



DATE: JULY 28, 2020

FROM: ENVIRONMENTAL MANAGEMENT

SUBJECT: RESOLUTION NO. _____ - RECEIVE AND FILE AN ADDENDUM TO THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE TERMINAL ISLAND RAILYARD ENHANCEMENT PROJECT (LOS ANGELES HARBOR DEPARTMENT APPLICATION FOR PORT PERMIT NO. 171106-154; STATE CLEARINGHOUSE NO. 2018081086)

SUMMARY:

Staff requests consideration of the Addendum to the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the Terminal Island Railyard Enhancement Project (Project), and for the Addendum to be received and filed.

The Addendum modifies the project description by moving the project boundary to the north, relocating a portion of the Pier 400 lead track from the Port of Long Beach (POLB) property onto Port of Los Angeles (POLA) property, and adding the POLB as a Responsible Agency. While the proposed action is administrative in nature and does not authorize any expenditures related to the Project, staff currently expects total Project spending of \$49,825,000 of which \$21,645,000 will be grant-funded. Remaining costs of \$28,180,000 will be the financial responsibility of the Harbor Department. No significant environmental impacts are expected from these project modifications.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners (Board):

1. Consider the Addendum to the previously adopted Final Initial Study/Mitigated Negative Declaration for the Terminal Island Railyard Enhancement Project;
2. Receive and file the Addendum; and
3. Adopt Resolution No. _____.

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SUBJECT: ADDENDUM TO THE TERMINAL ISLAND RAILYARD ENHANCEMENT PROJECT FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DISCUSSION:

Project Background/Context – On October 4, 2018, the Board approved the Final IS/MND for the Project. The Final IS/NMD was prepared to address needed expansion of the existing Pier 400 rail storage yard in order to accommodate future rail volumes on Terminal Island. The approved project scope was to add five new rail storage tracks, totaling approximately 40,000 linear feet of rail track, including a departure track. The approved Final IS/MND also included widening an existing concrete rail bridge, a new asphalt access roadway adjacent to the storage yard expansion, and modifications to the existing compressed air system. The Project is partially supported by \$21,645,000 in federal funding.

The revised project description described in the Addendum furthers long standing agreements between the POLA and POLB by relocating a portion of the Pier 400 lead track from POLB property onto the POLA property. To accomplish this, the revised project scope relocates approximately 8,000 track feet of existing rail approximately 80 feet to the west. The change in rail alignment requires alignment of the track connection to the existing rail storage yard, modifications to Reeves Ave. and relocation of the existing at-grade crossing at Nimitz Ave. to Reeves Ave. It will also add an additional track from the storage yard expansion for a total of two tracks crossing at Reeves Ave. The Addendum adds the POLB as a Responsible Agency as required by the California Environmental Quality Act (CEQA). These and other project changes; including increased costs associated with rail bridge construction, extending northerly project limits with added lead tracks, and modification of Reeves Avenue; required an increase in the budget from \$34,015,000 to \$49,825,000. No significant environmental impacts are expected from these project modifications. Additionally, the Addendum is anticipated to be brought before POLB's Board of Harbor Commissioners on August 10, 2020.

ENVIRONMENTAL ASSESSMENT:

In July 2020, the Harbor Department issued the Addendum to the Terminal Island Railyard Enhancement Project Final IS/MND and posted it on the POLA website under the Environmental Documents tab. This Addendum was prepared pursuant to CEQA and revises the Project by moving the project boundary to the north, relocating a portion of the Pier 400 lead track from the POLB property onto POLA property, and adding the POLB as a Responsible Agency.

According to Section 15164(b) of the state CEQA Guidelines, the Lead Agency may prepare an Addendum to an adopted MND "if only minor technical changes or additions

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are necessary, or none of the conditions described in Section 15162 calling for a subsequent EIR or negative declaration have occurred." The Director of the Environmental Management Division has determined that none of the conditions set forth in CEQA Guidelines Section 15162 have occurred; therefore, an addendum is the appropriate document. An Addendum does not need to be circulated for public review but can be included in or attached to the adopted MND per CEQA Guidelines Section 15164 (c). The Board is required to "consider" the Addendum with the adopted MND prior to making a decision on the Project per CEQA Guidelines Section 15164 (d).

The proposed action is to receive and file the Addendum. Based on the findings of the Addendum, the proposed action would create no potential adverse impacts or substantial changes to impact areas previously analyzed in the Final IS/MND and therefore does not trigger any of the conditions calling for the preparation of a subsequent MND under CEQA Guidelines Section 15162. With no new impacts or increased severity of environmental impacts, no mitigation is necessary.

FINANCIAL IMPACT:

The receive and file action of an Addendum to the Final IS/MND is an administrative action. Funding of \$4,719,430 and a total project cost of \$49,825,000 related to the Pier 400 Corridor Storage Tracks Expansion project was included under Work Order #2543500 within the Adopted Fiscal Year 2021 CIP Budget. However, this Board action neither authorizes any expenditures related to the Project nor commits the Harbor Department to complete the Project. Award of any capital construction contract related to the Project would require Board approval under separate future actions.

CITY ATTORNEY:

The Office of the City Attorney has reviewed this Board report and it raises no legal issues at this time.

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PROJECT FINAL INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION

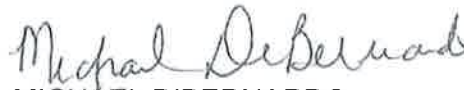
TRANSMITTAL:

1. Addendum to Terminal Island Rail Enhancements Project Final IS/MND

FIS Approval: 
CA Approval: 



CHRISTOPHER CANNON
Director of Environmental Management



MICHAEL DiBERNARDO
Deputy Executive Director

APPROVED:



EUGENE D. SEROKA
Executive Director

CC/YO
APP NO.: 171106-154

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