Southern California International Gateway (SCIG) Project

Final Environmental Impact Report Board Meeting

March 7, 2013 8:30 AM
Cruise Terminal Annex Building

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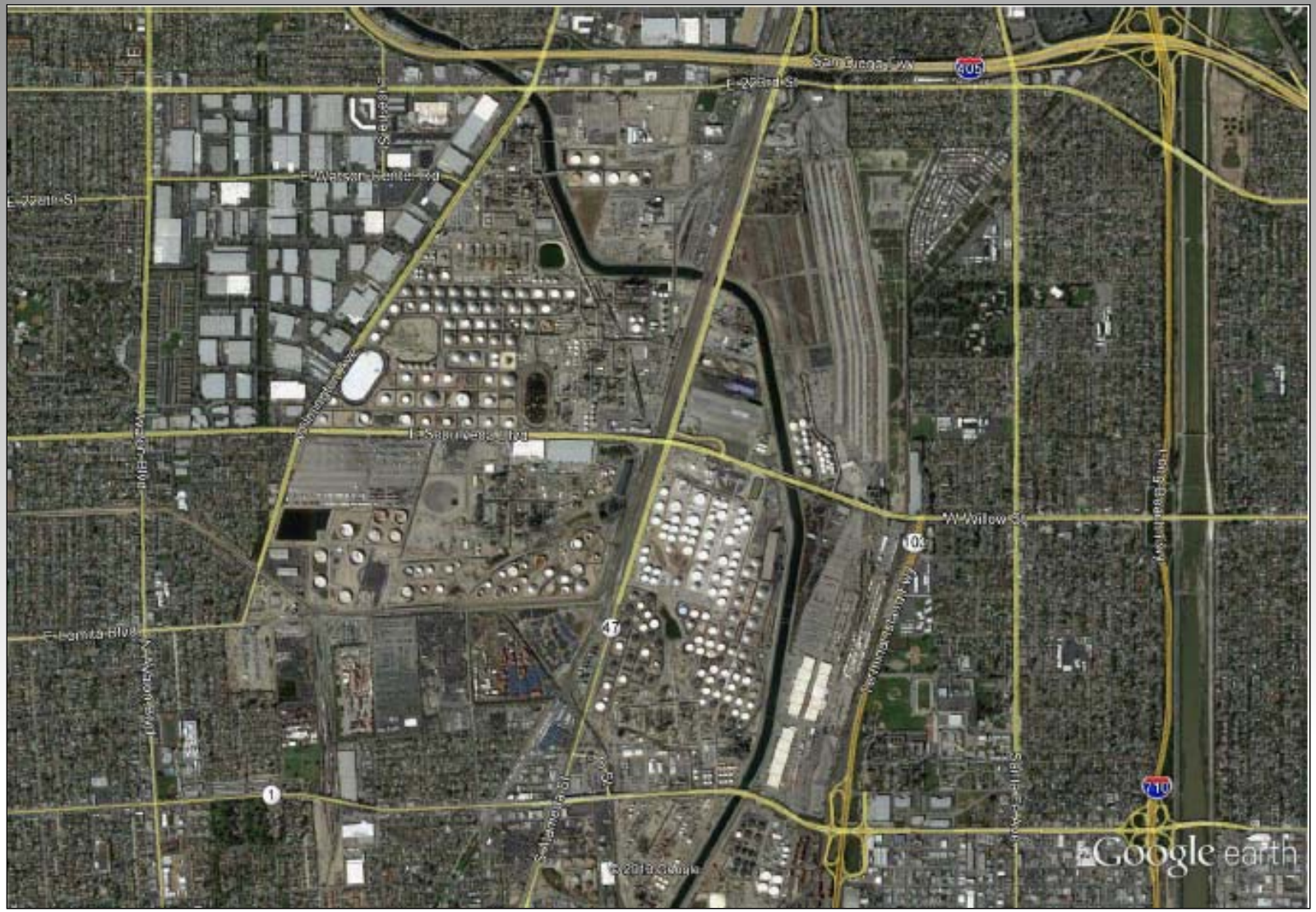
Regional Overview



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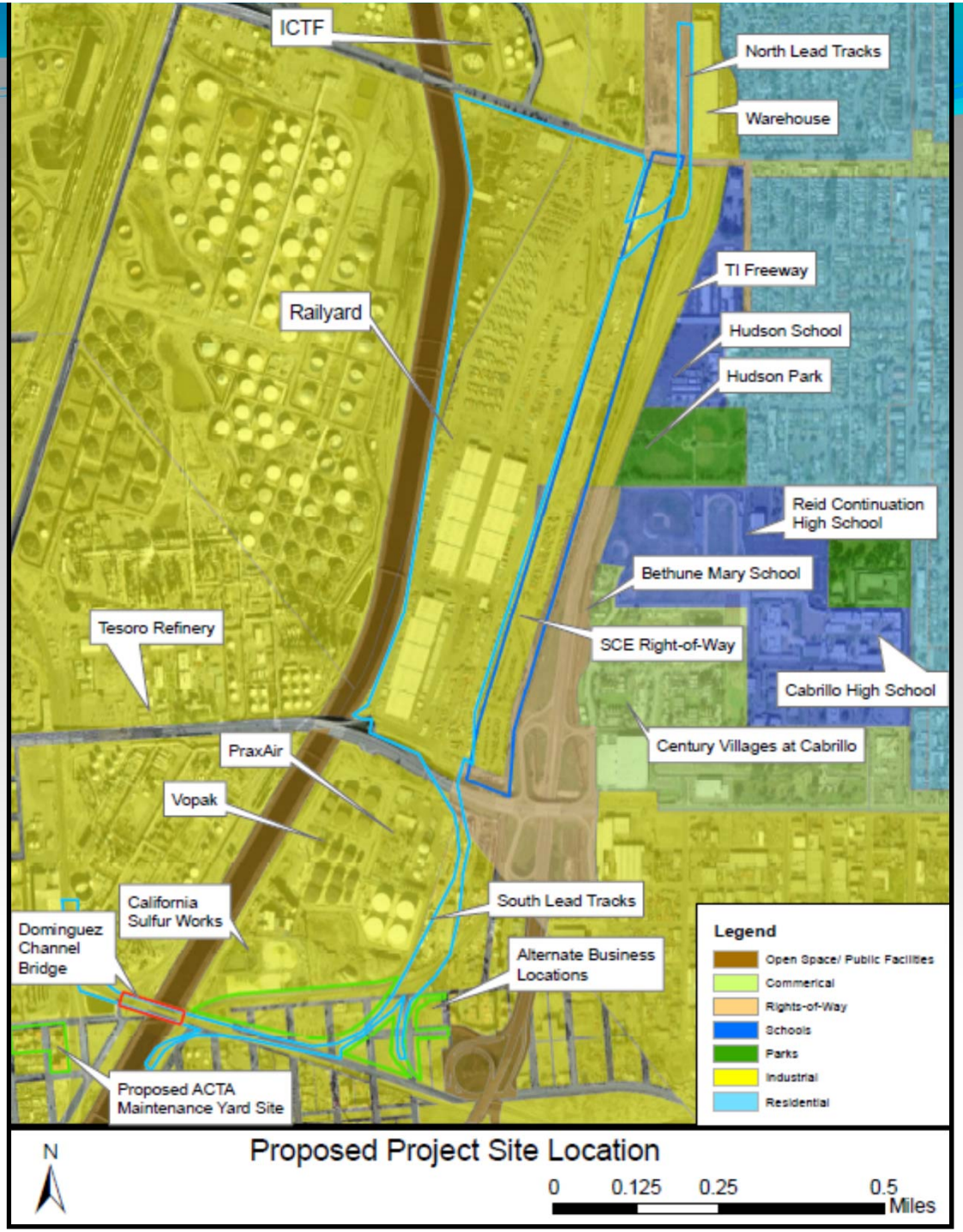
SCIG
Project Site



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SCIG Project Background

- 2004 Intermodal Rail Policy
  - Efficiency of rail versus truck transport of containerized cargo
  - Prioritize and maximize on-dock rail
- Continued need for comparable near-dock rail facilities
- Existing near-dock and off-dock railyards
  - Union Pacific Intermodal Container Transfer Facility (ICTF)/UP East Commerce Yard
  - BNSF Hobart/Commerce Yard near downtown Los Angeles
- Historical market trends between Class I Railroads
- Near-dock intermodal demand and cargo forecast

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SCIG Project Background (continued)

- 2005 Resolution for near-dock railyard close to ports
  - Goal was to reduce cost/increase competition
  - Improve efficiency, reduce air quality impacts and truck traffic
  - Promote on-dock rail consistent with 2004 Intermodal Rail Policy
- BNSF selected to propose project
- 2004 Parsons siting study evaluated different sites
- SCIG site selected as proposed location

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EIR Process Overview

- In 2005, the Harbor Department initiated an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the SCIG Project
- The Notice of Preparation (NOP) was released in October 2005
- The Draft EIR was released for public review from September 23, 2011 to February 1, 2012 (132 days)
- The Recirculated Draft EIR was released for public review from September 27, 2012 to November 13, 2012 (48 days)
- The Final EIR was released in February 2013

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Summary of Key Changes to Draft EIR

- CEQA baseline changed from 2005 to 2010
- Operations period changed from 30 to 50 years (2016-2066)
- Throughput was revised based on most current 2009 San Pedro Bay Ports cargo demand forecast
  - Maximum capacity or buildout occurs in 2035 instead of 2023
- Updated data and air quality models
- Floating baseline for Health Risk Assessment
- Comparison of the Project to the No Project Alternative for air quality was added for information only

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List of Revised Sections in Recirculated Draft EIR

- Executive Summary
- Chapter 1 Introduction
- Chapter 2 Project Description
- Chapter 3 Environmental Analysis
- Section 3.2 Air Quality and Meteorology
- Section 3.6 Greenhouse Gas Emissions/Climate Change
- Section 3.7 Hazards and Hazardous Materials
- Section 3.8 Land Use
- Section 3.9 Noise
- Section 3.10 Transportation/Circulation
- Chapter 4 Cumulative Analysis
- Chapter 5 Alternatives
- Chapter 6 Environmental Justice
- Chapter 7 Socioeconomics and Environmental Quality
- Chapter 10 References
- Chapter 12 Acronyms
- Appendix C1 through C3 (Air Quality)
- Appendix F1 SCIG Noise Technical Study
- Appendix G1 SCIG Transportation Appendix
- Appendix G2 SCIG Rail Simulation Modeling Study
- Appendix G4 Intermodal Rail Analysis
- Appendix H Summary of Changes

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SCIG CEQA Project Objectives

(1) Provide an additional near-dock intermodal rail facility that would help meet anticipated intermodal demand.

(2) Reduce truck miles traveled associated with moving containerized cargo by providing a near-dock intermodal facility utilizing the Alameda Corridor.

(3) Provide shippers carriers, and terminal operators with comparable options for near-dock intermodal rail facilities.

(4) Construct a near-dock intermodal rail facility to provide maximum intermodal capacity for the transfer of marine containers between truck and rail.

(5) Provide infrastructure improvements consistent with the California Goods Movement Action Plan.

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SCIG Project Overview

- Construction and operation of a new near-dock intermodal railyard located four miles from the San Pedro Bay Ports
- Private property acquisition and termination or nonrenewal of tenant leases on Harbor Department property
- Alternate sites offered to some existing businesses
- 3 year construction period analyzed from 2013 to 2015
- SCIG will handle 570,800 Twenty-Foot Equivalent Units (TEUs) during first year of operation in 2016 and will reach maximum capacity of 2.8 million TEUs by 2035

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Key Project Elements

- Electric-powered rail-mounted gantry cranes
- 10 liquefied natural gas (LNG)-fueled yard hostlers
- New LEED-certified administration building
- High mast lighting with automation and energy efficient/directional shielding
- New automatic truck entry gate to reduce on-road queuing
- On-road trucks meeting 2007 or newer EPA on-road standards consistent with 2010 CAAP requirements
- Use of dedicated truck routes in nonresidential areas monitored through GPS guidance systems
- Ultra-low-emitting switching locomotive engines

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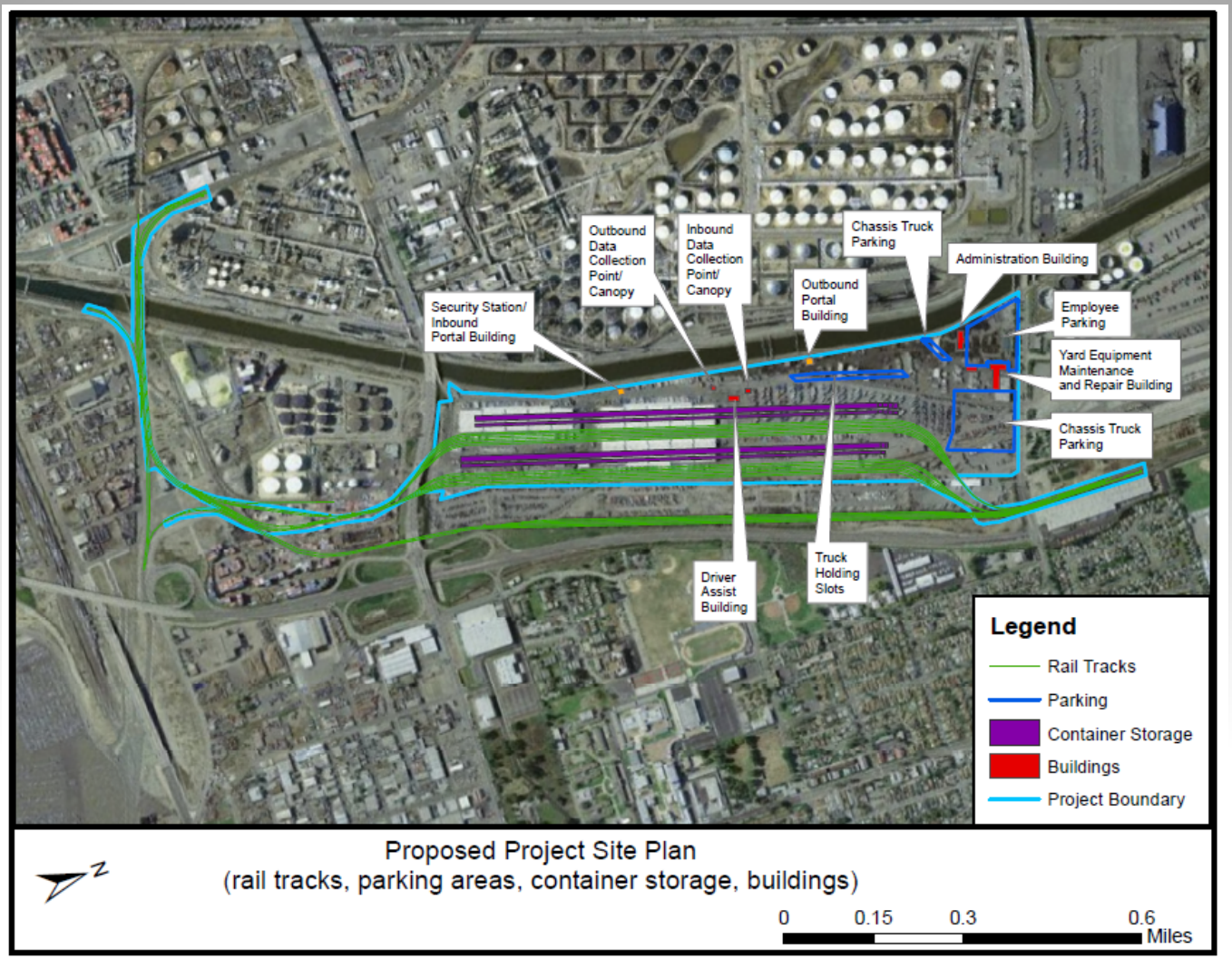
SCIG Facility Layout



Proposed Project Site Plan
(rail tracks, parking areas, container storage, buildings)

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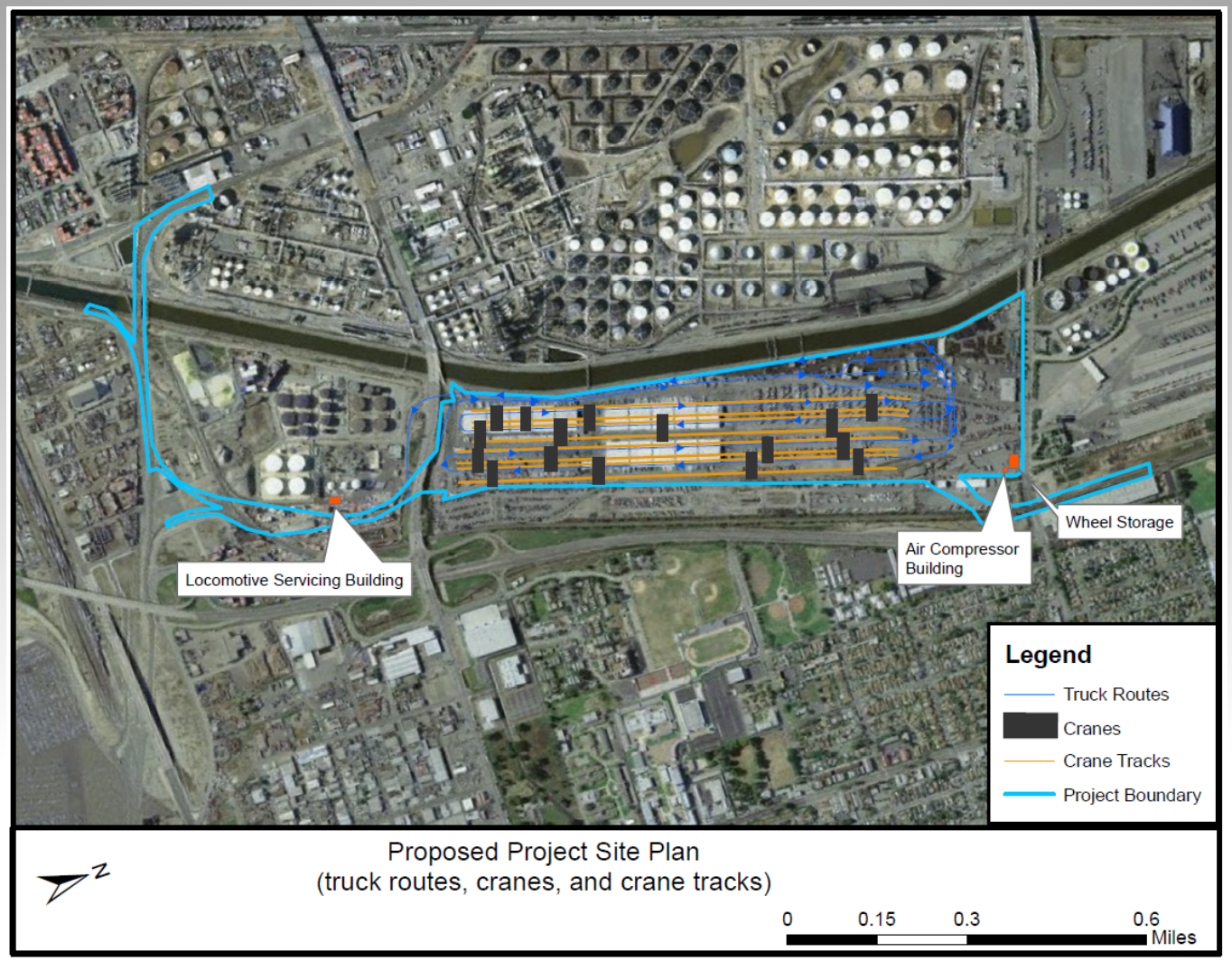
SCIG Internal Circulation



Proposed Project Site Plan
(truck routes, cranes, and crane tracks)

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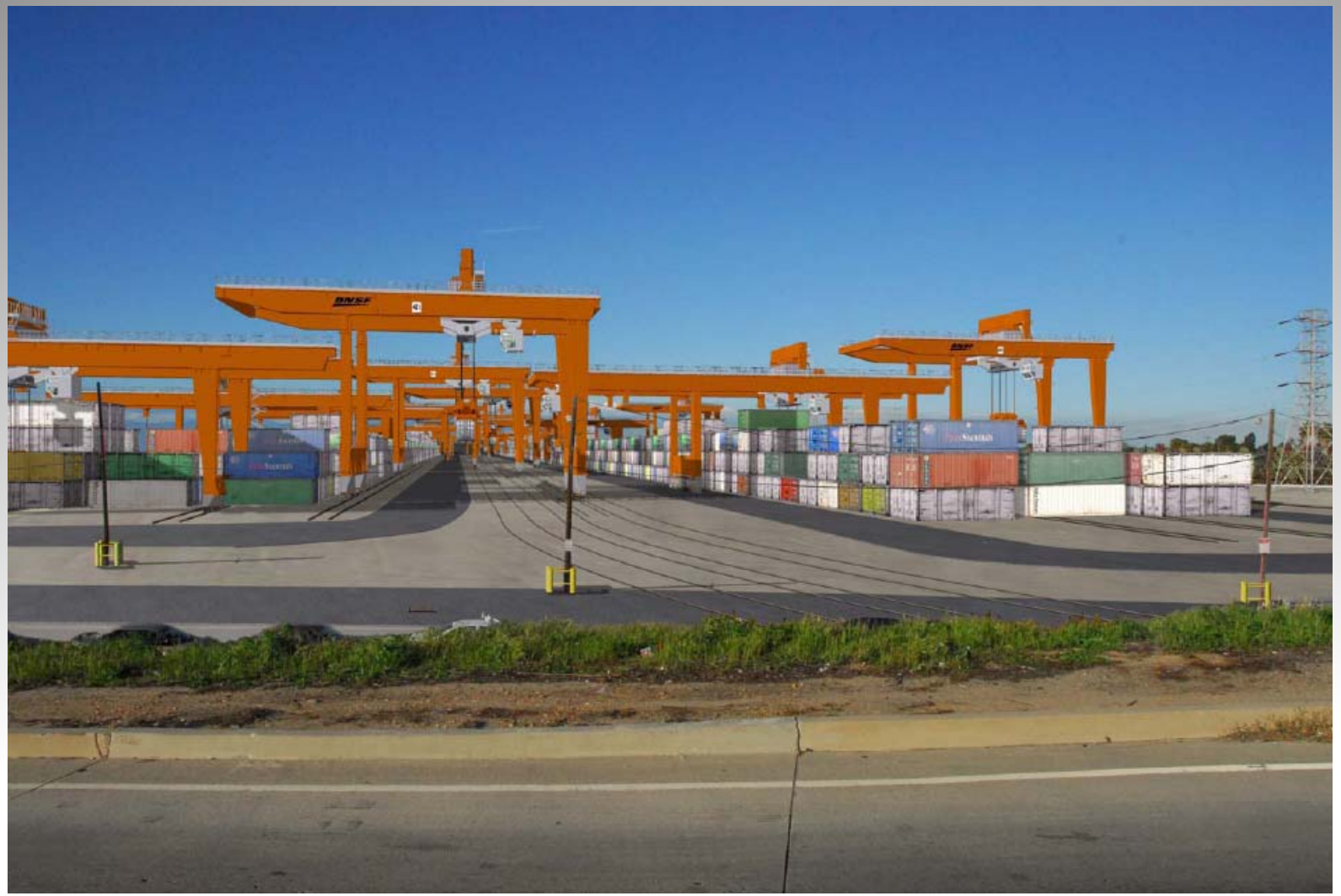
SCIG Project Conceptual View



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PCH Grade Separation and Access Ramp

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Dominguez Channel Rail Bridge Widening

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Summary of Environmental Impacts

Significant and Unavoidable Impacts

- Aesthetics (removal of historic rail bridge)
- Air Quality and Meteorology (construction and operation, criteria pollutants)
- Cultural Resources (removal of historic rail bridge)
- Greenhouse Gas Emissions and Climate Change (construction and operation)
- Land Use (secondary impacts from air quality and noise)
- Noise (nighttime operations when sensitive receivers are located outside)
- Cumulative Impacts

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Summary of Environmental Impacts (continued)

Less than Significant with Mitigation

- Air Quality and Meteorology (health risk from exposure to toxic air contaminants)
- Biological Resources (construction)
- Cultural Resources (construction)
- Noise (construction)
- Utilities and Public Services (solid waste)
- Water Resources (construction within the Dominguez Channel)

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Summary of Environmental Impacts (continued)

Less than Significant Impacts

- Aesthetics (lighting/glare)
- Air Quality and Meteorology (operational emissions and odors)
- Biological Resources (construction and operation)
- Geology (construction and operation)
- Greenhouse Gas Emissions and Climate Change (consistency with GHG reduction plans)
- Hazards and Hazardous Materials (construction and operation)
- Land Use (use designation and zoning)
- Noise (operations and vibration)
- Transportation/Circulation (construction and operation)
- Utilities and Public Services (construction and operation)
- Water Resources (construction and operation)

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Highlights of Project Environmental Benefits

- All electric widespan rail mounted gantry cranes
- Natural Gas Yard Hostlers
- Automatic idling reduction devices for locomotives
- Low-emission switching locomotives engines
- Designated SCIG-related trucks routes to avoid traffic in residential neighborhoods using GPS tracking
- LNG truck only, with commitment to move toward Zero Emission vehicles when they are available
- Sound wall to reduce noise impacts along the Terminal Island Freeway

Highlights of Project Environmental Benefits

- Reduction of GHG emissions
- Improvement of Regional Air Quality
- Removal of Traffic from the I-710

CEQA Mitigation Measures

Aesthetics and Cultural Resources:

- MM CR-1: Archaeological or Ethnographic Resources
- MM CR-2: Sepulveda Boulevard Bridge - Documentation and Interpretive Display
- MM CR-3: Sepulveda Boulevard Bridge - Structure Salvaging Plan
- MM CR-4: Paleontological Resource

Air Quality:

- MM AQ-1 through AQ-6: Sustainable Construction Guidelines
- MM AQ-7: On-Site Sweeping at SCIG
- MM AQ-8: Low-Emission Drayage Trucks
- MM AQ-9: Periodic Review of New Technology and Regulations
- MM AQ-10: Substitution of New Technology

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CEQA Mitigation Measures (continued)

Greenhouse Gases:

- MM GHG-1: Idling Restriction and Electrification for Construction Equipment
- MM GHG-2: Solar Panels
- MM GHG-3: Recycling
- MM GHG-4: Tree Planting
- MM GHG-5: Water Conservation
- MM GHG-6: Energy Efficient Light Bulbs
- MM GHG-7: Energy Audit
- MM GHG-8: Solar Canopy on Parking Area
- MM GHG-9: Alternate Fuel
- MM GHG-10: Carbon Offsets

Noise:

- MM NOI-1: Construction of 12-Foot Sound Wall on East Side of Terminal Island Freeway
- MM NOI-2: Construction Noise Measures
- MM NOI-3: Construction of 24-Foot Sound Wall North of Sepulveda Blvd

Utilities/Public Services:

- MM PS-1 through MM PS-3: Recycling and Solid Waste

Water Resources:

- MM WR-1: Dominguez Channel Railroad Bridge

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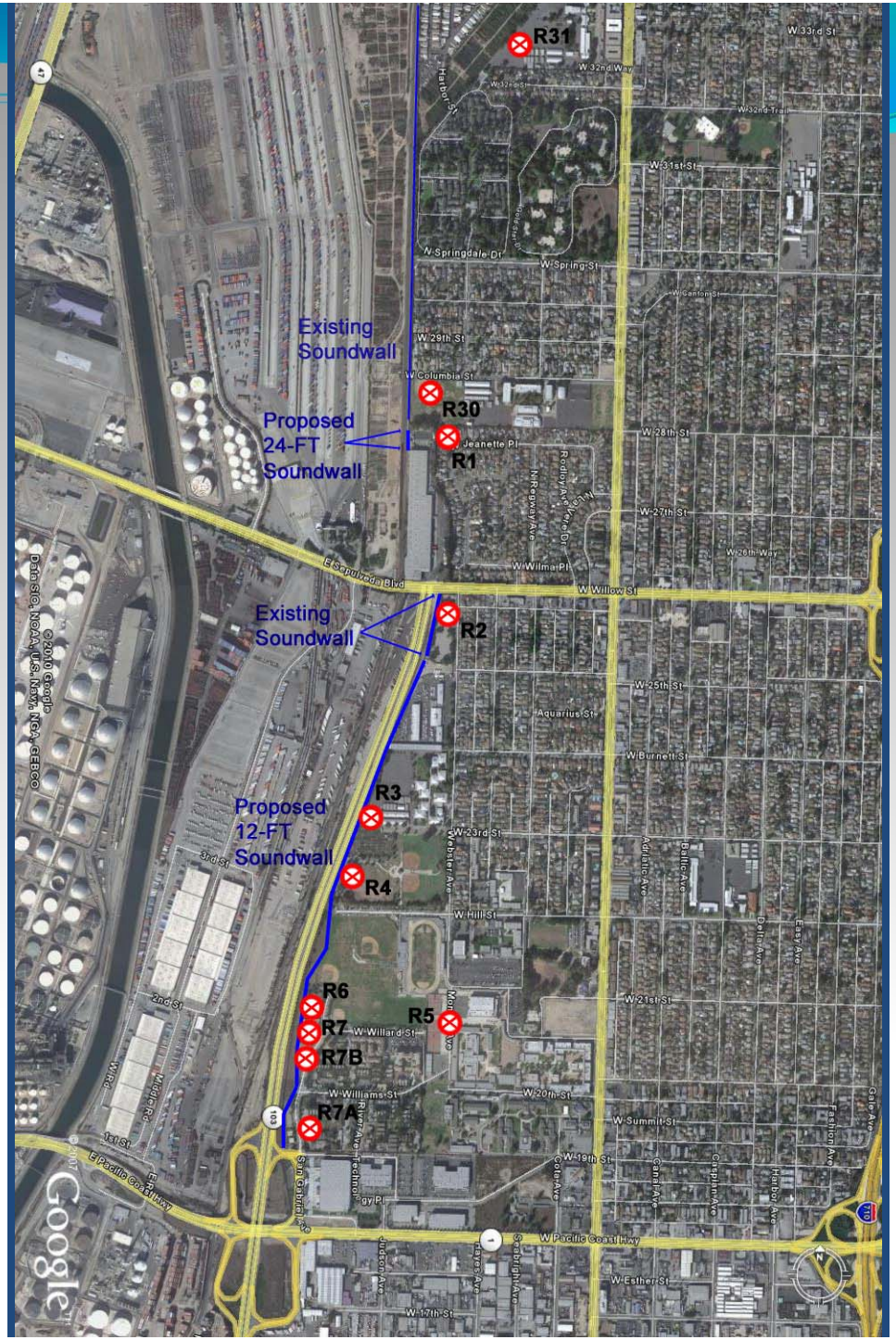
SCIG Soundwalls



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SCIG Project Conditions

- PC AES-1: Intensive Landscaping on West Side of Terminal Island Freeway
- PC AQ-11: Zero Emission Technologies Demonstration Program
  - Match funding up to $3 million
  - Expeditious phase-in of zero emission technologies subject to feasibility determinations by POLA and POLB Boards of Harbor Commissioners
  - Development of action plan by 2014 and zero emission drayage truck demonstration projects starting in 2015
  - Participation in industry stakeholder group
- PC AQ-12: San Pedro Bay Ports CAAP Measure RL-3

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Project Alternatives

- 14 alternatives were screened, 12 were dismissed as infeasible, and 2 were analyzed in EIR
- No Project Alternative
- Reduced Project Alternative

	Proposed Project	Alt 1: No Project	Alt 2: Reduced Project
Annual TEUs	570,808 annually in 2016 2.8 million annually by 2035	2.0 million annually by 2035	570,808 in 2016 1.85 million by 2035
Trucks (annual one-way trips)	0.4 million in 2016 2.0 million by 2035 (to/from SCIG)	0.9 million in 2010 2.3 million by 2035 (to/from Hobart)	0.4 million in 2016 1.33 million by 2035 (to/from SCIG)
Trains (round trips/day)	2 trips in 2016 8 trips by 2035 (to/from SCIG)	0 (to/from SCIG)	2 trips in 2016 6 trips by 2035 (to/from SCIG)

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Environmentally Superior Alternative

Reduced Project Alternative

- Operational activity is less due to lower capacity
- Construction impacts identical to Project but operational impacts are less severe for air quality, greenhouse gas emissions, and land use (fewer truck and train trips) due to lower capacity
- Does not meet all of the Project objectives

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Public Comment and Input on EIR Analysis

- Two public scoping meetings in October 2005
  - 35 verbal comments and 48 written comment letters received
- Two public hearings on the Draft EIR in November 2011 (West Long Beach and Wilmington)
  - 329 verbal comments and 143 written comment letters received
- One public hearing on the Recirculated Draft EIR in October 2012 (Wilmington)
  - 165 verbal comments and 784 written comment letters received
- Additional new comment letters and responses on Final EIR will be submitted as part of public record

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Summary of Responses to Public Comments

Baseline

- CEQA requires comparison of project to existing conditions
- CEQA and case law allows lead agency to use future baseline where it would help to understand impacts
- Draft EIR used 2005 baseline
  - Floating for traffic
  - Static for other resource areas
- Recirculated Draft used 2010 baseline
  - Floating for HRA and traffic
  - Static for other resource areas

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Summary of Responses to Public Comments

BNSF Hobart Yard

- Backfill at Hobart with or without SCIG
  - Increase in domestic and transloaded cargo is based on market demand, not excess capacity
  - Traffic distribution for domestic/transloaded cargo is multi-directional and doesn't just come up I-710
- Operational changes within fenceline of Hobart and Sheila maintenance facility are unrelated to SCIG

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Summary of Responses to Public Comments

Zero Emissions Container Movement Systems

- Commenters have asked that ZE trucks be a requirement for this Project
- We agree, and have included a project condition to require operations of those trucks at SCIG once they are tested as being commercially and technically feasible
- Not required as mitigation because it is uncertain when they will become feasible for use at this facility

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Summary of Responses to Public Comments

Displaced Businesses

- EIR analyzed alternate sites for some existing businesses
  - California Cartage, ACTA maintenance yard, and Fast Lane
- All other displaced businesses would move to unknown sites
- Speculative to perform analysis on unknown locations
- Discussions with tenants ongoing and we hope they have successful resolution

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Summary of Responses to Public Comments

Other key comments:

- Health Impact Assessment
- Environmental Justice
- POLA/POLB 2012 Transloading Report

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Statement of Overriding Considerations

CEQA requires the Board to "balance the economic, legal, social, technological or other benefits including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project."

Statement of Overriding Considerations

Summary of Proposed Statement of Overriding Considerations for Your Consideration

- Fulfills Port legal mandates and objectives
- Removes truck trips on I-710
- Increases use of Alameda Corridor
- Implements the San Pedro Bay CAAP
- Provides new operational jobs during the life of the project (priority for local residents)

Statement of Overriding Considerations

Summary of Proposed Statement of Overriding Considerations for Your Consideration

- Provides new construction jobs
- The project provides tax revenues
- The Project Helps Achieve California and Regional Goods Movement Planning Goals
- Additional environmental benefits (earlier slide)

New Public Comments on Final EIR and Errata

- Between February 22, 2013 and March 6, 2013, the LAHD received 4 public comment letters and one comment form letter individually signed by 126 parties
- Responses to these comments are provided to the Board for consideration
- Minor changes to the Final EIR are included in a new errata list

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