

Revised
Draft
EIR
Public
Meeting





Southern California International
Gateway (SCIG) Project

THE PORT 
OF LOS ANGELES

JUNE 15, 2021
5:00 pm PST



Public Meeting Instructions

- If you have joined online and wish to submit a written comment, please click the Q&A button (). Type your first and last name, then submit your written comment.
- If you prefer to speak, press the “Raise Hand” button to provide verbal comments ().
 - Once your name is called, it will be stated that you have been unmuted to speak.
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 - To lower your hand when you are done speaking, press *9 again.



Public Meeting Instructions Continued

- Public comments will be limited to 3 minutes per speaker
- Comments should be limited to the Revised Draft EIR, comment period now extended through July 30, 2021
- All comments received are being recorded and transcribed
- Spanish interpreter is available
- To listen to the meeting in Spanish, call 877-853-5257 or 888-475-4499 / Webinar ID: 951 1292 1684



Purpose of the Public Meeting

- Provide additional detailed information about two air quality issues, pursuant to a court order resolving a lawsuit under the California Environmental Quality Act (CEQA)
- Present key findings of the additional detailed air quality information
- Obtain public comments

PLEASE FOLLOW THE INSTRUCTIONS FOR PROVIDING PUBLIC COMMENT IN THE CHAT



SCIG Project Overview

- SCIG is a new near-dock intermodal rail yard facility proposed by BNSF Railway
- Project location is an existing industrial site within four miles of the ports of Los Angeles and Long Beach, with direct access to the Alameda Rail Corridor
- SCIG will allow trucks to travel a short distance from the ports before transferring freight to rail cars, rather than traveling more than 20 miles to rail yards near downtown Los Angeles



Project Location Map





Environmental Review History

- Environmental documents:
 - Notice of Preparation – October 2005
 - Draft EIR – September 2011
 - Recirculated Draft EIR – September 2012
 - Final EIR – March 2013
- Public Outreach – 5 public meetings and various stakeholder engagement
- Board of Harbor Commissioners hearing on Final EIR certification – March 2013
- City Council hearing on CEQA Appeals – May 2013



Legal Challenge

- 7 lawsuits filed in June 2013
- Court of Appeal validated Final EIR except for requiring additional disclosures on two air quality issues:
 - Frequency and duration of offsite ambient air pollutant threshold exceedances
 - Cumulative offsite pollutant concentrations in combination with a proposal to expand the Union Pacific Railroad's Intermodal Container Transfer Facility, or ICTF



Court Directive

- Revised Draft EIR provides these additional disclosures
- Rest of 2013 Final EIR remains valid
- These disclosures are highly technical in nature per the Court's directive



Revised Draft EIR Approach

- Prior worst-case “composite emissions” scenario replaced with individual “Benchmark Year” scenarios: 2016, 2020, 2023, 2030, 2035, 2046/2066
- Same modeling tools, assumptions, and data used to disclose year-specific emissions rather than a single composite emissions scenario
- Contour diagrams of maximum pollutant concentrations for each benchmark year and pollutant are presented for the project and alternatives, with and without mitigation

Revised Draft EIR Findings

The Project and Reduced Project would exceed thresholds for 1-hour NO₂ and 24-hour PM₁₀ in all benchmark years

Annual NO₂, annual PM₁₀, and 24-hour PM_{2.5} would exceed thresholds in some or most years

| Pollutant | Project (with Mitigation) | No Project | Reduced Project (with Mitigation) |
|--|-----------------------------------|---------------------|-----------------------------------|
| 1-hour NO ₂ (federal and state) | All Benchmark Years | All Benchmark Years | All Benchmark Years |
| Annual NO ₂ | 2016, 2035, 2046/2066 | None | 2016, 2046/2066 |
| 24-hour PM ₁₀ | All Benchmark Years | 2035, 2046/2066 | All Benchmark Years |
| Annual PM ₁₀ | 2020, 2023, 2030, 2035, 2046/2066 | 2035, 2046/2066 | 2020, 2023, 2030, 2035, 2046/2066 |
| 24-hour PM _{2.5} | 2016, 2020, 2023 | None | 2016, 2020, 2023 |



Revised Draft EIR Findings

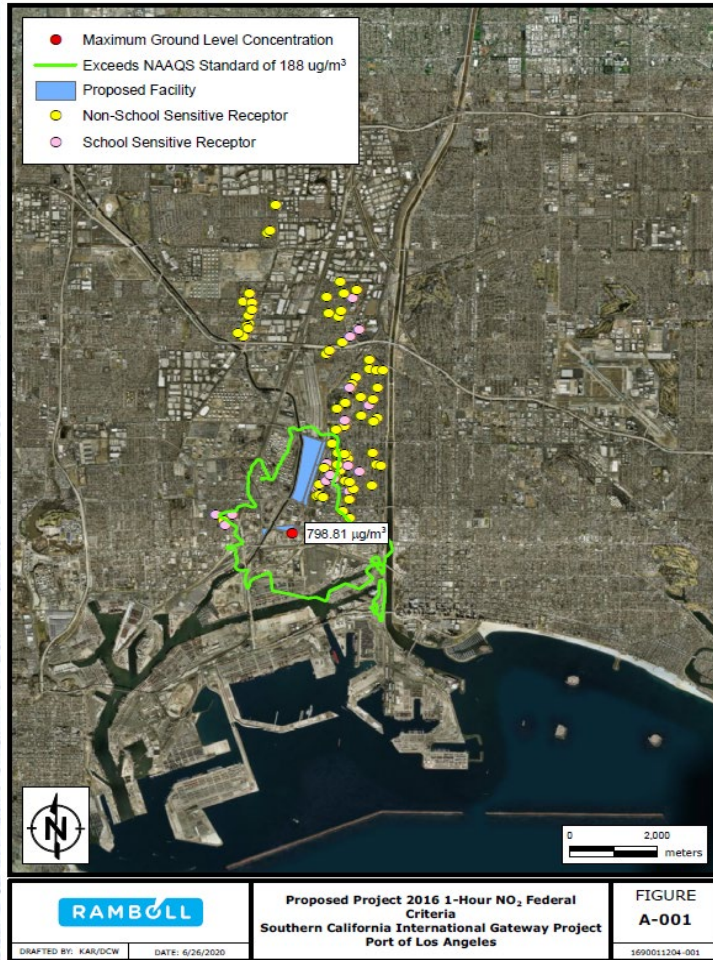
Significant ambient air pollutant concentrations would occur primarily in industrial areas near the SCIG facility, but in some cases would affect sensitive receptors in residential areas:

- Project and Reduced Project: 1-hour NO₂ impacts would affect sensitive receptors in West Long Beach and Wilmington in 2016, 2020 and 2023, and a small area of West Long Beach from 2023-2066
- No Project: 1-hour NO₂ impacts would extend over large areas of Long Beach and Wilmington: in 2016, impacts would extend almost to Cherry Avenue in Long Beach and include much of Wilmington as far west as I-110

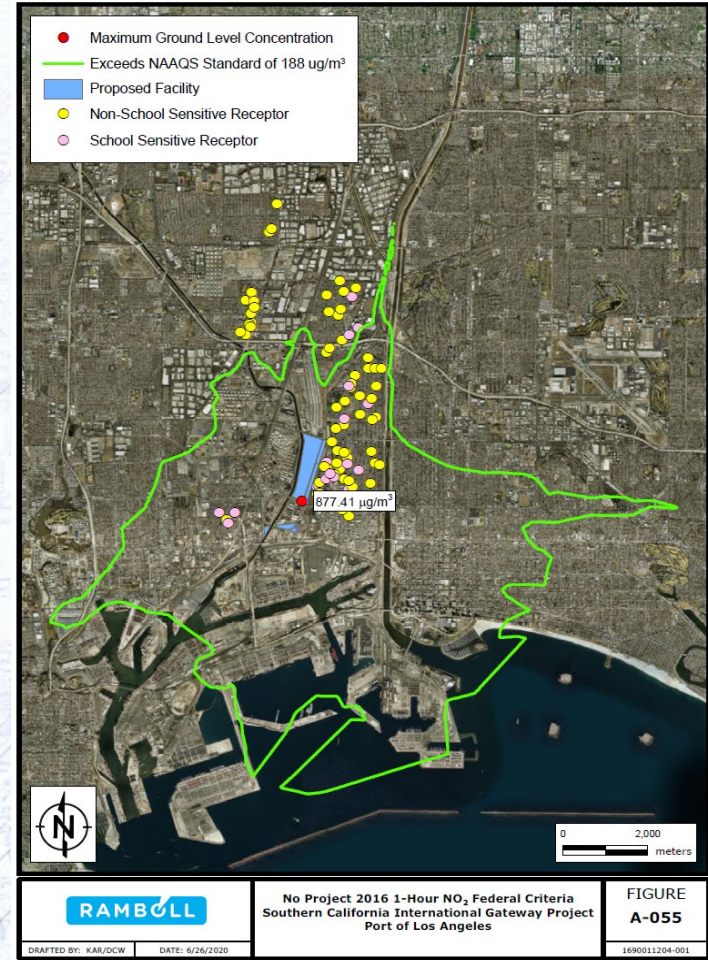


Revised Draft EIR Findings

Project 2016 Federal 1-Hr NO₂



No Project 2016 Federal 1-Hr Federal NO₂





Revised Draft EIR Findings

(Continued) Significant ambient air pollutant concentrations would occur primarily in industrial areas near the SCIG facility, but in some cases would affect sensitive receptors in residential areas:

- Project: Annual PM_{10} impacts would affect a few sensitive receptors along the western edge of West Long Beach in 2035-2066; mitigation would avoid impacts to these receptors
- No Project: Annual PM_{10} impacts would affect residential areas along I-710 north of the Project site in 2035-2066



Revised Draft EIR Findings

Project 2046 Annual PM₁₀

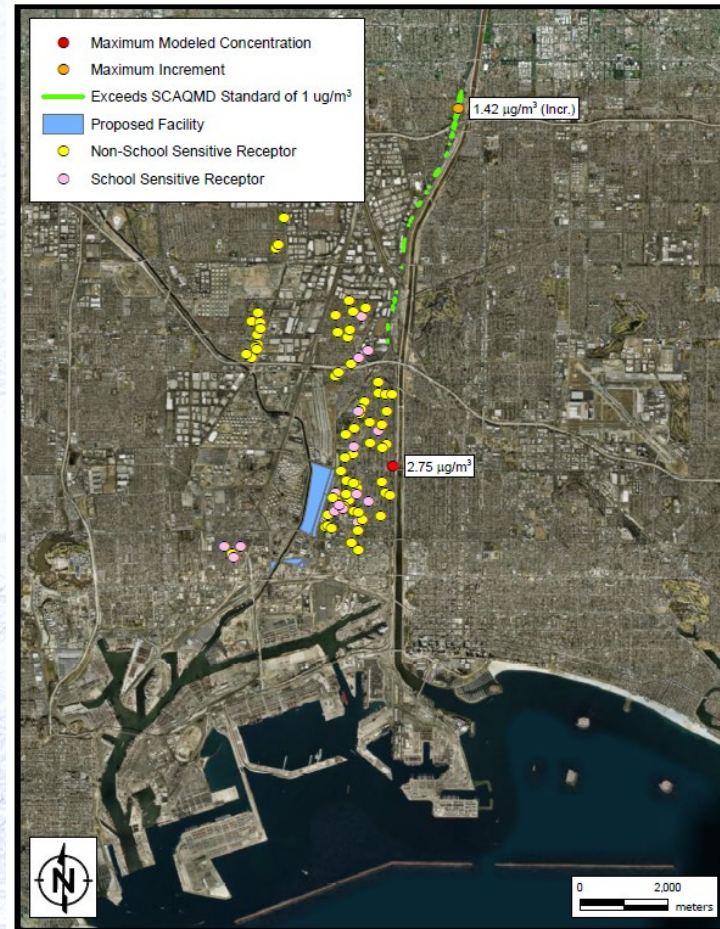


RAMBOLL Proposed Project 2046 Annual PM₁₀
Southern California International Gateway Project
Port of Los Angeles

FIGURE A-030

DRAFTED BY: KAR/DCW DATE: 6/26/2020 1690011204-001

No Project 2046 Annual PM₁₀



RAMBOLL No Project 2046 Annual PM₁₀
Southern California International Gateway Project
Port of Los Angeles

FIGURE A-084

DRAFTED BY: KAR/DCW DATE: 6/26/2020 1690011204-001



Revised Draft EIR Findings

Cumulative offsite pollutant concentrations of the Project, when combined with the ICTF project, would exceed the 1-hour federal NO₂ threshold but not PM and state NO₂ thresholds

- Cumulative overlap of the two projects' significant federal 1-hour NO₂ impacts would mostly occur in industrial areas but also, in later years, in a small area at Willow Street and the TI Freeway that could affect one sensitive receptor
- Less than significant project federal 1-hour NO₂ impacts could combine to produce significant cumulative impacts in some areas outside, but near, the western edge of West Long Beach
- The areas of exceedance of PM and state NO₂ thresholds by the two projects were widely separated and therefore, not likely to result in significant cumulative impacts when combined



Public Comments

- Verbal Comments
- E-mail - send to: ceqacomment@portla.org
- Mail - Submit comment card or letter by mail to the address on the next slide
- Limit comments to Revised Draft EIR contents
- LAHD will respond only to comments on the additional information contained in Revised Draft EIR



Written Public Comments

Christopher Cannon
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, California 90731



Review started on May 19, 2021

45-day comment period has been extended by 3 weeks

**COMMENTS WILL NOW BE RECEIVED THROUGH
JULY 30, 2021**



Public Comment Procedures

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