

PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE (PCAC)
LIGHT, AESTHETICS AND NOISE (LAN) SUBCOMMITTEE
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, California

Minutes
February 9, 2009

ATTENDEES:

COMMITTEE MEMBERS/PCAC

Carrie Scoville, Acting Chair
Chuck Hart, Voting
Jody James, Alternate

PORT STAFF

Dennis Hagner

PUBLIC PARTICIPANTS

Lou Baglietto
J. D. Bovern
Joan Colombo
Nancy Richardson

Meeting Location: Banning's Landing, 100 E. Water Street, Wilmington, CA

- A. Call to Order: 5:15 PM
- B. Sign-In / Introductions
- C. Agenda Approved
- D. Draft Minutes Approved for the November 10, 2008 LAN Subcommittee Meeting
- E. Public Comment: None
- F. Port Staff Update:
 - Wheel Squeal Pilot Program
The engineers are ready to install the equipment/ mechanisms that will oil the train wheels as they move around the curves of the track, reducing the metal on metal squeal. Presently, this is not likely to be a pilot program buy rather a long term program. Mr. Hagner did not have the time line for the scheduled work, but will forward the schedule when he receives it from Ron Groves in the Engineering Division.
 - Federal Quiet Zone Status; What Is It and How To Get It
Federal Quiet Zones are currently regulated by the Federal Government/the Federal Railroad Administration. The regulation requires that the horn be sounded at all railroad crossings, unless it has been identified as a "Quiet Zone.," in which case trains are prohibited from sounding their horns at those crossings (except in an emergency situation).

Port consultants were asked to look at two stretches of track; one is at Gaffey St.

near the Northwest Neighborhood Council area. The second is in Wilmington near Banning's Landing. The consultants have also been asked to provide a map of possible "Quiet Zone" crossings.

The process of obtaining a "Quiet Zone" is complicated and lengthy. A "Quiet Zone" must be, at a minimum, a half mile in length. Each crossing needs to be examined to see what kind of warning equipment is currently in place. Then calculations are done to determine the risk involved for not sounding a horn. This finding is then compared with the National Standard. The crossing must be below the National Standard in order to apply for a "Quiet Zone." For the crossings identified above, it appears that with some upgrades, they would meet the risk requirement for establishing a Quiet Zone.

However, there are two complications. One is the ownership of the crossings. The Port does not own all of these crossings, and therefore will have to deal with owners of the private crossings. The second complication is the cost (about \$500,000 for each crossing).

Each crossing is required to have a two quadrant gate (a gate that comes down on the inbound lane through the crossing on one side and the inbound lane for the crossing on the other). That is the absolute minimum that is required to make an application to the Federal Government. In some cases when we ran the model some of the crossings needed a four quadrant gate. We are looking at the crossings to come up with an overall cost. It appears, with enough engineering upgrades, that we could expect a favorable response from the Federal Railroad Administration. The challenge is dealing with the entities of the private crossings and, given the present economic situation, the funding.

Port staff is working on a draft recommendation for the Senior Management and the Board.

Lou Baglietto, from Butterfield Communications, brought to the attention of the Subcommittee some of the requirements regarding the sounding of the horns within the rail yard.

Jody James asked the Port to try to mitigate some of the noise for residents in the area. Whistles all night long make it difficult to rest.

- LAN Consultant to Examine Pier 400 Lighting
 - Dr. Appy is still working on this issue. He has been meeting with the Deputy Executive Director of Development, Michael Christensen. There was no additional information at this time.
 - With regard to the lighting on Pier 400; the lighting is believed to be as technically up-to-date, and as modern as it can be at this time. The Chief Electrical Engineer, Vahik Haddadian, can address questions about Pier 400's lighting at a future meeting.

- Regarding Pier 300, the retrofits at the APL Terminal are the best that technology can offer at this time. The majority of the work has been completed.

G. Discussion:

- West Basin Discussion
 - At one time there were plans to do some redevelopment at the Yang Ming Terminal. At that time, the engineers will be permitted to replace all the lights, to put in modern fixtures and better control systems to regulate the operation of the lights.
 - Carrie Scoville readdressed the issue of the light glare that comes from the Yang Ming Terminal into the neighborhood and directly into their homes. She asked if cowlings could be added to the fixtures so that they can be directed downwards. Can the existing light fixtures be adapted so that they don't flare out into the neighborhood? (Mr. Hagner will relay the request to Mr. Haddadian.)
 - A petition has been circulated through the neighborhood asking the Port to immediately remove the dirt pile at China Shipping. It is also on the agenda for the Central San Pedro Neighborhood Council to endorse before it is taken to the Board of Harbor Commissioners.
 - From an esthetic standpoint the West Basin has been neglected. It has become a dumping ground for the Port. (Would like to see it cleaned up.)
- What Happened to the LAN Motion on Waterfront Plan at PCAC
The LAN Motion regarding the recommendation on the Cruise Terminal was deemed mute at the January PCAC meeting because the public comment period had closed in December.
- Realizing an Effective Committee: What Should We Do Beyond Responding to Environmental Impact Reports (EIRs). What is the role of this Subcommittee?
Jody James stated that the PCAC had a recommendation before the Board to green and improve the perimeter that interfaces with the Community. She suggested that the committee work on areas of beautification (i.e. tenants keep up the property they lease so that it is not such an eyesore to the community). Mr. Hart agreed and stated that the Port should consider improving aesthetically any part of their property that is adjacent to the community.

H. Agenda Items for Next Meeting: March 9, 2009

- Realizing an Effective Committee: What Should We Do Beyond Responding to EIRs? What is the role of this Subcommittee?
- Mission Statement Adopted by the LAN Subcommittee in 2004.
- Review Status of Prior PCAC LAN Related Motions
- Report on the Wheel Squeal Project
- Pier 400 Lighting Technology
- Map of Possible "Quiet Zone" Crossings
- Lighting at Yang Ming

I. Adjournment: 6:20 PM

Signature on File

Carrie Scoville, Acting Chair
Light, Aesthetics, and Noise Subcommittee

Signature on File

Debra Babcock-Doherty, PCAC Executive Assistant