

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
TRAFFIC SUBCOMMITTEE
Thursday, July 17, 2008
425 S. Palos Verdes Street
San Pedro, CA 90731

MEETING LOCATION:

**YWCA
437 W. 9th Street
San Pedro, CA 90731
(Cross Street is Pacific)**

8:00AM

NOTICE AND AGENDA

- A. Call to Order – Patrick Wilson, Chair
- B. Sign In/ Introductions
- C. Approval of Agenda
- D. Discussion/Possible Action Items:
 - Port Wide Transportation Master Plan
 - Level of Service F on Anaheim St., in Wilmington
 - Update on SCIG
 - Trucking Issues (Economic Challenges of the Truckers, Terminal Congestion, Possible Solutions thru Pier Pass and Chassis Pools, Truck Replacement/How Many Need to be Replaced (Maybe We Need an Inventory/Incentives/Grant Funds))
 - The Need For Off-Road Truck Parking Facilities
 - Truck Only Lane for Vincent Thomas Bridge
 - Overnight Truck Parking on Public Roads
- E. Public Comment
- F. Agenda Items for Next Traffic Subcommittee Meeting: August 21, 2008
- G. Adjournment

**NOTE: Please note that this meeting will be held at the YWCA,
437 W. 9th Street, San Pedro, CA 90731 (Cross Street is Pacific)
There is street parking as well as parking in the parking lot across
from Hope Chapel.**

Additional Information for Discussion - from Donna Ethington

The WNC requested the Port to provide a computer simulation of the C Street off ramp projected to 2025 for the May WNC meeting, but the presentation was cancelled.

This is what we are asking: The Port is proposing to build an I-110 north-bound off-ramp on John S. Gibson so the China Shipping /Yang Ming trucks coming from Terminal Island will stay on the 110 and get off on this north-bound off-ramp at the CS/YM gate, instead of getting off on Harbor / Swinford.

At the Transportation Workshops, Wilmington residents have recommended that the Port also build an I-110 south-bound off-ramp at John S. Gibson to prevent CS /YM trucks headed south on the 110 from getting off on C Street. Wilmington has never been advised whether the recommendation has been evaluated.

Has a south-bound off-ramp on John S. Gibson been evaluated? Is it feasible? Has a traffic study been conducted to determine impacts on C Street from CS/YM trucks if the off-ramp is not built?

This is why we're concerned: According to an April 2003, Meyer, Mohaddes Technical Memorandum to the PCAC Traffic Subcommittee, annual TEU throughput projections for TraPac in year 2025 is 2,260,678 based on 47M TEUs. Based on more recent estimates of 44M TEUs, assuming a 6% decrease at all terminals, this would be 2,125,037 TEUs.

$2,125,037 \div 1.75 = \text{approx. } 1,214,307 \text{ containers}$

According to the Parson's Rail Market Study, with the TraPac on-dock yard 31% of these containers will go by rail, leaving 69% to go by truck.

$69\% \text{ of } 1,214,307 = 837,872 \text{ containers}$

$837,872 \div 365 \text{ days} = 2296 \div 24 \text{ hours} = 96 \div 60 \text{ min} = 1.6 \text{ trucks per minute}$

In other words, TraPac will have to process 1.6 trucks a minute, 24 hours a day, 365 days a year. Applying the same factors to the China Shipping/Yang Ming terminal for year 2025: Approx. 1,973,954 containers, 27% by rail, 73% by truck = 2.74 trucks a minute, 24 hours a day, 365 days a year.

If these terminals can actually process this amount of forecasted cargo, how many of the trucks getting off on C Street will be going to China Shipping / Yang Ming?