

MINUTES OF A REGULAR MEETING OF THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY GOVERNING BOARD HELD AT LONG BEACH CITY COLLEGE LIBERAL ARTS CAMPUS BOARD ROOM, 4901 E. CARSON STREET, BUILDING T1100, LONG BEACH, CALIFORNIA 90808 ON MARCH 20, 2025, AT 10:00 A.M.

ROLL CALL

Members present:

Michael Cano, Los Angeles County Metro
Frank Colonna, Port of Long Beach
Tim McOsker, City of Los Angeles
Edward Renwick, Port of Los Angeles
Suely Saro, City of Long Beach (via teleconference)

Alternate members present:

Sam Joumblat, Port of Long Beach

Members absent:

Gene Seroke, Port of Los Angeles

Also present:

Michael Leue, ACTA, Chief Executive Officer
Kevin Scott, ACTA, Chief Financial Officer
Heather McCloskey, ACTA, Co-General Counsel
Deepika Thompson, ACTA, Co-General Counsel
Maria Melendres, ACTA, Governing Board Secretary

The meeting was called to order at 10:10 a.m. by Chair McOsker.

CLOSED SESSION

Co-Counsel Heather McCloskey announced that the Board would not convene in Closed Session.

OPEN SESSION

Board Secretary Melendres announced that Item 3 was being pulled from the Agenda and stated that Public Comment on this item would be heard during Public Comment on Non-Agenda Items.

A. COMMENTS FROM THE PUBLIC ON NON-AGENDA ITEMS

A written public comment submitted by Garry Herrera, President of ILWU Local 13, Danny Vilicich, President of ILWU Local 63, and Daniel G. Miranda, President of ILWU Local 94, in opposition to the staff recommendation on Item 3, was received. (attached)

A written public comment submitted by Brianna Egan, Chair of South Bay Forward, regarding the electrification of the Alameda Corridor, was received. (attached)

A written public comment submitted by Maria S. Salinas, President & CEO of the Los Angeles Area Chamber of Commerce, in opposition to the staff recommendation on Item 3, was received. (attached)

A written public comment submitted by Kat Janowicz, Chair of the Board of FuturePorts, in opposition to the staff recommendation on Item 3, was received. (attached)

Chair McOsker inquired whether any members of the public were present at the remote location. Vice Chair Saro confirmed that there were none in attendance.

(Board Member Cano arrived at 10:20 a.m., and Board Member Renwick arrived at 10:24 a.m.)

B. REPORTS AND PRESENTATIONS

i. DECEMBER 2024 CORRIDOR PERFORMANCE

Michael Leue presented the Corridor performance statistics through January 2025.

ii. ACTA PUBLIC POLICY ACTIVITIES

Michael Leue presented an update on ACTA's Public Policy activities.

C. MINUTES

ACTA GOVERNING BOARD REGULAR MEETING OF FEBRUARY 20, 2025 – APPROVED.

Minutes of the Regular Meeting of February 20, 2025, of the Governing Board of the Alameda Corridor Transportation Authority, were presented to the Governing Board.

Board Member Colonna motioned, seconded by Board Member Joublat, that the minutes of the February 20, 2025, Regular Meeting of the Alameda Corridor Transportation Authority be approved as submitted. Roll call was taken. Carried by the following vote:

AYES: Cano, Colonna, Joublat, McOsker, Renwick, Saro

NOES: None

ABSENT: Seroka

D. AGENDA ITEMS

Consent Agenda

1. MONTHLY FINANCIAL REPORTS AS OF DECEMBER 31, 2024 – RECEIVED AND FILED.

Communication from Kevin L. Scott, Chief Financial Officer, dated March 20, 2025, recommending that the monthly financial reports as of December 31, 2024, be received and filed, was presented to the Governing Board.

2. ACTA PROFESSIONAL SERVICES BUDGET UPDATE – INFORMATION ITEM.

Communication from Graham Christie, Chief Operating Officer, dated March 20, 2025, with an update on ACTA's Professional Services Budget, responding to the Governing Board's request, was presented to the Governing Board.

No public comment was received on Item Nos. 1 and 2.

Board Member Joublat motioned, seconded by Board Member Cano, that Item No. 1 be received and filed as recommended. Roll call was taken. Carried by the following vote:

AYES: Cano, Colonna, Joublat, McOsker, Renwick, Saro
NOES: None
ABSENT: Seroka

Regular Agenda

3. Item No. 3 was pulled from the agenda at the beginning of the meeting.
4. 2025-2026 INSURANCE COVERAGE RENEWAL – APPROVED.

Communication from Kevin L. Scott, Chief Financial Officer, dated March 20, 2025, recommending the authorization of the Chief Financial Officer or his designee to negotiate and accept the recommendations of Willis Towers Watson (“Willis”), ACTA’s Broker of Record, for placement of required insurance for the period of April 15, 2025 through April 14, 2026; and to bind insurance, on behalf of ACTA, per the recommendation of Willis, was presented to the Governing Board.

No public comment was received on Item No. 4.

Board Member Joublat motioned, seconded by Board Member Renwick, that Item No. 4 be approved as recommended. Roll call was taken. Carried by the following vote:

AYES: Cano, Colonna, Joublat, McOsker, Renwick, Saro
NOES: None
ABSENT: Seroka

ADJOURNMENT

At 10:46 a.m., the meeting was adjourned sine die.



630 S. Centre Street
San Pedro, CA 90731
(310) 830-1130 • Fax (310) 830-3489
www.ilwu13.com



350 W. 5th Street, Suite 200
San Pedro, CA 90731
(310) 521-6363 • Fax (310) 521-6343
www.ilwu63.net



180 E. Ocean Blvd, Suite 1020
Long Beach, CA 90802
(310) 832-1109 • Fax (310) 832-2142
www.ilwulocal94.org

Sent Via Email

March 19, 2025

Governing Board Members
Alameda Corridor Transportation Authority
3760 Kilroy Airport Way, Suite 200
Long Beach, CA 90806

Re: Oppose Staff Recommendation on Item 3: “*APPROVE staff’s recommendation to not undertake a Full Restructuring transaction for ACTA’s outstanding bonds starting in 2025*” at March 20, 2025 Governing Board Meeting

Dear Governing Board Members:

On behalf of International Longshore and Warehouse Union (ILWU), Local’s 13, 63 and 94, we are writing to express strong opposition to staff recommendation on Item 3, “*APPROVE staff’s recommendation to not undertake a Full Restructuring transaction for ACTA’s outstanding bonds starting in 2025*” for the Alameda Corridor Transportation Authority Governing Board meeting on March 20, 2025. I respectfully request you and the ACTA Governing Board direct staff to pursue a restructuring of debt as previously planned to ensure Port funding can be prioritized toward capital projects that will enhance revenue generation in the long-term.

Port funding should be prioritized to reinvest in port infrastructure to improve operational efficiency, fluidity and reliability. Making the ports cover the shortfall could impede and delay investments in critical port projects that enhance operational efficiencies and accelerate transition to zero-emissions operations. Given all the uncertainty in the industry, it is even more important for ports to preserve their funding for mission critical projects. The ports should not be burdened to cover ACTA’s debt if restructuring is an option. Therefore, we support restructuring ACTA’s debt, which has been a long-standing practice.

Over the next five years, there will be unprecedented improvements to the rail system that should result in additional traffic on the Alameda Corridor and hence additional revenue. The Port of Long Beach’s Pier B On-Dock Rail Support Facility is a \$1.8 billion project to increase rail capacity,

supporting 4.4 million TEUs by 2030. The project started in 2018 and is on-schedule to be completed by 2032. Additionally, the BNSF Barstow project, estimated at \$1.5 billion, will be a 4500-acre integrated rail facility that will bring smaller blocks to consolidate into long trains to service nearby markets currently serviced by truck. In addition, it will have warehouses where transloading will take place, instead of avoiding the ACTA fee by being done locally.

The ACTA Board should reject staff's recommendation and direct them to continue with debt restructuring, as originally planned in 2023 to minimize financial risk to the Authority and its members. We thank you for your consideration of this request and please contact Gary Herrera at gary.herrera@ilwu13.org with any questions.

Sincerely,



Gary Herrera
President
ILWU Local 13



ILWU Local 63



Daniel G. Miranda
President
ILWU Local 94

From: [Brianna Egan](#)
To: [PublicComment](#)
Cc: councilmember.mcosker@lacity.org; [Aksel Palacios](#); [South Bay Forward](#)
Subject: Public Comment for 3/20 Alameda Corridor Board Meeting
Date: Wednesday, March 19, 2025 5:10:14 PM

Some people who received this message don't often get email from briannajungegan@gmail.com. [Learn why this is important](#)

External Email: NEVER ENTER YOUR LOGIN CREDENTIALS IF PROMPTED. Do not click on any links or open attachments unless you recognize the sender and know the content is safe. ~ACTA~

Dear Chair McOsker and Alameda Corridor Transportation Authority Board Members,

I am providing a public comment on A. Non-Agenda Items.

A. Non-Agenda Items:

I'd like to thank the ACTA Board for its commitment to serving the communities near the Ports of Los Angeles and Long Beach and its mission to divert cargo from truck to rail and reduce truck trips along highways. The completion of the Alameda Corridor and its ongoing operations have provided a remarkable public investment in rail transportation and cleaner air. As someone who calls the South Bay home, I especially appreciate the environmental benefits that the Alameda Corridor has thus far provided in reducing truck and rail emissions.

I would like to encourage the ACTA Board to build on this mission and advance plans to electrify the Alameda Corridor. The electrification of the Alameda Corridor is an important environmental and transportation justice goal of many environmental groups in the South Bay, Gateway, and Ports Communities as well as transportation advocacy groups in the Los Angeles area and around the state. I am the Chair of South Bay Forward, which is an advocacy organization moving the South Bay LA region forward on housing, transit, and mobility. We have identified Alameda Corridor Electrification as a priority project.

The Alameda Corridor was originally built to specifications for electrification, so this would be an attainable infrastructure project that would advance the Authority's and the state's environmental and transportation goals. With overhead traction power and electric locomotives, Alameda Corridor electrification would provide enormous and immediate benefits to the region: Eliminating greenhouse gases entirely from all rail operations, further reducing pollution and emission burdens on local communities, and providing faster and more efficient service to freight customers to thus increase revenue. For further reading on the technical feasibility of electrification on the Corridor, see the SCAG 2012 Rail Electrification Analysis and the Californians for Electric Rail Concept Paper. Links below:

- SCAG 2012 Analysis: https://scag.ca.gov/sites/main/files/file-attachments/crgmsais_-_analysis_of_freight_rail_electrification_in_the_scag_region.pdf?1605991886
- CER 2023 Concept Paper: <https://calelectricrail.org/wp-content/uploads/2024/11/POLA-Alameda-Corridor-Electrification-concept-paper-BY-2023.08.29.pdf>

While this project is technically feasible, we understand funding support is needed. There are multiple sources that the Authority can explore, including Measure M Metro funding, Long

Beach-East Los Angeles Corridor Mobility Investment Plan (Former 710 Project), and AB 939 Transit Bond Measure in the legislature, which sets aside \$2.5B for sustainable freight infrastructure improvements.

Please reach out if you would like to discuss this further and explore opportunities to advance the goal of Alameda Corridor electrification. We have a strong coalition of transportation and environmental justice groups that would love to work with you to advance this vision, and are ready to provide support at the local and state level.

Thank you,
Brianna Egan
Chair, South Bay Forward
southbayforward.org
southbayforward@gmail.com



March 19, 2025

Governing Board Members
Alameda Corridor Transportation Authority
3760 Kilroy Airport Way, Suite 200
Long Beach, CA 90806

RE: Oppose Staff Recommendation on Item 3: *"APPROVE staff's recommendation to not undertake a Full Restructuring transaction for ACTA's outstanding bonds starting in 2025"* at March 20, 2025 Governing Board Meeting

Dear Governing Board Members:

On behalf of Los Angeles Area Chamber of Commerce, I am writing to express strong opposition to staff recommendation on Item 3, *"APPROVE staff's recommendation to not undertake a Full Restructuring transaction for ACTA's outstanding bonds starting in 2025"* for the Alameda Corridor Transportation Authority Governing Board meeting on March 20, 2025. I respectfully request you and the ACTA Governing Board direct staff to pursue a restructuring of debt as previously planned to ensure Port funding can be prioritized toward capital projects that will enhance revenue generation in the long-term.

Port funding should be prioritized to reinvest in port infrastructure to improve operational efficiency, fluidity and reliability. Making the ports cover the shortfall could impede and delay investments in critical port projects that enhance operational efficiencies and accelerate transition to zero-emissions operations. Given all of the uncertainty in the industry, it is even more important for ports to preserve their funding for mission critical projects. The ports should not be burdened to cover ACTAs debt if restructuring is an option. Therefore, we support restructuring ACTA's debt, which has been a long-standing practice.

Over the next five years, there will be unprecedented improvement to the rail system that should result in additional traffic on the Alameda Corridor and hence additional revenue. The Port of Long Beach's Pier B On-Dock Rail Support Facility is a \$1.8 billion project to increase rail capacity, supporting 4.4 million TEUs by 2030. The project started in 2018 and is on-schedule to be completed by 2032. Additionally, the BNSF Barstow project, estimated at \$1.5 billion, will be a 4500-acre integrated rail facility that will bring smaller blocks to consolidate into long trains to service nearby markets currently serviced by truck. In addition, it will have warehouses where transloading will take place, instead of avoiding the ACTA fee by being done locally.

The ACTA Board should reject staff's recommendation and direct them to continue with debt restructuring, as originally planned in 2023 to minimize financial risk to the Authority and its members. We thank you for your consideration of this request and please contact Carlos Singer at csinger@lachamber.com with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Maria S. Salinas". The signature is fluid and cursive, with the first name "Maria" being more prominent.

Maria S. Salinas
President & CEO

2025 Board

Kat Janowicz
Chair

Letitia Austin
Chair-Elect

Mike Bush
Secretary

Julianne Avery
Treasurer

Mike Bush
Director

Brian Bustamante
Director

Matthew Means
Director

Claudette Moody
Director

Patty Senecal
Director

Douglas Thiessen
Director

Andrea Casillas
Executive Director

March 17, 2025

Governing Board Members
Alameda Corridor Transportation Authority
3760 Kilroy Airport Way, Suite 200
Long Beach, CA 90806

Via email

RE: Oppose Staff Recommendation on Item 3: “APPROVE staff’s recommendation to not undertake a Full Restructuring transaction for ACTA’s outstanding bonds starting in 2025” at March 20, 2025 Governing Board Meeting

Dear Governing Board Members:

On behalf of FuturePorts, I am writing to express strong opposition to staff recommendation on Item 3, “APPROVE staff’s recommendation to not undertake a Full Restructuring transaction for ACTA’s outstanding bonds starting in 2025” for the Alameda Corridor Transportation Authority Governing Board meeting on March 20, 2025. I respectfully request you and the ACTA Governing Board direct staff to pursue a restructuring of debt as previously planned to ensure Port funding can be prioritized toward capital projects that will enhance revenue generation in the long-term.

FuturePorts is a 501(c)(6) nonprofit advocacy coalition founded in 2005 to help coalesce the Southern California supply chain around the need to both grow the ports and to address the environmental, air quality, and quality of life issues that come with that growth. FuturePorts believes that a vibrant and healthy economic and environmental future for the ports is vital to us all. FuturePorts’ vision is to realize the modernization of the Southern California ports in order to maintain their competitiveness through the successful completion of their development programs allowing for the economically viable and environmentally sustainable growth of the ports.

Port funding should be prioritized to reinvest in port infrastructure to improve operational efficiency, fluidity and reliability. Making the ports cover the shortfall could impede and delay investments in critical port projects that enhance operational efficiencies and accelerate economic growth in California and beyond. Given all of the uncertainty in the industry, it is even more important for ports to preserve their funding for mission critical projects, including expansion, cyber security, and infrastructure. The ports should not be burdened to cover ACTA’s debt if restructuring is an option. Therefore, we support restructuring ACTA’s debt, which has been a long-standing practice.

Over the next five years, there will be unprecedented improvement to the rail system that should result in additional traffic on the Alameda Corridor and hence additional revenue. The Port of Long Beach's Pier B On-Dock Rail Support Facility is a \$1.8 billion project to increase rail capacity, supporting 4.4 million TEUs by 2030. The project started in 2018 and is on-schedule to be completed by 2032. Additionally, the BNSF Barstow project, estimated at \$1.5 billion, will be a 4500-acre integrated rail facility that will bring smaller blocks to consolidate into long trains to service nearby markets currently serviced by truck. In addition, it will have warehouses where transloading will take place, instead of avoiding the ACTA fee by being done locally.

The ACTA Board should reject staff's recommendation and direct them to continue with debt restructuring, as originally planned in 2023 to minimize financial risk to the Authority and its members. We thank you for your consideration of this request and please contact Andrea Casillas at info@futureports.org with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kat Janowicz', with a stylized flourish at the end.

Kat Janowicz
Chair of the Board, FuturePorts