

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
STEERING COMMITTEE
Monday, August 6, 2007
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

LOCATION
POLA Charter High School
250 W. 5th Street
San Pedro, CA 90731
6:30PM

NOTICE AND AGENDA

- A. Call to Order: Jayme Wilson, Chair
- B. Sign-In/Introductions
- C. Approval of Agenda
- D. Approval of Draft Minutes for July 2, 2007 Meeting
- E. Public Comment
- F. Status of Motions Submitted to BHC by PCAC – David Mathewson
- G. PCAC Action Items for August 21, 2007 PCAC Meeting:
 - 1 Motion from the Wilmington Waterfront Development Subcommittee
 - 2 Motions from the Air Quality Subcommittee
- H. PCAC Informational Items for August 21, 2007 PCAC Meeting: None
- I. Educational Presentations for August 21, 2007 PCAC Meeting:
- J. New Business / Non-Agenda Items
- K. Other
- L. Adjournment

Item #

Wilmington Waterfront Development Subcommittee

- 1. The Wilmington Waterfront Development Subcommittee adopted this motion July 3, 2007. The motion was moved by Olivia Cueva Fernandez, second by Eleanor Montano and adopted with 3 Ayes, 0 Nays and 0 Abstentions.**

MOTION:

The Wilmington Waterfront Development Subcommittee recommends to PCAC that PCAC recommend to the Board of Harbor Commissioners that it request Port staff to evaluate the following infrastructure improvements as part of the Cerritos Channel/East Basin marina redevelopment:

- Provide an internal access road that connects all eleven Wilmington marinas to the community and bypasses the Henry Ford rail junction**
- Realign and widen Anchorage Road**
- Underground utilities on Anchorage Road**
- Make 3-4 acres of the POLA 40-acre soil storage site available for boat maintenance and dry boat storage**
- Install sidewalks on primary marina access roads**
- Install natural gas lines and telecommunications cable to all marinas**
- Provide sewer disposal access for portable pump-out systems**
- Provide central disposal/collection site for used oil, solvents, contaminated bilge water and batteries (See attached for supporting information)**

SUPPORTING INFORMATION

Internal access road: Prior to 2002, Henry Ford Avenue ran in a straight line between Anaheim Street and Anchorage Road with one east-west rail crossing just south of Anaheim St. Vehicles could enter or leave all East Basin marinas to the north or south of this rail line if there was a train on the crossing.

In 1997, Henry Ford Bridge that crosses the Consolidated Slip at the mouth of the Dominguez Channel was structurally damaged by flood waters and boulders during a storm. During construction of the Alameda Corridor railway, between 1998 and mid-2002 the bridge was rebuilt and relocated east, which moved that section of the roadway into an existing 3-rail junction. At the same time a rail spur was built in the original location of the Henry Ford Bridge to accommodate the West Basin terminals creating a 4-rail junction. As a result, there are now 5 at-grade rail crossings on Henry Ford south of Anaheim St.

On average, there are 15 train crossings a day that block these rail lines from 20 minutes to over an hour. Every train at the 4-rail junction blocks the only entrance to the Wilmington marinas and POLB oil field creating a potential emergency vehicle access problem for anyone trying to get in or out of the East Basin. One train blocking the path of an ambulance or paramedic can mean the difference between life and death.

According to the December 2006 San Pedro Bay Ports *Rail Study Update*, by 2015 there will be an 83% increase in rail cargo when proposed on-dock, near-dock, rail enhancements and a 3rd track on the Badger Street Bridge are completed and unit trains are longer than the current 1.7 miles. By 2020, rail cargo will increase by another 28%. By 2030, 50% of total forecasted TEUs will be shipped by rail. These 5 rail lines are used to move bulk cargo, loaded and empty containers and rail cars between Port of LA and Long Beach terminals, near-dock rail yards, the Alameda Corridor, rail sidings and local businesses. More train movements and longer trains could render the Henry Ford Ave rail junction impassable by any vehicles as soon as 2015.

The Wilmington Boat Owners Association (WBA) supports the increased use of rail to reduce traffic congestion and expedite the movement of goods. But moving cargo should not take precedence over public welfare and safety. We are asking that the Port just take us out of its path by building a road that bypasses this rail junction so emergency vehicles, tenants and workers can get in or out if there is an incident.

Due to waterfront terminal development, heavy truck corridors and rail lines the Wilmington marinas are isolated from the rest of the community. As a solution to the emergency vehicle access problem and to reconnect the community to the marinas and its waterfront, the WBA is requesting the Port to evaluate the following:

An internal road that links all East Basin marinas by way of a secondary bridge across the Consolidated Slip on the west side of the rail spur that originates at Henry Ford Avenue and Topko Road and terminates at Broad Avenue.

Anchorage Road Infrastructure Improvements: There are only three boat yards in LA harbor that service recreational vessels. All three are in Wilmington, two are on Anchorage Road. To get boats in and out of the water from land one yard has a launch ramp, the other has a crane. Because Anchorage is a narrow, two-lane road, boat movers have a difficult time maneuvering boats on trailers or flat-bed chassis at these yards and frequently have to block one or both lanes of traffic.

Overhead utility wires on Anchorage that border both yards are approx. 24 feet high, limiting the height of any boat on a trailer or flat-bed being launched or hauled out.

Other than small trailerable boats, most boat manufacturers are only building recreational vessels over 27 feet. Accordingly, marinas are eliminating smaller slips, the majority of which are now filled with small fiberglass sailboats manufactured from the 1960's – 1980's that still have 20-40 years of useful life. A critical shortage of dry boat storage is leaving the owners of these small boats with few options.

In order for these boat yards to upgrade equipment or change boat-hauling methods to accommodate larger vessels or to meet environmental requirements and still maintain existing capacity, the yards may have to be reconfigured and expanded beyond their current Anchorage Road boundary.

Boats require routine maintenance, both in-water and out to prevent deterioration. The Port's Responsible Marina Program and California Clean Marina Program require marinas and boat owners to meet stricter environmental standards that include inspections and enforcement to ensure vessels and marinas are compliant with laws, regulations, and lease provisions.

Wilmington's three boat yards have a combined capacity of approximately 70 slips that could service, at most, 200 boats a year if all haul-outs were limited to 1 ½-2 days. There are 4500 recreational vessels in the LA Harbor. It would take these three yards 22 years to haul out each of the 4500 boats one time. Limited resources and rising costs have made it difficult for the average boat owner to schedule or afford a haul-out on a regular basis.

This motion is requesting the Port to evaluate:

Realigning Anchorage Road to ensure existing boat yards maintain at least current capacity;

Widening Anchorage Road and under-grounding utilities to accommodate boat yards and boat movers in hauling out and launching larger vessels;

Through an RFP process, making land available on the north side of Anchorage Road for an additional boat yard that allows boat owners to work on their own vessel and a dry boat storage area

Sidewalks and utilities: The entrances to ten of Wilmington's eleven marinas are on Anchorage, Shore and Peninsula roads. None of these roads have sidewalks. Anyone riding a bicycle or a pedestrian transporting materials or walking from one marina to another is in the path of oncoming traffic.

Because the Wilmington marinas do not have natural gas, all marina facilities have electric water heaters, washers and dryers, heating and air conditioning which are considerably more costly to replace and maintain than gas appliances.

Without telecommunications cable, marina operators and tenants have only painfully slow internet dial-up connections and no access to the City's public cable channels.

All marina leases require some type of holding tank pump-out service or system to prevent the release of untreated sewage into the harbor. A pump-out service charges anywhere from \$30-\$60 for each pump-out. Other alternatives include a pump-out station, individual slip hookups or a portable unit. The most logical and cost effective is a marina-owned portable unit that enables boat owners to pump out holding tanks at their slip. Any of these alternatives requires landside access to the City's sewer system.

Central disposal/collection site for used oil, solvents, contaminated bilge water and batteries: The WBA is requesting a small, paved, centrally-located, fenced-in area that will be maintained by the WBA and made available to all 1700 boat owners in the Wilmington marinas to prevent the release of contaminated bilge water into the harbor and provide a location for boat owners to dispose of paints, solvents, oily rags, batteries and other hazardous materials.

Item #

Air Quality Subcommittee

- 2. The Air Quality Subcommittee adopted the following motion July 9, 2007. The Motion was moved by Jody James, second by Kathleen Woodfield, and adopted with 4 Ayes, 0 Nays and 0 Abstentions.**

MOTION:

Whereas, foreseeable Port environmental activity includes the release of on-going EIRs, air quality monitoring program, implementation of revised regulatory requirements, review and assessment of the health risk assessment & San Pedro Bay Standards, and implementation and review of the Clean Air Action Plan,

Be it Resolved, that the PCAC recommends to the Board of Harbor Commissioners that the contracts for the PCAC Air Quality Subcommittee consultants be renewed in August for a period of no less than 24 months.

Item #

Air Quality Subcommittee

- 3. The Air Quality Subcommittee adopted the following motion July 9, 2007. The Motion was moved by Kathleen Woodfield, second by Chuck Hart, and adopted with 3 Ayes, 0 Nays and 0 Abstentions.**

MOTION:

The PCAC recommends to the Board of Harbor Commissioners that they allocate \$2,922,089 from the China Shipping Settlement to fund the remaining projects that the Technical Advisory Committee has recommended.

Supporting list of projects will be provided at both the Steering Committee meeting on August 6th and at the PCAC meeting on August 21, 2007.