

US EPA ARCHIVE DOCUMENT

Port Health Impact Assessment Scoping Meeting Facilitation Guide for Recording Pathway Diagram Feedback

Name of Facilitator:

Tom Kelly

Pathway/s:

Noise Effects

Exercise #1a – Reviewing 9 Pathways to Health

Process:

1. Tara will explain exercise to large group. The objectives of this exercise are to introduce the pathways, see what is missing and can be eliminated, and to answer any general questions. There will be a Q&A/comment session after the exercise.
2. Facilitators will stand/sit by their assigned pathway diagram/s.
3. Participants will circulate to see all 9 pathways.
4. Facilitators will help answer any clarifying questions.
5. Facilitators can record any initial comments on the pathways in the notes section below.

NOTES SECTION for general feedback:

How do city noise requirements fit into the pathways

I have never heard of a connection between noise and heart attacks.

Exercise #1b - Collecting Initial Input (on 9 pathways in general)

Process :

1. Tara will introduce exercise and 3 discussion questions. Each table will discuss the same questions. The questions will be written on a piece of easel paper on each table. Participants are encouraged to record their own responses on the paper using the markers provided. Table facilitators will also take notes to ensure all comments are recorded.
2. Facilitators introduce discussion questions one by one. Facilitators can remind/encourage participants to record their own thoughts on the easel paper.
3. Facilitators can record any additional comments in the notes section below.

NOTES SECTION for 3 discussion questions: (considering 9 pathways in general)

- *Are there community concerns not covered here? (e.g., Are there general pathways that are missing?)*

(Note: This discussion was not limited to noise)

Industrial emissions from port facilities like petroleum transfer and storage facilities (example of an operation not considered for air pathway)

U.S. Borax – a private port that is separate from the Port of LA and the Port of Long Beach.

Missing the benefits of projects – the purpose and need.

Consideration of discretionary cargo that could go to any location.

- *Are there general pathways we can eliminate and why?*

Displacement has occurred. The local fishing industry (another historic industry mentioned, which I can not recall) were displaced. The Port offers many high paying positions than the fishing industry but it was displaced.

- *Other comments about the pathways?*

Exercise #2 – Provide Feedback on Pathways
ROUND 1

Process for ROUND 1:

1. Tara will explain the exercise. Participants will be giving feedback on 3 pathways. There will be 3 rounds of this exercise (20 minutes each), with each round building on the prior conversation with new questions (aka ‘world café’)(only 2 rounds if not enough time). Tara will also explain the ‘law of 2 feet’ – participants are welcome to move around at any point to another table or also stay the whole time at 1 table – depending on their interests. Again, markers are on the tables and participants are encouraged to record their own comments directly on the pathway diagrams and on the easel paper on the wall.
2. Facilitators will sit at the table with their assigned pathway/s. The pathway diagram will be on the table and 2-3 sheets of easel paper hung on the wall beside the table for participants’ notes.
3. Tara asks participants to choose and go to their first table/pathway for round 1.
4. Round 1: Facilitators introduce first the pathway and then the discussion questions one by one. Facilitators can remind/encourage participants to record their own thoughts on the easel paper.
5. Facilitators can record any additional comments in the notes section below.

NOTES SECTION for ROUND 1 Questions:

- *Is the pathway an accurate representation of the health impacts of concern?*

- *What is missing from the diagram? Is there anything we could eliminate?*

Pile driving and concrete crushing (grinding concrete for use as aggregate in new concrete) are very noisy.

Trucks in neighborhoods are noisy and unsafe (wide/dangerous turns

Based on the size of the truck, its not from either Port

Truck routes may be a valid concern, but outside either Ports’ jurisdiction.

Long discussion of the Hobart Yard, a locomotive facility with many noise concerns, located about 20 miles from the Port. The Hobart Yard is a locomotive repair facility.

Off-site container storage are noisy (may have called it a container inspection facility)

ROUND 2

Process for ROUND 2:

1. Tara will explain the process for round 2. Participants are invited to sit at a second table of their choice (try to spread evenly across the 8 tables).
2. Facilitators stay at same table with same pathway. Facilitators introduce pathway to new group and share some key points from previous group's discussion. Facilitator first asks if this new group would like to add anything to that discussion.
6. Then the facilitator introduces the second round of questions one by one. Again, facilitators can remind/encourage participants to record their own thoughts on the easel paper.
3. Facilitators can record any additional comments in the notes section below.

NOTES SECTION for ROUND 2 Questions:

- *Based on your experience, what can you say about the magnitude of the impact of this pathway?*

Train noise from Port in neighborhood.

Not all train traffic is from the port, and local traffic is often not an issue (i.e. reduces noise and rail traffic) for new rail lines.

- *Which specific paths in this pathway represent impacts that would affect the most people or have the biggest health impacts?*

ROUND 3

Process for ROUND 3:

1. Same process as previous round.

NOTES SECTION for ROUND 3 Questions:

- *Are there data sources we should know about that are relevant to the pathways?*

Identifying sensitive receptors is difficult in an EIS/EIR.

- *Are there potential feasible mitigations measures that could address the health impacts?*

No emission (electric) trains, acknowledge that noise can still be an issue for electric trains
Mag-lev (magnetic levitation) trains

ADDITIONAL COMMENTS

One port tenant fumigated a container in a mixed residential/industrial neighborhood. This is not a port issue, because the County Agricultural Commissioner was the agency that investigated, but it would not happen in neighborhoods away from the port.

Too many container chassis (repair) facilities in Wilmington. The City of LA (Wilmington is part of the City of LA) agreed to halt new permits for this business. After further investigation, the City of LA realized that only 17 of 31 chassis repair facilities near the port had proper permits. (Note: I am not certain if this was originally raised as a noise issue. Containers at these facilities can be stacked four-high. This would seem to create a lot of noise.)

This study (or its conclusions) is (are) too subjective. The Ports are frequently sued on decisions. If HIA doesn't have a clear standard for action, how can the Port defend its decision in court?

HIA is too subjective. It opens up the EIS/EIR to more questions.

The pathways don't capture the benefits. The Ports generate \$2 Billion per day for the local economy.

The port is one hub in a goods movement network. To really evaluate the effect of goods movement, you need a lifecycle assessment.

Port-Wide HIA will establish a baseline making future project specific HIAs simple.

