

Southern California International Gateway Project

Final Environmental Impact Report



Prepared by:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731

with assistance from:



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Chapter 1 Introduction

1.1 Final Environmental Impact Report Organization

This chapter presents background and introductory information for the proposed near-dock intermodal rail facility by the Burlington Northern Santa Fe (BNSF) Railway Company, called the Southern California International Gateway Project (the proposed Project, or SCIG). This chapter also presents the authorities of the Los Angeles Harbor Department (LAHD or Port), the Lead Agency preparing this Environmental Impact Report (EIR), the scope and content of the EIR, list of Responsible and Trustee agencies, and the public outreach for the proposed Project. The proposed Project is described in detail in this chapter along with a brief listing of general changes and modifications made to the Draft EIR and Recirculated Draft EIR. Chapter 2, “Response to Comments”, presents information regarding the distribution of and comments on the Draft EIR and Recirculated Draft EIR, and responses of the lead agency. Chapter 3 presents changes made to both the Draft EIR and the Recirculated Draft EIR. The alternatives are described and analyzed in Chapter 5 of the Recirculated Draft EIR.

This Final EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code §21000 et seq.) and the State CEQA Guidelines (Cal. Code of Regs. Tit. 14, §15000 et seq.). The EIR describes the affected resources and evaluates the potential adverse environmental impacts to those resources. This EIR will be used: to inform decision-makers and the public about the environmental effects associated with the construction and operation of the proposed Project; to evaluate reasonable and feasible alternatives to the proposed Project; and to propose mitigation measures that would avoid or reduce the significant adverse environmental effects of the proposed Project.

1.2 CEQA Review Process

CEQA was enacted by the California Legislature in 1970 and requires public agency decision makers to consider the environmental effects of their actions. When a state or local agency determines that a proposed project has the potential for significantly adverse environmental effects after mitigation, an EIR is required to be prepared. The purpose of an EIR is to identify potentially significant adverse effects of a proposed project on the environment, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided.

1 In accordance with CEQA Guidelines §15121(a), the purpose of an EIR is to serve as an
2 informational document that: “will inform public agency decision-makers and the public
3 generally of the significant environmental effect of a project, identify possible ways to
4 minimize the significant effects, and describe reasonable alternatives to the project.” The
5 proposed Project requires discretionary approval from the LAHD and, therefore, it is
6 subject to the requirements of CEQA. This EIR has been prepared in accordance with the
7 requirements of CEQA.

8 **1.2.1 Notice of Preparation and Scoping Process**

9 **1.2.1.1 Notice of Preparation**

10 On September 20, 2005, the LAHD issued a Notice of Preparation (NOP) and Initial
11 Study (IS) to inform responsible and trustee agencies, public agencies, and the public that
12 the LAHD was preparing an EIR for the proposed Project, pursuant to CEQA. The
13 NOP/IS (State Clearinghouse Number 2005091116) was circulated for a 30-day comment
14 period from September 20, 2005, to October 19, 2005, to neighboring jurisdictions,
15 responsible agencies, other public agencies, and interested individuals in order to solicit
16 input on the scope of the environmental analysis to be included in the EIR. The LAHD
17 held public scoping meetings on October 6, 2005 and October 13, 2005. A Supplemental
18 NOP was issued on October 31, 2005, in response to comments, and the review period
19 ended November 29, 2005. A total of 35 individuals commented at the meetings on the
20 proposed Project and the NOP/IS, and 48 letters commenting on the NOP/IS or
21 supporting or opposing the Project were received during the public comment period.
22 Table 1-7 in Section 1.4 of the Recirculated Draft EIR presents a summary of the key
23 comments received during the public comment period on the NOP/IS and the
24 Supplemental NOP. The comment letters received on those documents can be found in
25 Appendix A of the Draft EIR.

26 **1.2.1.2 Scope of Analysis**

27 This EIR has been prepared in conformance with CEQA, the State CEQA Guidelines,
28 and Port of Los Angeles Guidelines for the Implementation of CEQA; it includes all of
29 the sections required by CEQA. This EIR relies on policies and guidelines of the City of
30 Los Angeles, including the Port of Los Angeles.

31 The criteria for determining the significance of environmental impacts in this EIR
32 analysis are described in the section titled “Significance Criteria” (also referred to as the
33 “threshold of significance”) under each resource topic in Chapter 3 of the Recirculated
34 Draft EIR. A “Threshold of Significance” is an identified “quantitative, qualitative or
35 performance level of a particular environmental effect, non-compliance with which
36 means the effect will normally be determined to be significant by the agency and
37 compliance with which means the effect normally will be determined to be less than
38 significant” (CEQA Guidelines §15064.7 (a)). Except as noted in particular sections of
39 the document, the City of Los Angeles CEQA Thresholds Guide (City of Los Angeles,
40 2006) are used for purposes of this EIR, although some criteria were adapted to the
41 specific circumstances of this project.

42 The following issues have been determined to be potentially significant and, therefore,
43 are evaluated in this EIR.

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- aesthetics and visual resources
- air quality and public health
- biological resources
- cultural resources
- geology and soils
- greenhouse gas emissions
- hazards and hazardous materials
- land use
- noise
- transportation and traffic
- utilities and public services
- water resources

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In addition to the above, socioeconomics and environmental justice, alternatives, cumulative impacts, significant irreversible impacts, and growth inducing impacts are evaluated in the EIR.

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The scope of the document, methods of analyses, and conclusions represent the independent judgment of the LAHD. Staff members from the LAHD and consultants who helped prepare this EIR are identified in Chapter 11 of the Recirculated Draft EIR (List of Preparers and Contributors).

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1.2.2 Draft EIR and Public Review

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The Draft EIR was released for public review on September 23, 2011 for an extended 90-day comment period. Public hearings were held on November 10, 2011 and November 16, 2011, in Long Beach and Wilmington, respectively, and the comment period ended on February 1, 2012. LAHD received a total of 143 comment letters. In addition, 329 oral and written comments were received at the two public hearings. The comments raised a number of issues that, taken together, warranted the preparation of revised chapters of portions of the Draft EIR and certain appendices to be partially recirculated for public review. Appendix H of the Recirculated Draft EIR describes the changes to the Draft EIR that were made.

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1.2.3 Recirculated Draft EIR and Public Review

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The Recirculated Draft EIR was released on September 27, 2012 for a 45-day public review period ending on November 13, 2012. Because the LAHD revised and recirculated only certain portions of the Draft EIR, the Notice of Availability of the Recirculated Draft EIR advised reviewers when submitting comments to limit their comments to the Recirculated Draft EIR only, consistent with CEQA Guidelines Section 15088.5(f)(2). One public hearing was held on October 18, 2012 in Wilmington, CA. At the public hearing, 165 oral and written comments were received. Additionally, 784 comments were received by way of written letter and email. The issues raised in the comments were taken into consideration, and a number of changes were made when revising the Recirculated Draft EIR in preparation of the Final EIR. Section 1.5 describes the changes made to the Recirculated Draft EIR in the Final EIR.

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1.2.4 Final EIR and Certification

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This Final EIR has been provided to the public for review, comment, and participation in the planning process. This Final EIR is being distributed to provide the basis for decision making by the CEQA lead agency, as described in Table 1-6 of the Recirculated Draft EIR, and other concerned agencies. Certification of the EIR for the SCIG Project must

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1 precede Project approval. Project approval requires that the Board review and consider
2 the EIR; adopt Findings of Fact on the significant environmental effects of the Project
3 and the feasibility of mitigation measures and Project alternatives; adopt a Statement of
4 Overriding Considerations; approve a specific Project analyzed in the EIR; and adopt a
5 Mitigation Monitoring and Reporting Program (MMRP).

6 **1.3 Existing Environmental Setting**

7 **1.3.1 Regional Setting**

8 BNSF has made a business decision to construct an intermodal rail facility near the ports
9 of Los Angeles and Long Beach (the Ports), which would be served by the proposed
10 Project. The Ports are located approximately 25 miles south of downtown Los Angeles.
11 The port complex is composed of approximately 80 miles of waterfront and 7,500 acres
12 of land and water, with approximately 500 commercial berths. The Ports include:
13 automobile, container, omni, lumber, and cruise ship terminals; liquid and dry bulk
14 terminals; and extensive transportation infrastructure for cargo movement by truck and
15 rail. They also accommodate commercial fishing, canneries, shipyards, and boat repair
16 yards; provide slips for 6,000 pleasure craft, sport fishing boats, and charter vessels; and
17 support community and educational facilities such as a public swimming beach, the
18 Boy/Girl Scout Camp, the Cabrillo Marine Aquarium, the Maritime Museum, and public
19 fishing piers. The Ports are adjacent to the community of San Pedro to the west, the
20 Wilmington community and the City of Carson to the north, the City of Long Beach to
21 the east, and the Pacific Ocean to the south.

22 The proposed Project site was chosen by BNSF through a screening and analysis process
23 (see Section 1.1.1 of the Recirculated Draft EIR). It is located in a largely industrial area
24 east of the Wilmington community of the City of Los Angeles, with portions in the cities
25 of Carson and Long Beach, approximately four miles north of the Ports. The general area
26 is characterized by heavy industry (refineries), goods-handling facilities (warehouses,
27 trucking facilities, railroads, and related commercial and industrial establishments), light
28 commercial uses, and residential and institutional uses. Major highways including
29 Interstate-405, Interstate-710, Alameda Street, Pacific Coast Highway, and State Routes
30 47 and 103 (Terminal Island Freeway) are all within two miles of the proposed Project
31 site.

32 **1.3.2 Proposed Project Setting**

33 The proposed Project has three major components: the railyard itself (including the North
34 Lead Tracks), the alternate sites offered for some businesses currently occupying the site,
35 and the South Lead Track (Figure 1-1). The site of the railyard component of the
36 proposed Project is located in an area that is zoned for heavy industrial uses, bounded
37 generally by Sepulveda Boulevard to the north, Pacific Coast Highway to the south, the
38 Dominguez Channel to the west, and the Terminal Island Freeway to the east. At present,
39 the site is devoted to warehousing and transloading (see Section 1.1.3.2 in the
40 Recirculated Draft EIR for a description of transloading); container and truck
41 maintenance, servicing, and storage; rail service; miscellaneous industrial uses; access
42 roads; an SCE transmission line right of way (part of which is leased to trucking

1 businesses California Cartage and Three Rivers Trucking); the former UP San Pedro
2 Subdivision rail line; and an equipment storage area leased from the City of Long Beach.

3 The site is surrounded by a variety of land uses (see Section 3.8 in the Recirculated Draft
4 EIR for more detail) that include industrial facilities to the north, west, and south, and the
5 Terminal Island Freeway to the east, beyond which are residences, schools, churches,
6 health care facilities, and light commercial and institutional uses (Figure 1-1).
7 Specifically, the area to the north of the railyard site, across Sepulveda Boulevard,
8 consists of the existing ICTF, operated by UP and similar in function to the proposed
9 Project. To the west, across the Dominguez Channel, is a large refinery, owned by Tesoro
10 Corporation, that processes crude oil to produce petroleum products. To the south of the
11 Pacific Coast Highway, in the alternate sites for businesses and South Lead Track
12 component of the proposed Project (Figure 1-1), are a series of container staging and
13 maintenance facilities, a sulfur processing facility, a chemical tank farm, a
14 compressed/cryogenic gases facility, and various other industrial operations. The area to
15 the east, across the Terminal Island Freeway within the West Long Beach area, is
16 predominantly a single-family residential area, but also includes two high schools, a
17 middle school, two elementary schools, two child care centers, a supportive housing
18 complex (Century Villages at Cabrillo), a small medical center, commercial businesses,
19 and several warehousing and light industrial facilities (Figure 1-1).

20 Additional support areas connected to the railyard component of the proposed Project
21 would accommodate the north and south lead tracks (see Section 1.4.3 for a description
22 of these project elements). The North Lead Tracks would extend through the SCE
23 corridor currently occupied by Three Rivers Trucking and connect to an existing rail line
24 (formerly known as the UPRR San Pedro Branch) jointly owned by the LAHD and Port
25 of Long Beach. The north lead track would extend approximately 1,000 feet to the north
26 from the existing rail bridge at Sepulveda Boulevard. Adjacent to the west of the rail line
27 is the ICTF. To the north is the continuation of the existing rail line which extends
28 beyond I-405. To the east is an industrial warehouse and single-family residences within
29 the West Long Beach area. To the south is the continuation of the SCE corridor,
30 including the portion that is occupied by California Cartage.

31 The South Lead Track area and the alternate sites being offered to several businesses
32 (Section 1.4.3) are located generally south of Pacific Coast Highway (PCH), west of the
33 Terminal Island Freeway, north of a rail right-of-way and Southern Pacific Drive, and
34 east of the Alameda Corridor. This area consists of land owned and/or occupied by Fast
35 Lane Transportation (terminal services, cargo logistics, and container storage/repair) and
36 a subtenant (California Carbon: carbon production services), a portion of Caltrans right-
37 of-way on PCH, an Alameda Corridor Transportation Authority (ACTA) maintenance
38 facility, vacant parcels, and railroad right-of-way connecting to the Alameda Corridor. To
39 the west is an industrial area occupied by Vopak (liquid bulk logistics), Praxair (industrial
40 gases processing facility), and California Sulfur Works (sulfur processing). To the north
41 is Pacific Coast Highway. To the east are additional areas used for container storage by
42 Fast Lane Transportation, and vacant parcels. To the south are several auto salvage
43 businesses, light industrial uses, and vacant parcels.

44 Existing uses and their baseline operations are summarized in Table 1-1. In addition,
45 several underground utilities are present in this area, primarily petroleum and petroleum
46 product pipelines but also water, sewer, gas, and electric lines. For a description of
47 existing underground utilities and providers, refer to Section 3.11 in the Recirculated
48 Draft EIR.

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Table 1-1. Existing Land Uses within the Project Site.

Land Use/ Business Name	Acreage	Land Owner	Activities (2010 Conditions)
California Cartage	86	LAHD	Trucking, warehousing, transloading with an estimated 357,000 total truck roundtrips per year and 260 train roundtrips per year (for combined LAHD and SCE sites)
	19	SCE	Trucking, warehousing, transloading with an estimated 357,000 total truck roundtrips per year and 260 train roundtrips per year (for combined LAHD and SCE sites).
Total Intermodal Services	17	Watson Land Company	Warehousing, transloading with an estimated 15,100 truck roundtrips per year.
Three Rivers Trucking	14.5	SCE	Trucking and transloading with an estimated 15,100 trucks roundtrip per year.
	2	LAHD	Queuing lanes for trucking and transloading
Flexi-Van	6	Watson Land Company	Container refurbishing and logistics services with an estimated 2,300 truck roundtrips per year.
San Pedro Forklift	2.2	LAHD	Cargo-handling equipment and truck rentals, cargo fumigation services; estimated 9,300 truck roundtrips per year.
LA Harbor Grain Terminal/Harbor Transload	2.4	LAHD	Transloading and trucking, estimated 9,300 truck roundtrips per year.
Fast Lane Transportation	5.5	Hansen Aggregates/ Fast Lane	Terminal services, cargo logistics, and container storage/repair with an estimated 107,000 truck roundtrips per year b.
Pacific Coast Highway (PCH) Right-of-Way	6	Caltrans	PCH grade separation right of way.
ACTA Maintenance Yard	10	LAHD/ POLB	Maintenance yard for materials storage with office space.
Access roads/vacant property	14.3	LAHD	Ingress/egress for existing businesses.
Tesoroa	0.5	Tesoro (prev Texaco)	Oil refinery
Vacant parcels	0.1	Los Angeles County, Equilon, Harbor Oil Company, BNSF	Vacant parcels in the South Lead Track area along railroad right-of-way connecting to the Alameda Corridor.

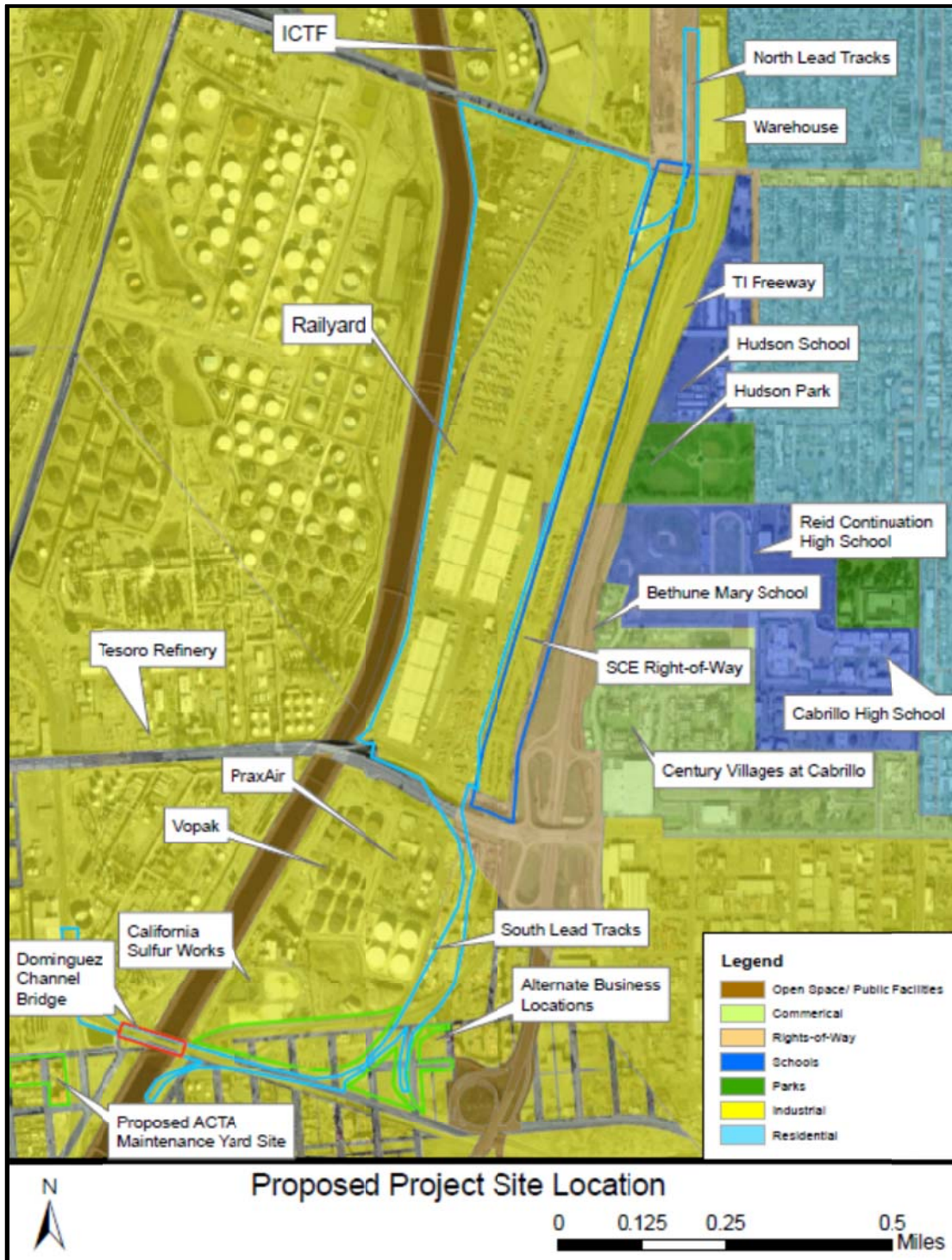
- a) Small amounts of land would be acquired by BNSF from these businesses, but because the proposed Project would not change their operations in any way, these businesses are not included in the analyses in this EIR.
- b) Activity is for all 30 acres of land controlled by Fast Lane, which includes acreage outside but adjacent to the proposed Project site, but does not include Fast Lane's subtenant, California Carbon, which would be unaffected by the proposed Project.

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Figure 1-1. Proposed Project Site Location.



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1.4 Proposed Project

This section describes the proposed Project, including its objectives and its key elements; the alternatives, including those carried forward and those considered but dismissed, are described and analyzed in Chapter 5 of the Recirculated Draft EIR. The proposed Project consists of the construction and operation of a new near-dock intermodal rail facility by BNSF that would handle containerized cargo transported through the ports of Los Angeles and Long Beach, collectively known as the San Pedro Bay Ports (Ports). The Project would be located approximately four miles to the north of the Ports, primarily on LAHD land in the City of Los Angeles, although portions of the proposed Project would also be located on nearby non-LAHD land in the cities of Los Angeles, Carson, and Long Beach (Figure 1-2). The proposed Project is consistent with LAHD Resolution 6339 regarding intermodal rail facilities and the San Pedro Bay Ports Rail Update Study (Parsons, 2006; see Section 1.1.1 in the Recirculated Draft EIR) and has been proposed to meet an identified need for additional rail facilities in the port area as further discussed below.

1.4.1 Proposed Project Overview

The proposed Project would include construction of a new, state-of-the-art, near-dock intermodal railyard (Figures 1-3a and 1-3b), located approximately four miles to the north of the Ports and connected to the Alameda Corridor. The proposed Project features and operations are summarized in Table 1-2. It is estimated that the proposed Project would handle approximately 570,800 TEUs in its first year of operation in 2016 and increase to its maximum capacity of 2.8 million TEUs, as proposed by the project applicant, by 2035. Construction would take approximately 36 months to complete (2013 through 2015), including crane installation that would occur in 2015 (more detail is provided below). The proposed Project would generate approximately 93 operational jobs starting in 2016 and 450 jobs by full build-out. The SCIG facility would be operated by BNSF under a new lease from LAHD, assumed for the purposes of this EIR to be 50 years from 2016 to 2066.

Because of its location approximately 4 miles from the ports, the proposed Project would eliminate a portion (estimated at 95 percent; see Section 3.10 for details of this assumption) of existing and future intermodal truck trips between the ports and the BNSF's Hobart/Commerce Yard (hereafter, Hobart Yard), approximately 24 miles north of the ports in the cities of Los Angeles, Vernon, and Commerce, by diverting them to the proposed SCIG facility. As a result, truck traffic on I-710 (the route that trucks currently take to reach the Hobart facility) would be reduced by the number of trucks diverted to the proposed Project. All truck trips between the ports and the SCIG facility would be required to use designated truck routes to avoid local neighborhoods and sensitive receptors. Figure 1-4 illustrates the current primary local truck routes between port facilities and the major transportation corridors leading to BNSF's Hobart Yard (red/dashed line), and the designated routes between port facilities and the proposed Project (purple/solid line). These changes in traffic patterns, which are evaluated in this EIR, are being proposed in order to shorten a portion of the truck trips that move containers between ships and railcars, thereby easing traffic conditions on local freeways and reducing regional air quality impacts. The proposed Project would provide direct access to the Alameda Corridor and enable the Alameda Corridor to reach its potential in terms of train capacity, thereby further realizing the significant benefits that already result from its use. The

1 estimated numbers of truck trips and train trips associated with the proposed SCIG Project are
2 also summarized in Table 1-2.

3 The proposed Project incorporates a number of pollution-reduction features in order to
4 promote the goals of the CAAP (see Section 1.6.1 of the Recirculated Draft EIR). In
5 addition, elements and requirements of the Memorandum of Understanding (MOU)
6 between the BNSF Railroad and the California Air Resources Board (CARB) would be
7 implemented as part of the proposed Project. The proposed Project would incorporate a
8 state-of-the-art logistics system that BNSF represents would significantly increase the
9 efficiency of truck operations by substantially reducing turnaround times, waiting times,
10 and the proportion of trucks making empty trips. The railyard is designed to reduce the
11 number of train movements needed to assemble and disassemble trains, thereby reducing
12 locomotive emissions, and would employ a new type of electric-powered gantry crane
13 that would generate substantially less emissions than conventional intermodal cranes. The
14 project applicant and LAHD anticipate that additional control technologies would be
15 implemented in future years as they are developed through the CAAP and regional and
16 state-wide initiatives, but such technologies (e.g., fuel-cell-powered trucks or hostlers,
17 non-wheeled container movement systems, non-diesel locomotives) are either not yet
18 available or not yet fully demonstrated at this time.

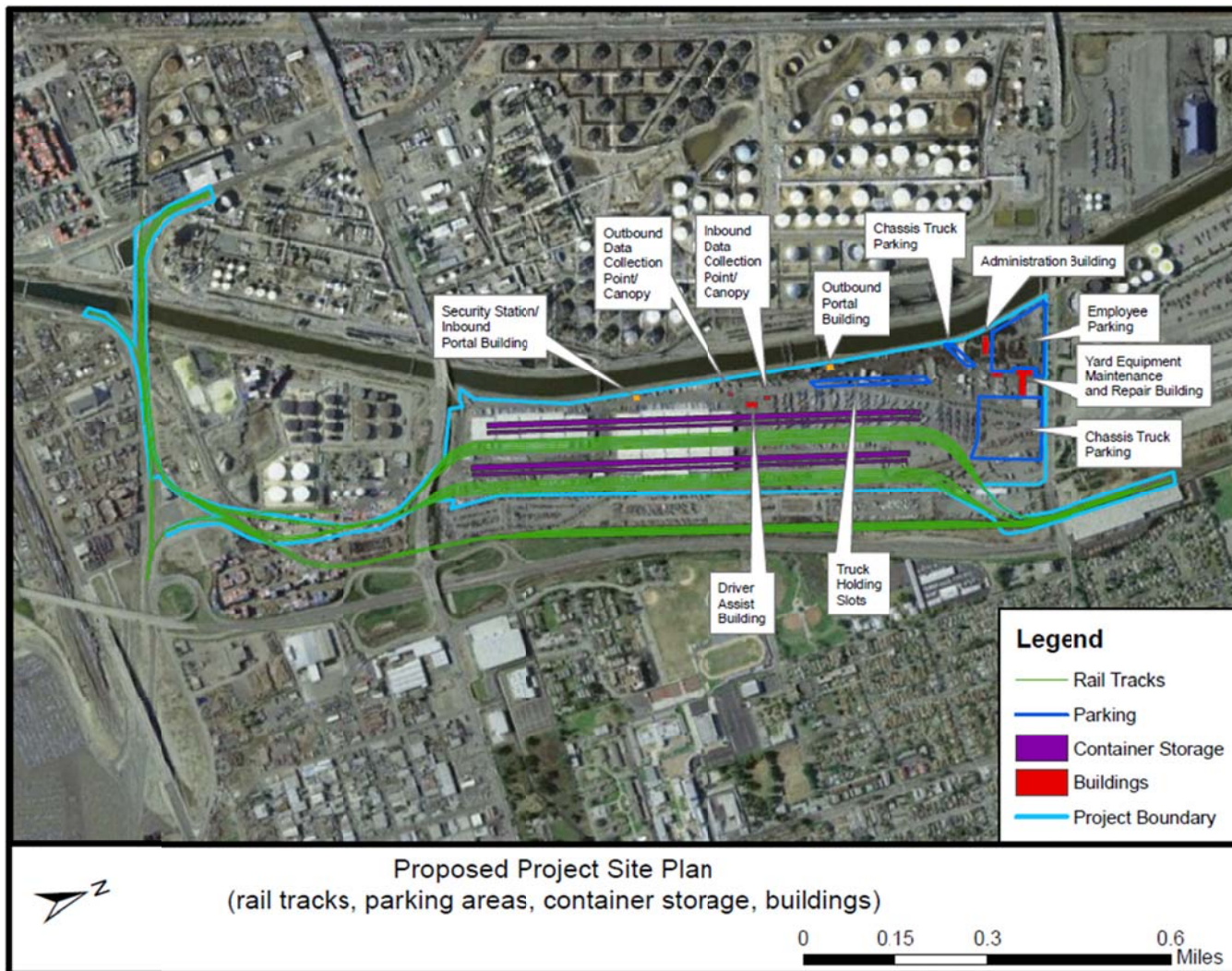
19 In response to the public comments received on the Notice of Preparation, BNSF has also
20 offered to enhance the following elements:

- 21 • The operating contractor would be required to give qualified local residents priority
22 for all new job offers at SCIG;
- 23 • BNSF would fund a workforce training program in partnership with local institutions
24 to assist area residents in obtaining these jobs;
- 25 • Trucking companies contracted to the facility would be required to operate model
26 year 2007 or newer trucks;
- 27 • Trucks serving the facility would be limited to specific non-residential truck routes
28 and be equipped with global positioning system (GPS) recording devices for
29 compliance monitoring.

30 This document analyzes only impacts that arise as a result of the proposed Project (Public
31 Resources Code 21065 and CEQA Guidelines 15378(a)). It therefore does not analyze
32 activities at the Hobart Yard or the Sheila Commerce Mechanical Repair Facility, in
33 Commerce (the Sheila facility). Whether or not SCIG is built, domestic traffic (i.e., traffic
34 from non-Port sources) and transloaded cargos to Hobart will likely continue to grow at a
35 rate related to market demand in the United States economy. The distribution of the
36 domestic traffic coming to Hobart indicates that, although some traffic does travel north
37 on the I-710 from the Port area, the domestic truck traffic both to and from Hobart is
38 multidirectional. Because that growth is not dependent on SCIG being built, it is not
39 appropriate to evaluate that growth as part of SCIG, or any truck trips not going to SCIG.
40 The same is true for regional locomotive traffic. This approach is supported by BNSF's
41 representation that they have no current plans to move intermodal business from other
42 regional facilities to Hobart in the event that SCIG is built (BNSF, 2012).

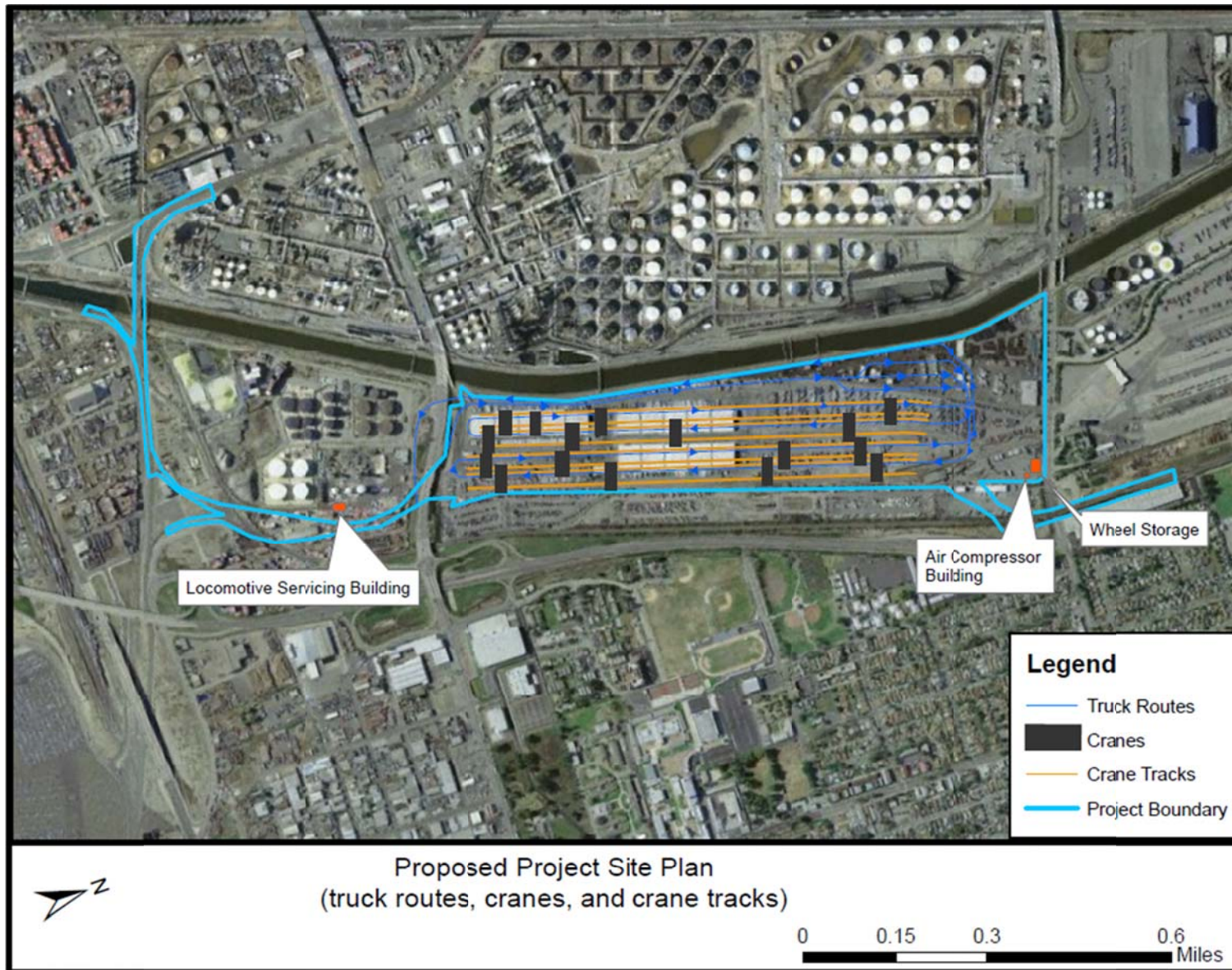
43 The Sheila facility is a locomotive mechanical shop that primarily supports operations at
44 the nearby BNSF Hobart Railyard. Operations at the Sheila facility include, among other
45 things, locomotive maintenance. This facility would continue to service the same volume
46 of locomotives moving domestic and international cargo operating at the SCIG and
47 Hobart railyards as it would if SCIG were not built.

1 **Figure 1-3a. Proposed Project Site Plan.**



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1 Figure 1-3b. Proposed Project Site Plan.



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Table 1-2. Summary of Proposed SCIG Railyard Features and Operations.

Element	Description
Railroad tracks	<ul style="list-style-type: none"> • 12 loading • 2 support • North lead tracks • South lead tracks • 2 service tracks
Electric-powered rail-mounted gantry cranes (RMG cranes)	<ul style="list-style-type: none"> • 10 loading • 10 stacking • 90-100 feet in height • Regenerative braking technology
Cargo-Handling Equipment	<ul style="list-style-type: none"> • 10 Liquefied Natural Gas (LNG)-fueled or equivalent technology yard hostlers • One diesel-powered railcar wheel changer
Drayage trucks	<ul style="list-style-type: none"> • On-road trucks meeting 2007 EPA on-road standards • Compliant with 2010 CAAP • Use of designated truck routes, monitored by GPS
Locomotives	<ul style="list-style-type: none"> • Low-emitting switching locomotive engines • Line-haul locomotives meeting 1998 SCAQMD MOU, 2005 CARB MOU and EPA linehaul locomotive emissions standards • Ultra-low-sulfur diesel (ULSD) fuel • Automatic idling reduction devices
Lighting	<ul style="list-style-type: none"> • Forty high-mast light poles, low-glare crane lighting, perimeter lighting, and roadway lighting. • Automation and efficient directional and shielding features
Truck trips per year (one-way) ^{1,2}	<ul style="list-style-type: none"> • 0.4 million in 2016 • 2.0 million by 2035 (at full capacity)
Train trips per year (round trips) ³	<ul style="list-style-type: none"> • 720 trips in 2016 • 2,880 trips by 2035 (at full capacity)
Throughput (TEUs/lifts, direct intermodal cargo only)	<ul style="list-style-type: none"> • 570,808/308,545 annually in 2016 • 2.8 million/1.5 million annually by 2035
Containers per day	<ul style="list-style-type: none"> • 857 in 2016 • 4,167 by 2035
Employees	<ul style="list-style-type: none"> • 93 in 2016 • 450 by 2035

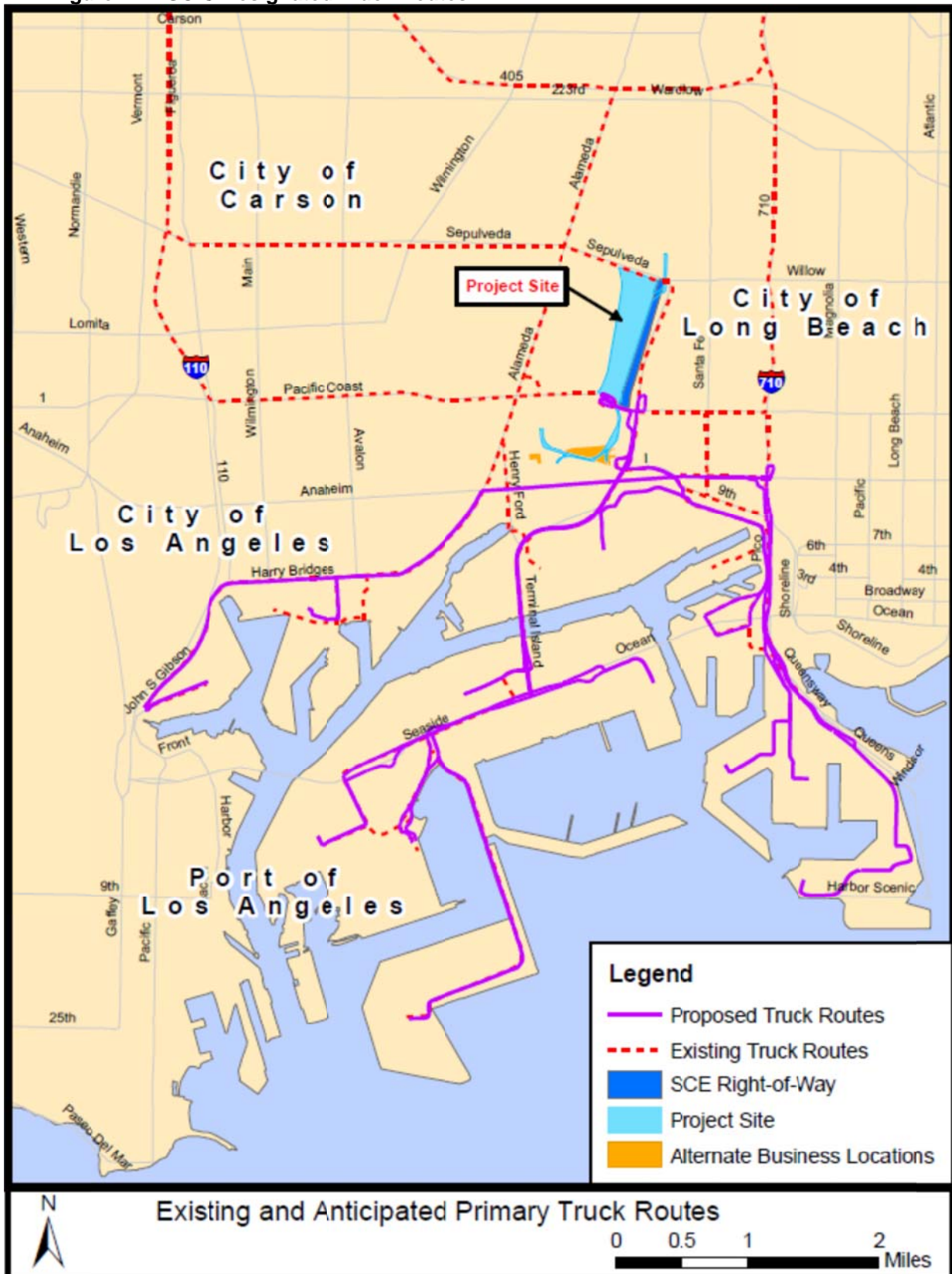
1) The number of trucks is greater than the number of containers to allow for a proportion of “bobtail” (i.e., unloaded) trips in cases where a truck is not loaded in both directions. The ratio of truck moves to containers is 1.33:1.

2) Total trips; the number of trips in each direction would be half of the total.

3) A train is assumed to carry 260 containers; the number of train moves per day would be double the number of round trips (i.e., one inbound move, one outbound move).

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1 **Figure 1-4. SCIG Designated Truck Routes.**



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1.4.2 Proposed Project Objectives

The need for additional rail facilities to support current and expected cargo volumes, particularly intermodal container cargo was identified in several recent studies (see Section 2.1.2 of the Recirculated Draft EIR). As discussed in those studies, even after maximizing the potential on-dock rail yards, the demand for intermodal rail service creates a shortfall in railyard capacity (Parsons, 2006). Those studies specifically identified a need for additional near-dock intermodal capacity to complement and supplement existing, planned, and potential on-dock facilities (Parsons, 2006). Furthermore, as discussed in Section 1.1 of the Recirculated Draft EIR, the need for more efficient, and hence more economical and less polluting, rail-based cargo transportation has prompted state and regional planning agencies to encourage the development of additional near-dock rail facilities.

As described in Section 1.1.5.4 of the Recirculated Draft EIR, near-dock rail yards provide a necessary complement to on-dock railyards because they have specific logistical advantages, including the ability to combine cargo from various marine terminals in order to build trains that efficiently transport cargo to specific destinations throughout the country. In addition, near-dock facilities are able to provide needed intermodal capacity with greatly reduced trucking impacts, compared to the more remote off-dock facilities. Any cargo that is moved by train from the Ports benefits the overall transportation system by reducing the truck trips and total truck mileage along with the associated impacts. Movement of containers by train has been determined to be from three to nearly six times as fuel efficient as by truck on a ton-mile basis, which reduces air emissions by a similar amount (Federal Railroad Administration, 2009). However, near-dock usage has remained relatively flat due to the availability of only one near-dock rail yard (the ICTF operated by UP), causing much intermodal cargo to be drayed over 20 miles to the railyards near downtown Los Angeles.

LAHD has expressed its intent to promote increased use of rail in general, and near-dock rail facilities in particular, as indicated in its Rail Policy (Section 2.1.1 of the Recirculated Draft EIR), and to comply with the Mayor of Los Angeles' goal for the LAHD to increase growth while mitigating the impacts of that growth on the local communities and the Los Angeles region by implementing pollution control measures, including the elements of the CAAP specific to the proposed Project. Similarly, the California EPA has recommended the SCIG project as a preliminary candidate in the 2007 Goods Movement Action Plan, and the Southern California Association of Governments (SCAG) has identified the SCIG project as potentially playing a key role in addressing the growth of high-density truck traffic in its 2012 Regional Transportation Plan Goods Movement Report (SCAG, 2012).

The primary objective and fundamental purpose of the proposed Project is to provide an additional near-dock intermodal rail facility serving the San Pedro Bay Port marine terminals that would meet current and anticipated containerized cargo demands, provide shippers with comparable intermodal options, incorporate advanced environmental controls, and help convert existing and future truck transport into rail transport, thereby providing air quality and transportation benefits.

The following specific project objectives accomplish the primary objective and fundamental purpose:

1. Provide an additional near-dock intermodal rail facility that would:

- 1 a) Help meet the demands of current and anticipated containerized cargo from the
- 2 various San Pedro Bay port marine terminals, and
- 3 b) Combine common destination cargo “blocks” and/or unit trains collected from
- 4 different San Pedro Bay Port marine terminals to build trains for specific destinations
- 5 throughout the country.
- 6 2. Reduce truck miles traveled associated with moving containerized cargo by providing a
- 7 near-dock intermodal facility that would:
 - 8 a) Increase use of the Alameda Corridor for the efficient and environmentally sound
 - 9 transportation of cargo between the San Pedro Bay Ports and destinations both inland
 - 10 and out of the region, and
 - 11 b) Maximize the direct transfer of cargo from port to rail with minimal surface
 - 12 transportation, congestion and delay.
- 13 3. Provide shippers carriers, and terminal operators with comparable options for Class 1
- 14 railroad near-dock intermodal rail facilities.
- 15 4. Construct a near-dock intermodal rail facility that is sized and configured to provide
- 16 maximum intermodal capacity for the transfer of marine containers between truck and
- 17 rail in the most efficient manner.
- 18 5. Provide infrastructure improvements consistent with the California Goods Movement
- 19 Action Plan.

20 **1.4.3 Proposed Project Elements**

21 This section describes the physical elements of the proposed Project. Construction
22 activities and phasing are described in Section 1.4.3.6 and operational activities are
23 described in Section 1.4.3.7.

24 **1.4.3.1 Property Acquisition and Disposition of Businesses**

25 The proposed Project requires acquisition or lease of privately-owned properties by the
26 project applicant, BNSF, and a new lease for the LAHD properties that would result in
27 certain terminations of existing leaseholds and the movement or displacement of
28 businesses occupying those properties. As a result, the LAHD has offered alternate sites
29 that some businesses could elect to move to as part of the proposed Project. However,
30 the LAHD would not purchase any new properties and would not be responsible for
31 constructing any new improvements at the alternate sites. In the case of the ACTA
32 maintenance yard, however, the LAHD would be responsible for moving that entity’s
33 operations to a new site as further discussed below.

34 Of the existing businesses within the proposed Project site (Table 1-1), only three (a
35 portion of California Cartage, a portion of Fast Lane Transportation, and the ACTA
36 maintenance yard) are assumed to move to alternate sites on nearby properties for the
37 purposes of this analysis. In the case of California Cartage and Fast Lane, this assumption
38 is conservative because it accounts for the businesses that have relatively high activity
39 levels and large operating footprints within and adjacent to the proposed Project site.
40 However, the final selection of businesses that would ultimately occupy the alternate sites
41 would be subject to real estate negotiations that are beyond the scope of this EIR. All
42 other remaining businesses within the proposed Project site on LAHD properties would
43 have their leases non-renewed/terminated and those on non-LAHD properties would be
44 removed upon acquisition of the properties by BNSF. The displaced businesses for which

1 no alternate locations were identified as part of the proposed Project or during the time of
2 this analysis are assumed to move to other compatible areas in the general port vicinity as
3 part of their own business operations and plans. Potential future locations identified
4 would be subject to separate environmental review by the lead agency with jurisdiction
5 over a particular site. This issue is considered in more detail in Section 3.8 in the
6 Recirculated Draft EIR, Land Use.

7 Potential alternate locations for a portion of Fast Lane Transportation, the ACTA
8 maintenance yard, and a portion of California Cartage operations are depicted in Figure
9 1-5. The ACTA maintenance yard would move to an approximately 2.5-acre site west of
10 the Dominguez Channel, which has been slightly modified from what was described in
11 Chapter 2 of the Recirculated Draft EIR (see Chapter 3 of this Final EIR for changes
12 made). This analysis assumes that Fast Lane would move a portion of its operations from
13 within the area of the South Lead Track to an approximate 4.5-acre site just southwest of
14 its current location. Fast Lane would continue to maintain its operations (including the
15 subtenant California Carbon) on the remaining parcels it owns or occupies outside of the
16 South Lead Track area, estimated at approximately 24.5 acres; those parcels are not part
17 of the proposed Project. The 4.5-acre site that Fast Lane is assumed to occupy includes
18 access roads and a rail line. In this analysis the roads are assumed to remain active and in
19 use in order that Fast Lane and other businesses in the immediate vicinity have access to
20 their sites. The rail line, which connects the Long Beach Lead Track to the San Pedro
21 Branch, would also remain active. These features could affect the amount of land
22 available for business operations within the site as a whole. However, this analysis
23 assumes, in order to be conservative, that the maximum amount of land would be 4.5
24 acres.

25 This analysis assumes that California Cartage would move a portion of its operation to a
26 10-acre site where the current ACTA maintenance yard is located near the South Lead
27 Track area. Currently, access to this site is via roads through the 4.5-acre parcel described
28 above. Once the South Lead Track is constructed, this site would be entirely surrounded
29 by active rail lines; BNSF has represented that access would be provided across an at-
30 grade crossing over the South Lead Track. Accordingly, although the site would likely
31 experience some access constraints due to rail activity, this analysis assumes that
32 business operations could occur on the 10-acre site. Within the SCE corridor, California
33 Cartage is also assumed to maintain the property it currently leases from SCE, which is
34 estimated to be 19 acres.

35 For the remaining business on the SCE corridor where the North Lead Track would be
36 located, it is assumed that Three Rivers Trucking would be displaced, given that SCE's
37 operating policies do not allow the construction of any new structures within its right of
38 way, and that Three Rivers Trucking would not be able to operate its business without a
39 new dock and warehouse as indicated in their comment letters received on the Draft EIR
40 (SCE, 2012 and Haft, 2012). BNSF would negotiate a new lease with SCE in order to
41 accomplish the necessary construction for the North Lead Track.

42 Access to the alternate sites identified as part of the proposed Project and the routes
43 businesses would potentially use in order to connect to the heavy overweight corridor for
44 the movement of 40-foot or larger containers are further discussed in Section 3.10 in the
45 Recirculated Draft EIR, Transportation.

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Table 1-3. Disposition of Existing Businesses.

Business Name	Site Location and Operations
California Cartage	Move to 10-acre site south of PCH currently occupied by the ACTA maintenance yard and maintain 19-acre parcel currently leased from SCE. Operations reduced by 72% based on acreage.
ACTA Maintenance Yard	Move to 2.5-acre site west of the Dominguez Channel. No change to activity.
Fast Lane Transportation	Move a portion of its operations to a vacant 4.5-acre site immediately southwest of current location. Operations on remaining 24.5 acres stay the same (including subtenant operations by California Carbon). No change to activity.
Total Intermodal Services	Displaced from Project site; no alternate location identified as part of the Project.
Three Rivers Trucking	Displaced from Project site; no alternate location identified as part of the Project.
Flexi-Van	Displaced from Project site; no alternate location identified as part of the Project.
San Pedro Forklift	Displaced from Project site; no alternate location identified as part of the Project.
LA Harbor Grain Terminal/Harbor Transload	Displaced from Project site; no alternate location identified as part of the Project.

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For the purposes of this EIR, the three businesses assumed to move to the alternate sites (a portion of Fast Lane, ACTA maintenance, and a portion of California Cartage) would continue to operate on their existing sites throughout 2013 while construction of their new facilities and certain proposed Project elements proceeded. For the ACTA maintenance yard, the new facility would consist of a maintenance/office building and a storage yard with perimeter fencing. Offices, warehouses, and maintenance facilities for Fast Lane and California Cartage would also need to be constructed by those businesses. The structures would likely be of modern steel and/or concrete construction and are assumed generally to resemble the existing structures in size and appearance, except that the California Cartage warehouses would be smaller, more modern, and more efficient structures than the existing warehouses, given the large reduction in property acreage and the fact that the existing California Cartage warehouses are very large World War II-era structures that have been adapted to a truck-based transloading operation. Maintenance facilities could include above-ground storage tanks for vehicle fuel. It is assumed those businesses would begin operation in 2014 on their new sites and, in the case of California Cartage and Fast Lane, in combination with the portions of their existing sites that would remain, as described in Table 1-3, while the remaining proposed Project elements were constructed.

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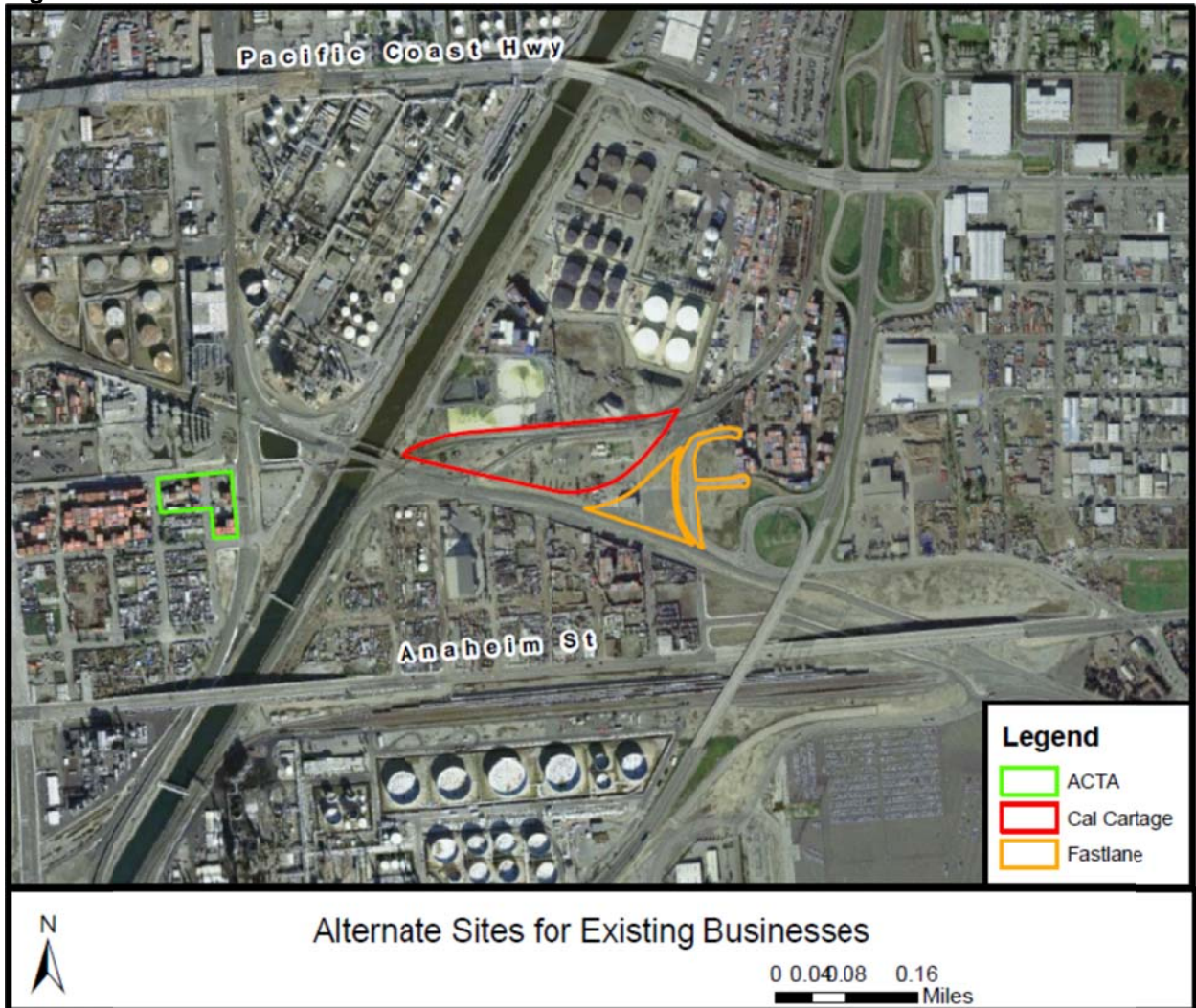
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This EIR assumes that the businesses that move a portion or all of their operations to alternate locations would operate at the same levels on their new sites as they would have on their existing sites. In the case of California Cartage, LAHD has requested information regarding how California Cartage intends to maintain or scale down their operations at the alternate location in combination with the SCE parcel they lease. At the time of the analysis in the original Draft EIR, California Cartage had provided some information related to truck parking but none related to transloading operations (California Cartage communication, 2009). In their comment letter on the Draft EIR California Cartage stated that they would not be able to conduct a transloading operation on the 10-acre site and that it could only be used for storage and maintenance (Curry, 2012). In order to be

1 conservative, however, this analysis assumes that a transloading operation or operation of
2 a similar intensity could be conducted on the 10-acre parcel and the SCE parcel.
3 Accordingly, the transloading activity at their current 105-acre site is assumed to be
4 reduced by approximately 72 percent based on the available acreage at the new 10-acre
5 alternate location and the existing 19-acre SCE parcel. This is a conservative assumption
6 because it assumes that California Cartage would continue to provide some transloading
7 (including parking) services at the alternate location and on the SCE parcel if permitted
8 by SCE in accordance with their land use policies. California Cartage's access to the 19-
9 acre SCE parcel would be through a new driveway and access road from Sepulveda
10 Boulevard through the SCE right of way which is further discussed in Section 1.4.3.5.
11 BNSF would negotiate a new lease with SCE in order to accomplish the necessary
12 roadway improvements.

13 Minor property acquisitions by BNSF in the area of the proposed South Lead Tracks
14 would also be necessary in order to provide adequate space for the track alignments as
15 well as construction staging areas. None of those acquisitions would necessitate moving
16 businesses, as all involve small, vacant parcels of land. Those businesses include Tesoro,
17 Praxair, and rights of way owned by Los Angeles County, Equilon, and Harbor Oil
18 Company (see Table 1-2).

1 **Figure 1-5. Potential Alternate Sites for Businesses.**



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5 **1.4.3.2 New Railyard**

6 The SCIG facility would be centered around a railyard that would consist of trackage for
7 the trains that would move containers in and out of the port area. The railyard would have
8 three major sets of tracks (two sets of loading tracks, one of storage tracks) to support
9 train operations (Figure 1-3a). These tracks would comprise a total of approximately
10 105,000 feet of track (including the south lead tracks, see below) and at least 37 switches.
11 The railyard would also include a number of support elements as described below.

12 **Loading (Strip) Tracks.** The train loading and unloading area would consist of 12
13 tracks, known as strip tracks, each approximately 4,000 feet long and connected at both
14 ends of the railyard to lead tracks providing access to the regional rail network. The strip
15 tracks would run down the center of the facility in two groups of six tracks each,
16 separated by a paved container staging and storage area. The area between the tracks and
17 on either side of the tracks would be paved with concrete or asphalt to support the trucks,

1 yard tractors, and cranes that would load and unload the trains. The rails themselves
2 would rest on concrete ties set in crushed rock known as ballast, which would represent a
3 permeable surface.

4 **Storage Tracks.** Two parallel 4,000-foot-long storage tracks would run along the eastern
5 edge of the railyard and the western edge of the SCE right of way, inside the railyard but
6 parallel to the existing ports-owned San Pedro Branch tracks, from one of the south lead
7 tracks to the north lead tracks.

8 **Service Tracks.** Two 1,300-foot-long tracks for minor servicing of locomotives and
9 rolling stock would be located in the southern part of the railyard site. These tracks would
10 be connected to the south lead tracks. As used in this EIR, the terms “service” and
11 “servicing” when used in connection with locomotives refer to minor upkeep activities,
12 such as fueling via mobile fuel truck, cleaning (e.g., wiping windows, removing trash,
13 etc.) and resupplying (e.g., restocking of towels, napkins, water, etc.) of locomotives,
14 while the term “maintenance” refers to major locomotive repairs, load testing, and
15 periodic maintenance of parts, components, mechanical and electrical systems as needed
16 and as required by the Federal Railroad Administration. At times, this EIR may refer to
17 “major servicing” or “major service;” the types of activities referred to by such terms are
18 the equivalent of what is meant by “maintenance.” There would be no locomotive
19 maintenance occurring on site; major service and maintenance would be performed at
20 BNSF’s Sheila Commerce Mechanical Repair Facility, located at 6300 Sheila Street in
21 Commerce near the Hobart Yard east of downtown Los Angeles.

22 **Container Loading and Stacking Areas.** Three-lane paved areas adjacent and parallel
23 to the strip tracks would be used for trucks to come alongside the trains for loading and
24 unloading. Partially-paved areas for container staging would be located between the two
25 sets of strip tracks, on the west side of the western strip tracks, and in the northern portion
26 of the site. The staging areas would be used as temporary transfer points between trucks
27 and the intermodal trains. The areas near the tracks would be used for stacking containers
28 up to five high (40-foot height). The northern area would be used for truck parking and
29 for storing chassis-mounted containers ready for pickup by trucks.

30 A portion of the facility in the southwest corner of the site that is designated to
31 accommodate refrigerated containers would be equipped with electrical plugs so that the
32 diesel-powered or dual diesel/electric-powered portable refrigeration units (TRUs) could
33 be switched off while the containers are in the railyard, thereby reducing emissions.
34 Refrigerated containers are expected to constitute approximately one percent of the
35 containers handled at the facility.

36 **Cargo-Handling Equipment.** The railyard would have 20 electric-powered RMG
37 cranes, ten servicing each set of strip tracks (Figure 1-3a and b). These cranes would be
38 of a new design not currently in use at California intermodal facilities (but currently in
39 operation at a new BNSF intermodal facility in Memphis, TN), and would move on steel
40 wheels along steel tracks. Ten of the cranes, which would all be operational on opening
41 day, would be 89 feet high and 210 feet wide, enough to span a group of six strip tracks
42 (rather than the two tracks conventional cranes span), the adjacent truck lanes, and half of
43 the adjacent container staging area. This span would be due to extensions of lifting
44 components of the cranes that would be cantilevered out over the last two tracks on one
45 side and half of the stacking area on the other. These cranes, which would run on their
46 own rails set 120 feet apart, would load and unload the railcars and chassis. The other ten
47 cranes would be 98 feet high and 169 feet wide, enough span the truck lane on the other

1 side of each set of strip tracks and the entire adjacent container stacking area, and would
2 manage the stacks of containers. The cantilevered extensions of these stacking cranes,
3 which would operate on rails set 102 feet apart, would be able to pass over the shorter
4 RMGs used to load the trains (Figure 1-3a), thereby maximizing the efficiency of the
5 stacking and loading/unloading operations. The stacking cranes would be installed over a
6 period of several years, beginning in 2015, as throughput increased.

7 The use of electric-powered, rail-mounted gantry cranes rather than the diesel-powered,
8 rubber-tired gantry cranes (RTGs) used in marine terminals and intermodal rail yards is
9 consistent with the terms of the CAAP. The cranes would be a modern design that would
10 include regenerative braking mechanisms that would return power to the grid during
11 braking and the container lowering phase of operations.

12 A small proportion of the chassis would be drayed between the chassis storage areas and
13 the strip tracks by up to 10 yard hostlers (hostlers are tractors used to haul chassis-mounted
14 containers around inside the facility). The hostlers would be equipped with LNG-fueled or
15 equivalent engines that would not be a source of diesel emissions.

16 A small, rubber-tired, wheel change machine would be used to change out faulty railcar
17 wheels. This piece of equipment would have a clean diesel engine, consistent with the
18 terms of the CAAP. The facility would also include 14 gasoline-powered service support
19 vehicles for transporting personnel and light equipment around the facility.

20 **Office and Maintenance Area.** The office and maintenance area would be located in the
21 northwest portion of the proposed Project site (Figure 1-3a) and would include an
22 administrative office building, a hostler maintenance building, a crane maintenance facility
23 for servicing the rail-mounted and wheeled cranes, and a driver assist facility. Other
24 maintenance elements, which would be located elsewhere in the facility, would include an
25 air compressor building (for supplying compressed air to the train brake systems), a fueling
26 facility (including a 1,000 gallon above-ground storage tank) for yard equipment, and an
27 electrical substation. The use and storage of hazardous materials (fuel, lubricants, paints,
28 and solvents for use in the facility) would be limited to these areas.

29 The administration building would be a three-story structure with approximately 26,000
30 square-feet (sq. ft.) of office space to house BNSF and contract personnel. The hostler
31 and crane maintenance building would be a single-story building of approximately
32 19,000 sq. ft. Given their sizes, both buildings fall under the POLA's LEED (Leadership
33 in Energy and Environmental Design program) criteria. Accordingly, they would be
34 designed to LEED standards to meet energy-efficiency and sustainability goals, including
35 passive heating and cooling design, ecologically sound structural materials and coatings,
36 and energy-efficient heating, lighting, and ventilation systems. The air compressor building
37 would be an approximate 1,000 to 1,500-sq-ft, single-story structure.

38 **Truck Gate Complex.** Inbound and outbound gates would form a complex at the
39 northwest end of the facility near Sepulveda Boulevard. Both gates would include access
40 lanes, a portal, and a checkpoint. Trucks and other traffic would enter and leave the facility
41 via paved, 3,500-foot access lanes located along the west boundary of the railyard. The
42 inbound and outbound lanes would connect to PCH just south of the railyard. For most of
43 the distance along the railyard there would be one lane in each direction, but at the north
44 end of the railyard, at the checkpoint, the lanes would widen to eight in each direction.

45 The in-gate portal would be a small building located next to the inbound access lane
46 midway between the PCH off ramp and the facility checkpoint. The outbound portal would
47 be near the north end of the outbound lanes. The portals would allow trucks to be digitally

1 inspected via cameras using optical character recognition technology to document the
2 condition of the equipment, to check the integrity of the shipping seals, and to verify the
3 identity of the container and chassis.

4 The inbound checkpoint would be at the end of the queuing lanes, at the entrance to the
5 railyard, and the outbound checkpoint would be a kiosk south of the outbound portal. The
6 inbound checkpoint would consist of approximately twelve (12) gate booths covered by a
7 222-foot-wide canopy with a small driver assistance building nearby. The portals and
8 checkpoints would not be staffed directly; rather, all transactions would be conducted by
9 computers and cameras linked to operators in the administration building. The driver
10 assistance building would be staffed.

11 **Utilities and Lighting.** Electrical service would be provided by either LADWP or SCE,
12 likely via a new 23kVa connection to a nearby substation together with another 23kVa
13 connection to a separate substation for redundancy. The facility would be provided with a
14 modern storm drain system that would meet the requirements of the City of Los Angeles
15 MS4-NPDES. More detail on the storm drain system is provided in sections 3.11 (Public
16 Service and Utilities) and 3.12 (Water Resources). New potable water and on-site sanitary
17 sewer systems would be constructed, but the site's existing sewer mains to the Los Angeles
18 County Department of Public Works facilities would be used (since the site would support
19 fewer workers than at present, the sewers would not need to be upgraded).

20 The proposed facility would include 40 high-mast light standards, crane lighting
21 incorporating on-demand technology; perimeter lighting; and roadway lighting. The
22 lighting would include automation and efficient directional and shielding features in
23 accordance with LAHD lighting policy/practice in order to minimize light spillover into
24 adjacent facilities and residences and to minimize energy use. The crane lights would
25 illuminate only when the cranes were in operation (moving or actually lifting or placing
26 containers).

27 **Landscaping.** Landscaping would be installed around buildings and along fence lines
28 where appropriate and compatible with security. Landscaping would be consistent with
29 LEED standards (low-water plants, of native species where feasible). Landscaping
30 compatible with Caltrans standards (i.e., drought-tolerant, low maintenance ground cover
31 and shrubs) would be installed in the area of the new PCH interchange (Section 1.4.3.5).

32 In addition, a condition of the proposed Project (Section 3.1.5 in the Recirculated Draft
33 EIR) will be that BNSF endeavor to install an area of intensive landscaping along the
34 western side of the Terminal Island Freeway, east of the SCE right of way. This feature,
35 would consist of several hundred trees of native species selected to be drought-tolerant
36 and non-invasive.

37 **1.4.3.3 North Lead Tracks**

38 Two north lead tracks, one from each group of six strip tracks, would cross Sepulveda
39 Boulevard on an existing bridge, which would need to be replaced, to connect the
40 proposed Project to the Ports' San Pedro Branch track. These approximately 1,000-foot-
41 long tracks would allow trains to uncouple or couple two train halves on the loading
42 tracks, but they could be used for train access to the railyard from the San Pedro Branch
43 in an emergency in the event the south lead tracks are inoperable. The north lead tracks
44 would cross SCE property, including an access road to the SCE land and SCE businesses
45 (i.e., a portion of California Cartage), via an overpass (Figure 1-8). In addition, several of

1 the electrical lines on SCE property would need to be raised in order to provide clearance
2 for the north lead tracks that would be elevated in this area. To accomplish this, the
3 existing transmission and subtransmission towers would be removed and new towers
4 would be built nearby. SCE would need to relocate its communication line from the
5 existing towers to temporary poles until the new towers were built, at which time the line
6 would be attached to the new towers.

7 **1.4.3.4 South Lead Tracks**

8 The two south lead tracks, each approximately 4,000 feet long, would link the proposed
9 Project to the Alameda Corridor, west of the facility, and would serve as the facility's
10 connection to the regional rail network; normally, all trains would enter and exit the
11 facility on the south lead tracks. These lead tracks would enable an 8,000-foot-long train
12 to exit the Alameda Corridor and enter the facility without interfering with Alameda
13 Corridor main line operations, and conversely, would allow an outbound train to couple
14 two train halves together into one train without interfering with Alameda Corridor main
15 line operations.

16 After exiting the railyard, the south lead tracks would curve westward under PCH, cross
17 the Dominguez Channel on a reconstructed bridge, and then join the Alameda Corridor
18 mainline tracks. To accommodate the new tracks a number of modifications would be
19 made to existing trackage, including relocating the existing Long Beach Lead tracks and
20 installing switches, widening the Dominguez Channel rail crossing, relocating the
21 industry lead tracks along the Alameda Corridor, and installing switches to connect the
22 lead tracks to the Alameda Corridor.

23 A locomotive service area consisting of two short tracks would be located adjacent to the
24 south lead tracks on land south of PCH. Both the yard switching locomotive and line-haul
25 locomotives would receive minor service, including fueling, interior cleaning, and re-
26 stocking, in this area (major service and maintenance would be performed at BNSF's
27 Sheila Commerce Mechanical Repair Facility, as described above). Because the fueling
28 would be accomplished by mobile fuel trucks, there would be no fixed fuel tanks at the
29 service area.

30 **1.4.3.5 Roadway and Rail Bridge Access Elements**

31 The proposed Project would include a number of roadway and trackage improvements
32 outside the railyard in order to provide truck and train access to the SCIG facility.

33 **Grade Separation at PCH.** A new interchange would be constructed on PCH next to the
34 Dominguez Channel (Figure 1-6). The interchange project would include new ramps
35 connecting the SCIG access road to the westbound PCH and a reconstructed interchange
36 connecting the SCIG access road to the eastbound PCH.

1 **Figure 1-6. Proposed PCH Overpass (view to the south).**



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5 Although there is an existing road underpass (E Road), there is no existing rail underpass
6 beneath PCH. To accommodate the transition of the twelve strip tracks into the two south
7 lead tracks, it would be necessary to construct a rail underpass that could accommodate
8 eight tracks. The existing PCH bridge spanning the SCIG access road between the
9 eastbound PCH and the proposed Project site would, therefore, need to be lengthened to
10 allow the southern portion of the strip tracks as they join the south lead tracks to pass
11 under the PCH on the way to the Alameda Corridor. In addition, this bridge lengthening
12 would allow the SCIG access road to be widened to two lanes. The new road underpass
13 would allow trucks exiting the facility to proceed eastbound directly onto PCH to the
14 Terminal Island Freeway, thereby facilitating access to designated truck routes. This
15 change would involve relocation of abutments and support piers, replacing the existing
16 bridge spans with new spans of increased length, and constructing new roadway. The
17 new interchange would maintain access from PCH to E Road and the businesses south of
18 PCH (e.g., one of Fast Lane's other sites, Praxair, Vopak's tank farm, California Sulfur
19 Company, and a LAHD aggregate crusher facility).

20 **Dominguez Channel Bridge.** The rail bridge over the Dominguez Channel would need
21 to be widened to accommodate the south lead tracks as shown in Figure 1-7. This would
22 involve widening the abutments and piers, and placing a new span wide enough to
23 accommodate four tracks.

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1 **Figure 1-7. Proposed Dominguez Channel Rail Bridge.**

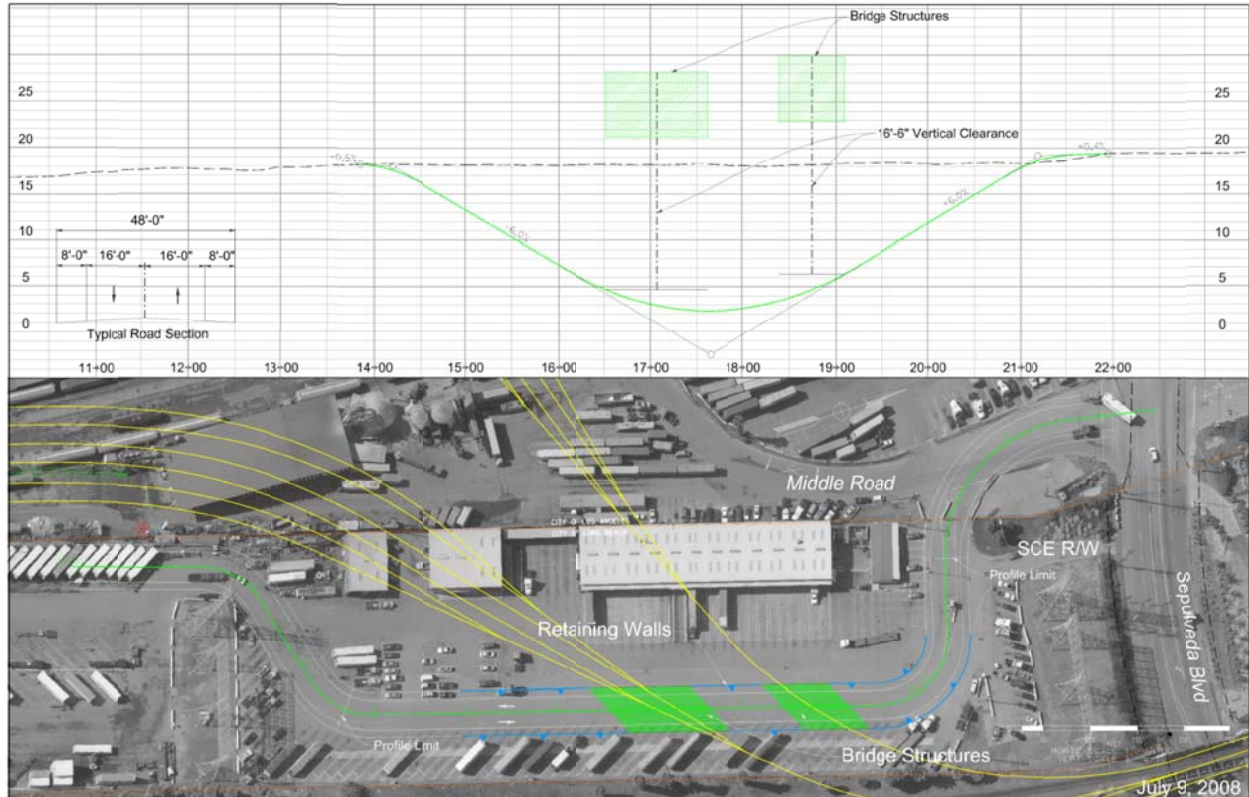


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5 **Southern California Edison Access Road.** The North Lead Tracks would cross a
6 portion of the SCE property along the east side of the proposed Project site through an
7 easement that BNSF would negotiate (Figure 1-8). A bridge would carry the tracks over
8 an existing access road to the SCE property that is located at the north end of SCE's
9 property. The tracks would be supported by two separate bridge structures. The SCE
10 access road would be upgraded to the standards of [AASHTO Edition 5 \(2004\)](#) to allow it
11 to serve as the primary access for the portion of California Cartage that is assumed to stay
12 on the property leased from SCE and for SCE. The access road would also be dropped
13 below existing grade for a short distance in order to pass under the proposed North Lead
14 Tracks.

15 The access road would start at the existing intersection of Middle Road and Sepulveda
16 Boulevard, which is located approximately 600 feet west of the Terminal Island Freeway.
17 The road would be approximately 1,400 feet long, with a 700-foot-long depressed section
18 running under the railroad tracks, and 48 feet wide, providing a 16-foot-wide travel lane
19 in each direction and 8-foot-wide shoulders. At the point where it crosses under the tracks
20 the road would have a 16'-6" vertical clearance and a 6% grade through the depressed
21 section, and be supported by retaining walls on each side. Appropriate drainage systems
22 would be provided to maintain accessibility at all times during the rainy seasons. The

1 geometry of the access road would meet design standards for large trucks pulling 45-foot
 2 containers and would not interfere with the existing SCE tower legs. It is expected that
 3 this access road would be private. In addition, emergency access to the SCE parcel would
 4 be provided at several points throughout the proposed railyard.

5 **Figure 1-8. Southern California Edison Access Road.**



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 9 **Sepulveda Boulevard Bridge.** The existing railroad bridge over Sepulveda Boulevard
 10 would be replaced by a modern bridge capable of carrying three tracks (the existing
 11 bridge can only carry one track for modern trains), in order to accommodate the proposed
 12 north lead tracks. The new bridge would include widened approaches and abutment areas.
 13 This document assumes that the new bridge would be constructed of reinforced concrete
 14 in a modern design, but it is possible that noteworthy architectural features of the existing
 15 bridge would be salvaged and re-used in the new bridge for aesthetic and cultural
 16 preservation reasons.

17 **1.4.4 Project Construction**

18 **1.4.4.1 Construction Activities and Phasing**

19 Construction of the proposed project would occur over approximately a 36-month period
 20 from 2013 to 2015, with the erection of cranes occurring in 2015 (Figure 1-9).
 21 Construction activities would occur essentially simultaneously in three major areas:

- 22 1. The railyard including the north lead tracks and railroad bridge over Sepulveda Blvd;

- 1 2. PCH grade separation and interchange;
- 2 3. The south lead tracks area along the Long Beach Lead and Alameda Corridor, including
- 3 the Dominguez Channel Bridge.
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5 **Figure 1-9. Construction Schedule.**



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9 Depending on the amount of construction activity at any given time, there would be 30 to
10 150 workers per day, 12 to 30 pieces of construction equipment, and 30 to 150 vehicles
11 transporting workers and materials to and from the various construction areas.
12 Construction would normally occur during one 10-hour shift per day, up to 6 days per
13 week, consistent with City of Los Angeles code requirements to reduce noise (and, for
14 the portion of construction within the City of Long Beach, consistent with the City of
15 Long Beach code requirements). However, this document assumes that nighttime
16 construction would occur on the PCH grade separation as a requirement of local
17 authorities to maintain traffic flow.

18 Specific construction activities for the proposed Project elements are described in more
19 detail below. Detailed information on the types and numbers of construction equipment
20 are presented in sections 3.2 (Air Quality) and 3.10 (Transportation) in the Recirculated
21 Draft EIR, and details of construction quantities and techniques are presented in
22 Appendix C.

23 Activities common to all construction activities would include servicing construction
24 equipment at designated areas; transporting construction workers, supervisors, and
25 inspectors onsite in light-duty trucks and light buses; and controlling dust, track-out, and
26 erosion by following a Construction Storm Water Pollution Prevention Plan that would
27 require storm water best management practices such as wetting, wheel washing, erosion
28 barriers, hazardous materials containment, and site inspections (see Section 1.4.3.6.1).

29 In addition to construction of the railyard, construction activities would occur to support
30 moving existing businesses to alternate locations. These would include demolition of
31 existing structures at the alternate business locations and construction of new structures (a
32 maintenance facility and offices for Fast Lane, a maintenance/office building for the
33 ACTA facility, and offices, warehouses, and maintenance facilities for California
34 Cartage) and grading/paving activities for on-road vehicle access (see Section 1.4.3.1 for
35 details of alternate business facilities).

1.4.4.2 General Construction Practices

A number of construction practices would be common to all elements of construction, including storm water management, waste management and pollution control, and staging area management.

Storm Water Management. All construction sites would be managed in accordance with the proposed Project's National Pollution Discharge Elimination System (NPDES) construction storm water permit, which would require a storm water pollution prevention plan (SWPPP) for each site. The SWPPPs would be developed by the LAHD, BNSF, the contractor, and the construction management team, and no construction would start until the SWPPPs had been approved by the LAHD. The SWPPPs would specify the best management practices (BMPs) to be followed at each site to minimize or eliminate discharges of water pollutants to surface and ground water via runoff from construction areas.

BMPs would include both procedural controls and structural controls. Procedural controls would include minimizing the amount of exposed soil at any one time during grading operations; washing dirt off construction vehicles before they leave the site; refueling construction equipment only in designated areas; keeping construction materials, fuels, lubricants, and solvents in designated containment areas; protecting storm drain inlets with covers, filters, or sandbags; and conducting regular inspections of procedures and structures. Structural controls would include installing and maintaining berms, catchment areas, and filters, and installing grates and wheel washers at site exits. Contractors would be required to implement the provision of the SWPPP, and the construction manager would be responsible for ensuring that compliance and for ensuring that the SWPPP is modified as necessary during the construction phase to respond to changing conditions and address ineffective BMPs.

Pollution Control. Construction equipment and practices would conform to CAAP's Construction Activity measure, as implemented by the LAHD's Sustainable Construction Guidelines (adopted February 2008). Specifically, all construction equipment would be fitted with mufflers, all engines would be maintained regularly, the construction contract would specify the use of newer off-road equipment meeting USEPA Tier-2 off-road standards and fitted with diesel emissions control devices, as appropriate, and the use of on-road trucks meeting the 2004 on-road standards, and the contractors would be required to comply with SCAQMD Rule 403.

Dust control would include regular, frequent spraying of exposed soils by water trucks, minimizing the amount of exposed soil by staging excavation and backfill, conducting regular street sweeping and street wash down (employing storm water controls), rinsing soil and dust off vehicles exiting the sites, and potentially applying surface stabilants with spray trucks to areas that must be exposed for prolonged periods.

Non-hazardous recyclable solid wastes generated from construction (piping, welding and coating wastes, scrap lumber and cardboard) would typically be hauled to local recycling centers. Asphalt and concrete would be recycled on-site for use in project construction. Used hydrostatic test water would be treated as required and discharged under permit. Contaminated soils or groundwater could be encountered during the construction of pipelines and would be sent to a permitted treatment or disposal facility in accordance with local, state, and federal regulations (see Section 3.7 in the Recirculated Draft EIR for more detail).

1 **Staging and Storage Areas.** Sites for equipment laydown, material storage, construction
2 management, and worker parking and staging would be located on the proposed Project
3 site, Sepulveda Boulevard bridge site, and adjacent to the PCH and Dominguez Channel
4 sites. Storage yards and staging areas would be on sites that have already been improved,
5 with access to large commercial streets to allow easy movement of personnel and
6 equipment. It is anticipated that the majority of materials would be brought in during off-
7 peak traffic hours, with the primary exception being concrete, which must be mixed and
8 delivered within a limited window of time.

9 Construction material would also be stored at contractors' existing facilities as well as at
10 those of suppliers providing equipment, materials, or labor to the proposed Project.
11 Aggregate, concrete, asphalt, sand, and slurry materials would be purchased locally
12 (when available) and storage would be provided by local suppliers or in one of the
13 designated storage areas. Staging and storage areas would be protected with storm water
14 controls in accordance with the proposed Project's construction storm water permit and
15 Storm Water Pollution Prevention Plan (SWPPP; see Storm Water Management, above).

16 **Hazardous Materials Abatement.** Prior to demolition, existing structures would be
17 inspected by qualified personnel for the presence of asbestos-containing materials. If
18 asbestos is found in a material that will become friable during demolition, then these
19 materials would be removed and disposed of in compliance with EPA and Los Angeles
20 County regulations prior to demolition. The appropriate notification would be made to
21 these agencies prior to demolition.

22 **Public Utility Management.** Prior to the start of construction BNSF would prepare, or
23 cause to be prepared, a Public Services Relocation Plan that would describe the
24 procedures for minimizing public services and utility service disruptions in the Project
25 area. The Plan would be developed with input from the service providers for the Project site
26 and would be submitted to city regulatory departments (Los Angeles, Long Beach, and
27 Carson) for review and approval. The Plan would include the following measures:

- 28 • Prior to disconnecting any existing services, new facilities (i.e., water, sewer,
29 communications, gas, and electricity) would be installed. Pipeline installation would
30 occur within existing utility corridors/easements to the extent possible.
- 31 • As demolition activities progress, unnecessary facilities and connections would be
32 eliminated and new facilities and connections activated.
- 33 • Minor service interruptions (those lasting 1 day or less) could occur during the
34 transition between obsolete and newly installed facilities and services. Affected
35 properties would be properly notified prior to any service interruption.
- 36 • Full access to all utilities would be restored upon completion of Project construction.

37 It is anticipated that similar measures would be undertaken by the alternate business sites
38 during the construction.

39 **Traffic Management Plan.** A traffic management plan containing traffic control
40 measures conforming to the requirements and guidance of the Los Angeles Department
41 of Transportation (LADOT), Caltrans, and the cities of Carson and Long Beach, would
42 be required at the time construction permits are obtained. Potential measures may include
43 detour plans, limiting major road obstructions to off-peak hours, coordination with
44 emergency service and transit providers, coordinating access with adjacent property
45 owners and businesses, and advance notice of temporary parking loss or use of detour
46 roads. At a minimum, construction-related traffic would be prohibited from entering

1 residential areas and only local roadways and highways would be utilized. The details of
2 the TMP are described in Section 3.10 in the Recirculated Draft EIR, Transportation.

3 **1.4.4.3 Construction of the Railyard, North Lead Tracks, 4 and Sepulveda Railroad Bridge**

5 **Demolition.** The proposed Project site and alternate business sites would be cleared of
6 existing structures and miscellaneous site features such as pavement, curbs, signs and
7 above-ground utilities prior to construction. These structures principally consist of: (a)
8 three warehouses; (b) several small buildings/structures; (c) pavement; and (d) access
9 roads and railroad tracks. The demolition debris would be recycled on-site (asphalt and
10 concrete) or transported to an offsite recycling or disposal facility. The demolition would
11 require approximately four to five months to complete.

12 **Underground Utilities.** A number of underground pipelines would need to be relocated
13 or reinforced in place in order to accommodate the configuration, weight, and vibration
14 of the proposed facility. This work would involve trenching both to access the existing
15 pipelines and to construct new alignments, cutting and disposal of pipelines, concrete
16 work, and construction of ancillary features (e.g., cathodic protection, valves, inspection
17 ports). The underground utility work would require approximately four to five months to
18 complete.

19 **Earthwork.** Earthwork would include excavating, repositioning, and compacting
20 approximately 325,000 cubic yards of earth and hauling another 175,000 cubic yards
21 offsite for reuse elsewhere or disposal in approved landfills. Some of the soils could
22 require environmental remediation prior to or during the earthwork phase of construction
23 if contamination is discovered. In that case, testing and disposal would be conducted
24 under the oversight of approved environmental professionals and the designated lead
25 regulatory agency in accordance with local, state, and federal regulations (see Section 3.7
26 in the Recirculated Draft EIR for more detail). Earthwork would require approximately 9
27 months to complete.

28 **Drainage and Utility Construction/Relocation.** Underground utilities and drainage
29 piping would be installed at the Project site and alternate business sites at the same time
30 as the earthwork takes place. The project would require relocation of the above-ground
31 Los Angeles Department of Water and Power (LADWP) electrical power lines. The
32 existing SCE electrical power lines and towers would not be relocated except, as noted in
33 Section 1.4.3.3, for the SCE electrical lines in the vicinity of the south side of Sepulveda
34 Boulevard that would need to be raised to accommodate California Public Utility
35 Commission vertical clearance requirements where the north lead tracks would traverse
36 the SCE right of way to connect to the San Pedro Branch tracks. The underground utility
37 work would involve opening of trenches, installation of underground services, and
38 closure of trenches, and would require approximately six months to complete.

39 **Fine Grading and Sub-grade Preparation.** As the earthwork and drainage/utility
40 phases are completed, fine grading of unpaved areas and sub-grade preparation of areas
41 to be paved would commence. Approximately 245,000 cubic yards of aggregate base
42 course would be delivered to the facility and to alternate business sites as necessary,
43 where it would be spread by bottom dump trucks. This work would require
44 approximately two months to complete.

1 **Paving.** Approximately 10,000 cubic yards of reinforced concrete and 310,000 tons of
2 asphalt-concrete would be poured at the site in the construction of roads, truck lanes,
3 parking areas, curbing, crane runways, container stack runways, structure foundations,
4 and building pads. Traffic control barriers would be installed, and the paved areas would
5 be striped. This work would require approximately 3 months to complete.

6 **New Buildings.** Buildings and other structures to be constructed at the project site and
7 alternate business sites would include administrative buildings; warehouses; a driver
8 assist building; hostler, crane, and general maintenance structures; checkpoint structures;
9 and light towers. Building construction would require the delivery and installation of
10 structural steel, concrete, siding, roofing, interior paneling, interior utilities, surface
11 coatings, and equipment. This work would require approximately 9 months to complete.

12 **Track Work and Signal Installation.** Approximately 46,000 feet of track (consisting of
13 ties, rails, tie plates, joint bars, spikes, and various other small materials), and at least 24
14 switches would be installed. Aggregate materials (crushed rock and ballast rock) would
15 be placed and the tracks leveled and straightened. Signal equipment necessary to control
16 movement of trains to and from the facility would be installed. Track work would take
17 approximately 3 months with crews working one 10-hour shift per day, up to 6 days per
18 week.

19 **Sepulveda Railroad Bridge.** The existing rail bridge over Sepulveda Boulevard/Willow
20 Street would need to be replaced to accommodate additional tracks. This work would
21 include widening the existing overpass abutments and installing a new steel span that
22 would carry three tracks over Sepulveda Boulevard/Willow Street.

23 Construction would proceed in three phases. In phase 1 the existing bridge and UPRR
24 track would be moved approximately 15 feet west to keep the UPRR track in service, and
25 the easterly portion of the new bridge, along with new approaches and retaining walls,
26 would be constructed. New track would be installed along the eastern half of the new
27 right of way that would become the new UPRR track.

28 In phase 2 the old UPRR track and the existing bridge would be removed and the western
29 portion of the new bridge, approaches, and retaining walls would be completed. The new
30 BNSF North Lead Track would be installed on the new bridge and approaches to
31 complete construction.

32 The existing bridge would be either a) moved to another location to be preserved as a
33 historical artifact, b) disassembled and partially salvaged for re-use or display, or c)
34 demolished after historical recordation. Certain features of the existing abutments might be
35 salvaged and re-used in the new bridge (see Section 3.4 in the Recirculated Draft EIR,
36 Cultural Resources, for details regarding the disposition of the existing bridge).

37 Other existing structures, pavement, and aggregate would be demolished and recycled or
38 disposed of, new pilings would be installed, new concrete abutments would be
39 constructed, and the new span and tracks would be installed. Construction would take
40 approximately 16 months.

41 **Southern California Edison Access Road.** Improvements to the SCE access road would
42 include demolition of most of the existing road, grading to lower the road profile and
43 widen the roadbed, dropping the road below existing grade for a short distance in order to
44 pass under the proposed north lead tracks, installing a bridge to carry the tracks over the
45 road, installing pavement, curbs, and storm drainage, striping the new pavement, and
46 installing signage as necessary. Excavated soil would be either used elsewhere on the

1 Project site or hauled away for appropriate disposal (most likely, sold to a soil broker or
2 used as landfill daily cover). Graders, haul trucks, concrete cutters, paving equipment,
3 concrete trucks, and utility vehicles would be used. An alternative access road approved
4 by the SCE, LADOT, POLA, and Caltrans would be established to maintain access to
5 SCE property during construction. This work would take approximately 120 days.

6 **1.4.4.4 Construction of the Pacific Coast Highway Grade** 7 **Separation**

8 The existing PCH Bridge that spans the access road off of PCH into the proposed Project
9 site would be modified to accommodate the south lead tracks and access roads.
10 Modifications would include relocation of abutments and support piers, replacement of
11 the existing bridge spans with new, longer spans, and reconstruction of the PCH roadway
12 over the new underpass. Construction would include demolition of the existing structure
13 and pavement, installation of new reinforced-concrete pilings, fabrication of structural
14 steel, construction of new concrete abutments, installation of new reinforced concrete
15 spans, and construction of new asphaltic-concrete pavement, including striping, drainage,
16 and curbing. Traffic detours would be implemented in accordance with a traffic plan that
17 would be approved by the LADOT, POLA, and Caltrans. This work would take
18 approximately 22 months.

19 **1.4.4.5 Construction of South Lead Tracks and Dominguez** 20 **Channel Bridge**

21 Construction of the south lead tracks would require widening the Dominguez Channel
22 rail bridge to accommodate the additional tracks.

23 **Earthwork and Utilities.** Approximately 36,000 cubic yards of soil would be excavated,
24 repositioned, and compacted on the site to bring the site to finish grade. Recycled crushed
25 paving materials would be incorporated into the site to improve its geotechnical qualities.
26 Underground utilities would be relocated as necessary, which would involve trenching
27 and the installation of pipe and conduit, manholes, and catch basins. Earthwork and
28 utility relocation would take approximately 14 months to complete.

29 **Track Work and Signal Installation.** Track construction would involve the installation
30 of approximately 18,000 feet of track, ten switches, and signals as necessary between the
31 primary proposed Project Area and the western end of the reconstructed Dominguez
32 Channel Bridge. Approximately 10,000 cubic yards of sub-ballast and 45,000 cubic yards
33 of ballast materials would be placed in the right of way and then the tracks would be
34 installed, leveled, and straightened. Signal equipment to control the movement of trains
35 to and from the facility, the Alameda Corridor, and other port-area trackage would be
36 installed. This work would take approximately six months.

37 **Dominguez Channel Bridge.** Bridge reconstruction would involve widening the
38 abutments and piers, and placing new bridge elements. Soil would be excavated and re-
39 used on site or disposed of, the old abutments would be demolished, piles would be
40 driven into the shoreline, new concrete abutments constructed, and a new steel span
41 fabricated and installed. Work would be staged so as to minimize disruptions of train
42 traffic between the Ports and the Alameda Corridor. New pilings and new concrete

1 abutments would require work within waters of the United States. This work would take
2 approximately 12 months.

3 **Landscaping.** Following completion of the major site improvements, landscaping would
4 proceed along the site perimeter. This element would include installation of the intensive
5 landscaping along the western side of the Terminal Island Freeway (see section 1.4.3).
6 Construction would include fine grading, the installation of fencing materials, and the
7 placement of soil and plants. This work would take approximately 20 days.

8 **1.4.4.6 Installation of Loading Cranes**

9 Once the railyard is completed the 10 RMG cranes would be assembled, tested, and
10 readied for the opening of the facility. This work would involve the delivery of crane
11 components by ship, truck, and rail, and their fabrication on site, and would take from six
12 to 12 months in 2015. Six stacking cranes would also be delivered, assembled, and tested
13 during 2015; the remaining four stacking cranes would be delivered and placed into
14 operation in subsequent years, as needed to handle increasing throughput.

15 **1.4.5 Proposed Project Operations**

16 The SCIG railyard is expected to begin operation in early 2016 and is assumed to reach
17 full operation (maximum capacity) in 2035. It would operate 24 hours a day, 7 days per
18 week, 360 days per year; trucks and trains would arrive at and depart from the facility
19 day and night. Upon opening, the facility would have approximately 93 employees (e.g.,
20 crane operators, train crews on site, hostler drivers, mechanics, clerks, inspectors,
21 security personnel, and supervisors), which would increase to a maximum of 450
22 employees at full operation. The employees would operate the facility over three shifts
23 (typically 6AM-2PM, 2PM-10PM, 10PM-6AM). Up to 40 visitors and vendors (e.g.,
24 customers, off-site BNSF staff, fuel truck deliveries, couriers/postal deliveries, and
25 janitorial service) would stop at the facility each day, on average, and train crews and
26 truck drivers would make use of on-site rest facilities. In the first year of operation, the
27 SCIG railyard is estimated to consume approximately 1,790 megawatt-hours (MWh) of
28 electricity, which would increase to 8,700 MWh at full operation, starting in 2035.

29 Operations would involve the use of a variety of cargo-handling equipment on site, and
30 activity by trucks and railroad locomotives from off-site locations. The use of remote
31 sensing and computerized inventory, scheduling, and communications would allow the
32 railyard to minimize redundant or unproductive truck and hostler trips.

33 **1.4.5.1 Truck and Container Operations**

34 Trucks would transport containers between the SCIG facility and the marine terminals at
35 the two ports. This document assumes that only marine cargo, i.e., direct intermodal
36 cargo, would be handled at the facility. This assumption is supported by the requirement
37 that only trucks that use the designated truck routes between the Ports and the SCIG
38 facility and that are equipped with GPS devices would be allowed in the railyard.

39 Containers arriving from the Ports on trucks would be loaded directly onto railcars if the
40 appropriate railcars are available, or staged in the container stacking areas if they are not.
41 Containers arriving on trains from the east would likely be temporarily staged in the
42 container stacking areas until being loaded on trucks for delivery to port terminals,

1 although to the extent trucks were available immediately they could be transferred
2 directly from railcars to trucks.

3 Containers would be picked up from and delivered to the marine terminals in the Ports by
4 on-road drayage trucks operated under contracts between various trucking companies and
5 BNSF for drayage between the SCIG railyard and the Ports. The contracts would specify
6 that all trucks would be powered by engines that meet or exceed the 2007 EPA on-road
7 standards (see section 5.2.2 in the Recirculated Draft EIR for a discussion of potential
8 alternative truck technologies). This arrangement would ensure that the trucks entering
9 and leaving the SCIG railyard would meet the 2010 CAAP's Clean Truck Program (CTP)
10 engine emissions requirements.

11 The proposed SCIG facility would operate like a circuit. On-road trucks would arrive at
12 and depart from the facility hauling 20-, 40-, and 45-foot shipping containers on chassis.
13 The trucks would be typical tractors of the type used in 18-wheel semi-trailer rigs
14 throughout the country except, as described above, they would be powered by 2007 or
15 newer EPA on-road diesel engines. The number and frequency of these truck arrivals and
16 departures would vary depending on vessel and train schedules, but it is expected that at
17 full capacity an average of approximately 5,542 trucks, carrying 4,167 containers, would
18 arrive at and depart from the facility each day, as well as employee and vendor traffic
19 (Table 1-2; Appendix G in the Recirculated Draft EIR). Truck travel to and from port
20 terminals to the SCIG railyard would occur along designated truck routes described
21 below and shown in Figure 1-4. The truck routes would be used as follows:

- 22 • From the Port of Loss Angeles West Basin, trucks would proceed on Harry Bridges
23 eastbound to Anaheim Street, take Anaheim eastbound to the Terminal Island
24 Freeway, then proceed northbound on the Terminal Island Freeway, exiting at Pacific
25 Coast Highway and entering facility queuing lanes.
- 26 • From Terminal Island, trucks would proceed on Seaside/Ocean Avenue to the
27 Terminal Island Freeway, then proceed northbound on the Terminal Island Freeway,
28 exiting at Pacific Coast Highway and entering facility queuing lanes.
- 29 • From the Port of Long Beach Middle Harbor and Pier J, trucks would proceed north
30 on Harbor Scenic Drive to I-710, proceed north to exit I-710 at either 9th Street or
31 Anaheim Street, proceed west to the Terminal Island Freeway, then north on the
32 Terminal Island Freeway, exiting at Pacific Coast Highway and entering facility
33 queuing lanes.

34 Use of these truck routes would be monitored and enforced through the use of GPS
35 devices installed in the trucks, in accordance with BNSF's drayage contract requirements.

36 Inbound trucks would enter the SCIG railyard from the PCH off-ramps and proceed to an
37 on-site entry portal to undergo an automated inspection and identification process that
38 would use multiple digital cameras to document the condition of the equipment, check
39 that shipping seals are intact, and verify that the container identified by the trucker
40 corresponded to the actual container on the truck's chassis. The digital imaging process
41 would comply with the Department of Homeland Security facility access regulations, and
42 would also reduce idling time and paperwork. From the portal trucks would proceed
43 along multiple queuing lanes along the western boundary of the facility, designed to
44 avoid truck lines on the streets and to minimize idling. The queuing lanes would lead to
45 checkpoint kiosks within the facility for additional inspection, driver identification (using
46 the Intermodal Driver Database maintained by the Intermodal Association of North
47 America), and exchange of security and cargo information. The applicant represents that

1 this process, which would be entirely remotely-controlled from the administration
2 building, would take less than 2 minutes for each truck.

3 After passing through the kiosks, the majority (BNSF estimates 90 percent) of trucks
4 would be directed straight to track side, where an RMG would lift the container off the
5 chassis and place it on a railcar for further shipment. This practice, called a “direct-to-
6 railcar live lift,” is very efficient because the container is loaded immediately onto the
7 railcar as opposed to being parked in a temporary location, which requires extra
8 equipment activity, with the resultant additional emissions, to bring it to trackside later.
9 Trucks not directed to a live lift would be directed to a designated container stacking area
10 where the container would be lifted off of the chassis by an RMG and stacked for loading
11 onto a railcar at a later time.

12 Outbound trucks would follow a similar process. Trucks that had performed a live lift or
13 delivered a container to a stacking area would in most cases be directed to a location in
14 the container stacking area where another container would be loaded onto the chassis by
15 an RMG for transport back to the port terminals. These trucks would then proceed out of
16 the facility, passing first through the out-gate portal at the north end of the facility. There,
17 a digital camera array would record images of equipment for inspection and identification
18 purposes, similar to the in-gate portal process described previously. The trucks would
19 then proceed to the outbound checkpoint, an automated kiosk where additional driver
20 biometric and cargo information would be collected. Once clear of the out-gate
21 checkpoint the truck would proceed on the truck exit lanes on the west side of the facility
22 to the PCH on-ramp, and head to the port terminals along the designated truck routes.
23 Based on experience at the similar Memphis, TN facility, BNSF estimates that the
24 amount of time a truck spends in the proposed facility would be approximately half of the
25 current “turn time,” which would reduce the amount of emissions per container and
26 increase the number of containers each truck could dray in a shift.

27 1.4.5.2 Train Operations

28 At full operation, the SCIG railyard is expected to handle eight inbound and eight
29 outbound trains per day. The trains would enter and leave the facility via the Alameda
30 Corridor. Inbound and outbound trains would typically operate as described below.
31 Trains would be comprised of a set of three or four diesel-electric locomotives and a
32 variable number of railcars. The locomotives would be large units of the type known as
33 “road engines”, identified as “long-haul” engines in the CAAP and “line-haul
34 locomotives” in the CARB MOU. Those engines are typically equipped with 4,000- to
35 5,000-horsepower diesel engines driving an electric generator that supplies tractive power
36 to the wheels. Consistent with CAAP Measure RL-2 and pursuant to the 2005 CARB
37 MOU, BNSF would maximize the use of ultra-low sulfur diesel (ULSD) fuel in these
38 locomotives. The fuel would be supplied during the refueling process at both the SCIG
39 railyard (for outbound trains) and the eastern California engine facilities from which
40 inbound trains would arrive. In addition, a single switching locomotive would be
41 stationed in the SCIG facility to remove defective (“bad-order”) railcars for servicing
42 (normally performed at central service facilities such as Barstow). This locomotive would
43 be a low-emissions unit compliant with the requirements of CAAP Measure RL-3.

44 The railcars would be flat-car-like units known as double-stack cars that are designed
45 especially for transporting containers. Each car has from one to five bays (also known as
46 platforms or wells), and each bay can hold two 40-foot containers stacked one on top of

1 the other (or two 20-ft units and one 40-ft unit, or one 45-ft container on top of a 40-foot
2 container). Multiple-bay cars have articulated couplings that connect the bays to let them
3 negotiate curving track. A five-bay, double-stack, articulated car for international
4 containers, the industry standard, is approximately 265 feet long. A typical intermodal
5 train is composed of as many as 29 such cars, or a mixture of five-bay, three-bay, and
6 single-bay cars, and is approximately 8,000 feet long (including locomotives and inter-
7 car spaces). Depending upon the configuration of cars and containers, a train could carry
8 up to 333 containers; to be conservative, this document assumes a train would carry, on
9 average, 260 containers.

10 All train travel in the project area would be on tracks separated from local roads and streets,
11 so trains would not cause or encounter traffic conflicts. Inbound trains would exit the
12 Alameda Corridor, proceed across the Dominguez Channel Bridge onto one of the facility's
13 south lead tracks (Figure 1-3a), and be routed onto a clear strip track. At this point all but one
14 of the engines hauling the train would be turned off; the remaining engine would spot the
15 train on the strip tracks for loading and unloading. Trains would typically be longer than a
16 single strip track, and would have to be divided into two smaller segments (blocks) in order to
17 be positioned on the strip tracks for loading and unloading. Accordingly, inbound trains
18 would continue through the facility onto the north lead track until the rear end of the train had
19 cleared the switches at the south end of the strip track. The train would then stop, and the
20 portion of the train still inside the facility on the strip track would be uncoupled, leaving it
21 properly positioned for unloading. The front half of the train would pull northward to clear
22 the switches, then back southward onto another clear strip track (this process, which would
23 take up to 30 minutes per train, is termed "doubling the train"). The locomotives would be
24 uncoupled, and the locomotive consist would move south through the railyard along an empty
25 track (or, in rare cases when no empty yard tracks are available, on the San Pedro Branch
26 track east of the facility) to the staging area, where the locomotives would be refueled (from
27 mobile fuel trucks), if necessary, and receive minor service checks and service such as
28 sweeping, replenishing crew supplies, etc. Once that process was completed the locomotives
29 would be available to move an outbound train or be re-assigned to other duties in the region.

30 Locomotive movements within the railyard and along the north lead track would not require
31 the locomotives to sound their horns, as warning devices such as lights and barriers to prevent
32 rail/truck conflicts would eliminate the need for horns (however, this analysis assumes that
33 trains may occasionally sound their horns in the South Lead Track area when entering or
34 exiting the Alameda Corridor; see Section 3.9 in the Recirculated Draft EIR). Train-related
35 noise would consist of the diesel engines themselves, wheel-on-rail squealing, and the noise
36 of railcars being coupled together.

37 Outbound trains would be assembled ("built") and leave the facility in essentially the
38 reverse process, with the locomotives, typically working from the south end of the
39 facility, doubling the train to make a full, approximately 8,000-foot train. After proper
40 inspections and testing, the train would depart from the south end of the facility and
41 proceed onto the Alameda Corridor.

42 No locomotive load testing, engine repair and rebuilding, repainting, repair or replacement
43 of parts, components, mechanical and electrical systems as required by the Federal
44 Railroad Administration, or railcar rebuilding would take place on the SCIG facility; those
45 activities constitute "maintenance" and would take place at BNSF's Sheila Commerce
46 Mechanical Repair Shop, as described in Section 1.4.3.4. There would also be no fixed
47 locomotive fueling or fuel storage facility or structures. All locomotive maintenance that
48 would be required for project-related trains already occurs at the Sheila facility. Only

1 locomotive servicing would occur at SCIG, which would be limited to minor upkeep
2 activities, such as fueling via fuel truck, cleaning (e.g., wiping windows, removing trash,
3 etc.) and resupplying (e.g., restocking of towels, napkins, water, etc.) of locomotives.

4 **1.4.5.3 Support Activities**

5 **Fuels and Hazardous Substances Use and Storage.** Hazardous substances at the
6 proposed facility would fall into two categories: (1) fuels and other products (solvents,
7 lubricants, batteries, etc.) used in the operation of the facility; and (2) cargo contained in
8 some of the shipping containers. Operational substances would be stored and handled in
9 accordance with the facility's Business Plan, which would be submitted to the City of
10 Los Angeles Fire Department for approval, and BNSF's corporate hazardous substances
11 management plans (see Section 3.7.2.4 in the Recirculated Draft EIR for details). Those
12 plans incorporate best management practices (BMPs) for storage and handling, as well as
13 procedures for notifications and emergency response. No gasoline fuel would be stored
14 on site, and any other fueling (e.g., locomotives, hostlers, and other equipment) would be
15 via direct fueling from outside contractor tanker trucks. The drayage fleet would be
16 fueled and serviced at off-site facilities that are not a part of the proposed Project.

17 According to LAHD, nearly 20,000 containers of hazardous cargos pass through the Ports
18 each year. The proposed SCIG facility would handle a portion of those containers,
19 applying established corporate procedures for hazardous cargos (see Section 3.7.2.4 in
20 the Recirculated Draft EIR).

21 **Fire Protection and Security.** Fire protection would likely be provided by the City of
22 Los Angeles Fire Department (LAFD), although Los Angeles County and the City of
23 Long Beach may participate under mutual aid agreements that would be established by
24 the respective fire departments (see Section 3.11 in the Recirculated Draft EIR for more
25 detail). Buildings and structures would be designed and constructed in accordance with
26 the fire codes of the relevant jurisdictions, and several emergency access routes would be
27 provided.

28 The site would be fully secured by passive (fencing) and active (private security)
29 measures in accordance with U.S. Department of Homeland Security requirements, and
30 would include security lighting and a variety of security surveillance devices. Admission
31 would be restricted to personnel carrying Transportation Worker Identification Credential
32 (TWIC), and escorted authorized visitors (see Section 3.7 in the Recirculated Draft EIR
33 for more detail). The site is located in the Harbor Division Area of the City of Los
34 Angeles Police Department, which, with the LAHD Police, would provide police
35 protection, assisted as necessary by the Los Angeles County Sheriff's Department and the
36 City of Long Beach Police Department (see Section 3.11 in the Recirculated Draft EIR
37 for more detail).

38 **Stormwater Management.** The SCIG facility and alternate business facilities would
39 include structural and procedural BMPs for minimizing the escape of water pollutants via
40 stormwater runoff and dry weather flows. Structural BMPs would include swales
41 incorporated into landscaped areas, storm drain inserts, berms around critical areas such
42 as fueling and hazardous materials storage areas, and clarifier/settling basins as
43 necessary. BNSF represents that the SCIG facility would consist of 20 to 30 percent
44 permeable surfaces (landscaped areas, container stacking areas, and tracks). The new
45 SCIG and alternate business facilities would be operated in accordance with procedural
46 BMPs such as frequent sweeping, regular inspections, periodic employee training,

1 equipment storage and washdown practices, and appropriate storage and handling of
2 potential polluting substances.

3 **1.5 Changes to the Draft EIR and** 4 **Recirculated Draft EIR**

5 The Final EIR discusses changes and modifications that have been made to the Draft EIR
6 and Recirculated Draft EIR. Actual changes to the text, organized by chapters, sections,
7 and appendices, are presented in Chapter 3, “Modifications to the Draft EIR and
8 Recirculated Draft EIR,” of this Final EIR.

9 Changes noted in Chapter 3 are identified by text strikeout and underline. These changes
10 are referenced in Chapter 2, “Response to Comments,” of this Final EIR, where
11 applicable. The changes and clarifications presented in Chapter 3 were reviewed to
12 determine whether or not they warranted recirculation of the EIR prior to certification
13 according to CEQA Guidelines and Statutes. The changes would not result in any new
14 significant environmental impacts or a substantial increase in the severity of an existing
15 environmental effect.

16 Below is a brief summary of key changes made, which are described in more detail in
17 Chapter 3 of this Final EIR.

- 18 • For the No Project Alternative, the forecasted total cargo throughput assumption was
19 reduced from 2.8 million TEU to 2.0 million TEU (as shown in Section 3.2 of this
20 Final EIR). This change was made in response to a comment and is consistent with
21 the forecasted total cargo throughput assumption used in the Reduced Project
22 Alternative, which was also 2.0 million TEU total (1.85 million to SCIG and .15 to
23 Hobart). The 2.0 million TEU cargo assumption used in both the No Project
24 Alternative and the Reduced Project Alternative is supported by the LAHD’s cargo
25 forecasts, which show that the international cargo combined for both railroads is
26 projected to be 4.1M TEU (see Recirculated Draft EIR Section 1.1.5.3 Table 1-4) and
27 LAHD’s data showing that this international cargo total is split equally between
28 BNSF and Union Pacific (see Recirculated Draft EIR Appendix G4). The two
29 railroads historically have had market shares of approximately 50 percent each and
30 this historical trend supports the assumption that cargo will continue to be split
31 equally by the two railroads. No change was made to the cargo throughput analysis
32 for the proposed Project, which was set at 2.8 M TEU because this was the applicant
33 BNSF’s estimated maximum capacity of the proposed SCIG facility. Under CEQA,
34 it is best practice and most conservative to analyze the maximum utilization or
35 physical capacity of a proposed project facility in order to ensure that the maximum
36 possible environmental impacts are analyzed.
- 37 • The alternate site for the ACTA maintenance yard has been slightly modified from a
38 4.5-acre site to an approximately 2.5-acre site west of the Dominguez Channel that is
39 generally in the same location analyzed in the EIR, with the difference being roughly
40 150 feet to the west. The footprint of the 2.5-acre site is shown in Figure 1.5 of this
41 Final EIR.
- 42 • Certain key mitigation measures related to air quality and greenhouse gas emissions
43 have been strengthened and/or added based on public comment, which would result
44 in further reduction of impacts than what was previously analyzed in the Recirculated
45 Draft EIR.

- Project Condition PC AQ-11 has been slightly modified to add a description of some criteria to be considered in making finding of technical and commercial feasibility of zero emission technologies.

The above changes are consistent with the findings contained in the Draft EIR and Recirculated Draft EIR, as modified. There would be no new or increased significant effects on the environment due to the proposed Project changes, and no new alternatives have been identified that would reduce significant effects of the proposed Project. Therefore, recirculation is not required consistent with Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5.

1.6 References

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