

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
STEERING COMMITTEE
425 S. Palos Verdes Street
San Pedro, CA 90731

Tuesday, July 7, 2009

MEETING LOCATION

Banning's Landing
100 E. Water Street
Wilmington, CA 90744

6:00PM

NOTICE AND AGENDA

- A. Call to Order: Jayme Wilson, Acting Chair
- B. Sign-In/Introductions
- C. Approval of Agenda
- D. Approval of Minutes for the June 2, 2009 Steering Committee Meeting
- E. Public Comment
- F. Status of Motions Submitted to BHC by PCAC – David Mathewson
- G. PCAC Action Items for July 21, 2009 PCAC Meeting:
 - Traffic Subcommittee – See Attached
- H. PCAC Informational Items for July 2, 2009 PCAC Meeting:
- I. PCAC Presentations for July 21, 2009 PCAC Meeting:
 - ILWU Presentation/ their Proposed Waterfront Project
(per Executive Director, Geraldine Knatz)
- J. Adjournment

AGENDA ITEM G. ACTION ITEM FOR PCAC, JULY 7, 2009

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;

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

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;

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;

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;

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;

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;

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.