earlier filing date).

There is no legal fee from the City Attorney's Office or me.

\*\*\*\*\*

At this point, Phil suggested that the WNC contact him directly if there are any additional questions and to proceed with the process.

I know the WNC hasn't approved to proceed with this, but it will be a good idea to speak with Phil to receive more information in order to move forward. The WNC can put this on the agenda for later this month as an action item if that is the recommendation of the Executive Committee.

The following is Phil Lam's information:

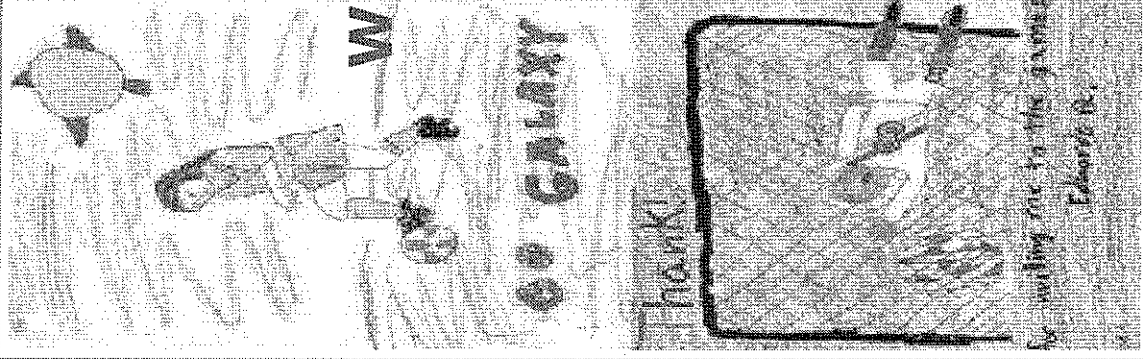
Philip H. Lam  
Intellectual Property Counsel  
General Counsel Practice Group  
Office of the City Attorney Rocky J. Delgadillo  
City of Los Angeles  
200 North Main Street, CHE Suite 700  
Los Angeles, CA 90012  
(213) 978-8138 voice  
(213) 978-8211 facsimile  
[Phil.Lam@lacity.org](mailto:Phil.Lam@lacity.org)

Have a good day,

Rosa Arcadia  
Project Coordinator  
Department of Neighborhood Empowerment (DONE)  
City of Los Angeles  
638 South Beacon Street Rm. 678  
San Pedro, CA 90731  
(310) 732-4628 office  
(310) 732-4609 fax  
[rosa.arcadia@lacity.org](mailto:rosa.arcadia@lacity.org)  
Toll Free: 3-1-1  
[www.lacityneighborhoods.com](http://www.lacityneighborhoods.com)

Mitigation Funds Project Endorsement – Motion to convene a special meeting of the WNC.

- Request submittal copy for projects requesting WNC endorsement by May 4<sup>th</sup>.
- Post notice of special meeting May 4<sup>th</sup>.
- Distribute copies of all projects to WNC board members on May 4<sup>th</sup>.
- Meeting to be held in Municipal Building Conference Room, May 9,2007, at 12:00 p.m.

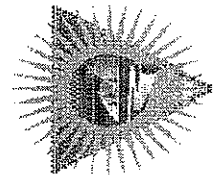
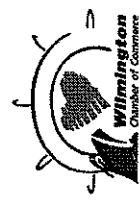


# 4th Wilmington Day with the Los Angeles Galaxy

Saturday, May 12  
@ Home Depot Center  
LA Galaxy vs. New England



Fiesta Corazon del Puerto



## 4th Annual Wilmington Day with the Los Angeles Galaxy

May 12<sup>th</sup> Saturday

@4:30pm – pre-game soccer match @6:30pm – pre-game party @7:30pm – Galaxy vs. New England

We are inviting you to participate in the '4<sup>th</sup> Annual Wilmington Day' with the Los Angeles Galaxy on Saturday May 12th at The Home Depot Center. Wilmington Day allows civic-minded companies and individuals like yourself to become community partners by giving hundreds of Wilmington kids the chance to attend a Los Angeles Galaxy game. Since 2003, we have been able to invite more than 1200 local Wilmington kids to experience a fun day with soccer & food with local partners at The Home Depot Center. The Galaxy also offers a designated section for all Wilmington residents with a discounted ticket for a Galaxy home game. We are looking forward to your participation again.

### Special Thanks to 2006 Wilmington Day Sponsors

#### Title Sponsors

Fiesta Corazon del Puerto

Pacific Energy Partners

#### Gold Sponsors

Cal Sulphur

Fast Lane Company

Juanita's Food

Pick Your Auto Part

#### Silver Sponsors

Pollo Lico Restaurant

Linoleum City Inc

Kewan's Club

BNSF

Banco Popular

South Bay Latino Chamber of Commerce

Margaret Hernandez

Los Tres Cochinitos

Wilmington Family Picnic

## Sponsorship Benefits

### Title Sponsor (\$3,000)

- Sponsor 125 local kids / 25 tickets for company/business use
- An autographed Galaxy Jersey
- Galaxy Gift Pack
- company banner at the pre-game party
- 10 passes for the pre-game party
- Pre game In-stadium recognition

### Silver Sponsor (\$900)

- Sponsor 35 local kids / 15 tickets for company/business use
- Galaxy Gift Pack
- 8 passes to the pre-game reception (soft drinks & refreshment will be provided)
- Pre game In-stadium recognition

### Bronze Sponsor (\$500)

- Sponsor 20 local kids for Wilmington Day Galaxy game
- 5 tickets for company/business use
- Galaxy Gift Pack
- 4 passes to the pre-game reception (soft drinks & refreshment will be provided)

Or sponsor individual kids

**Yes, I would like to be a Wilmington Kids Day Out**

**Sponsor**

**Wilmington Kids Day Out**

You will receive a receipt noting your ticket contribution to a children's charities.

Company \_\_\_\_\_ Contact \_\_\_\_\_

Address \_\_\_\_\_ City, State, Zip \_\_\_\_\_

Daytime Phone \_\_\_\_\_ Email \_\_\_\_\_

**I would like to reserve:**

**Title (\$3,000) /  Silver (\$900) /  Bronze (\$500) Kids Day Out Packages**

**Or  # of Kids Day Out Tickets x \$25.00 =**

**Payment Information:**

Enclosed is my check made payable to the **Los Angeles Galaxy**

Please bill my Visa/Mastercard/American Express

Credit Card # \_\_\_\_\_ Exp. \_\_\_\_\_

Cardholder Signature

Contact Info: Attn: Yong Yun  
18400 Avalon Blvd. #200, Carson, CA 90746  
Tel. 310-630-2240 Fax. 310-630-2250 Email: yyun@lagalaxy.com