

**C.R.A.A.P. Report May/June, 2004
(Santa Monica Airport-Update)**

Issue #4

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1. May 3rd SM Airport Commission Meeting called off due to a power outage.

An electrical outage at the Ken Edwards Center in Santa Monica was the reason the public, Airport Staff, and Airport Commissioners were told the meeting was cancelled. At 7:36 pm, five minutes after some staff and two commissioners had already departed, the electricity came back on.

2. SM Task Force on the Environment – May 17th meeting.

After well over a year of nothing concrete being done regarding the air quality issue at SM Airport, members of the SM Environmental Task Force felt like they had let the communities around the airport down.

From the MINUTES APRIL 19, 2004 MEETING OF THE CITY OF SANTA MONICA
TASK FORCE ON THE ENVIRONMENT: Subcommittee Update

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Brian Johnson presented an update regarding the efforts to address air quality issues at the Santa Monica Airport (SMO). He noted that SMO staff have been working with the South Coast Air Quality Management District to include SMO in SCAQMD's planned MATES 3 air monitoring study. SMO is currently on the "alternate" list of monitoring sites for the study. As it appears likely that the MATES 3 study will not be a feasible option for completing detailed air monitoring at SMO, the Task Force passed the following motion:

"The Task Force on the Environment recommends that City apply for an EPA 'National Air Toxics Community-Based Program' grant to fund an air quality study at the Santa Monica Airport to better quantify air quality impacts related to the airport operations."

The closing date for the EPA grant is May 17, 2004. The Task Force asked staff to provide an update on action taken on this recommendation at the May 17 Task Force meeting.

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At the May 17, 2004 meeting of the Task Force, Brian Johnson, SM City Environmental Programs Manager, reported that a meeting is being planned between Airport Staff, the City Attorney, and City representation to discuss the feasibility of applying for an EPA 'National Air Toxics Community-Based Program' grant to fund an air quality study (missing the deadline for the closing date for the EPA grant). In the discussion about this, Kevin McKeown, Santa Monica Mayor Pro-Tem and member of the Green Party, asked why the City would want to do such a study. Mark Gold, Chair of the Task Force replied that he might want to know if his son would develop asthma playing at the

proposed new Airport Park. Kevin replied back, words to the effect that the City's Attorney did not want the City to pay or request funding for a human health risk assessment that would more than likely be used in litigation against the City.

Next Meeting: June 14th, 2004

3. SM College Airport Campus expansion.

Traffic: Traffic appears to be the major concern, especially the use of the Bundy Drive entry and exit, plus any possibility of traffic going through residential areas. The college has hired Kaku Associates, who made a presentation at the meeting, to do a full traffic study. Much of the concern is the ability of the college to have an access point on the Santa Monica Airport side of the property that would lead to Airport Avenue. Some of the Airport staff has been against access to the Airport other than by shuttle bus because they don't think the college is compatible with the Airport operations and they are concerned about traffic on the Airport property. The college believes that it has a legal right to have access onto Airport Avenue and feels that it will be able to reach an agreement with the City of Santa Monica on this issue sometime well before opening to students in the Summer of 2005. According to Greg Brown, Director of Facilities Planning at Santa Monica College,

"The traffic study has just started and when we do get results from the study we will share them with the community and the City of Los Angeles. We will continue to work closely with the neighbors on the traffic issues." "I want you to know that opening a formal access point into the Airport is a high priority at the college and we are optimistic that we can reach a suitable agreement with the City."

4. LAX Expansion Hearings – No on LAX Expansion petition and protest march.

Monday, May 24th, 2004, public testimony about the final LAX expansion Environmental Impact Report (EIS/EIR) was taken at the Los Angeles Convention Center between the hours of 3pm and 10pm. Former El Segundo Mayor, Mike Gordon, who helped spearhead the Regional Airport concept, started a no on LAX Expansion petition. Mike Gordon and ARSAC also held a "No On LAX Expansion March" on Sunday the 23rd near the expansion site.

Go to jetairpollution.com for more information about the petition.

5. Date & Time Conflict between LAX Expansion Hearings and SM Environmental Workshop.

Because these were both important meetings that shared some interrelated issues, several people sent a request to SMO Manager, Bob Trimorn, to postpone the Environmental Workshop to a date that would have allowed concerned people to attend both of these meetings.

Though Mr. Trimborn advised that there will be a least six public hearings scheduled for LAX Master Plan, I was informed by several knowledgeable sources that this would be the only chance for testimony at this level.

Mr. Trimborn replied, "Staff has been working diligently for many months scheduling speakers and preparing reports for what promises to be a very educational and informative workshop - to delay it further would be very disruptive to our guest presenters, staff and disappoint the public who assume that the workshop will take place

as announced during several previous meetings. Therefore your request that staff reschedule this very important meeting cannot be accommodated.”

Members of the public, over the past six or seven years, month after month, had to request and urge that the issue of air pollution from jets at SMO be addressed. The public is well aware of the importance of addressing this issue. Many of us are also aware of the potential for increased jet traffic at SMO from changes made in the LAX Expansion Plan.

6. SM Airport Commission - Environmental Workshop (5-24-04).

The credit for this workshop clearly goes to those of us in the public who have gone religiously to SM Airport Commission meetings and pressured the Commission, Staff, and City to begin addressing air pollution from jets at the airport. My thanks to all who persisted to have this crucial topic put on the SM Commission agenda in a formal manner.

Even though this was the first time that the public was allowed to ask questions and make comments, it was clear to me that the format of the Environmental Workshop was structured in a way that was not public-input friendly.

The Workshop was divided into two segments. The public was allowed five minutes each, limited to only the topics discussed in the specific segment.

The first segment dealt with all the environmental programs and projects now underway at the airport. Air-quality-related issues were reserved for the second segment. After a reasonable presentation about these worthwhile programs, the public was invited to ask questions and make comments. Since the public was in attendance at this meeting to talk about air pollution, only three people had comments related to this segment. The third member of the public made reference to air quality and the public was promptly told that it was a violation of the Brown Act to bring up air quality during the first segment. After a ten minute break it was on to segment two.

The Workshop began at 7:30pm, but the public was not able to get up and speak until about 9:30pm. However most of the public stuck it out in order to speak and hear other members of the public speak. The chambers were, in my estimation, 80% full. This is two to three times the usual turnout. At least six members of the public left even though they very much wanted to address the Commission, Airport Staff, and the City of Santa Monica (represented by City Council Member Ken Genser). They left because they expressed to me how obvious it was that the Workshop was not interested in hearing public concerns about air quality from jets. The informational material that was presented to the public was lengthy and lugubrious. For the most part, the material pertained to Commercial Airports and very little to our situation at SMO.

A number of questions were asked of Dr. James Clark, who gave a report on the current state of knowledge regarding air quality and airports/aviation. He seemed unable to say that idling jets were an obvious concern, due, in his opinion, to the inability to separate jet emissions from Bundy traffic emissions. It was pointed out that teenager Jake Bloch did an acclaimed middle school science project and was able to show that idling jets posed a great concern.

After public input, Airport Staff was eager to move on with the usual Commission Meeting agenda, but was reminded that Airport Commissioners had some comments to make. Commissioner Grossman made comments that reflected public concerns about how this workshop was formatted, and he suggested that there be more workshops on this topic with a more productive format.

Attendees of this Workshop are invited to [contact us](#) with their own thoughts.

Go to jetairpollution.com for more information.