

PORT OF LOS ANGELES ADVISORY COMMITTEE
TRAFFIC SUBCOMMITTEE
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, California

Minutes
May 20, 2009

ATTENDEES:

COMMITTEE/PCAC MEMBERS

Patrick Wilson, Chair
Donna Ethington, Voting Member
Chuck Hart, Voting Member
John Schafer, Voting Member

PUBLIC PARTICIPATION

Lou Baglietto

PORT STAFF

Guillermo Martinez
Michael Galvin

MEETING LOCATION: POLA Administration Building, Executive Session Room, 2nd Floor, San Pedro, CA

- A. Call to Order: 8:10AM, Patrick Wilson, Subcommittee Chair
- B. Sign-In/Introductions
- C. Agenda Approved
- D. Approved Minutes of the April 15, 2009 Traffic Subcommittee Meeting
- E. POLA Updates:
 - Plans for the Intersection Improvements at Alameda and Anaheim (as part of the TraPac EIR Mitigation Measures)
Through the TraPac EIR, mitigation will provide additional northbound and southbound through-lanes on Alameda Street, and provide a northbound free right-turn lane from northbound Alameda Street to eastbound Anaheim Street. This measure shall be implemented by 2015
 - Far East Wilmington Plans – Update Since the Presentation Originally Given by Kathryn McDermott to the Board (2008) / Status of the Voluntary Land Acquisition Program
Michael Galvin, from the POLA Real Estate Division, stated that the Port was not actively pursuing acquisitions in the Far East Wilmington area, due to budget constraints. Available funding is allocated for only those land acquisitions that are currently in negotiations. Other possible acquisitions would result from land swaps.

There is no longer a plan to relocate Cal Cartage to the proposed site in Far East Wilmington. Other than the ACTA Triangle, the Port is not in a position to offer them other properties. The Port has not heard whether they are interested in the ACTA Triangle. At this point, plans for Cal Cartage depend on the Southern California International Gateway (SCIG) Project/EIR. The Port's intention is to take the Draft EIR to the Board later this year.

Donna Ethington requested an electronic copy of the map that Michael Galvin had at the Subcommittee meeting. She also asked for an update on the ingress and egress at the proposed site for the ILWU Dispatch Hall, as well as an update on the Long Beach LNG property. Mr. Galvin will follow up with this information.

F. Action Item Internal Road and Infrastructure Improvements in the Wilmington Marinas

The Committee adopted the following Recommendation, which was moved by John Schafer and seconded by Chuck Hart. It carried with 3 Ayes, 0 Nays and 1 Abstention.

RECOMMENDATION:

Whereas, to accommodate the TraPac intermodal rail yard, Pacific Harbor Line's (PHL) Pier A yard will be relocated to a 70-acre area between the Consolidated Slip and Alameda Street adjacent to the Wilmington marinas; and,

Whereas, the relocation site is used for storage of new vehicles which does not generate any noise; and,

Whereas, PHL operates 24-hours-a-day and the relocated yard will have 46 tracks with train engines coupling and uncoupling groups of railroad cars, shuttling cars back and forth on different tracks and generating noise levels of 68-80 dBA; and,

Whereas, there is nothing but open water and land between the proposed rail yard and the Wilmington marinas and offshore winds or atmospheric conditions can amplify noise; and,

Whereas, the rail yard project includes construction of an east-west track across Henry Ford Avenue which is the only access road to the Wilmington marinas; and,

Whereas, vehicular access to the marinas is already significantly impacted by trains using the four existing rail lines and a West Basin spur

that cross Henry Ford Avenue as a result of the reconfiguration of Henry Ford Avenue during the 2001 Alameda Corridor railway construction; and,

Whereas, the ultimate goal of the ports is to ship 50% of all cargo by rail, which will potentially cause a substantial increase in train movements across these tracks; and,

Whereas, there is no mitigation proposed by any agency (ACTA, Port of LA, Port of Long Beach, CalTrans or LADOT) to resolve the current marina access problem and, further, no mitigation is proposed in the TraPac EIR or engineering plans for the new rail yard to eliminate the access problem or to buffer rail yard noise;

Therefore, be it resolved that the PCAC Traffic Subcommittee recommends that PCAC request the Harbor Commission to urge Port staff to include in the rail yard engineering plans an internal road that bypasses all Henry Ford Avenue rail lines and a sound wall between the rail yard and marinas as proposed numerous times by the Wilmington Boat Owners Association.

- G. Public Comment: None
- H. Agenda Items for next meeting, June 17, 2009
 - Desert Express
 - ILWU Project Update
- I. Adjournment: 9:15AM

Signature on File
Patrick Wilson, Chair
PCAC Traffic Subcommittee

Signature on File
Debra Babcock-Doherty, PCAC Executive Assistant